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Briefing Note: Shepway Transport Model Update – Review & Findings

Project	Shepway Transport Model Update	Reference: 60514687
Created by	Richard Corbin, Senior Transport Planner	Status: Draft
Reviewed by	Colin Romain, Associate Director	Date: March 2017

Introduction

AECOM (formerly as Scott Wilson and URS) prepared the Transport Strategy that formed part of the evidence base for the Core Strategy, which was supported by a transport spreadsheet model ('Shepway Transport Model') for Shepway District Council (SDC).

The Transport Strategy work, including the spreadsheet model, was carried out during 2010 and completed in 2011. The model has since been updated at various points to inform local modelling and impact assessments of development options.

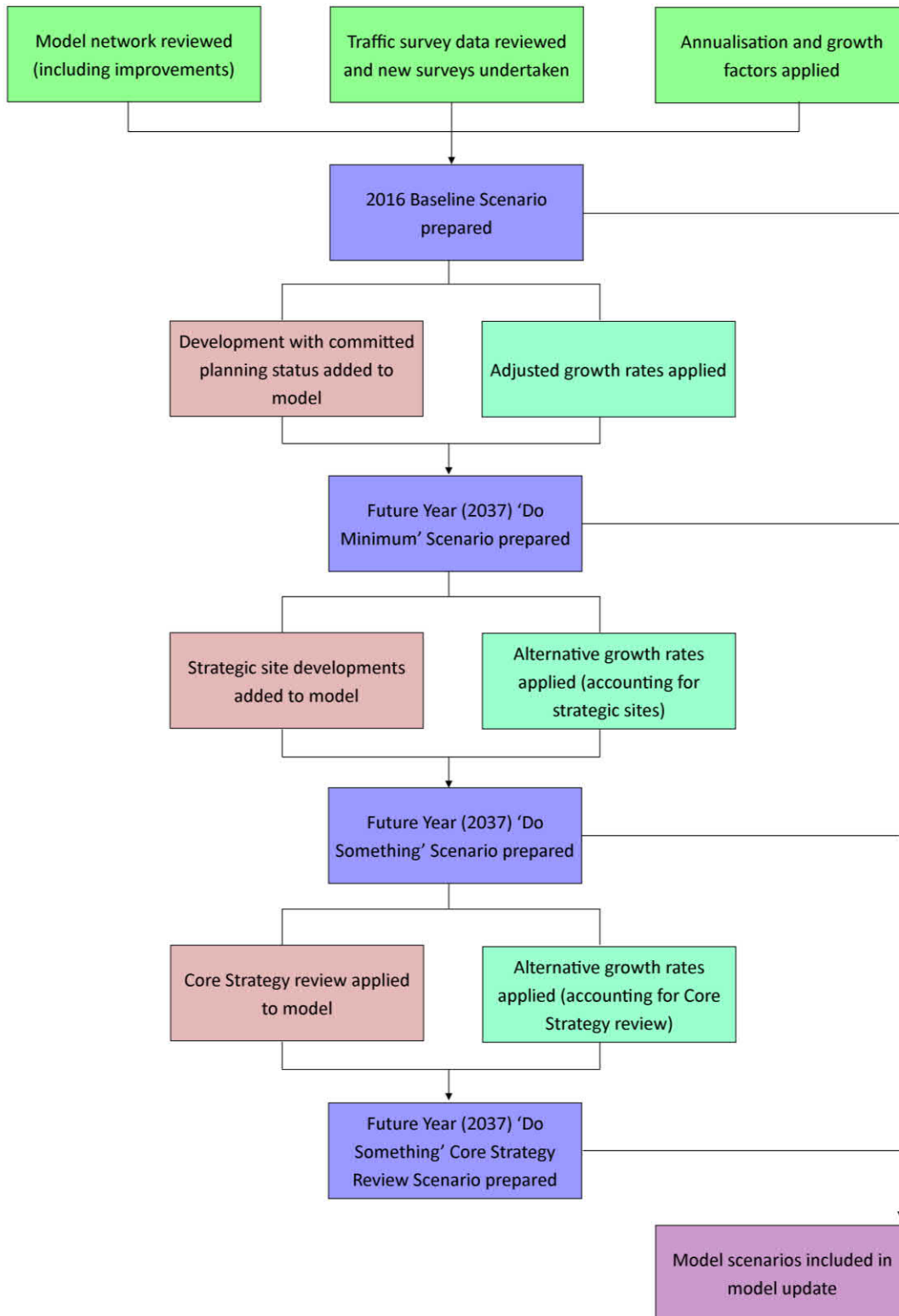
In 2016, AECOM was commissioned by SDC to undertake a comprehensive update of the Shepway Transport Model, incorporating the latest available data since the 2011 model was completed. The Shepway Transport Model has therefore been updated following discussions with SDC, Kent County Council (KCC) and Highways England (HE) and the full methodology employed for the update is presented in the *Shepway Transport Model - Modelling Methodology* Briefing Note (October 2016); a copy of which is enclosed at **APPENDIX A**.

For ease of reference, the flow chart presented at **FIGURE 1** overleaf summarises the core steps presented in the modelling methodology note which have been followed to update the model.

The updated model, plus a series of initial outputs and findings, was presented to SDC during a project meeting at Shepway Civic Offices on Thursday 12th January 2017.

Feedback received during that meeting has been used to further refine and finalise the model. Details of this feedback, plus the final outputs and findings, are presented in the remainder of this Briefing Note.

FIGURE 1: Model Update Process



Shepway Transport Model Update: Feedback and Finalisation

The updated spreadsheet model was presented during the meeting between AECOM and SDC, including a brief demonstration of the model and its functionality, plus the assumptions and methodology applied. A series of outputs and findings based on the model setup as demonstrated were subsequently discussed.

Following this, representatives of SDC provided three main points of feedback relating to the model setup and these are presented in **TABLE 1**.

TABLE 1: SDC Feedback regarding the Finalisation of the Shepway Transport Model Update

Feedback	Outcome
<p>A number of junction improvements and network changes have taken place since the original Shepway Transport Model was prepared, plus further junction improvements are committed to take place between now and the model end year of 2037.</p>	<p>Following the meeting, SDC provided a summary of the junction improvements and network changes in the area encompassed by the model.</p> <p><i>Only changes which affect the potential distribution of traffic have been included in the model. As such, the main change made to the model arising from the improvements relates to the introduction of a new right turn movement at Cheriton Interchange (from Cheriton High Street west to east). This is expected to be in place circa 2018, and therefore is not enabled in the model for years prior to this.</i></p> <p><i>Other changes concerning the potential capacity and operation of the network can be considered in the context of any future operational analysis, as appropriate.</i></p> <p><i>A schedule of the junction improvements and network changes as identified by SDC is included at APPENDIX B for reference.</i></p>
<p>The total Otterpool Park development quanta of 12,000 dwellings and 100,000sqm of commercial floorspace were agreed to not be representative of the expected levels of potential development, at the end of the Local Plan period (2037).</p>	<p>SDC estimated that 6,500 dwellings was a more realistic estimate of the number of homes that may be delivered during the Local Plan period for the Otterpool Park development. An assumption has been made that the 100,000sqm commercial should be adjusted proportionally (in line with the housing) to 54,000sqm (rounded to the nearest 1,000sqm).</p> <p><i>The model has been updated to reflect this change.</i></p>
<p>The possibility / feasibility of adding the new M20 Motorway Junction 10A into the model was raised.</p>	<p>It was agreed that this can be examined further as part of any subsequent sensitivity scenario modelling.</p>

Shepway Transport Model: Outputs and Findings

Following the updates made to the Shepway Transport Model, two of the scenarios from **FIGURE 1** have been output from the model for comparison with the original model outputs. The developments which are included in each scenario are presented at **FIGURE 2**, with the 2037 Do Something comprising: Committed Schemes (2010 Method), Further Committed Schemes (2010 Method), Additional Committed Schemes (2016 HIA), Additional Sites and Strategic Sites – but excluding Otterpool Park, which is added to the 2037 Do Something to form the 2037 Do Something (Core Strategy Review) scenario.

FIGURE 2: Scenarios Presented and Developments Included

<p>2037 Do Something</p>	<p>Link Park, Lydd Airport, Leas Club, Encombe, Monument House (The Leas), 72 Cheriton High Street, 50-60 & 62 Shorncliffe Road, Former St. Mary's Westbrook School, 52-54 Guildhall Street, 1 Dover Road (Folkestone), Land at Hurricane Way (Hawkinge), Land Adj. Fairlight Terrace, Littlestone Road, Land Adj. 143 Queens Road, Land Adj. End House, Land Adj. 1 Westview Cottages, Coach Depot (King Street), Land Adj. Greenacres, Hurricane Way (Hawkinge), Former St. Mary's Bay Holiday Village, Stoneleigh House (Folkestone), Biggins Wood, Westbrook House, Hotel Imperial, Church Lane, Dymchurch Road (St. Mary's Bay), Hawkinge Youth Adventure Centre, Anaerobic Digester, Holiday Extras, Folkestone Seafront, Risborough and Napier Barracks, Nickolls Quarry, Sellindge, New Romney Site 1, New Romney Site 2, New Romney Site 3</p>
<p>2037 Do Something (Core Strategy Review)</p>	<p><i>2037 Do Something developments + Otterpool Park</i></p>

A series of outputs from the updated Shepway Transport Model are presented below, comparing total junction flows for both the AM peak hour (0800-0900) and PM peak hour (1700-1800) as follows:

- 2026 Do Something (derived from the Original Model, 2011) versus 2037 Do Something (Updated Model)
- 2026 Do Something (Original Model, 2011) versus 2037 Do Something (Core Strategy Review) (Updated Model)

The outputs also include, for reference and where available, the RAG¹ score associated with junction modelling undertaken for the original model outputs and the percentage change in junction flow from the original model compared to the updated Shepway Transport Model.

The tables within this Briefing Note present a subset of the results, for each of the locations contained within the model where the following criteria are met by comparing the updated model results against the original model results:

- Original model RAG score of 'R';
- Original model RAG score of 'A';
- Original model RAG score of 'G', but with a predicted increase in junction flows; or,
- No previous RAG score, but with a predicted increase of 10% or more in junction flows

¹ Red, Amber, Green (RAG) results from original model outputs refer to:

- Red (R): Junction predicted to operate over capacity.
- Amber (A): Junction predicted to operate above its ideal capacity threshold, but within its theoretical capacity threshold.
- Green (G): Junction predicted to operate within capacity.

2026 Do Something (Original Model) vs. 2037 Do Something (Updated Model)

TABLE 2 presents the subset of results comparing the original model outputs ('2026 DS') with the 2037 Do Something outputs from the Updated Shepway Transport Model ('2037 DS').

TABLE 2: 2026 DS (Original Model) vs. 2037 DS (Updated Model) Total Junction Flow

ID	Junction	AM Peak Hour (0800-0900)				PM Peak Hour (1700-1800)			
		2026 DS	2026 DS RAG	2037 DS	Change (%)	2026 DS	2026 DS RAG	2037 DS	Change (%)
131	New Street / Foresters Way / Shellons Street / Dover Road	1,395	G	2,177	56.1%	1,421	R	2,825	98.8%
136	Alkham Valley Road / A20 Off Slip / A20 On Slip	1,898	R	2,446	28.8%	1,677	A	1,984	18.3%
122	A2034 Cheriton Road / A2034 Cherry Garden Avenue	2,738	R	3,130	14.3%	2,663	R	3,209	20.5%
132	Spitfire Way / Canterbury Road / A260	1,520	R	1,534	0.9%	1,444	R	1,666	15.4%
135	A260 / Alkham Valley Road	2,826	R	3,173	12.3%	3,033	R	3,205	5.7%
7	A20 / Stone Street / Hythe Road	2,532	R	2,650	4.6%	2,646	R	2,692	1.7%
30	B2064 / Cheriton High Street	3,424	R	3,333	-2.7%	3,523	R	3,784	7.4%
117	A2033 Foord Road N / New Street	1,282	A	1,444	12.6%	No Data		1,778	
128	Dover Road / Tontine Street	466	G	1,014	117.6%	307	G	733	138.5%
4	M20 / A20 / B2068 Roundabout	2,437	G	3,620	48.5%	2,284	G	3,709	62.4%
124	A2034 / A20 / A259 / M20 On Slip / M20 Off Slip (Castle Hill Interchange)	3,911	G	5,410	38.3%	4,070	G	5,420	33.2%
118	Bouverie Road W / Cheriton Gardens	1,377	G	1,665	20.9%	1,587	G	1,985	25.0%
36	Beachborough Road / Shorncliffe Road	1,870	G	1,965	5.1%	1,906	G	2,074	8.8%
26	A20 / M20 / B2064 Cheriton Interchange	3,885	G	3,791	-2.4%	3,595	G	3,809	5.9%
123	A2034 Cherry Garden Avenue / Cherry Garden Lane	1,977		3,120	57.8%	1,810		2,993	65.4%
129	A2033 Dover Road / A260 Dover Road	891		1,147	28.7%	928		1,323	42.6%
3	Ashford Road / Sandling Road	374		512	36.9%	332		386	16.4%
137	A259 Black Bull Road / A259 Churchill Ave / A260	3,090		4,159	34.6%	3,561		4,182	17.4%
10	Aldington Road / Lympe Hill	786		885	12.6%	676		876	29.6%
22	Aerodrome Road / Spitfire Way	1,700		1,753	3.1%	1,417		1,834	29.4%
8	B2067 Aldington Road / B2067 Otterpool Lane	476		613	28.7%	540		551	2.0%
20	A259 / A259 Straight Lane / B2080 / A2070	1,910		1,905	-0.2%	1,605		2,017	25.7%
130	A2033 Dover Road / A260	749		737	-1.6%	930		1,066	14.6%
9	Aldington Road / Stone Street	961		996	3.6%	898		1,005	11.9%
134	A260 Spitfire Way / White Horse Hill / A260 / A20 Slip Roads	2,994		3,297	10.1%	3,368		3,743	11.1%

A total of 25 junctions meet the subset criteria, of which 14 were examined using junction capacity assessments associated with the original model. All of the junctions classified as Red or Amber have been retained, due to the performance issues identified previously, and any junctions classified as Green have been retained if an increase in traffic is predicted. 11 junctions were not previously assessed, but have been included in the list due to the predicted change in flow from the original model to the updated model.

2026 Do Something (Original Model) vs. 2037 Do Something (Core Strategy Review)

As outlined previously, the Core Strategy Review scenario includes the 6,500 homes estimated by SDC and the pro-rated 54,000sqm of commerce associated with Otterpool Park at the model end state year of 2037. **TABLE 3** presents the subset of results comparing the original model outputs ('2026 DS') with the 2037 Do Something (Core Strategy Review) outputs from the Updated Shepway Transport Model ('2037 CSR').

TABLE 3: 2026 DS (Original Model) vs. 2037 DS SC Review (Updated Model) Total Junction Flows

ID	Junction	AM Peak Hour (0800-0900)				PM Peak Hour (1700-1800)			
		2026 DS	2026 DS RAG	2037 CSR	Change (%)	2026 DS	2026 DS RAG	2037 CSR	Change (%)
7	A20 / Stone Street / Hythe Road	2,532	R	4,736	87.0%	2,646	R	5,051	90.9%
131	New Street / Foresters Way / Shellons Street / Dover Road	1,395	G	2,004	43.7%	1,421	R	2,603	83.1%
132	Spitfire Way / Canterbury Road / A260	1,520	R	1,722	13.3%	1,444	R	1,881	30.2%
136	Alkham Valley Road / A20 Off Slip / A20 On Slip	1,898	R	2,376	25.2%	1,677	A	2,057	22.7%
122	A2034 Cheriton Road / A2034 Cherry Garden Avenue	2,738	R	3,073	12.2%	2,663	R	3,171	19.1%
135	A260 / Alkham Valley Road	2,826	R	3,051	7.9%	3,033	R	3,186	5.0%
30	B2064 / Cheriton High Street	3,424	R	3,168	-7.5%	3,523	R	3,597	2.1%
117	A2033 Foord Road N / New Street	1,282	A	1,330	3.7%	No Data		1,641	
4	M20 / A20 / B2068 Roundabout	2,437	G	5,115	109.9%	2,284	G	5,353	134.3%
128	Dover Road / Tontine Street	466	G	934	100.4%	307	G	678	120.8%
124	A2034 / A20 / A259 / M20 On Slip / M20 Off Slip (Castle Hill Interchange)	3,911	G	5,267	34.7%	4,070	G	5,315	30.6%
118	Bouverie Road W / Cheriton Gardens	1,377	G	1,529	11.0%	1,587	G	1,824	14.9%
36	Beachborough Road / Shorncliffe Road	1,870	G	1,822	-2.5%	1,906	G	1,926	1.0%
26	A20 / M20 / B2064 Cheriton Interchange	3,885	G	3,599	-7.4%	3,595	G	3,631	1.0%
3	Ashford Road / Sandling Road	374		674	80.3%	332		583	75.7%
10	Aldington Road / Lympe Hill	786		1,162	47.8%	676		1,194	76.7%
5	A20 Ashford Road / B2067	1,533		2,527	64.8%	1,554		2,714	74.6%
123	A2034 Cherry Garden Avenue / Cherry Garden Lane	1,977		3,055	54.5%	1,810		2,962	63.7%
6	A20 roundabout south of M20	3,064		4,784	56.1%	3,029		4,903	61.9%
8	B2067 Aldington Road / B2067 Otterpool Lane	476		739	55.2%	540		705	30.5%
9	Aldington Road / Stone Street	961		1,306	36.0%	898		1,361	51.6%
22	Aerodrome Road / Spitfire Way	1,700		1,925	13.2%	1,417		2,037	43.7%
129	A2033 Dover Road / A260 Dover Road	891		1,056	18.5%	928		1,221	31.6%
137	A259 Black Bull Road / A259 Churchill Ave / A260	3,090		3,940	27.5%	3,561		3,977	11.7%
1	A20 Ashford Road / Swan Lane	1,025		1,246	21.6%	1,188		1,335	12.3%
20	A259 / A259 Straight Lane / B2080 / A2070	1,910		1,766	-7.5%	1,605		1,871	16.5%
18	Romney Road / Lydd Airport	962		1,101	14.4%	1,107		1,244	12.4%
134	A260 Spitfire Way / White Horse Hill / A260 / A20 Slip Roads	2,994		3,388	13.2%	3,368		3,841	14.0%
119	A2033 Sandgate Rd / Castle Hill Ave / Clifton Gardens / Langhorne Gardens	2,085		2,247	7.8%	2,113		2,334	10.5%

A total of 29 junctions meet the subset criteria, of which 14 were previously examined for the original model work. All junctions classified as Red or Amber have been retained, due to the performance issues identified previously, and junctions classified as Green have been retained if an increase in traffic is predicted. 15 junctions not previously assessed have been included in the list due to the predicted change in flow from the original model to the updated model.

All of the junctions presented in **TABLES 2 & 3** are carried forward to the summary table, **TABLE 4**, which presents those junctions which may benefit from further assessment. For ease of reference, a plan showing the location of each of the identified junctions is included at **APPENDIX C**.

Summary

The Shepway Transport Model has been updated following detailed discussions with SDC, as well as feedback provided by KCC and HE. The initial outputs and findings from the updated model were presented to SDC during a meeting at Shepway Civic Offices and the additional feedback provided has been incorporated into the final update of the model.

A selection of outputs from the updated model, in the form of overall junction flows, has been presented and compared against the 2026 Do Something ('2026 DS') junction flows from the original model. This assists with identifying junctions which may require further assessment. A summary of all the junctions identified is presented at **TABLE 4**, which shows the maximum 2026 DS RAG score (where applicable) and the maximum change from the 2026 DS to the respective 2037 Do Something and 2037 Do Something Core Strategy Review scenarios.

TABLE 4: Junction Flow Change, Summary

ID	Junction	Max. 2026 DS RAG	Max. Change to 2037 DS	Max. Change to 2037 CSR
131	New Street / Foresters Way / Shellons Street / Dover Road	R	98.8%	83.1%
7	A20 / Stone Street / Hythe Road	R	4.6%	90.9%
132	Spitfire Way / Canterbury Road / A260	R	15.4%	30.2%
136	Alkham Valley Road / A20 Off Slip / A20 On Slip	R	28.8%	25.2%
122	A2034 Cheriton Road / A2034 Cherry Garden Avenue	R	20.5%	19.1%
135	A260 / Alkham Valley Road	R	12.3%	7.9%
30	B2064 / Cheriton High Street	R	7.4%	2.1%
117	A2033 Foord Road N / New Street	A	12.6%	3.7%
128	Dover Road / Tontine Street	G	138.5%	120.8%
4	M20 / A20 / B2068 Roundabout	G	62.4%	134.3%
124	A2034 / A20 / A259 / M20 On Slip / M20 Off Slip (Castle Hill Interchange)	G	38.3%	34.7%
118	Bouverie Road W / Cheriton Gardens	G	25.0%	14.9%
36	Beachborough Road / Shorncliffe Road	G	8.8%	1.0%
26	A20 / M20 / B2064 Cheriton Interchange	G	5.9%	1.0%
3	Ashford Road / Sandling Road		36.9%	80.3%
10	Aldington Road / Lympne Hill		29.6%	76.7%
5	A20 Ashford Road / B2067		-13.7%	74.6%
123	A2034 Cherry Garden Avenue / Cherry Garden Lane		65.4%	63.7%
6	A20 roundabout south of M20		-12.2%	61.9%
8	B2067 Aldington Road / B2067 Otterpool Lane		28.7%	55.2%
9	Aldington Road / Stone Street		11.9%	51.6%
22	Aerodrome Road / Spitfire Way		29.4%	43.7%
129	A2033 Dover Road / A260 Dover Road		42.6%	31.6%
137	A259 Black Bull Road / A259 Churchill Ave / A260		34.6%	27.5%
20	A259 / A259 Straight Lane / B2080 / A2070		25.7%	16.5%
1	A20 Ashford Road / Swan Lane		6.1%	21.6%
130	A2033 Dover Road / A260		14.6%	5.3%
18	Romney Road / Lydd Airport		6.6%	14.4%
134	A260 Spitfire Way / White Horse Hill / A260 / A20 Slip Roads		11.1%	14.0%
119	A2033 Sandgate Rd / Castle Hill Ave / Clifton Gardens / Langhorne Gardens		4.6%	10.5%

A total of 30 junctions have been identified which are expected to experience increases in traffic flows in the 2037 DS and / or 2037 Core Strategy Review scenario(s). 14 of these were previously assessed and 16 have been included due to the increase in predicted flows from the original model to the updated model.

Further analysis has been undertaken to present a summary of this information below:

- Of the seven junctions previously classified as Red, all are predicted to experience an increase in traffic demand, based upon the findings of the updated model. These increases range from 7.4% at Junction 30 (B2064 / Cheriton High Street) to 98.8% at Junction 131 (New Street / Foresters Way / Shellons Street / Dover Road).
- The single junction classified as Amber previously, Junction 117 (A2033 Foord Road N / New Street), is expected to experience relatively modest increases in demand (in the order of 10% in the AM peak) however, this may be a sufficient increase to change the category of the junction from Amber to Red.
- Of the six junctions previously classified as Green, two are predicted to experience increases in traffic demand of less than 10% (Junctions 36 and 26). The remaining four junctions are predicted to experience increases in demand of between 25% and 138.5%. These junctions are as follows:
 - 128 (Dover Road / Tontine Street);
 - 4 (M20 / A20 / B2068 Roundabout);
 - 124 (A2034 / A20 / A259 / M20 On Slip / M20 Off Slip (Castle Hill Interchange)); and,
 - 118 (Bouverie Road W / Cheriton Garden).
- Of the 16 junctions not previously assessed, two are predicted to experience reductions in demand in the AM peak, although there would be increases in the PM peak (Junctions 5 and 6). Some of the other junctions are predicted to experience reasonably modest increases in demand, for example, Junctions 130, 18, 134 and 119 with the remaining junctions ranging between 21.6% and 80.3%.

Appendix A

Briefing Note: Shepway Transport Model – Modelling Methodology

Project	Shepway Transport Model	Reference: 60514687
Created by	Abby Bennett, Transport Planner	Status: Draft (Revision 2)
Reviewed by	Richard Corbin, Transport Planner Colin Romain, Associate Director	Date: October 2016
Approved by	Jonathan Crabb, Regional Director	

Context

AECOM (formerly as Scott Wilson and URS) prepared the Transport Strategy which was supported by a transport spreadsheet model for Shepway District Council (SDC), which formed part of the evidence base for the Core Strategy. The Transport Strategy work, including the spreadsheet model, was carried out during 2010 and completed in 2011; however it has been updated at various points to inform local modelling and impact assessments of development options.

The model has been used as recently as June 2015 to help inform the assessment of proposed development in the district, as well as being used to consider potential development scenarios in the vicinity of Junction 11 of the M20.

The spreadsheet model utilises observed traffic survey data factored to a common base year for the AM and PM peak hours to represent the traffic conditions in Shepway. Functionality is then included for traffic growth, for any year during the plan period, to be incorporated and adjusted in the context of committed development and potential strategic development options. Any combination and mix of sites can be modelled and different development options at each site can also be chosen.

The methodology for the model was originally set out in the ‘Modelling Methodology’ Briefing Note in June 2010 with an updated Briefing Note prepared in December 2011 to set out the extent of updates to the spreadsheet model encompassing the calculation of traffic growth, trip generation and potential development quantum of the Strategic Site allocations at that time.

AECOM worked closely with the key stakeholders, including officers of SDC, Kent County Council (KCC) and Highways England (HE) throughout the preparation and subsequent application of the spreadsheet model.

Purpose

The initial draft of this Briefing Note was issued to stakeholders on 14th September 2016 to present the proposed method for updating the spreadsheet model and feedback from each has now been received.

As the requested changes have now been incorporated, this revised Briefing Note is being recirculated to the aforementioned stakeholders as a record of the final methodology.

Following recent discussions with SDC, as well as KCC and HE, it has been agreed that the spreadsheet model will be updated to reflect and help inform emerging growth options in the district. Furthermore, during subsequent statutory stages, it will support the complete review of the Core Strategy Local Plan.

SDC expect to commission consultants to carry out a review of growth options, with this work split into two phases:

- Phase 1 involves producing a summary paper of high-level growth options including a supporting narrative with illustrative mapping on a suitable OS base. The summary paper is likely to be considered for public consultation by SDC's Cabinet in January 2017 and should identify the capacity and deliverability for growth in the areas assessed, also identifying where significant infrastructure investment may be needed to unlock the potential of a growth area. The high-level growth options paper will be informed by the Shepway Transport Model and will seek to identify how the housing need identified in the emerging Strategic Housing Market Assessment will be met for the period 2014-2017.
- Phase 2 involves testing the high-level growth options identified in phase 1, considering responses to consultation and producing a strategic growth options report as a significant evidence base document to support the Core Strategy review.

This Briefing Note therefore sets out the methodology which will be followed as part of a comprehensive update of the Shepway Transport Model, to ensure that it is able to fully inform both phases of the strategic review of growth options in Shepway District.

The period of the plan is likely to be from 2014 to 2037 as a result of the Strategic Housing Market Assessment (SHMA), which identifies objectively assessed housing need based on housing data produced in 2014 by the Office for National Statistics (ONS).

Methodology

Where possible the methodology which will be employed will be kept consistent with the approach followed in preparing the existing model, as this will allow any outputs to be provided in a comparable format and it will build upon the approach that was previously agreed with the stakeholders.

In this section of the Briefing Note, the methodology is therefore presented and this generally follows the same approach as was adopted previously. Where this is not the case, an alternative / updated method is presented.

Network

The 'network' established for the existing model, covering the district and including the key links and junctions throughout Shepway, including specifically those areas in the vicinity of the Strategic Site allocations will be used as the starting point for the updated model.

The main structure of the network will again be determined by Manual Classified Count (MCC) data for junctions and Automatic Traffic Count (ATC) data for highway links, mainly ranging between 2012 and 2016. Supplementary surveys will be undertaken for key junctions and links where the existing data is considered to be out of date (generally earlier than 2012).

Where possible the data will cover 12 hour weekday periods between 07:00 and 19:00 and, as in the existing model, the focus will be on the AM (08:00-09:00) and PM (17:00-18:00) peak hours.

Annualisation

Given the wide extent of the model area and the amount of data that will be obtained for this, the information will range across many months as well as years.

The traffic data will therefore be ‘annualised’ by applying factors to the baseline traffic data derived from ATC data. This is consistent with the existing model and allows seasonal variations in traffic demand, including tourist traffic, to be reflected.

Growth

The annualised baseline data will subsequently be factored up to a common base year, in this case 2016 although the model will also be able to provide a ‘base’ scenario for 2014, representing the start of the plan period. The model will include the option to forecast future year scenarios, comprising all years between 2016 up to and including 2037 (local plan year). The spreadsheet allows the traffic situation to be viewed on a year-by-year basis.

Traffic growth factors will be calculated using the latest version of TEMPRO (7.0) and the NTEM database¹, which provide traffic growth factors based on the predicted number of households and jobs that are expected to be delivered in each future year, relative to existing levels.

In the absence of detailed development forecast data for an area, TEMPRO therefore provides an estimate of background traffic growth.

Previously the traffic growth forecasts within TEMPRO were adjusted based on the projected delivery of the Core Strategy sites, using SDCs detailed development programme covering the period up until 2026 and the latest available Strategic Housing Land Availability Assessment (SHLAA) information at that time. For the updated model, equivalent detailed development programme information covering the period up until-2037 will be used.

Two examples of the methodology are summarised below, for indicative purposes:

Table 1 – Example 1

Example 1	TEMPRO Forecast		Shepway Growth Option	
	Housing	Employment	Housing	Employment
2010 to Year “X”	250	150	125	75

In this case, for Future Year “X”, the Core Strategy / SHLAA is predicted to only deliver half the level of growth in terms of housing and employment that TEMPRO predicts. The TEMPRO growth forecast would be reduced in this situation by the Core Strategy element and then applied to the background traffic levels. The remaining growth would then be considered in the spreadsheet model based on traffic associated with the actual Core Strategy / SHLAA allocations, rather than generically.

Table 2 – Example 2

Example 2	TEMPRO Forecast		Shepway Growth Option	
	Housing	Employment	Housing	Employment
2010 to Year “Y”	250	150	500	300

¹ Version 7.0 of the NTEM dataset includes: population data, using Office for National Statistics 2012-based projections; dwellings data, using local authority annual monitoring reports; employment data, using UK Commission for Employment and Skills 2012-based employment projections (“working futures”); distribution of employment and workers data, using workforce jobs and the labour force survey, by region from a base year of 2012; a comprehensive update and re-estimation of the National Car Ownership Model; re-estimated trip rates based on the National Travel Survey. *Source: Updating to TEMPro 7.0 and frequently asked questions additional guidance, DfT (2016).*

In this case, for Future Year “Y”, the Core Strategy / SHLAA would be predicted to deliver in excess of the amount of growth in terms of housing and employment that TEMPRO predicts. In this situation, no TEMPRO background traffic growth would have been applied and the specific information relating to the Core Strategy / SHLAA allocations would be input.

Review of Traffic Data (2016)

All of the sites (junctions and links) used in the existing model, including the month and year of the base survey, are presented in **Appendix A**, with the location of these sites presented on the maps included in **Appendix B**. A review of this data has been undertaken to identify all of the locations which are considered to be:

- Out of date (but not essential to the model update and therefore sites which new data is not required for)
- Out of date (and needed for the model), i.e. new data is needed
- In date (and to be retained in the model)

Where new survey data is anticipated to be required to update the model, existing data from the following sources has been considered:

- TRADS data from HE
- Department for Transport (DfT) data (e.g. count points)
- Data from Transport Assessments (for developments in Shepway and neighbouring authorities)

Where available, TRADS and DfT data in the vicinity of the existing sites has been listed in **Appendix A**. Data in Transport Assessments may also be available for the following sites:

- Link Park
- Lydd Airport
- Leas Club
- Biggins Wood
- Fisherman's Landing

For those sites where existing data is not available, new surveys have been undertaken in September / October 2016 outside of the school holidays, following the agreement of the stakeholders². Manual Classified Count (MCC) surveys were undertaken between the hours of 0700-1000 and 1600-1900 on weekdays and Automatic Traffic Count (ATC) surveys were undertaken for one week.

Review of Development Flows – Committed Schemes (2010-2016)

The spreadsheet model allows development sites to be ‘plugged in’ at their respective locations on the network. A number of committed schemes with extant planning permissions were identified within the district and included within the existing model, meaning that they were expected to be delivered during the life of the Core Strategy. The developments identified as part of the 2010 modelling methodology included:

² Since the initial Briefing Note was issued, taking account of feedback from the stakeholders, an independent survey company was commissioned to undertake ATC traffic surveys for seven days commencing Wednesday 13th October 2016 and MCC traffic surveys on Thursday 14th October 2016.

Table 3 – Committed Schemes (2010 Methodology)

Development	Description	Implemented?
Sainsbury's, Hythe (Y09/0627/SH)	5,573sqm superstore together with car parking, delivery yard and vehicular access	Yes
Link Park (Y06/0552/SH) (Y15/0880/SH)	B1 office (5,200sqm), B2 industrial (15,600sqm), B8 warehousing (31,200sqm)	Extension to time limit of planning permission approved in 2015
Shearway, Phase I	Offices in the Folkestone Enterprise Centre	Yes
Lydd Airport (Y06/1648/SH) (Y06/1647/SH)	Airport expansion – runway extension and new terminal building approved in 2014.	Minor works have commenced to secure the planning permission but construction has not begun

Since the initial model was prepared the following committed developments have also been included in the spreadsheet model:

Table 4 – Further Committed Schemes (2010 Methodology)

Development	Description	Implemented?
Cheriton Parc (Y05/0294/SH) (Y06/0503/SH) (Y06/0536/SH)	B1 office (15,334sqm), Hotel (2,648sqm), Nursery (744sqm)	Yes
Leas Club (Y08/1212/SH)	Conversion from bar to gymnasium and erection of 68 residential dwellings and 2 commercial units	No
Encombe (Y11/0122/SH) (Y16/0447/SH)	36 residential units	No
HWRC (Y09/1050/SH)	Household Waste Recycling Centre	Yes
Hawkinge	300 residential dwellings plus extension to Battle of Britain Museum	No active consent
Shearway Glenmore (Y06/1664/SH)	24 business units (B1, B2, B8)	Yes
Shearway Home Office	B1 office (5,415sqm)	Yes

The traffic assumptions for each of these developments was derived from their respective Transport Assessments and documentation supporting their associated planning applications, allowing their impact to be considered on the network.

As some of the committed developments have now been implemented they will therefore be picked up in the new baseline. The tables above have identified which sites have been implemented and no longer need to be 'added' to the model and which sites are still due to come forward and therefore do need to be retained in the model as committed developments.

Following the request for feedback from stakeholders, SDC provided a list of all sites which have planning permission within Shepway District in the form of the 2016 Housing Information Audit (HIA). AECOM has examined this to identify housing sites that are not already presented herein and which

are planned to include a forthcoming net gain of 10 or more dwellings. Details of the permitted developments which meet these criteria, and will therefore also be added into the model, are presented in **Table 5**.

Table 5 – Additional Committed Development Schemes (2016 HIA)

Development	Description	Net Gain (Dwellings)
Monument House, The Leas (Y11/0334/SH)	17 flats, above existing and proposed retail/restaurant units.	17
72 Cheriton High Street (Y12/1000/SH)	12 terrace dwellings with associated parking and landscaping.	12
50-60 & 62 Shorncliffe Road (Y14/1149/SH)	42 flats, arranged in three separate four-storey buildings.	42
Former St. Mary's Westbrook School (Y14/0688/SH) (Y14/0687/SH)	Erection of 25 houses.	25
52-54 Guildhall Street (Y13/0166/SH)	Mixed-use development, containing 14 flats.	14
1 Dover Road, Folkestone (Y15/0631/SH)	Conversion of a Funeral Directors building into 10 self-contained flats, together with external alterations.	10
Land at Hurricane Way, Hawkinge (Y14/0336/SH)	Erection of retirement village (C2 use) providing 61 cottages and 50 apartment buildings).	111
Land Adj. Fairlight Terrace (Y14/1428/SH)	Erection of 21 two-storey dwellings.	21
Littlestone Road (Y11/0121/SH)	11 self-contained flats, above retail.	11
Land Adj. 143 Queens Road (Y13/1206/SH)	18 apartments and lower floor office, with associated access, parking and landscaping.	18
Land Adj. End House (Y15/0581/SH)	Erection of a building for 11 residential flats, together with landscaping and parking.	11
Land Adj. 1 Westview Cottages (Y09/0763/SH)	Erection of 15 three storey houses with associated car parking and access road.	15
Coach Depot, King Street (Y14/0578/SH)	Erection of 11 dwellings.	11
Land Adj. Greenacres (Y15/0806/SH)	Erection of 48 houses and 8 home/worker houses.	56
Hurricane Way, Hawkinge (Y14/0341/SH)	Erection of 21 dwellings (class C3) together with associated access and landscaping.	21
Former St. Mary's Bay Holiday Village (Y10/0746/SH)	Erection of 72 dwellings and associated access.	72
Stoneleigh House, Folkestone (Y13/0858/SH)	Outline application (all matters reserved) for the redevelopment of the site for 14 residential units.	14

Additional Sites

A number of additional sites were also included in the existing spreadsheet model, as follows:

Table 6 – Additional Sites

Development	Description	Implemented?
Ingles Manor (Y12/0767/SH)	Full application for 13 dwellings plus 3 storey office building Outline application for 46 dwellings	Yes – 13 dwellings have been built
Biggins Wood (Y13/0024/SH) (Y16/0403/SH)	Outline planning permission for mixed use commercial 660sqm and industrial 5,142sqm and 77 residential dwellings. Reserved matters application currently in progress.	No
Mountfield Road	No further details available	No active consent
Folkestone Primary Academy (Y11/1132/SH)	130 dwellings following demolition of Folkestone Primary Academy	Yes
Westbrook House	127 residential dwellings and 80 bedroom nursing home	Work started
Marine Parade	No further details available	No active consent
Fisherman's Landing (Y11/0284/SH)	Mixed use development of 60 dwellings, 9 commercial/recreational huts	Yes – development is complete
Hotel Imperial (Y10/0898/SH)	75 residential units and new golf clubhouse	Yes – some phases of houses have been built
Church Lane (Y08/1002/SH)	60 dwellings	Approved
Dymchurch Road, St. Mary's Bay (Y07/1566/SH)	Erection of 85 dwellings.	No - Planning permission granted
Hawkinge Youth Adventure Centre (Y15/0030/SH)	Erection of 76 dwellings at Hawkinge Youth Adventure Centre.	No - Planning permission granted
Hawkinge Mixed Use (Y15/1035/SH)	Commercial space and erection of 47 dwellings. (Alternative to Y14/0336/SH; outline planning permission Y10/0738/SH)	No - Planning permission granted
Anaerobic Digester (Y14/0774/SH)	Construction of an anaerobic digestion plant	No
Holiday Extras (Y15/0175/SH)	1,415sqm extension to existing office building, extension to car park & new vehicular access to Stone Street	No

For those schemes that have been implemented, it is proposed that these will be removed from the model, with all other sites retained. HE has requested that the following new additional site should also be included in the updated spreadsheet model:

Table 7 – Additional Sites (New)

Development	Description
M20 Stanford West Lorry Park	M20 motorway lorry parking area to the north of the M20, near Stanford. HE has requested that this site is included for a worst case assessment, or is included as a sensitivity test as a minimum.

Review of Development Flows – Strategic Sites (2010-2016)

The Strategic Sites identified as part of the Core Strategy allocations were as follows:

Table 8 – Strategic Sites

Development	Description	Consent?
Folkestone Seafront (Y12/0897/SH)	1,000 residential dwellings, 10,000sqm commercial	Approved with conditions - work to start in 2016
Risborough and Napier Barracks / Shorncliffe Garrison (Y14/0300/SH)	Up to 1,200 residential dwellings Community services and facilities (1,998sqm) Primary school and nursery (3,500sqm) Development of 'St Martins Plain' and 'The Stadium'	Outline planning permission for residential development and new school, full permission for St Martins Plain and The Stadium granted in Dec 2015. 294 homes under construction as part of Phase 1.
Nickolls Quarry (Y06/1079/SH)	1,050 residential dwellings plus employment (15,000sqm), commercial (5,000sqm) and community (1,000sqm)	Approved with conditions - 192 residential dwellings built
Sellindge (Y14/0873/SH)	250 residential dwellings	Planning permission Jan 2016 - works to start 2017
New Romney Site 1 - Romney Marsh Potato Company (Y15/0710/SH)	55 residential dwellings	Planning permission granted
New Romney Site 2 (Y14/1411/SH)	117 residential dwellings	Resolution to grant planning permission
New Romney Site 3 (Y15/0164/SH)	110 residential dwellings	Resolution to grant planning permission
Otterpool Quarry Y16/0068/SH	Temporary Use as a lorry park	Retrospective application

A number of the strategic sites have now obtained planning consent and can therefore be moved to the 'committed' list. The others may need to be retained, removed or revised and there may also be new sites to be added, which will be confirmed with the authorities.

The sites in the Places and Policies Local Plan will also be included and AECOM will liaise with SDC as part of the model development to ensure the latest options are included, in the context of the preferred growth options.

The spreadsheet model will enable the developments to be included, year-by-year according to projected build-out rates. The developments can therefore be chosen based on the scenario that is being considered.

The following information was previously sourced for the sites and will again be required to update the model:

- Schedule of accommodation
- Delivery programme, including phasing, for the life of the scheme
- Access arrangements
- Information concerning infrastructural and / or offsite improvements
- Other mitigation options
- Trip generation
- Trip distribution
- Parking proposals

Trip Generation

Where there are no trip generation forecasts for a development or site allocation, 'standard' trip rates will be applied to the respective mix of land uses that are being proposed. The rates included in the 2011 model update are proposed to be retained and these are set out below.

Table 9 – AM Peak Hour Trip Rates (per 100sqm)

Land Use	Trip Rates		
	Arrivals	Departures	Combined
Residential ¹	0.14	0.30	0.44
B1 (Office)	1.37	0.23	1.60
B2 (Industrial)	0.45	0.21	0.66
B8 (Warehousing)	0.08	0.05	0.13
Primary School	4.92	3.49	8.41
Secondary School	1.75	1.19	2.94
Doctors	5.69	2.56	8.25
Dentists	7.14	1.43	8.57
Local Shops	4.52	4.33	8.86
Leisure ²	14.53	11.82	26.35
Restaurant	0.00	0.00	0.00
Café	0.40	0.00	0.40
Hotel	0.28	0.45	0.73

¹ Trip Rate by household (rather than 100sqm)

² Trip Rate by Hectare (rather than 100sqm)

Table 10 – PM Peak Hour Trip Rates (per 100sqm)

Land Use	Trip Rates		
	Arrivals	Departures	Combined
Residential ¹	0.32	0.19	0.51
B1 (Office)	0.18	1.13	1.31
B2 (Industrial)	0.12	0.39	0.51
B8 (Warehousing)	0.03	0.09	0.12
Primary School	0.28	0.55	0.82
Secondary School	0.16	0.26	0.42
Doctors	2.73	4.14	6.87
Dentists	1.43	5.71	7.14

Local Shops	5.18	5.25	10.43
Leisure ²	36.22	26.30	62.52
Restaurant	2.87	2.22	5.08
Café	12.00	12.51	24.51
Hotel	0.38	0.23	0.61

¹ Trip Rate by household (rather than 100sqm)

² Trip Rate by Hectare (rather than 100sqm)

Trip Distribution

In addition, 'standard' estimates will also be made for trip distribution where a transport consultant has not prepared trip distribution in support of a planning application for a development. This will follow the same methodology as the existing model, by deriving trip distribution for Shepway, however will be based on Journey-to-Work data contained within the Census 2011 database, instead of the Census 2001 database which was used previously.

Summary

This Briefing Note has set out the proposed methodology to undertake a comprehensive update of the Shepway Transport Model. The note has been submitted to the stakeholder group, comprising SDC, KCC and the HE for their review and agreement.

Junctions

ID	Junction	Date of Base Survey	Survey To Be Retained? ¹	Alternative Data Available	New Survey Needed?
1	A20 Ashford Road / Swan Lane	June 2010	No	-	Yes
2	Stone Street / Blindhouse Lane	June 2010	No	-	Yes
3	Ashford Road / Sandling Road	June 2010	No	-	Yes
4	M20 / A20 / B2068 Roundabout	September 2005	No	TRADS: M20/7016J 2015 M20/7016M 2015 M20/7019K 2015 M20/7019L 2015	Yes
5	A20 Ashford Road / B2067	July 2005	No	-	Yes
6	A20 roundabout south of M20	July 2005	No	DfT: 80736 (A20) 80737 (A20)	Yes
7	A20 / Stone Street / Hythe Road	July 2005	No	DfT: 36876 (A261)	Yes
8	B2067 Aldington Road / B2067 Otterpool Lane	July 2005	No	-	Yes
9	Aldington Road / Stone Street	July 2005	No	-	Yes
10	Aldington Road / Lympne Hill	July 2005	No	-	Yes
12	A261 London Road / A259 Military Road Eastbound	February 2009	No	DfT: 78180 (A261) 48175 (A2008) 7826 (A259) 74505 (A261) 56800 (A259)	No
13	A259 Military Road / A259 Dymchurch Road / A259	February 2009	No	DfT: 7826 (A259) 74505 (A261) 56800 (A259)	No
14	A259 / A259 Dymchurch Road	February 2009	No	DfT: 48175 (A2008) 7826 (A259)	No
15	A259 Dymchurch Road / Botolph's Bridge Road	June 2003	No	-	Yes
17	A259 Lydd Road / Romney Road	July 2005	No	DfT: 36867 (A259)	No

¹ Existing surveys included in the model undertaken during or since 2012 to be retained

ID	Junction	Date of Base Survey	Survey To Be Retained? ¹	Alternative Data Available	New Survey Needed?
18	Romney Road / Lydd Airport	June 2010	No	-	Yes
20	A259 / A259 Straight Lane / B2080 / A2070	November 2005	No	-	Yes
22	Aerodrome Road / Spitfire Way	December 2007	No	-	Yes
99	Canterbury Road / Harvest Way	December 2007	No	-	Yes
100	Canterbury Road / Aerodrome Road	December 2007	No	-	No
101	Spitfire Way / Swann Way / Haven Drive	December 2007	No	DfT: 36875 (A260)	No
132	Spitfire Way / Canterbury Road / A260	July 2009	No	-	Yes
133	Haven Drive / Hurricane Way	July 2009	No	-	No
134	A260 Spitfire Way / White Horse Hill / A260 / A20 Slip Roads	July 2009	No	TRADS: A260/7113A 2014 A20/7111J 2015 A20/7112K 2015	Yes
135	A260 / Alkham Valley Road	July 2009	No	-	Yes
136	Alkham Valley Road / A20 Off Slip / A20 On Slip	July 2009	No	TRADS: A20/7113M 2015	Yes
26	A20 / M20 / B2064 Cheriton Interchange	October 2013	Yes	-	-
30	B2064 / Cheriton High Street	October 2013	Yes	-	-
36	Beachborough Road / Shorncliffe Road	October 2013	Yes	-	-
39	A259 Seabrook Road / Horn Street	October 2013	Yes	-	-
110	Cheriton High Street / Horn Street	October 2013	Yes	-	-
113	A259 Earls Avenue / A259 Sandgate Road / A2033	May 2004	No	DfT: 17914 (A2033)	No
114	A259 Earls Avenue / Shorncliffe Road	May 2004	No	-	No
115	Castle Hill Avenue / Bouverie Road W	May 2004	No	-	Yes
116	The Leas / West Terrace / Road of Remembrance	May 2004	No	-	No
117	A2033 Foord Road N / New Street	May 2004	No	-	Yes
118	Bouverie Road W / Cheriton Gardens	July 2010	No	-	Yes
119	A2033 Sandgate Road / Castle Hill Avenue / Clifton Gardens / Langhorne Gardens	July 2010	No	DfT: 74616 (A2033)	Yes
120	Shorncliffe Road / Castle Hill Avenue / A259	July 2010	No	-	Yes
121	A259 / Cheriton Road	July 2010	No	DfT: 76062 (A259)	Yes
122	A2034 Cheriton Road / A2034 Cherry Garden Avenue	October 2013	Yes	-	-

ID	Junction	Date of Base Survey	Survey To Be Retained? ¹	Alternative Data Available	New Survey Needed?
123	A2034 Cherry Garden Avenue / Cherry Garden Lane	July 2010	No	DfT: 27897 (A2034)	Yes
124	A2034 / A20 / A259 / M20 On Slip / M20 Off Slip (Castle Hill Interchange)	July 2012	No	-	Yes (to include free-flow left turn)
125	Road of Remembrance / Marine Terrace	July 2010	No	-	Yes
126	Lower Sandgate Road / A260	July 2010	No	DfT: 70220 (A260)	No
127	A260 / A260 Tram Road	July 2010	No	DfT: 70220 (A260)	No
128	Dover Road / Tontine Street	July 2010	No	-	Yes
129	A2033 Dover Road / A260 Dover Road	July 2010	No	-	Yes
130	A2033 Dover Road / A260	July 2010	No	-	Yes
131	New Street / Foresters Way / Shellons Street / Dover Road	July 2010	No	-	Yes
137	A259 Black Bull Road / A259 Churchill Ave / A260	July 2010	No	-	Yes
138	Tram Road / A2033	July 2010	No	-	No
139	Tram Road / Harbour Way	July 2010	No	-	No
145	B2064 Cheriton High Street / B2063	October 2013	Yes	-	-
147	Horn Street / Church Road	October 2013	Yes	-	-
148	Church Road / Pond Hill Road	October 2013	Yes	-	-
149	Church Road / Gordon Road	October 2013	Yes	-	-
150	Church Road / Royal Military Avenue / Kings Road	October 2013	Yes	-	-
151	B2063 / Risborough Way	October 2013	Yes	-	-
153	B2063 West Road / North Road / Pond Hill Road	October 2013	Yes	-	-
154	B2063 North Road / Royal Military Avenue	October 2013	Yes	-	-
155	B2063 North Road / B2063 Military Road	October 2013	Yes	-	-
156	B2063 Hospital Hill / A259 Seabrook Road	October 2013	Yes	-	-
157	B2063 Military Road / A259 Sandgate High Street	October 2013	Yes	-	-
158	A20 / M20 On Slip / M20 Off Slip / Castle Hill	July 2012	Yes	-	-
159	M20 Channel Tunnel Entrance Slip Road	New site, requested by HE	N/A	-	Yes
160	M20 Channel Tunnel Exit Slip Road	New site, requested by HE	N/A	-	Yes

Links

ID	Link	Date of Base Survey	Survey To Be Retained? ²	Alternative Data Available	New Survey Needed?
64	A20 Ashford Road (West of Sellindge)	July 2007	No	DfT: 16234 (A20)	No
65	A20 Barrow Hill	June 2008	No	-	Yes
66	B2067 Aldington Road W	July 2007	No	-	Yes
67	Aldington Road E	July 2007	No	-	Yes
68	Stone Street	December 2008	No	-	Yes
69	A261 Hythe Road	All Year 2009	No	-	Yes
70	W Hythe Road	February 2010	No	-	No
71	Botolph's Bridge Road	August 2005	No	-	No
72	A259 Dymchurch Road (Hythe)	February 2010	No	DfT: 80881 (A259)	No
73	A259 Dymchurch Road (West of Hythe)	All Year 2009	No	-	No
75	A259 Seabrook Road	May 2005	No	-	Yes
76	A259 Dymchuch Road (New Romney)	December 2007	No	-	Yes
77	B2071 Station Road	February 2010	No	-	Yes
78	A259 Lydd Road	April 2010	No	DfT: 6827 (A259)	No
79	Coast Drive	May 2009	No	-	No
80	B2075 Romney Road	February 2010	No	-	Yes
81	B2080 (Brenzett)	July 2007	No	-	No
82/90	A20 Ashford Road (approach to Cheriton Interchange)	July 2009	No	DfT: 80738 (A20)	No
83	A260 Canterbury Road (N of Hawkinge)	April 2008	No	-	Yes
84	White Horse Hill	February 2007	No	-	No
85	A260 Canterbury Road (S of A20)	July 2007	No	-	Yes
86	A20 (East of Hawkinge)	April 2008	No	TRADS: A20/7113A 2015 A20/7133B 2015	No
87	Stone Street (North)	June 2010	No	-	No
88	Sandling Road	June 2010	No	-	No

² Existing surveys included in the model undertaken during or since 2012 to be retained

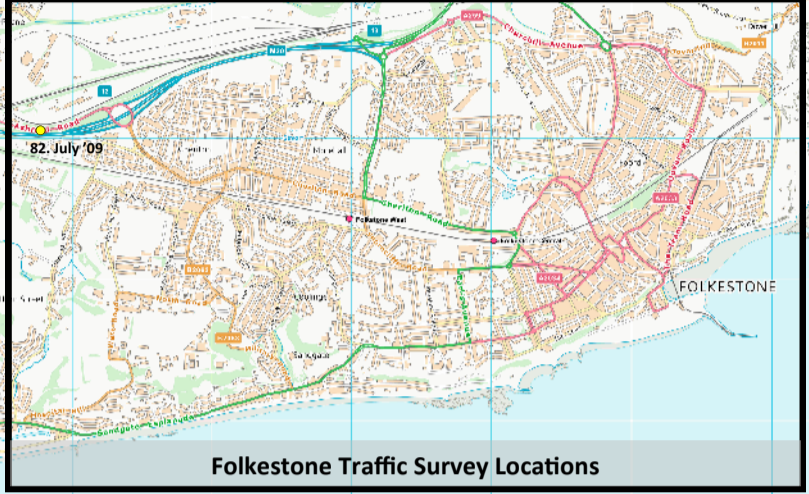
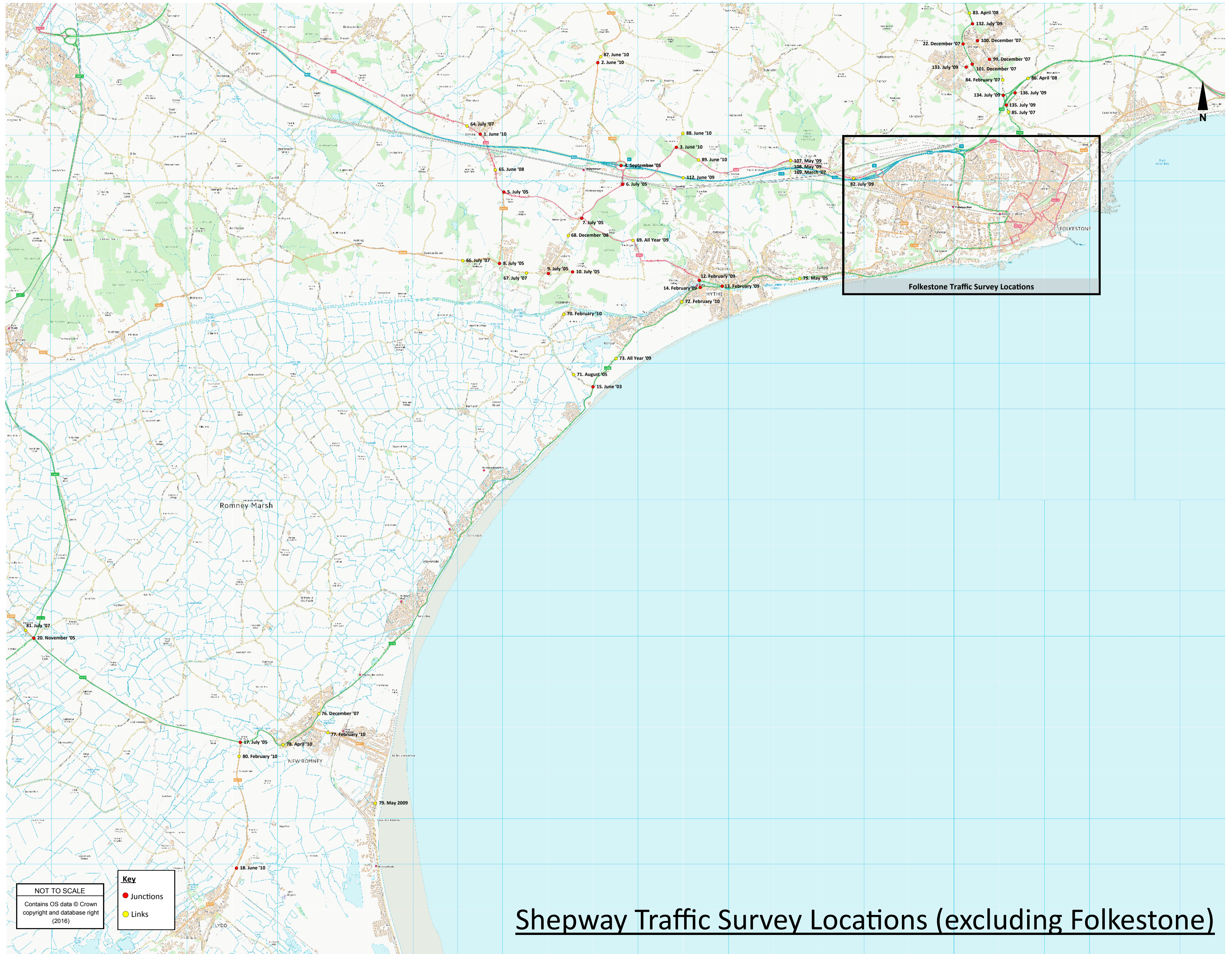
ID	Link	Date of Base Survey	Survey To Be Retained? ²	Alternative Data Available	New Survey Needed?
89	A20 Ashford Road (North of Sandling)	June 2010	No	-	Yes
107	A20 near junction with Beachborough and Bargrove	May 2009	No	-	No
108	A20 near junction with Beachborough and Bargrove	May 2009	No	-	No
109	A20 near junction with Beachborough and Bargrove	March 2007	No	-	No
112	M20 (North of Sandling)	June 2009	No	DfT: 27895 (M20)	No
91	A259 Churchill Avenue	July 2007	No	DfT: 99222 (A259)	No
92	Horn Street	October 2013	Yes	-	-
94	A2034 Cheriton Road	October 2013	Yes	-	-
95	A259 Sandgate Esplanade	May 2008	No	DfT: 6826 (A259)	No
97	A259 Sandgate Hill	October 2005	No	-	No
98	A260 Canterbury Road (N of A259 roundabout)	July 2007	No	DfT: 16809 (A260)	No
102	A259 Black Bull Road	October 2005	No	DfT: 46869 (A259)	No
103	A260 Dover Road (near junction with Harbour Way)	October 2005	No	-	Yes
104	A260 The Tram Road	October 2005	No	DfT: 99921 (A260)	No
111	M20 at Castle Hill Interchange	June 2009	No	TRADS: M20/7095A 2015 M20/7095B 2015	No
140	B2064 Cheriton Approach	October 2013	Yes	-	-
141	B2064 Cheriton High Street	October 2013	Yes	-	-
142	B2064 Cheriton Road	October 2013	Yes	-	-
143	Shorncliffe Road	October 2013	Yes	-	-
144	Horn Street (North of Church Road)	October 2013	Yes	-	-
161	M20 (west of Junction 11)	New site, requested by HE	N/A	TRADS: M20/7869A M20/7869B	No

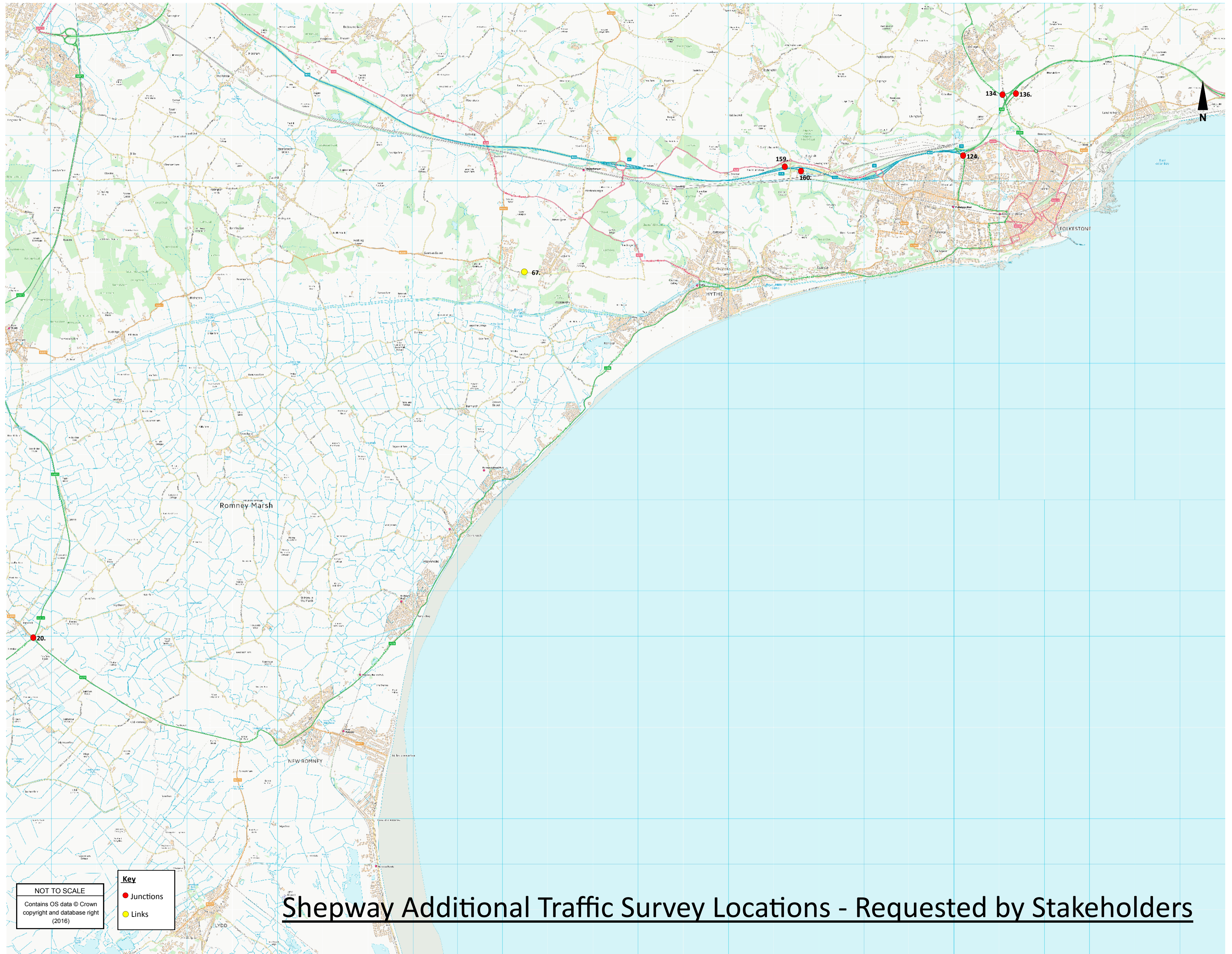


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- Key**
- Junctions
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Folkestone Traffic Survey Locations





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- Junctions
- Links

Shepway Additional Traffic Survey Locations - Requested by Stakeholders

Appendix B

Highway improvements

1. Folkestone Seafront – Y112/0987/SH

- Improvements to the junction of Cheriton High Street/Cherry Garden Avenue to provide additional right turn storage capacity for turns from Cheriton High Street onto Cherry Garden Avenue with dedicated right turn green time associated with movements from Cheriton High Street – Required by occupation of the 240th dwelling.
- Two-way movement for bus using Tontine Street (now in operation)

2. Shornccliffe Garrison – Y14/0300/SH

a) Highway network enhancements

- Horn Street/Cheriton High Street signal junction – prior to first occupation of the ‘St Martin’s Plain’ phase of development. Apparently Dean has agreed a change in the phasing of works and allowing up to 300 dwellings to be occupied until completion of this junction improvement, but this needs a variation of condition planning application. These works are therefore likely to be completed in 2018-2019 in my opinion.
- Horn Street/Church Road – change in priority (completed end of 2016). Signals for one-way working not yet in operation but will be shortly.
- A20 Cheriton High Street/Cheriton Interchange – prior to first occupation of any phase of development. Apparently Dean has agreed a change in the phasing of works and allowing up to 300 dwellings to be occupied until completion of this junction improvement, but this needs a variation of condition planning application. These works are therefore likely to be completed in 2018-2019 in my opinion.

b) Public transport infrastructure improvements

- the provision of additional bus stops on Horn Street, Church Road, Royal Military Avenue, West Street and Pond Hill Lane; enhanced and/or relocated bus stops on Church Road, Royal Military Avenue, Cheriton High Street; and the closure of bus stops on Church Road – Trigger points set out in the Section 106 Agreement, will be delivered as a Section 278 Agreement.

3. New Romney Broad Location – Y15/0164/SH + Y14/1411/SH - Planning permission not yet granted

- Change of priority at the junction of St Mary’s Road and Cockreed Lane – Required by occupation of 1st dwelling (Y15/0164/SH)
- Signalised junction enhancement scheme at junction of High Street/Station Road/Church Road (reversing operation of Church Road) – Section 106 payment from the two sites, split according to number of dwellings and traffic movements
- Build out to the High Street at the junction with Ashford Road to improve visibility for exit manoeuvres from Ashford Road – Required by occupation of 1st dwelling (Y14/1411/SH).

4. Sellindge – Y14/0873/SH

- A20 corridor scheme to lower the speed limit to 30 mph and to provide better connectivity (pedestrians and cyclists) and crossing facilities. Two phased approach, phase 1 is due before occupation of 1st dwelling and phase 2 is due prior to the occupation of any dwelling on phase 2.

5. Lydd Airport – Y06/1648/SH

- Improvement at Hammonds Corner – Throughput is limited to 30,000 passengers per annum until the upgrade works are required.

6. Nickolls Quarry – Y06/1079/SH

- Minor works to improve flare widths of minor arms (Stone Street and A261 Hythe Road). S106 monies paid to KCC, and works to be completed.
- The Highway Authority are currently investigating the potential for a signalised junction on the back of a proposed development by Quinn Estates in Sellindge. Should planning permission be granted then we will be seeking to develop a signalisation scheme further together with the contributions we have received from Nickolls Quarry.

Appendix C

- Junctions:**
- 131. New Street / Foresters Way / Shellons Street / Dover Road
 - 7. A20 Ashford Road / Stone Street / Hythe Road
 - 132. Spitfire Way / A260 / Canterbury Road
 - 136. A20 WB slips / Alkham Valley Rd
 - 122. A2034 Cheriton Road / A2034 Cherry Garden Avenue
 - 135. A260 / Alkham Valley Road
 - 30. B2064 / Cheriton High Street
 - 117. A2033 Foord Road N / New Street
 - 128. Dover Road / Tontine Street
 - 4. M20 / A20 / B2068 roundabout
 - 124. M20 WB slips / A259 Churchill Ave / A2034 Cherry Garden Ave / A20 Castle Hill Bridge
 - 118. Bouverie Road W / Cheriton Gardens
 - 36. Beachborough Road / Shorcliffe Road
 - 26. A20 / M20 / B2064 Cheriton Interchange
 - 3. A20 Ashford Road / Sandling Road
 - 10. Aldington Road / Lympe Hill
 - 5. A20 Ashford Road / B2067 Otterpool Lane
 - 123. A2034 Cherry Garden Avenue / Cherry Garden Lane
 - 6. A20 roundabout (south of M20)
 - 8. B2067 Aldington Road / B2067 Otterpool Lane
 - 9. Aldington Road / Stone Street
 - 22. Aerodrome Road / Spitfire Way
 - 129. A2033 Dover Road / A260 Dover Road
 - 137. A259 Black Bull Road / A259 Churchill Avenue / A260
 - 20. B2080 Old Beams Yard / A2070 / A259 / A259 Straight Ln
 - 1. A20 Ashford Road / Swan Lane
 - 130. A2033 Dover Road / A260
 - 18. Romney Road / Lydd Airport
 - 134. White Horse Hill / A20 EB slips / A260 / A260 Spitfire Way
 - 119. A2033 Sandgate Road / Castle Hill Avenue / Clifton Gardens / Langhorne Gardens

