

Statement of Common Ground in relation to Strategic Highways (A2/M2 corridor)

Main Parties: Dover District Council (DDC), Canterbury City Council (CCC), Swale Borough Council (SBC)

Other signatories: Kent County Council Highways and Transportation (KCC), National Highways (NH)

Purpose

To set out the strategic joint working that has taken place in relation to considering the impact of development upon the A2/M2 corridor in the preparation of the Local Plans of DDC, CCC and SBC, and how any impacts will be mitigated. This statement will be set out in three stages to cover:

- Stage 1 – Methodology
- Stage 2 – Modelling outputs
- Stage 3 – Agreed mitigation

Context and Background

The A2/M2 corridor runs from Port of Dover, in Dover District, to London, passing through Canterbury District and Swale Borough. Key junctions on this route are known to be at or nearing capacity. Proposals for growth in the Local Plans need to assess the impacts upon this route and where necessary identify deliverable mitigation measures.

The key junctions identified are:

- M2 Junction 6 (Swale Borough)
- M2 Junction 7 Brenley Corner (Swale Borough)
- A2 Whitfield Roundabout (Dover District)
- A2 Duke of York Roundabout (Dover District)
- A2 Harbledown, Thanington and Bridge junctions (Canterbury District)

Improvements to the A2 corridor are also identified in KCC's Local Transport Plan 4, with the priorities remaining delivering the bifurcation of Port Traffic between the M20/A20 and M2/A2 routes. M2 Junction 7 (Brenley Corner) and A2 Lydden to Dover are identified as projects within National Highways' Road Infrastructure Strategy (RIS) as pipeline projects for RIS3. It should be noted that as decisions from central government remain outstanding on the RIS3 projects they have not been included in the Local Plan modelling work.

Each LPA is in the process of developing transport evidence to support their respective plans, the methodology of which has been agreed with KCC and NH on an individual authority basis as summarised below.

STAGE 1 - METHODOLOGY

Transport modelling evidence

Dover District Council

DDC has a VISUM Dover and Deal Transport Model (DDTM) which has been developed and agreed in conjunction with KCC and NH. The details of this are set out in the DDTM Modelling Appraisal Specification Report. The VISUM model extends to the A2 Lydden junction, with the Coxhill and Adisham Road junctions being covered by an excel modelling process.

<https://www.doverdistrictlocalplan.co.uk/uploads/pdfs/wsp-dover-and-deal-transport-model-specification-report-2018.pdf>

As part of the preparation of the Reg 18 draft Local Plan, a Do minimum (DM) (2020 baseline) (Reg 18 DM) was developed, as well as two Do Something scenarios considering the impacts of different growth options. Two Regulation 19 Do Something scenarios have now also been tested. One with partial build out at Whitfield Urban Expansion and one with full build out of Whitfield Urban Expansion. These have been compared to an updated DM (2021 baseline)

As well as committed development in the District, DM scenarios include the following:

- Car Background Growth – provided by National Trip End Model (NTEM) 7.2 growth factors, with committed development housing and employment in the District removed to avoid double counting;
- 2018 National Road Traffic Forecasts (RTF) – inform the Light Goods Vehicle (LGV) and Heavy Goods Vehicle (HGV) forecast growth
- Port of Dover Growth – Growth levels agreed with Port of Dover

The forecasting work identified that in both scenarios the A2 junctions of Whitfield roundabout and Duke of York roundabout are detrimentally affected in the future by the growth in traffic in the area. DDC has been working to identify mitigation measures at the junctions to mitigate local plan growth. A mitigation solution has been agreed in principle with NH and KCC for Duke of York roundabout, and more recently for Whitfield roundabout (position 25.5.22). The congestion at these junctions is causing rat running on alternative routes, it was therefore agreed with KCC and NH that assessment of the impacts on the wider network should be looked at once the mitigation at two junctions was agreed. This has now taken place. The results are published in the Regulation 19 Forecasting Report:

<https://www.doverdistrictlocalplan.co.uk/uploads/pdfs/regulation-19-transport-modelling-forecasting-main-report.pdf>
<https://www.doverdistrictlocalplan.co.uk/uploads/pdfs/regulation-19-transport-modelling-forecast-report-appendices.pdf>

In order to fund the delivery of the mitigation needed at the Whitfield and Duke of York roundabouts, a proportionate contribution approach is being proposed. This is set out in Policy SP12 of the Reg 19 Local Plan, and the supporting Infrastructure Delivery Plan (pages 20-23)

Swale Borough Council

SBC has a SATURN Swale Highway Model (SHM) which has been developed and agreed in conjunction with KCC and NH. The details of this are set out in the Swale Base Local Model Validation Report.

As part of the Local Plan preparation, in addition to the base (2017) model, a number of development options have been completed along with a Do Minimum (Reference Case 2027 & 2038) model, which included trip rates and the committed development and schemes only, as pre-agreed with KCC and NH.

Should any material changes be promoted by SBC to the current preferred spatial strategy that has been assessed, the development option modelling will be reviewed by KCC and NH to agree whether refinement of the model is required to support this.

The Swale models assume improvements at M2 J5 as being currently progressed and the existing junction at Brenley Corner plus the committed Mountfield Park lane widening scheme.

The model extends to include the Harbledown Junction within Canterbury.

Local Plan evidence modelling will include the same assumptions except where trip rates for specific development have been agreed by KCC and NH.

Canterbury City Council

CCC has a cordoned version of the KCC Countywide VISSUM Highway Model (CCHM) which has been developed and agreed in conjunction with KCC and NH. The details of this are set out in the Canterbury Forecast (2040) Base Local Model Validation Report (2022). Originally completed in 2020 this was updated to include data requested by NH in 2022.

As part of the Local Plan preparation, in addition to the Forecast base (2040) model, a number of development options have been completed and in 2022 a Reg 18 Preferred option scenario (2045) was developed that included trip rates as pre-agreed with KCC & NH.

The Canterbury Forecast base model assumes improvements at the Bridge and Thanington junctions as committed schemes only. The preferred option scenario includes additional schemes at Thanington and Harbledown.

The model extends to include junction 6 of the M2 and to the Aylesham junction of the A2 as agreed with NH on 19 November 2021.

Local Plan evidence modelling will include the same assumptions except where trip rates for specific development have been agreed by KCC and NH.

NH are engaging with CCC and various allocation/ other site promoters to ensure proportionate production, assessment and agreement relating to the Strategic Road Network related transport evidence base.

A district by district summary table of modelling completed and agreed is below.

District	Base	Reg 18 Reference Case	Reg 19 Reference Case	Forecast Scenarios
Dover	2015 Agreed KCC/NH	2040 RC Agreed KCC/NH	2021 Do Minimum Agreed KCC/NH	Reg 19 2040 Scenarios 1 and 2 Agreed KCC/NH
Swale	2017 Agreed KCC/NH	2038 RC Agreed KCC/NH	N/A	N/A
Canterbury	2020 Agreed KCC/NH	2045 RC Agreed KCC/NH	N/A	N/A

Agreed position March 2023:

In principle it is agreed that development mitigation at Whitfield and Duke of York roundabouts will be addressed through the Dover District Local Plan and funded by development within the District. Development mitigation at Brenley Corner will be addressed by the Swale Borough Local Plan and funded by development in the District. Mitigation required for the Harbledown junction, Thanington and Bridge junctions will be addressed through the Canterbury Local Plan and funded by development within the District.

There is potential that development proposed in respective Local Plans will have impacts upon the Strategic Road Network outside of each District, and that these need to be understood and considered

through the plan making process. TEMPRO growth has been used in each respective model to assess development outside of Districts. Transport modelling is still in progress for all three authorities, so the evidence in terms of impacts is not yet available to consider.

Agreed next steps March 2023:

Transport modelling to assess the following:

Compare TEMPRO growth outside of District's used in DM scenarios, with actual growth proposed in Local Plans to ensure broad consistency.

Modelling work for the chosen Reg 19 Local Plan options and an accompanying reference case at the end of LP year using the predetermined and agreed methodologies.

This statement will be updated once this work has been completed.

STAGE 1 Methodology Agreed by all parties March 2023

Signed:

Kent County Council	Sally Bengé Transport and Development Manager for East Kent	
Canterbury City Council	Andrew Thompson Corporate Policy and Strategy Manager	
Dover District Council	Ashley Taylor Planning Policy and Projects Manager	
Swale Borough Council	Jill Peet Planning Policy Manager	
National Highways	Kevin Bown Kent & Sussex Planning Lead	