

Appendix 23. Folkestone & Hythe District Council – monitor and manage framework to provide mitigation for the Strategic Road Network and local road network

Table 1. M20 J11 ‘monitor and manage’ framework

Junction requiring mitigation	Trigger point for improvement (relative to Otterpool Park build out to 2037)	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	0% (or equivalent trips) of Otterpool Park 6,500 to 2037	n/a – needed in the absence of Otterpool Park (intervention delivery becomes part of a package of improvements)			Combine this improvement with intervention 2
M20 J11 - Intervention 2	45% (or equivalent trips) of Otterpool Park 6500 to 2037	2,925 dwellings = towards end of year 12 of delivery			<p>To come forward as a package of mitigation to include intervention 1.</p> <p>If the ‘monitor and manage’ approach shows the number of movements at Junction 11 arising from Otterpool Park is consistent with the trajectory profiling and modelling assumptions then a design would need to be shared with Highways England</p>

					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	70% (or equivalent trips) of Otterpool Park 6500 to 2037	4,550 dwellings = year 16 of delivery			Combine this improvement with intervention 4
M20 J11 - Intervention 4	92% (or equivalent trips) of Otterpool Park 6500 to 2037	5,980 dwellings = year 18 of delivery			If the 'monitor and manage' approach shows the number of movements at Junction 11 arising from Otterpool Park is consistent with the trajectory profiling and modelling assumptions, then a design would need to be shared with Highways England in year 15 of build out, with a commitment to complete the works no later than between years 18 and 20 of build out.

Table 2. M20 J13 merge diverge types 'monitor and manage' framework

Junction requiring mitigation	Trigger point for improvement (relative to Otterpool Park build out to 2037)	Indicative point in build out (housing numbers) based on trajectory	Mitigation response
Widen the entry width on the Churchill Avenue approach to 11m and extend the flare length by 10m	45% (or equivalent trips) of Otterpool Park 6500 to 2037	2,925 dwellings = towards end of year 12 of delivery	<p>Combine this improvement with intervention 2</p> <p>If the 'monitor and manage' approach shows the number of movements at M20 Junction 13 arising from Otterpool Park 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 10 of build out, with a commitment to complete the works no later than between years 12 and 14 of build out.</p>
Localised widening on the A20 Castle Hill Bridge approach to provide minimum lane widths of 3.6m for the final approach to the junction.	45% (or equivalent trips) of Otterpool Park 6500 to 2037	2,925 dwellings = towards end of year 12 of delivery	Combine this improvement with intervention 1

Table 3. A20 / Spitfire Way / Alkham Valley Road interchange 'monitor and manage' framework

Junction requiring mitigation	Trigger point for improvement (relative to Otterpool Park build out to 2037)	Indicative point in build out (housing numbers) based on trajectory	Mitigation response
A20 / Spitfire Way / Alkham Valley Road interchange	45% (or equivalent trips) of Otterpool Park 6500 to 2037	2,968 dwellings = after year 12 of delivery	In light of the windfall allowance that has been applied in accordance with Matter 5, the 'monitor and manage' approach is to make an allowance of occupations at Otterpool Park giving rise to no more than 3% of the corresponding traffic increase at this interchange (i.e. 50% of the modelled increase within the plan period to 2037) would trigger the payment of a proportionate contribution in accordance with the S106

Notes:

The justification is that the DS CSR 6,500 would only account for up to 6% to 7% traffic increase at local junctions. Such traffic increase could typically be mitigated using limited geometric improvements and operational measures.

Commitment for further design work to be progressed for this junction at the planning application stage via the TA modelling, i.e. in advance of any occupations. A proportionate capital contribution to be reflected in the S106 (should the further technical work demonstrate the requirement for a capital contribution)

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