

Briefing Note: Shepway Transport Model Update – Review & Findings

Project	Shepway Transport Model Update	
Created by	██████████ Senior Transport Planner	Reference: 60514687
Reviewed by	██████████ Associate Director	Status: Final
Approved by	██████████ Regional Director	Date: December 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 was updated following discussions with SDC, Kent County Council (KCC) and Highways England (HE) and the findings were presented in the *Shepway Transport Model Update* Briefing Note (March 2017).

Building on the updated model, and following feedback from SDC and other stakeholders, a further update to the model has been requested. This is to incorporate the latest available information relating to the People and Places Local Plan (2031) and Core Strategy Review (2037).

Junction capacity assessments have been undertaken using the latest assessment scenarios and a series of initial outputs and findings have previously been issued to SDC for review and discussion. A summary of the assessment scenarios, the outputs from the junction capacity assessments and the associated findings are presented in this Briefing Note.

Shepway Transport Model Update

As part of this commission, and through liaison with SDC, AECOM has updated the model using the latest available information relating to developments in Shepway District.

Beyond applying the latest development quanta to the model, an additional 2031 model scenario has been prepared in respect of the People and Places Local Plan. Furthermore, two 2037 Do Something scenarios have been included to reflect growth associated with 6,500 and 8,000 residential units at Otterpool Park. A definition for each scenario forming part of the assessment is provided at **Figure 1**.

FIGURE 1: Scenario Definitions

2017 Base	The current, baseline situation, derived from traffic survey data which has been adjusted to the standard year using appropriate TEMPRO growth factors.
2031 Do Minimum (DM)	The future year 2031 situation, including all known committed developments in Shepway District and TEMPRO growth from 2017 (adjusted to reflect the committed schemes)
2031 Do Something (DS) People and Places Local Plan (PPLP)	The future year 2031 situation (2031 DM), plus the non-committed schemes from the People and Places Local Plan. Growth in this case is adjusted by both the committed schemes and the PPLP.
2037 Do Minimum (DM)	The future year 2037 situation, including all known committed developments in Shepway District and TEMPRO growth from 2017 (adjusted to reflect the committed schemes)
2037 Do Something Core Strategy Review (CSR) 6500	The future year 2037 situation (2037 DM), plus the Otterpool Park Development with 6,500 dwelling and a proportionate amount of employment space. Growth in this case is adjusted by the committed schemes, PPLP and CSR.
2037 Do Something Core Strategy Review (CSR) 8000	The future year 2037 situation (2037 DM), plus the Otterpool Park Development with 8,000 dwelling and a proportionate amount of employment space. Growth in this case is adjusted by the committed schemes, PPLP and CSR.

Each of the scenarios considered, the assumptions regarding future years, development details and growth forecasts were discussed and agreed in advance with officers of SDC. Regular liaison has also been held with KCC and HE to inform the model update work.

Results & Findings

Prior to the assessment being undertaken, the study area of junctions was agreed with SDC and the stakeholders. The junctions being assessed have subsequently been separated into zones, where clusters of junctions exist:

- Hawkinge
- Folkestone
- Sellindge
- New Romney

These zones are presented in the plans at **Appendix A**, with HE junctions differentiated from those under the jurisdiction of KCC.

Junction capacity assessments have been undertaken for these locations using the traffic flows associated with the assessment, to estimate the indicative performance of junctions based on the different plan scenarios.

The full summary of the outputs from the junction capacity assessments is available in **Appendix B**, and this also includes scoring as Red, Amber or Green depending on predicted performance. The 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.

Herein, the RAG scores are presented by area with the worst score from either the AM peak or PM peak presented. The HE junctions are also reproduced separately.

Hawkinge

Table 1 presents the worst peak RAG scores for the Hawkinge area, for each of the assessment scenarios.

TABLE 1: Hawkinge Area Junctions Results

ID	Junction	Worst Peak RAG Score					
		2017 Base	2031 DM	2031 DS PPLP	2037 DM	2037 DS CSR 6500	2037 DS CSR 8000
1	Spitfire Way / Canterbury Road / A260	G	A	A	A	R	R
2	Aerodrome Road / Spitfire Way	G	G	G	G	G	G
3	A260 Spitfire Way / White Horse Hill / A260 / A20 Slip Roads	G	A	A	R	R	R
4	Alkham Valley Road / A20 Off Slip / A20 On Slip	A	A	A	R	A	R
5	A260 / Alkham Valley Road	A	R	R	R	R	R

The main findings are as follows:

- **1 - Spitfire Way / Canterbury Road / A260:** This is a three-arm roundabout junction at the northern end of Hawkinge. Predicted to operate within capacity in the 2017 Base scenario. Predicted to operate over ideal capacity in 2031 DM and this continues to be the case for the 2031 DS PPLP and 2037 DM scenarios. Predicted to be over theoretical capacity in 2037 DS CSR scenarios. Particular issues are predicted for the approach to the roundabout on the A260 from the north. Mitigation may therefore need to be investigated for 2031 DM onwards.
- **2 - Aerodrome Road / Spitfire Way:** This is a four-arm roundabout junction in Hawkinge. The junction is predicted to operate within capacity in all scenarios.

Junctions 3 and 4 are Highways England junctions, whilst Highways England have expressed an interest in junction 5 as it forms part of a junction complex. These junctions are therefore discussed in a dedicated section later in this Note.

Folkestone

Table 2 presents the worst peak RAG scores for the Folkestone area, for each of the assessment scenarios.

TABLE 2: Folkestone Area Junctions Results

ID	Junction	Worst Peak RAG Score					
		2017 Base	2031 DM	2031 DS PPLP	2037 DM	2037 DS CSR 6500	2037 DS CSR 8000
6	A20 / M20 / B2064 Cheriton Interchange	G	G	G	G	G	G
7	A2034 / A20 / A259 / M20 On Slip / M20 Off Slip (Castle Hill Interchange)	G	A	A	R	R	R
8	A259 Black Bull Road / A259 Churchill Ave / A260	G	R	R	R	R	R
9	A2034 Cherry Garden Avenue / Cherry Garden Lane	A	A	A	R	A	A
10	B2064 / Cheriton High Street	R	G	G	G	G	G

ID	Junction	Worst Peak RAG Score					
		2017 Base	2031 DM	2031 DS PPLP	2037 DM	2037 DS CSR 6500	2037 DS CSR 8000
11	A2034 Cheriton Road / A2034 Cherry Garden Avenue	R	R	R	R	R	R
12	Beachborough Road / Shorncliffe Road	G	G	G	G	G	G
13	A2033 Foord Road N / New Street*	-	-	-	-	-	-
14	A2033 Dover Road / A260 Dover Road*	-	-	-	-	-	-
15	A2033 Dover Road / A260*	-	-	-	-	-	-
16	New Street / Foresters Way / Shellons Street / Dover Road	R	R	R	R	R	R
17	Dover Road / Tontine Street*	-	-	-	-	-	-
18	Bouverie Road W / Cheriton Gardens	G	G	G	G	G	G
19	A2033 Sandgate Rd / Castle Hill Ave / Clifton Gardens / Langhorne Gardens	G	A	A	A	R	R

*Modelling results are not provided for these junctions as they comprise non-standard priority junctions, part of gyratory.

The main findings are as follows:

- **8 - A259 Black Bull Road / A259 Churchill Ave / A260:** This is a four-arm roundabout junction. It is predicted to be operating within capacity in the 2017 Base scenario. However, it is predicted to be over capacity in the 2031 and 2037 scenarios. Specifically, queuing is expected on the A260 (north) approach to the roundabout. Mitigation may therefore need to be investigated for 2031 DM onwards.
- **9 - A2034 Cherry Garden Avenue / Cherry Garden Lane:** This is a four-arm signalised junction, and Junction 13 (Castle Hill Interchange) of the M20 Motorway is a short distance to the north. The main approaches to the junction are Cherry Garden Avenue from the north and south, and Cherry Garden Lane from the west. Papworth Close is a minor arm, serving a small number of residential properties. The junction is predicted to experience capacity issues in all assessment scenarios. In particular, issues are predicted to occur on the Cherry Garden Avenue approaches to the junction. Mitigation may therefore need to be investigated. It is understood that a potential mitigation scheme associated with the Folkestone Harbour redevelopment may be implemented at this junction.
- **10 - B2064 / Cheriton High Street:** This is a priority junction in its current form, with traffic on Cheriton High Street (west) giving way to the B2064 flows. There is no right turn out of Cheriton High Street (west), with that movement accommodated through U-turning at the roundabout (M20 Motorway Junction 12) to the north. A scheme to signalise this junction and introduce all movements, associated with the Barracks committed development, is to be introduced. The signals have been assessed for all future year scenarios. The results show that in the 2017 Base scenario, using the current layout, the junction is predicted to operate over capacity. In all future year assessment scenarios, despite the greater traffic flows, the proposed signalised junction is predicted to operate within capacity.
- **11 - A2034 Cheriton Road / A2034 Cherry Garden Avenue:** This junction is a four-arm signalised crossroads. Beachborough Road is constrained to a single lane approach. The junction is predicted to be over capacity in all assessment scenarios. In particular, issues are predicted to occur on the Cherry Garden Avenue and Beachborough Road approaches to the junction. Mitigation may therefore need to be investigated.
- **12 - Beachborough Road / Shorncliffe Road:** This is a three-arm signalised junction, with yellow box hatching to facilitate right turns in to and out of the Shorncliffe Road (west) arm. The junction is predicted to operate within capacity in all scenarios.
- **16 - New Street / Foresters Way / Shellons Street / Dover Road:** This is a roundabout junction which in effect serves two entry/exit pairs, plus a bus-only exit from the Shellons Street car park bus stop. The junction is predicted to be over capacity in all assessment scenarios. Foresters Way in particular is expected to experience queues and delays. Mitigation may therefore need to be investigated.
- **18 - Bouverie Road W / Cheriton Gardens:** This is a priority junction, with Bouverie Road West traffic giving way to the circulatory flow on the Middleburg Square gyratory. The junction is predicted to operate within capacity in all scenarios.

- **19 - A2033 Sandgate Rd / Castle Hill Ave / Clifton Gardens / Langhorne Gardens:** This is a four-arm roundabout junction, which is predicted to be operating within capacity in the 2017 Base scenario. In the 2031 scenarios, the junction is predicted to be operating beyond its ideal capacity but within its theoretical capacity, which is also the case for the 2037 DM scenario. The application of the traffic flows associated with the 2037 CSR DS scenarios lead to the junction being over capacity. It is predicted that the main issue will occur on the Sandgate Road (west) approach to the junction. Mitigation may therefore need to be investigated for 2031 DM onwards and specifically for the 2037 DS CSR scenarios.

Junctions 6 and 7 are Highways England junctions and are discussed in a dedicated section later in this Note.

Sellindge

Table 3 presents the worst peak RAG scores for the Sellindge area, for each of the assessment scenarios.

TABLE 3: Sellindge Area Junctions Results

ID	Junction	Worst Peak RAG Score					
		2017 Base	2031 DM	2031 DS PPLP	2037 DM	2037 DS CSR 6500	2037 DS CSR 8000
20	A20 Ashford Road / Swan Lane	G	G	G	G	G	G
21	M20 / A20 / B2068 Roundabout	G	G	G	G	R	R
22	Ashford Road / Sandling Road	G	G	G	G	G	G
23	A20 Ashford Road / B2067	G	G	G	G	R	R
24	A20 roundabout south of M20	G	G	G	G	R	R
25	A20 / A261 Hythe Road	A	R	R	R	R	R
26	A20 / Stone Street	G	R	R	R	R	R
27	B2067 Aldington Road / B2067 Otterpool Lane	G	G	G	G	G	G
28	Aldington Road / Stone Street	G	G	G	G	R	R
29	Aldington Road / Lympe Hill	G	G	A	A	R	R
30	A261 London Road / A259 Military Road / A259 Scanlons Bridge*	-	-	-	-	-	-
31	A259 Scanlons Bridge / A259 Dymchurch Road*	-	-	-	-	-	-
32	A259 Military Road / A259 Rampart Road / A259 Dymchurch Road*	-	-	-	-	-	-
33	Station Road / A259 East Street / A259 Prospect Road	A	R	R	R	R	R

*Traffic flow information not available.

The main findings are as follows:

- **20 - A20 Ashford Road / Swan Lane:** This is a priority junction, with traffic on Swan Lane giving way to traffic on the A20 Ashford Road. The junction is predicted to operate within capacity in all scenarios.
- **22 - Ashford Road / Sandling Road:** This is a priority junction, with traffic on Sandling Road giving way to traffic on the A20 Ashford Road. The junction is predicted to operate within capacity in all scenarios.
- **23 - A20 Ashford Road / B2067:** This is a three-arm signalised junction, which is predicted to operate within capacity in all assessment scenarios except the 2037 DS CSR scenarios, when all approaches are predicted to be operating over capacity. Mitigation may therefore need to be investigated for the 2037 CSR scenarios.
- **24 - A20 roundabout south of M20:** This is a two-arm roundabout approximately 270m to the south of Junction 11 of the M20 Motorway. The junction is predicted to operate within capacity in all assessment scenarios except the 2037 DS CSR scenarios. Mitigation may therefore need to be investigated for the 2037 CSR scenarios.
- **25 & 26 - A20 / A261 Hythe Road / Stone Street:** This junction complex comprises two priority junctions in close proximity, with the A261 Hythe Road and Stone Street both giving way to the A20. The Hythe Road junction is predicted to operate over capacity in all assessment scenarios, whilst the Stone Street junction is predicted to operate over capacity from the 2031 DM scenario onwards. Mitigation may therefore need to be investigated in the near term, and it is understood that a scheme may be in development. It is understood that KCC has been investigating an improvement scheme for this junction to introduce extended flares.

- **27 - B2067 Aldington Road / B2067 Otterpool Lane:** This is a priority junction, with traffic on Otterpool Lane giving way to Aldington Road traffic. The junction is predicted to operate within capacity in all scenarios.
- **28 - Aldington Road / Stone Street:** This is a priority junction, with Stone Street traffic giving way to Aldington Road. This junction operates within capacity until the 2037 DS CSR scenarios. Mitigation may therefore need to be investigated for the 2037 CSR scenarios.
- **29 - Aldington Road / Lympe Hill:** This is a priority junction, with Lympe Hill traffic giving way to Aldington Road traffic. The junction is predicted to operate within capacity in the 2017 Base and 2031 DM scenarios. In the 2031 DS PPLP and 2037 DM scenarios, the junction is predicted to be operating beyond its ideal capacity but within its theoretical capacity. In the 2037 DS CSR scenarios, the junction is predicted to be over capacity. Mitigation may therefore need to be investigated for the 2031 DS PPLP scenario and specifically for the 2037 DS CSR scenarios.
- **33 - Station Road / A259 East Street / A259 Prospect Road:** This is a four-arm roundabout junction, which is predicted to experience capacity issues in all assessment scenarios. Specifically, queues and delays are predicted to occur on the A259 Prospect Road approach to the junction. Mitigation may therefore need to be investigated.

Junction 21 is a Highways England junction and is examined in a dedicated section later in this Note.

New Romney

Table 4 presents the worst peak RAG scores for the New Romney area, for each of the assessment scenarios.

TABLE 4: New Romney Area Junctions Results

ID	Junction	Worst Peak RAG Score					
		2017 Base	2031 DM	2031 DS PPLP	2037 DM	2037 DS CSR 6500	2037 DS CSR 8000
34	A259 / A259 Straight Lane / B2080 / A2070	G	G	G	G	G	G
35	Romney Road / Lydd Airport	G	G	G	G	G	G

Both junctions are predicted to operate within capacity in all assessment scenarios.

Highways England

Table 5 presents the worst peak RAG scores for the Highways England junctions, for each of the assessment scenarios.

TABLE 5: Highways England Junctions Results

ID	Junction	Worst Peak RAG Score					
		2017 Base	2031 DM	2031 DS PPLP	2037 DM	2037 DS CSR 6500	2037 DS CSR 8000
3	A260 Spitfire Way / White Horse Hill / A260 / A20 Slip Roads	G	A	A	R	R	R
4	Alkham Valley Road / A20 Off Slip / A20 On Slip	A	A	A	R	A	R
5	A260 / Alkham Valley Road	A	R	R	R	R	R
6	A20 / M20 / B2064 Cheriton Interchange	G	G	G	G	G	G
7	A2034 / A20 / A259 / M20 On Slip / M20 Off Slip (Castle Hill Interchange)	G	A	A	R	R	R
21	M20 / A20 / B2068 Roundabout	G	G	G	G	R	R
34	A259 / A259 Straight Lane / B2080 / A2070	G	G	G	G	G	G

The main findings are as follows:

- **3 - A260 Spitfire Way / White Horse Hill / A260 / A20 Slip Roads:** This is a four-arm roundabout junction to the south of Hawkinge, forming part of the Alkham Valley Interchange with slip roads from and to the A20 eastbound. This junction is predicted to experience capacity issues from the 2031 DM onwards, with a worsening of performance in the 2037 scenarios. Mitigation may therefore need to be investigated.

- **4 - Alkham Valley Road / A20 Off Slip / A20 On Slip:** This is a three-arm roundabout junction to the south of Hawkinge, forming part of the Alkham Valley Interchange with slip roads from and to the A20 westbound. This junction is predicted to experience some capacity issues in all scenarios, with a worsening of performance in the 2037 scenarios. Mitigation may therefore need to be investigated.
- **5 - A260 / Alkham Valley Road:** This is a priority junction, forming the link between the two slip road roundabouts (junctions 3 & 4) and completing the Alkham Valley Interchange. This is a KCC junction but a capacity assessment was specifically requested by HE, hence it has been included in this section alongside the other Alkham Valley Interchange junctions. The traffic on Alkham Valley Road gives way to the flows on the A260. This junction is predicted to experience some capacity issues in all assessment scenarios, particularly from the 2031 DM onwards. Mitigation may therefore need to be investigated. It is understood that a KCC scheme at this location is being considered as a 'Crash Remedial Measure' site, comprising a mini roundabout junction.
- **6 - A20 / M20 / B2064 Cheriton Interchange:** M20 Junction 12 is predicted to operate within capacity in all scenarios.
- **7 - A2034 / A20 / A259 / M20 On Slip / M20 Off Slip (Castle Hill Interchange):** M20 Junction 13 is predicted to experience capacity issues from the 2031 DM scenario onwards. Mitigation may therefore need to be investigated for the 2031 DM scenario onwards and specifically for the 2037 scenarios.
- **21 - M20 / A20 / B2068 Roundabout:** M20 Junction 11 is predicted to operate within capacity in all scenarios, except for the two 2037 DS CSR scenarios. With the addition of the Otterpool Park traffic flows, traffic from the service area begins to experience difficulty accessing the roundabout. Mitigation may therefore need to be investigated for the 2037 CSR scenarios.
- **34 - A259 / A259 Straight Lane / B2080 / A2070:** This is a four-arm roundabout at Brenzett, which is situated on the Highways England trunk road network. It is predicted to operate within capacity in all scenarios.

Summary

The Shepway Transport Model has been updated following liaison with SDC, specifically in relation to development information, as well as officers of KCC and HE. Following completion of the model update, junction capacity assessments have been undertaken and a summary of results have been presented within this Briefing Note in the form of RAG scores. Based on these scores and through interpretation of the modelling results, junctions which may require mitigation measures have been identified. A summary of the junctions which may require mitigation, and the potential trigger points for this, is presented in Table 6.

TABLE 6: Junctions with Capacity Issues, Potentially Requiring Mitigation Measures

Potential Mitigation Trigger Point	Study Area (Highway Authority)	ID	Junction	Highway Authority
2017 Base	Hawkinge	4	Alkham Valley Road / A20 Off Slip / A20 On Slip	HE
	Hawkinge	5	A260 / Alkham Valley Road	KCC
	Folkestone	9	A2034 Cherry Garden Avenue / Cherry Garden Lane	KCC
	Folkestone	11	A2034 Cheriton Road / A2034 Cherry Garden Avenue	KCC
	Folkestone	16	New Street / Foresters Way / Shellons Street / Dover Road	KCC
	Sellindge	33	Station Road / A259 East Street / A259 Prospect Road	KCC
2031 DM	Hawkinge	3	A260 Spitfire Way / White Horse Hill / A260 / A20 Slip Roads	HE
	Hawkinge	1	Spitfire Way / Canterbury Road / A260	KCC
	Folkestone	7	A2034 / A20 / A259 / M20 On Slip / M20 Off Slip (Castle Hill Interchange)	HE
	Folkestone	8	A259 Black Bull Road / A259 Churchill Ave / A260	KCC
	Folkestone	19	A2033 Sandgate Rd / Castle Hill Ave / Clifton Gardens / Langhorne Gardens	KCC
	Sellindge	25 & 26	A20 / A261 Hythe Road / Stone Street	KCC
2031 DS PPLP	Sellindge	29	Aldington Road / Lympne Hill	KCC

Potential Mitigation Trigger Point	Study Area (Highway Authority)	ID	Junction	Highway Authority
2037 DS CSR 6500	Sellindge	21	M20 / A20 / B2068 Roundabout	HE
	Sellindge	23	A20 Ashford Road / B2067	KCC
	Sellindge	24	A20 roundabout south of M20	KCC
	Sellindge	28	Aldington Road / Stone Street	KCC

In the near term (i.e. against the 2017 Base assessment scenario flows) there are six junctions which have been identified as experiencing capacity issues, including:

- Two of the three junctions forming the Alkham Valley Interchange, including the roundabout serving the A20 westbound slip roads which are under HE control and the priority junction of the A260 and Alkham Valley Road which is under KCC control;
- Two signalised junctions at either end of the A2034 Cherry Garden Avenue, both under KCC control;
- A roundabout junction at Foresters Way / Dover Road / New Street in the centre of Folkestone, under KCC control; and,
- The roundabout serving Station Road / A259 East Street / A259 Prospect Road / High Street in Hythe, under KCC control.

By the 2031 DM scenario, with the application of background growth and committed developments, a further six junctions are predicted to be over capacity and therefore potentially require mitigation measures. These include:

- The remaining junction forming the Alkham Valley interchange, which is the roundabout serving the A20 eastbound slip roads, the A260 and White Horse Hill;
- The Spitfire Way / Canterbury Road / A260 roundabout in Hawkinge, under KCC control;
- Castle Hill Interchange (M20 Junction 13), at Folkestone, under HE control;
- Two roundabout junctions in Folkestone, under KCC control; and,
- The A20 / A261 Hythe Road / Stone Street junction complex, in the Sellindge area, also under KCC control.

By the 2031 DS PPLP scenario, a further junction is predicted to experience capacity issues:

- The priority junction of Aldington Road and Lympe Hill, under KCC control.

With the introduction of the Otterpool Park traffic for the 2037 DS CSR scenarios, four further junctions are predicted to experience capacity issues, all in the Sellindge area in the vicinity of Otterpool Park, including:

- The M20 / A20 / B2068 roundabout (M20 Junction 11), under HE control;
- The signalised junction of the A20 Ashford Road with the B2067 Otterpool Lane, under KCC control;
- The roundabout to the south of M20 Junction 11, under KCC control; and,
- The priority junction of Aldington Road and Stone Street, under KCC control.

Next Steps

Following the presentation of the results and findings within this Briefing Note, including the junctions which potentially require mitigation, it is advised that SDC identify which junctions should be subject to a concept mitigation task. For each junction identified, it is recommended that the following work is undertaken:

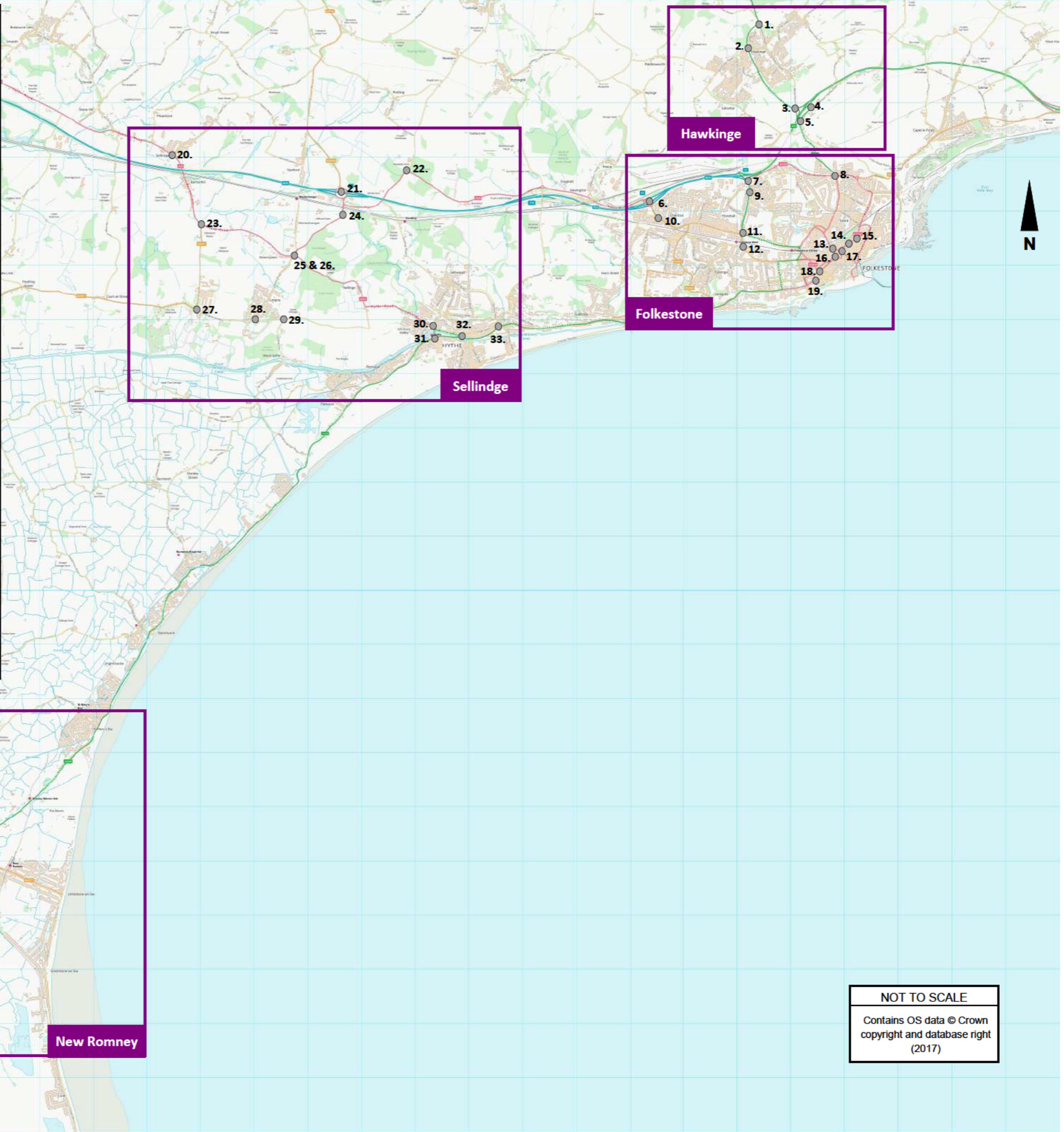
- Creation of a two-dimensional concept junction improvement plan, in accordance with relevant guidance, with the junction capacity assessment test re-run to consider the comparative performance level, and;
- A brief narrative to accompany the concept plan, to explain the results, opportunities and constraints and the anticipated reliance or otherwise upon highway and / or third party land

For any junctions where concept mitigation plans have already been, or are being, developed - such as in connection with a proposed development (e.g. Otterpool Park) - it may be appropriate to critically review the proposed mitigation rather than developing and appraising a new mitigation scheme.

Once it is understood which junctions require concept mitigation plans, and which junctions require a review of existing mitigation plans, AECOM will liaise with SDC to confirm the approach and scope of works.

Appendix A

- Junctions:**
1. Spitfire Way / A260 / Canterbury Road
 2. Aerodrome Road / Spitfire Way
 3. White Horse Hill / A20 EB slips / A260 / A260 Spitfire Way
 4. A20 WB slips / Alkham Valley Rd
 5. A260 / Alkham Valley Road
 6. A20 / M20 / B2064 Cheriton Interchange
 7. M20 WB slips / A259 Churchill Ave / A2034 Cherry Garden Ave / A20 Castle Hill Bridge
 8. A259 Black Bull Road / A259 Churchill Avenue / A260
 9. A2034 Cherry Garden Avenue / Cherry Garden Lane
 10. B2064 / Cheriton High Street
 11. A2034 Cheriton Road / A2034 Cherry Garden Avenue
 12. Beachborough Road / Shorncliffe Road
 13. A2033 Foord Road N / New Street
 14. A2033 Dover Road / A260 Dover Road
 15. A2033 Dover Road / A260
 16. New Street / Foresters Way / Shellons Street / Dover Road
 17. Dover Road / Tontine Street
 18. Bouverie Road W / Cheriton Gardens
 19. A2033 Sandgate Road / Castle Hill Avenue / Clifton Gardens / Langhorne Gardens
 20. A20 Ashford Road / Swan Lane
 21. M20 / A20 / B2068 roundabout
 22. A20 Ashford Road / Sandling Road
 23. A20 Ashford Road / B2067 Otterpool Lane
 24. A20 roundabout (south of M20)
 - 25 & 26. A20 Ashford Road / Stone Street / Hythe Road
 27. B2067 Aldington Road / B2067 Otterpool Lane
 28. Aldington Road / Stone Street
 29. Aldington Road / Lympe Hill
 30. A261 London Road / A259 Military Road / A259 Scanlons Bridge
 31. A259 Scanlons Bridge / A259 Dymchurch Road
 32. A259 Military Road / A259 Rampart Road / A259 Dymchurch Road
 33. Station Road / A259 East Street / A259 Prospect Road
 34. B2080 Old Beams Yard / A2070 / A259 / A259 Straight Ln
 35. Romney Road / Lydd Airport



Hawkinge

Folkestone

Sellindge

New Romney

NOT TO SCALE
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Junctions:

● Kent County Council

○ Highways England

1. Spitfire Way / A260 / Canterbury Road

2. Aerodrome Road / Spitfire Way

3. White Horse Hill / A20 EB slips / A260 / A260 Spitfire Way

4. A20 WB slips / Alkham Valley Rd

5. A260 / Alkham Valley Road



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Hawkinge

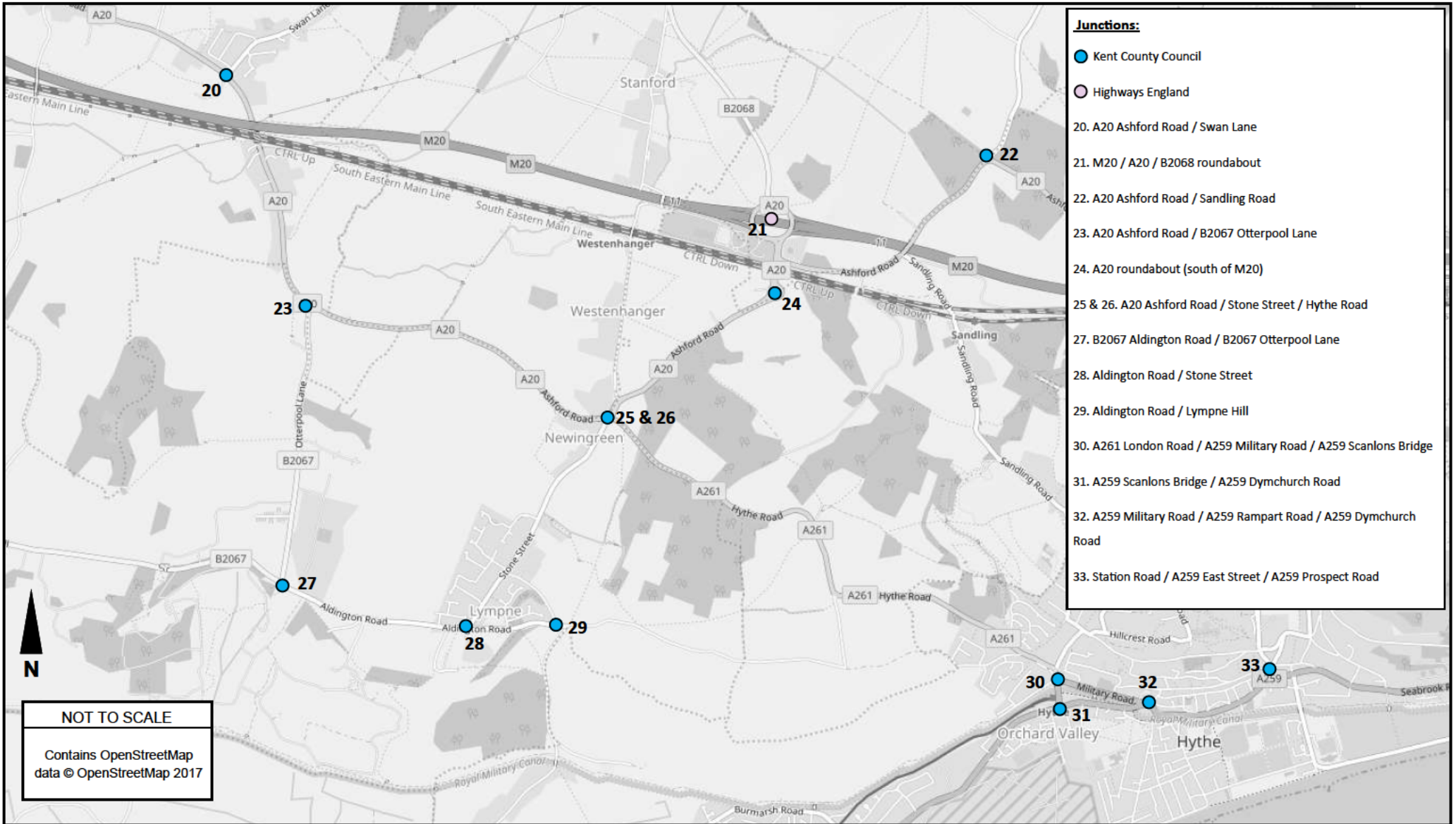


- Junctions:**
- Kent County Council
 - Highways England
6. A20 / M20 / B2064 Cheriton Interchange
 7. M20 WB slips / A259 Churchill Ave / A2034 Cherry Garden Ave / A20 Castle Hill Bridge
 8. A259 Black Bull Road / A259 Churchill Avenue / A260
 9. A2034 Cherry Garden Avenue / Cherry Garden Lane
 10. B2064 / Cheriton High Street
 11. A2034 Cheriton Road / A2034 Cherry Garden Avenue
 12. Beachborough Road / Shorncliffe Road
 13. A2033 Foord Road N / New Street
 14. A2033 Dover Road / A260 Dover Road
 15. A2033 Dover Road / A260
 16. New Street / Foresters Way / Shellons Street / Dover Road
 17. Dover Road / Tontine Street
 18. Bouverie Road W / Cheriton Gardens
 19. A2033 Sandgate Road / Castle Hill Avenue / Clifton Gardens / Langhorne Gardens

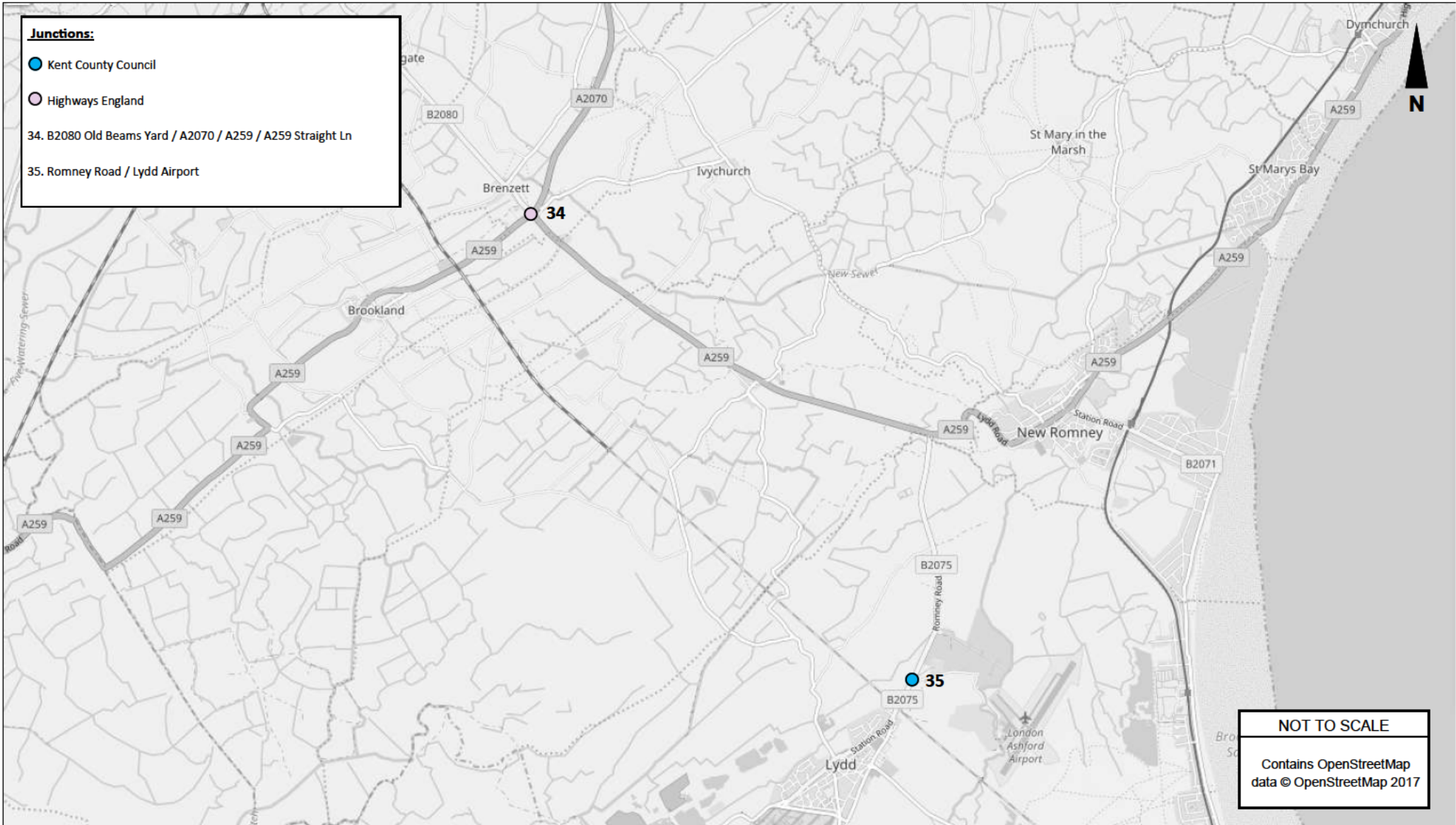
NOT TO SCALE

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Folkestone



Sellindge



New Romney

Appendix B

Report ID	Model ID	Junction	AM Peak (0800-0900)						PM Peak (1700-1800)						Notes
			2017 Base	2031 DM	2031 DS PPLP	2037 DM	2037 DS CSR 6500	2037 DS CSR 8000	2017 Base	2031 DM	2031 DS PPLP	2037 DM	2037 DS CSR 6500	2037 DS CSR 8000	
1	132	Spitfire Way / Canterbury Road / A260	0.55	0.70	0.70	0.75	0.91	0.97	0.69	0.87	0.87	0.94	1.17	1.25	
2	22	Aerodrome Road / Spitfire Way	0.41	0.51	0.52	0.55	0.65	0.69	0.53	0.64	0.64	0.68	0.73	0.69	
3	134	A260 Spitfire Way / White Horse Hill / A260 / A20 Slip Roads	0.68	0.79	0.79	0.84	0.95	1.02	0.79	0.98	0.99	1.07	1.20	1.27	
4	136	Alkham Valley Road / A20 Off Slip / A20 On Slip	0.86	0.97	0.96	1.04	0.99	1.01	0.65	0.72	0.72	0.76	0.83	0.86	
5	135	A260 / Alkham Valley Road	0.92	1.11	1.10	1.29	1.05	1.07	0.77	0.93	0.92	1.06	1.08	1.15	
6	26	A20 / M20 / B2064 Cheriton Interchange	0.47	0.55	0.55	0.59	0.54	0.55	0.46	0.63	0.62	0.70	0.61	0.62	
7	124	A2034 / A20 / A259 / M20 On Slip / M20 Off Slip (Castle Hill Interchange)	0.68	0.94	0.93	1.19	1.16	1.30	0.51	0.73	0.72	0.91	0.79	0.85	
8	137	A259 Black Bull Road / A259 Churchill Ave / A260	0.70	0.91	0.90	1.01	0.88	0.89	0.75	1.11	1.10	1.28	1.06	1.08	
9	123	A2034 Cherry Garden Avenue / Cherry Garden Lane	88.8%	98.8%	98.4%	102.1%	99.2%	99.2%	82.4%	91.8%	91.8%	90.8%	94.8%	95.7%	Modelled without Papworth Close; modelled with long lane for right turn into Cherry Garden Lane
10	30	B2064 / Cheriton High Street	1.04	79.6%	79.2%	83.1%	78.0%	78.9%	1.02	78.4%	78.2%	81.4%	78.6%	78.6%	
11	122	A2034 Cheriton Road / A2034 Cherry Garden Avenue	100.1%	121.2%	120.8%	128.7%	113.8%	111.0%	104.0%	126.1%	126.1%	130.5%	119.5%	119.7%	Pedestrian phase excluded from model run.
12	36	Beachborough Road / Shorncliffe Road	66.8%	77.4%	77.1%	80.7%	74.6%	74.6%	57.6%	80.6%	80.2%	83.7%	77.5%	77.5%	
13	117	A2033 Foord Road N / New Street	-	-	-	-	-	-	-	-	-	-	-	-	Non-standard priority junction, part of gyratory. Modelling results unreliable.
14	129	A2033 Dover Road / A260 Dover Road	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	No give way at this location
15	130	A2033 Dover Road / A260	-	-	-	-	-	-	-	-	-	-	-	-	Non-standard priority junction, part of gyratory. Modelling results unreliable.
16	131	New Street / Foresters Way / Shellons Street / Dover Road	1.15	1.23	1.23	1.30	1.18	1.18	2.01	2.13	2.12	2.24	2.04	2.13	
17	128	Dover Road / Tontine Street	-	-	-	-	-	-	-	-	-	-	-	-	Non-standard priority junction, part of gyratory. Modelling results unreliable.
18	118	Bouverie Road W / Cheriton Gardens	0.61	0.65	0.65	0.69	0.62	0.62	0.58	0.62	0.61	0.65	0.59	0.59	
19	119	A2033 Sandgate Rd / Castle Hill Ave / Clifton Gardens / Langhorne Gardens	0.65	0.85	0.86	0.91	1.01	1.05	0.60	0.78	0.79	0.83	0.88	0.91	
20	1	A20 Ashford Road / Swan Lane	0.28	0.33	0.33	0.36	0.36	0.37	0.21	0.31	0.30	0.32	0.35	0.36	
21	4	M20 / A20 / B2068 Roundabout	0.42	0.57	0.58	0.61	Inf.	Inf.	0.50	0.74	0.76	0.84	1.77	2.07	
22	3	Ashford Road / Sandling Road	0.17	0.18	0.18	0.19	0.19	0.19	0.07	0.08	0.08	0.08	0.08	0.08	
23	5	A20 Ashford Road / B2067	45.0%	68.7%	68.3%	71.3%	102.4%	112.4%	44.1%	65.5%	65.2%	67.3%	123.1%	137.0%	Signalised private access and pedestrian phases excluded
24	6	A20 roundabout south of M20	0.49	0.64	0.65	0.67	1.52	1.78	0.44	0.54	0.56	0.58	1.16	1.30	
25	7a	A20 / A261 Hythe Road	0.88	1.48	1.52	1.79	Inf.	Inf.	0.57	0.95	0.98	1.13	Inf.	Inf.	
26	7b	A20 / Stone Street	0.79	1.22	1.33	1.31	10.13	25.85	0.34	0.68	0.76	0.71	21.07	Inf.	
27	8	B2067 Aldington Road / B2067 Otterpool Lane	0.20	0.41	0.41	0.42	0.52	0.55	0.17	0.37	0.37	0.38	0.49	0.52	
28	9	Aldington Road / Stone Street	0.40	0.58	0.67	0.62	0.89	0.94	0.44	0.63	0.72	0.67	1.10	1.20	
29	10	Aldington Road / Lypne Hill	0.44	0.61	0.67	0.63	0.87	0.97	0.58	0.82	0.92	0.86	1.18	1.25	
30	12	A261 London Road / A259 Military Road / A259 Scanlons Bridge	-	-	-	-	-	-	-	-	-	-	-	-	No flows available
31	14	A259 Scanlons Bridge / A259 Dymchurch Road	-	-	-	-	-	-	-	-	-	-	-	-	No flows available
32	13	A259 Military Road / A259 Rampart Road / A259 Dymchurch Road	-	-	-	-	-	-	-	-	-	-	-	-	No flows available
33	161	Station Road / A259 East Street / A259 Prospect Road	0.98	1.19	1.20	1.29	1.38	1.43	0.86	1.10	1.11	1.20	1.46	1.54	
34	20	A259 / A259 Straight Lane / B2080 / A2070	0.41	0.47	0.47	0.50	0.45	0.45	0.47	0.50	0.50	0.53	0.48	0.48	
35	18	Romney Road / Lydd Airport	0.02	0.03	0.03	0.03	0.03	0.03	0.03	0.04	0.04	0.05	0.04	0.04	