Folkestone & Hythe District Council – monitor and manage framework to provide mitigation for the local road network

Table 1. Local highway network 'monitor and manage' framework (non-SRN interactions)

Junction requiring mitigation	Trigger point for improvement	Indicative point in build out (housing numbers) based on trajectory	Cost estimate and source of funding	Delivery body (Otterpool Park LLP/KCC/HE)	Mitigation response
Re-alignment of the A20 from south of the M20 J11	Prior to first occupation of Otterpool Park 6,500 to 2037	Prior to first occupation	£ tbc	Otterpool Park LLP	n/a
Newingreen signalisation scheme	Prior to first occupation of Otterpool Park 6,500 to 2037	Prior to first occupation	£3.3 m	Otterpool Park LLP	n/a
Dualling of A20 south of the roundabout	85% (or equivalent trips) of Otterpool Park 6500 to 2037	5,500 dwellings = towards end of year 17 of delivery	£6.15 m (G&T cost)	Otterpool Park LLP	To come forward as a package of mitigation to include the signalisation scheme. If the 'monitor and manage' approach shows the number of movements interacting with the A20 is consistent with the trajectory profiling and modelling assumptions then a design would need to be shared with KCC in year 16 of build

Junction requiring mitigation	Trigger point for improvement	Indicative point in build out (housing numbers) based on trajectory	Cost estimate and source of funding	Delivery body (Otterpool Park LLP/KCC/HE)	Mitigation response
					out, with a commitment to complete the works no later than between years 17 and 18 of build out.
Signalisation of southern arm of new roundabout at northern end of new dualling	85% (or equivalent trips) of Otterpool Park 6500 to 2037	5,500 dwellings = towards end of year 17 of delivery	£0.5 m (G&T cost)		To come forward as a package of mitigation to include the A20 dualling scheme. If the 'monitor and manage' approach shows the number of movements interacting with the A20 is consistent with the trajectory profiling and modelling assumptions then a design would need to be shared with KCC in year 16 of build out, with a commitment to complete the works no later than between years 17 and 18 of build out.
A20 signals on the	tbc	tbc	£0.2m	KCC	tbc

Junction requiring mitigation	Trigger point for improvement	Indicative point in build out (housing numbers) based on trajectory	Cost estimate and source of funding	Delivery body (Otterpool Park LLP/KCC/HE)	Mitigation response
approach to Sellindge					
A259 / Dymchurch Road / Military Road double yellow line scheme	tbc	tbc	£20,000	KCC	
M20 Junction 9 – Improvements to Trinity Road and Fougeres Way	tbc	tbc	tbc	LLP	

Table 2. M20 Junction 11 'monitor and manage' framework

Junction requiring mitigation	Trigger point for improvement	Indicative point in build out (housing numbers) based on trajectory	Cost estimate and source of funding	Delivery body (Otterpool Park LLP/KCC/HE)	Mitigation response
M20 J11- Intervention 1: M20 J11 Southbound Diverge	25% (or equivalent trips) of Otterpool Park 6,500 to 2037	1,625 dwellings = approximately Year 8 of delivery	£3.9m Otterpool Park represents 64% of traffic growth to 2037.		Undertake intervention 1 if the 'monitor and manage' approach shows the number of movements at Junction 11 is consistent with the trajectory profiling and modelling assumptions then a design would need to be shared with Highways England in year 6 of build out, with a commitment to complete the works no later than between years 8 and 10 of build out
M20 J11 - Intervention 2: M20 J11 Northbound Diverge	45% (or equivalent trips) of Otterpool Park 6500 to 2037	2,925 dwellings = towards end of year 12 of delivery	£4.3m Otterpool Park represents 64% of traffic growth to 2037.		To come forward as a package of mitigation to include intervention 3. If the 'monitor and manage' approach shows the number of movements at Junction 11 is consistent with the trajectory profiling and modelling assumptions

Junction requiring mitigation	Trigger point for improvement	Indicative point in build out (housing numbers) based on trajectory	Cost estimate and source of funding	Delivery body (Otterpool Park LLP/KCC/HE)	Mitigation response
					then a design would need to be shared with Highways England in year 10 of build out, with a commitment to complete the works no later than between years 12 and 14 of build out.
M20 J11 - Intervention 3: M20 J11 Southbound Merge, Northbound merge, Gyratory and in/out to services	70% (or equivalent trips) of Otterpool Park 6,500 to 2037	4,550 dwellings = year 16 of delivery	£5.6m Otterpool Park represents 64% of traffic growth to 2037.		Combine this improvement with intervention 2.
M20 J11 - Intervention 4: A20 Ashford Road/ Road Junction	92% (or equivalent trips) of Otterpool Park 6,500 to 2037	5,980 dwellings = year 18 of delivery	£3.5m Otterpool Park represents 64% of traffic growth to 2037.		If the 'monitor and manage' approach shows the number of movements at Junction 11 is consistent with the trajectory profiling and modelling assumptions, then a design would need to be shared with

Junction requiring mitigation	Trigger point for improvement	Indicative point in build out (housing numbers) based on trajectory	Cost estimate and source of funding	Delivery body (Otterpool Park LLP/KCC/HE)	Mitigation response
					Highways England and Kent County Council in year 15 of build out, with a commitment to complete the works no later than between years 18 and 20 of build out.

Notes: for clarity all components of the junction scheme have been included. Text coloured red applies to the SRN (and is the subject of agreement with Highways England)

Table 3. M20 Junction 13 Improvements 'monitor and manage' framework

Junction requiring mitigation	Trigger point for improvement	Indicative point in build out (housing numbers) based on trajectory	Cost estimate and source of funding	Delivery body (Otterpool Park LLP/KCC/HE)	Mitigation response
Junction 13 South Roundabout: Widen the entry width on the Churchill Avenue approach and localised widening on the A20 Castle Hill Bridge approach.	2024 based on traffic growth forecasts, equivalent to Year 6 of delivery.	385 dwellings	£0.19m Otterpool represents 13% of the traffic growth to 2037.		If the 'monitor and manage' approach shows the number of movements at M20 Junction 13 is consistent with the trajectory profiling and modelling assumptions, then a design would need to be shared with Highways England (to be formally agreed) in year 4 of build out, with a commitment to complete the works no later than between years 4 and 6 of build out.

Table 4. A20 / Spitfire Way / Alkham Valley Road interchange 'monitor and manage' framework

Junction requiring mitigation	Trigger point for improvement	Indicative point in build out (housing numbers) based on trajectory	Cost estimate and source of funding	Delivery body (Otterpool Park LLP/KCC/HE)	Mitigation response
A20 / Spitfire Way / Alkham Valley Road interchange	An improvement is needed by 2024 based on traffic growth forecasts, equivalent to Year 6 of delivery. The scheme included is the ultimate solution to 2037 (to cater for traffic levels forecast to be on the network in 2037).	385 dwellings = after year 6 of delivery	£4.6m Otterpool represents 35% of the traffic growth to 2037.		If the 'monitor and manage' approach shows the number of movements at the A20/ Alkham Valley interchange is consistent with the trajectory profiling and modelling assumptions, then a design would need to be shared with Highways England and KCC (to be formally agreed) in year 4 of build out, with a commitment to complete the works no later than between years 4 and 6 of build out. This would not prejudice the ability of KCC and Highways England to take forward an alternative scheme.

Figure 1. Core Strategy Review Housing trajectory

Appendix 1: Core Strategy Review Housing Trajectory 2019/20 – 2036/7

	Anticipated Delivery					5 Year Capacity	Anticipated Delivery					6-10 Year Capacity	Anticipated Delivery					11-15 Year Capacity				1-18 Total
	19/20	20/21	21/22	22/23	23/24		24/25	25/26	26/27	27/28	28/29		29/30	30/31	31/32	32/33	33/34		34/35	35/36	36/37	
CSR Allocations: without planning permission – Appendix 2																						
Policy SS6-9: Garden Settlement	-	-	-	-	121	121	264	331	350	423	423	1,791	528	528	557	498	502	2,613	534	534	504	6,097