

# Technical Note



## NURALITE INDUSTRIAL ESTATE, CANAL ROAD, HIGHAM

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## ONE-WAY ROUTE EFFECTS

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This Technical Note has been prepared to support revised traffic management proposals for the redevelopment of Nuralite Industrial Estate, Canal Road, Higham.

### Introduction

The consented development was accompanied by a planning condition as follows:

*Condition 7 Traffic Regulation order - Other than the works shown on Drawing No.23/171/14 - Nuralite Retaining Wall no development approved by this permission (including demolition and engineering operations) shall commence until a Traffic Regulation Order has been enacted to introduce a one-way routing strategy requiring HGV vehicles travelling westbound to use Lower Rochester Road and Gore Green Road for travelling eastbound during the construction of the development. For the avoidance of doubt this includes demolition works.*

This condition was imposed on the basis of proposed highway works to introduce new passing bays along each of these routes to allow for two way general traffic as only HGVs were required to use the one-way system. Subsequent investigations into the engineering requirements and land ownership of constructing these has led to the need for an alternative solution as insufficient numbers and locations of passing bays can be constructed to adequately facilitate two-way movement.

The proposed alternative, which has been discussed with the local highway authority, Kent County Council (KCC), is to enact a one-way order for all vehicles along the same roads. This Technical Note reviews the impacts on journeys for those residents and businesses who may rely on these roads for access.

### Study area

The assessment covers residential dwellings (or groups of) and businesses that are likely to use either Lower Rochester Road or Gore Green Road to access the wider road network or local destinations. The study area therefore covers a range of points within a 2.5 km radius of the scheme. Figure 1 illustrates the extent of the study area and specific points that have been selected for the basis of the assessment.

These points cover areas to represent a range of destinations, such as Cliffe Woods, as well as individual businesses and specific parts of the road network that may also represent a connection to onward destinations, such as the B2000 towards the A289 and Rochester.



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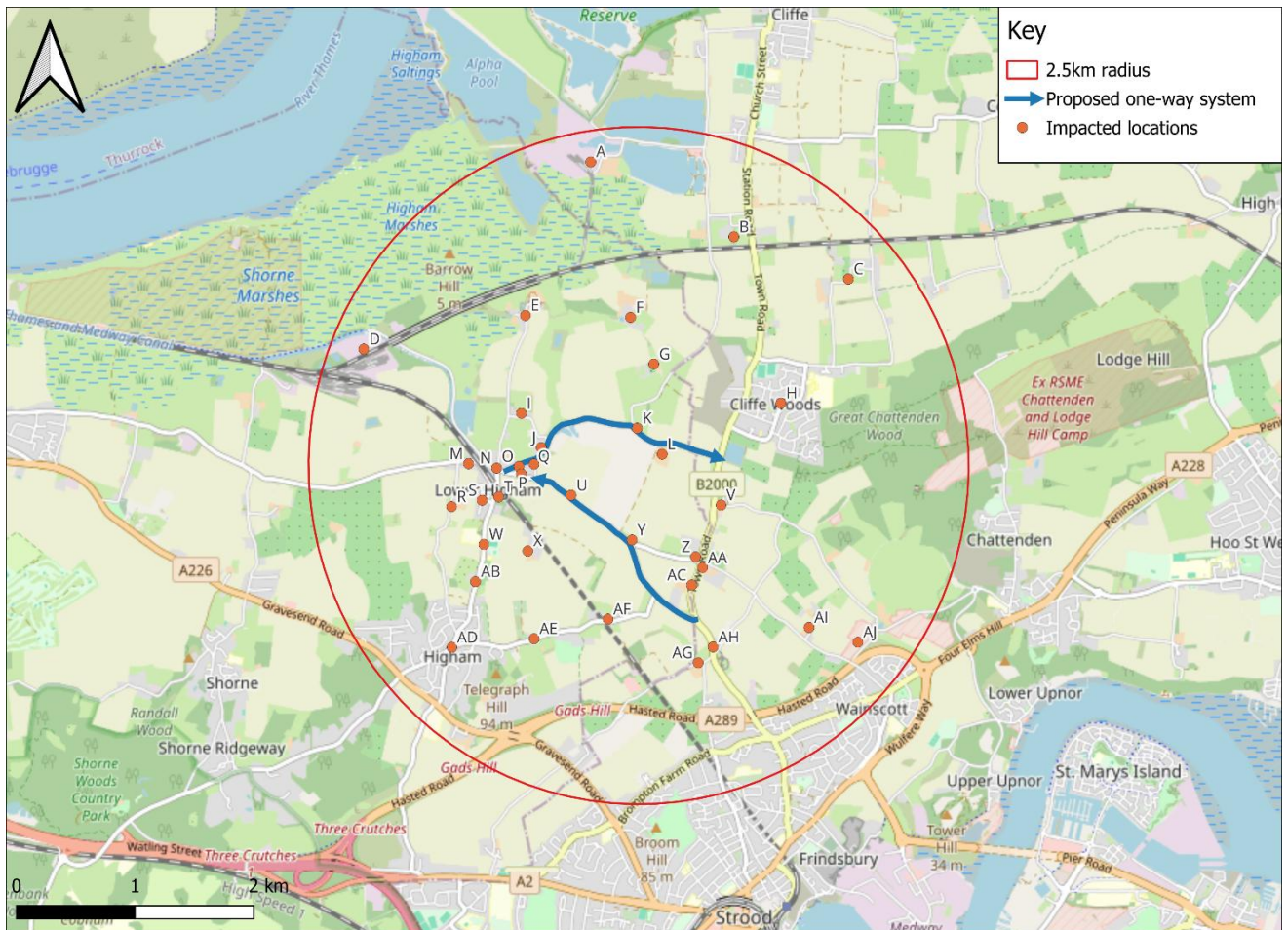


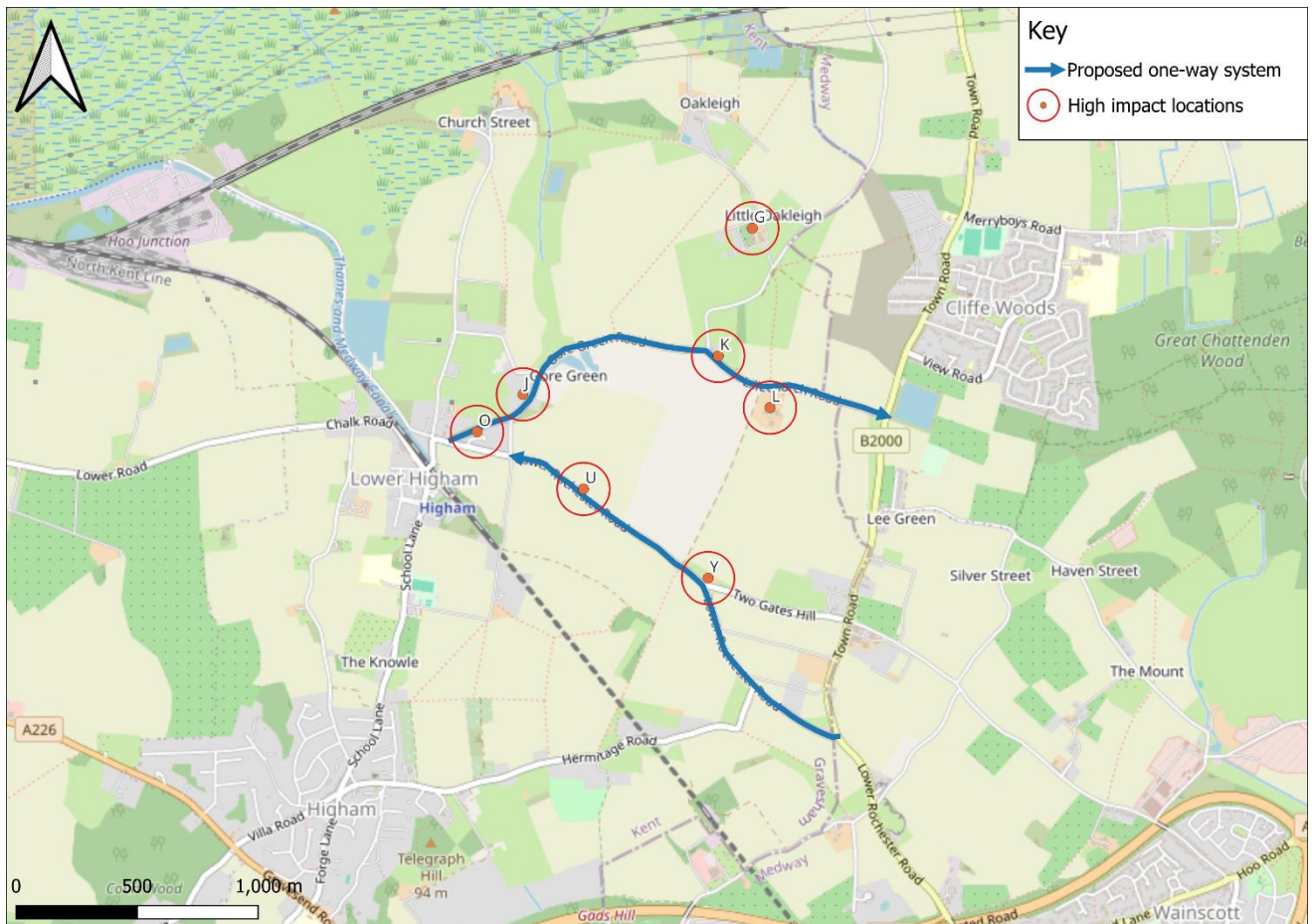
Figure 1 – Study area for one-way routing effects

### Assessment of impacts

Each of the points identified has been considered on the basis of an end to end journey where it would be affected by the proposed one-way arrangements. Each journey is also assessed for the arrival and departure for each point as the impact will be different depending on the position along the route.

The journey length for the existing movement and then the future movement has been considered, allowing a calculation to be made of the change in length and a percentage change indicated. Given that all of the points are contained within the 2.5 km study area, many of these journeys will be significantly longer than those assessed and the percentage change will be greatly reduced.

Journeys identified with at least a 100% increase represent those most affected by the proposals and therefore the impacts of these have been mapped out. Out of 47 different journeys considered, 8 have been calculated as having an increase of 100% or more. These 8 journeys start / end from 7 of the identified locations, illustrated in Figure 2.



**Figure 2 – High impact locations**

The eight journeys considered and their impact are illustrated in Figures 3 to 10. Note that two of these journeys start / end at Location K.



Figure 3 – Oakleigh Nursery to Lower Higham

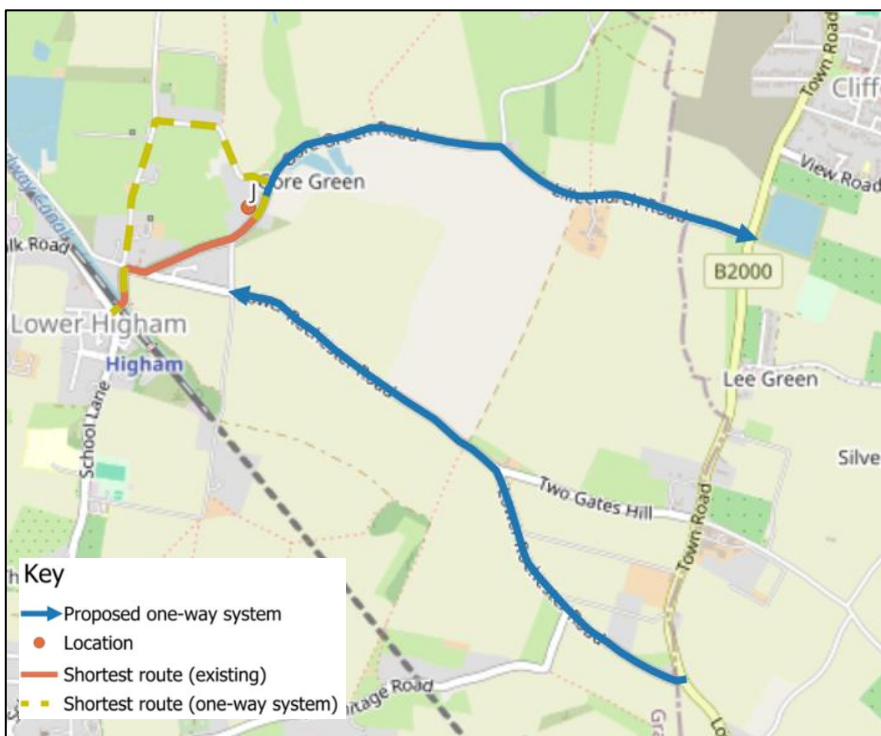


Figure 4 – Gore Green Road residents to Lower Higham



Figure 5 – Lillechurch Road residents to Lower Higham

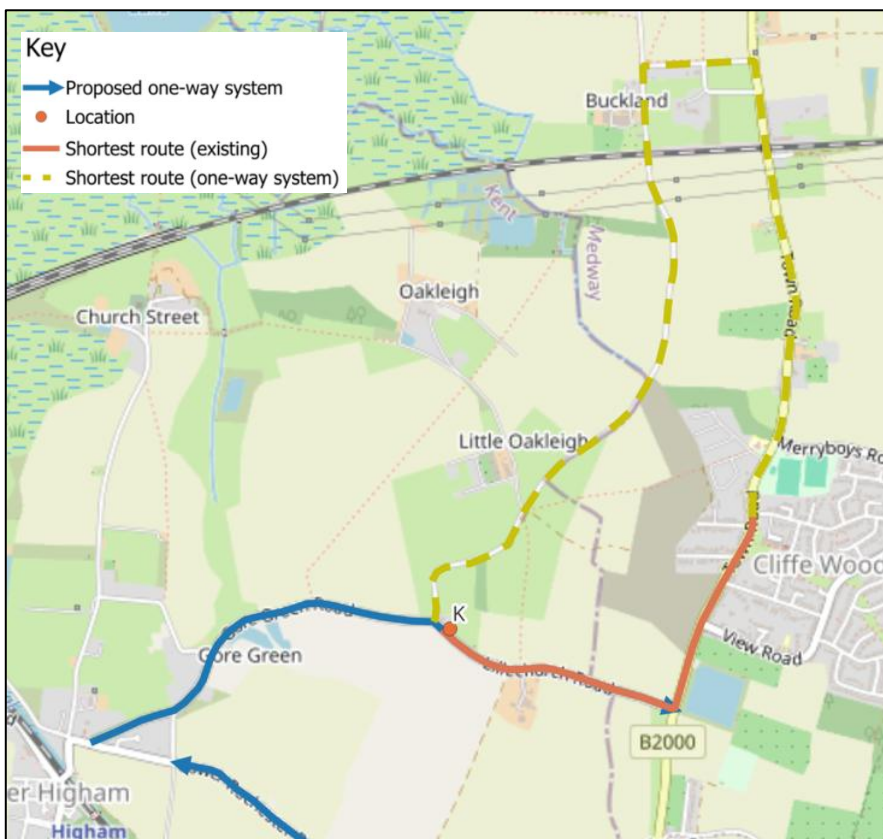


Figure 6 – Cliffe Woods to Lillechurch Road residents



Figure 7 – Cliffe Woods to Lillechurch Farm

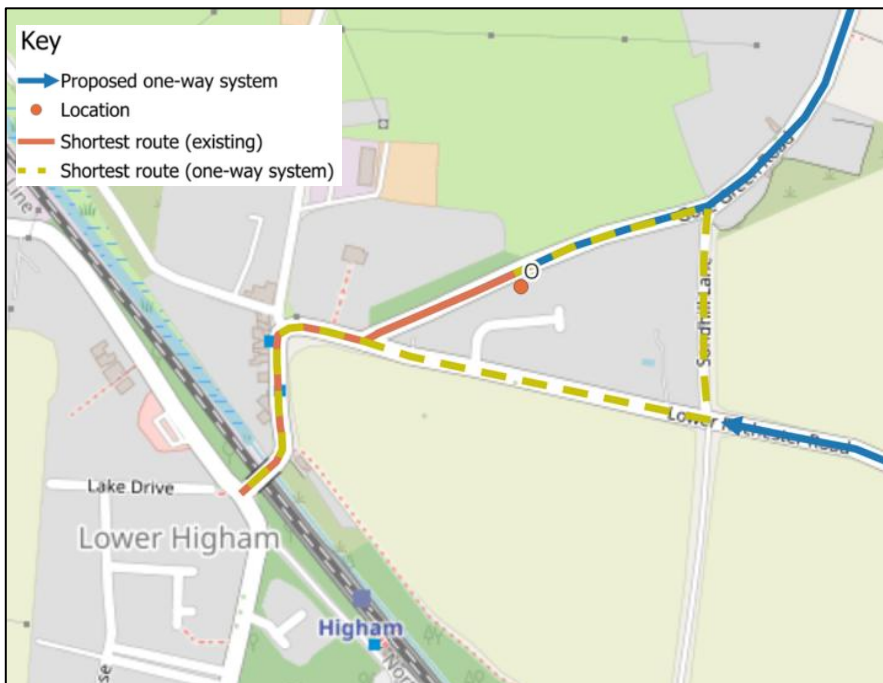


Figure 8 – Gore Green Road (western end) residents to Lower Higham



Figure 9 – Lower Higham to Cherry Garden Cottages



Figure 10 – Lower Higham to Two Gates Boarding Kennels

A summary of the journey lengths is provided in Table 1, indicating the origin, destination, route lengths and associated impact.

*Table 1 – Summary of one-way journey impacts (exceeding 100% increase)*

| Origin                           | Destination                | Current journey (km) | Future journey (km) | Change in length (km) | Change in journey time (approx. minutes) | % change |
|----------------------------------|----------------------------|----------------------|---------------------|-----------------------|------------------------------------------|----------|
| Oakleigh Nursery                 | Lower Higham               | 2.2                  | 4.5                 | 2.3                   | +3 minutes                               | 105%     |
| Gore Green Road residents        | Lower Higham               | 0.5                  | 1.1                 | 0.6                   | +2 minutes                               | 120%     |
| Lillechurch Road residents       | Lower Higham               | 1.5                  | 3.7                 | 2.2                   | +3 minutes                               | 147%     |
| Cliffe Woods                     | Lillechurch Road residents | 1.3                  | 4                   | 2.7                   | +3 minutes                               | 208%     |
| Cliffe Woods                     | Lillechurch Farm           | 1                    | 4.3                 | 3.3                   | +5 minutes                               | 330%     |
| Gore Green Road (west) residents | Lower Higham               | 0.4                  | 0.8                 | 0.4                   | <1 minute                                | 100%     |
| Lower Higham                     | Cherry Garden Cottages     | 0.8                  | 4.3                 | 3.5                   | +7 minutes                               | 438%     |
| Lower Higham                     | Two Gates Boarding Kennels | 1.5                  | 3.6                 | 2.1                   | +5 minutes                               | 140%     |

### Summary of impacts/effects

The changes in journey lengths for the majority of residents and businesses in the area, particularly when considering short journeys, will not experience a significant increase (less than 100%). Only eight identified journeys will result in an increase exceeding 100% and, of those, only three exceed a 200% increase. These represent very local journeys when the vast majority of journeys are likely to be more substantial in length and therefore the overall change in journeys is unlikely to have a major effect on users. Furthermore, these affect only a relatively small number of users.

The benefits of the one way arrangements will be that journeys will be uninterrupted by vehicles attempting to pass at pinchpoints along the route where frequent HGV movements already occur and will increase during the remediation and construction phases of the consented development. These would otherwise have an impact on journey times, which are not factored into the above calculations.

Overall, the proposed one-way arrangements are not expected to have a detrimental effect on local residents or businesses, with the increased distance for a small number of users being offset by improved reliability of journey times along these routes.