

## 1. Introduction

- 1.1 This Statement of Common Ground (SoCG) sets out the jointly agreed position between National Highways (NH, formerly Highways England), Kent County Council (KCC), and Dover District Council (DDC) in relation to the Dover District Local Plan (DDLp) and its evidence base, on matters relating to the Strategic Road Network (SRN) and Local Road Network (LRN).
- 1.2 This version has been prepared following the Regulation 19 publication and in advance of Submission of the Local Plan for examination to demonstrate how DDC, KCC and NH have been working together to identify and address the impacts of development proposed in the DDLp upon the SRN. It reflects the position as at March 2023, as is an update to the SoCG agreed in September 2022. A further iteration of this SoCG between NH and DDC may will be prepared in advance of hearing sessions for the Examination in Public.
- 1.3 Transport is one the key strategic issues in the DDLp, and the duty to co-operate includes working with the highways authorities to identify and address issues on the local and strategic networks. The NPPF sets an expectation that Local Plans should be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned.
- 1.4 National Highways has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority, and street authority for the SRN. The SRN is a critical national asset and, as such, National Highways works to ensure that it operates and is managed in the public interest, both in respect of current activities and needs, as well as in providing effective stewardship of its long-term operation and integrity.
- 1.5 NH and KCC are concerned with proposals that have the potential to impact the safe, reliable and efficient operation of the strategic and local road networks, including the interplay where they connect to each other. The SRN in the vicinity of Dover comprises the M20/A20 and A2. The LRN comprises all other public roads. Given current and forecast future traffic levels and other circumstances, particular focus has been paid to the A2/A256 Whitfield Roundabout, A2/A256 Whitfield Interchange and A2/A258 Duke of York Roundabout.
- 1.6 NH, DDC and KCC have been co-operating on an on-going and continuous basis since the start of, and prior to, DDC commencing work on the DDLp in 2017. This has been in the form of regular meetings and email correspondence and sharing of documents. NH and KCC have also formally responded to the Reg 18 DDLp consultation which took place January to March 2021, and the Regulation 19 which took place October to December 2022.
- 1.7 DDC, KCC and NH recognise that various parts of the strategic and local road networks are now, or will become, at or over capacity or may need improvements to tackle safety, during the plan period. Therefore, part of the co-operation has been to discern the impacts arising from the Local Plan, that the Local Plan will therefore be responsible for mitigating. Where capacity or

safety improvements are required for other reasons, the parties will seek to co-ordinate them with the Local Plan to maximise their overall timeliness, efficiency and cost-effectiveness.

1.8 The national significance of the need to undertake works to the A2 is recognised with the inclusion of the A2 Access project identified in The Road Investment Strategy 3 (RIS3) as a RIS3 pipeline project to be developed into schemes for construction in Road Period 3 (2025/26 to 2029/30). DDC, KCC and NH note that the A2 at Dover has been identified in the Roads Investment Strategy 3 (RIS3) for a study, alongside 32 other locations across England. Ministers will make decisions on whether study schemes will progress and be included in the final RIS3 in due course. In accordance with normal practice, while all parties are mindful of the study, no reliance can be placed on any proposals until they are included in the final RIS3, are consented and the commitment to go ahead made. But during this process the materiality of the proposals will increase.

## 2. Transport Evidence base

2.1 In 2015 DDC commissioned WSP to develop an update to the Dover Transport Model (DTM) to be used to assess the impacts on the SRN of future growth in housing and employment in Dover. In 2018 the DTM was extended to cover the Deal area and is now known as the Dover and Deal Transport Model (DDTM).

2.2 The modelling thus far has included iterations of Do Minimum and Do Something scenarios. The Do Minimum (DM) scenarios include completed and consented growth within Dover District since the base date of the model alongside committed infrastructure schemes. The latest DM scenario has a base date of March 2021.

2.3 The Do Something (DS) scenarios are based upon the Do Minimum scenarios with the addition of the potential Local Plan site allocations. DS scenarios were developed for the Reg 18 draft of the Plan, and have subsequently been updated to reflect the Reg 19 Local Plan. It should be noted that as the most recent DS scenario was developed prior to finalising the proposed employment and housing allocations in the Reg 19 Plan, and therefore does not match exactly the proposed allocations. Appendix 2 explains the differences and it is agreed by the parties that at the current time the DS scenario provides a reasonable basis on which to assess the Reg 19 proposals.

2.4 NH and KCC have been integral to the development of the DDTM and subsequent transport evidence base, with continuous engagement having taken place to agree the specification, methodology and subsequent outputs of the transport modelling to identify the key issues and how these will be addressed.

2.5 As of September 2022, the following reports form the key pieces of transport modelling evidence which have been developed and agreed between DDC, NH and KCC. Prior to Reg 18 these are:

- Dover Transportation Model – Appraisal Specification Report (Feb 2016)
- Dover and Deal Transportation Model – Modelling Appraisal Specific Report (May 2018)

- Dover and Deal Transport Model Local Plan Forecasting Report (Jan 2021) – this assesses the impact of proposals in the Reg 18 DDLP.

2.6 KCC and NH responded to the Reg 18 consultation and provided detailed comments on the Forecasting report. DDC has sought to address the comments made and provide additional information where requested.

2.6 The following have been prepared, discussed and agreed between NH, KCC and DDC, and are incorporated in the Reg 19 Forecasting Report, available at:

<https://www.doverdistrictlocalplan.co.uk/about/evidence-base>

- Duke of York Mitigation Technical Note (May 2021) (Reg 19 Forecasting Report Appendix B)
- Technical Note: Duke of York Design Review (June 2021) (Reg 19 Forecasting Report Appendix B)
- Duke of York Roundabout Cost Plan Nr 1 Rev A (July 2021)
- Whitfield Roundabout Transport Modelling Technote (May 2022) (Reg 19 Forecasting Report Appendix A)
- Whitfield Roundabout Feasibility Design – Highways Design Review (March 2022) (Reg 19 Forecasting Report Appendix A)
- In addition to Whitfield and Duke of York Roundabouts junction modelling has been carried out, reviewed and agreed for the Dover Road/ Boys Hill Roundabout, A256 North Approach junction.

2.7 Alongside the Reg 19 Publication a Forecasting report was produced that pulls all the above together. NH and KCC provided comments on the Forecasting Report in response to the Reg 19 Publication, and following the Reg 19 publication period.

#### *Circular 1/2022*

2.8 Circular 1/2022 was published on 23<sup>rd</sup> December 2022 and replaces Circular 2/2013. The circular covers the role of National Highways in the plan making process and how impacts upon the strategic road network should be considered and addressed through plan making. The publication of the Circular 1/2022 took place after the Regulation 19 stage of the Local Plan where most of the transport modelling had already been completed. The evidence base for the plan has therefore mostly been brought forward under the previous version of the circular.

2.9 The main change is set out in para 15 of Circular 1/2022, which proposes a move away from transport planning based on predicting future demand to provide capacity ('predict and provide') to planning that sets an outcome communities want to achieve and provides transport solutions to delivery those outcomes (vision-led approaches including 'vision and validate', 'decide and provide' or 'monitor and manage'. The parties have reviewed the main changes between the two Circulars and consider that the methodology of the transport modelling and evidence base in the most part aligns with the updated circular, and that the outcome for identification and planning for mitigation on the network would be the same.

### 3. Key issues – agreed current position and next steps

3.1 The following sets out the key issues which have been identified and agreed, and future work which is required to be carried out to demonstrate deliverability of the DDLP in relation to impacts upon the SRN and LRN.

#### Whitfield Roundabout

##### The following is agreed:

- In the Do Minimum March 2021 Scenario some arms of Whitfield Roundabout are operating over capacity.
- Proposals in the emerging DDLP up to 2040 will worsen the situation and therefore need to be mitigated
- Whitfield Roundabout Mitigation Scheme has been agreed through provision of Junctions 9 modelling and a Highways Design Review (Appendix A to Reg 19 Forecasting Report)
- No third-party land is required to deliver the scheme
- The scheme has been costed at £6.3 million
- Testing undertaken by NH on the existing layout has identified that up to 1,250 homes that are part of the Whitfield Urban Expansion may be able to come forward in advance of mitigation, subject to NH signing and lining safety scheme being implemented first. This is an interim scheme of minor works to improve safe operation of the junction until such a time as the Local Plan scheme or RIS 3 is implemented.

##### Further work agreed to be required prior to Local Plan examination

- Proportionality Assessment for contributions from development (draft proposals are set out in the Infrastructure Delivery Plan)
- Identification of forward funding
- Delivery mechanism - to be delivered by KCC or NH
- Stage 1 Road Safety Audit, including WCHaR assessment (NMH assessment) – Briefs for the WCHaR and RSA1 have been agreed with NH and KCC. The WCHaR is currently taking place and the RSA1 is programmed for completion by end of June 2023.

#### Duke of York roundabout

##### The following is agreed:

- Junction is nearing capacity and proposals in the DDLP will result in the junction operating over-capacity in relation to the local road network. NH response to the Reg 18 stated the following: *For the Duke of York roundabout the detailed modelling adequately demonstrates that Local Plan impacts should not require mitigation for the A2 itself. However, improvements to the local road approaches (A258 Castle Hill Road or A259 Deal Road) may be required and this may impact upon the SRN approaches to the roundabout. We will need to be involved with mitigation proposals as the Plan progresses.*
- Mitigation therefore needs to be identified as part of the DDLP to address impacts upon LRN, without compromising safe and efficient operation of the SRN.

- Duke of York Mitigation Scheme has been agreed through provision of Junctions 9 modelling and a Highways Design Review (Appendix B to Reg 19 Forecasting Report)
- The mitigation scheme has been costed at £5.6 million
- Following consultation with the Kent Downs AONB Unit, who have not raised concerns about the proposal, EIA screening requirements are not required at this stage
- Identification of trigger points for timing of mitigation – delivery agreed to be needed in years 5-10 of plan period (Trigger point assessment Appendix M of Reg 9 Forecasting Report)

#### Further work agreed to be required

- Proportionality assessment for contributions from development (draft proposals are set out in the Infrastructure Delivery Plan)
- Identification of forward funding
- Consideration of 3<sup>rd</sup> party land
- Delivery Mechanism – to be delivered by KCC or NH
- Stage 1 Road Safety Audit, including WCHaR assessment (NMH assessment) – Briefs for the WCHaR and RSA1 have been agreed with NH and KCC. The WCHaR is currently taking place and the RSA1 is programmed for completion by end of June 2023

#### Strategic Modelling and other SRN and LRN issues

It was agreed between the parties that the assessment of the impacts upon other parts of the road network in Dover District would take place after the mitigation proposals for Whitfield Roundabout and Duke of York Roundabout had been agreed. Due to the constraints at these junctions causing re-routing of traffic which may therefore not be a true reflection of the traffic movements at the junctions once the mitigation has been put in place.

This additional modelling has been carried out in close liaison with KCC and NH, and has included the following:

- Re-run of the strategic model based upon draft Reg 19 proposals to include the agreed Duke of York and Whitfield Roundabout mitigation schemes
- Re-run of the strategic model based upon draft Reg 19 proposals to include the agreed Duke of York and Whitfield Roundabout mitigation schemes and a modal shift from Dover Fastrack
- Spreadsheet model assessment of junctions outside of the strategic model area
- The table in Appendix 1 summarises the agreed position on all junctions and nodes that have been identified by NH and KCC during this work.

#### A2/A256 Dumbbell roundabout

Detailed junction modelling has been carried out for this junction. The results of the initial modelling indicated the junction operated effectively and no mitigation would be required, which was initially agreed. NH subsequently provided comments on the modelling methodology which have been addressed and reported in the Reg 19 Forecasting Report. NH and KCC have reviewed this and confirmed no mitigation will be required for this junction.

#### Site specific matters

##### Whitfield Urban Expansion

- Principle of new junctions from A2 and A256 to serve development have been agreed. Detailed design to be agreed.
- A2 junction – designed proposal has been put forward by developers. A review of the A2 junction was undertaken in Winter 2022. The principle of the junction layout is considered acceptable. The concept of this access point was also considered to be appropriate. If the access has been put forward in relation to a specific development, this will be considered at the point of application, as the principle of access at this point is agreed in the context of the Local Plan.
- A256 junction – design to be provided by developers for KCC review.

#### 4. Additional Modifications agreed in response to NH and KCC Regulation 19 representations

4.1 In response to comments made by NH and KCC to the Regulation 19 consultation, the Council has agreed with NH and KCC minor changes to wording in the Plan to address the comments. These will be submitted as part of a schedule of additional modifications, and are set out in Appendix 3.

#### 5. Conclusion

5.1 It agreed by all parties that good progress has been made in assessing the impacts of the Local Plan on the road network and identifying mitigation. Solutions have been agreed for the two most critical junctions. The evidence has been developed to the point you would expect it to be at this stage in the Local Plans production and sufficient to have a high degree of certainty regarding the delivery of the Plan. As summarised above and in the Appendix more work will be done in the period between now and the Local Plan Examination and as appropriate an updated version of the SoCG will be published.

#### 6. Signatories

**Signed on behalf of Dover District Council**



**Ashley Taylor**

**Position: Planning Policy and Projects Manager**

**Date: 28.03.2023**

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**Signed on behalf of National Highways**

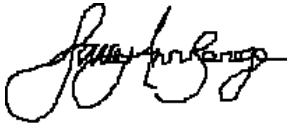


**Marius Pieters**

**Position: Spatial Planning Manager**

**Date: 28.03.2023**

**Signed on behalf of Kent County Council**



**Sally Bengel**

**Position: Transport and Development Planning Manager**

**Date: 29.03.23**

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Appendix 1 – Summary of junctions/nodes and agreed position with KCC and NH March 2023.

Area	Location	Junction/ Road	Identified By	Status October 2022	Action October 2022	KCC/NH Reg 19 Response	Update March 2023
Dover	Duke of York Roundabout	Junction	DDTM	Junction modelling completed of Local Plan solution and agreed with KCC/NH	See SoCG	As per SoCG	RSA and WCHaR Briefs agreed. WCHaR commenced. See SoCG for remaining actions
Dover	A20 Limekiln Street/ Union Street Signalised junction	Junction	DDTM	Signalised junction, will be optimised on ground in future year	NH to review updated Reg 18 comments Technical Note to be provided within the Reg 19 Forecasting Report	Ongoing work to review modelling. Developments that are shown to impact this junction will require detailed junction analysis and potential mitigation	NH review complete, no mitigation necessary for Local Plan. Developments that are shown to impact this junction will require detailed junction analysis and potential mitigation
Dover	A20 Limekiln Street/ Snargate Street /Union Street Signalised Junction	Junction	DDTM	Signalised junction, will be optimised on ground in future year	None	n/a	n/a
Dover	A20/ A256 Woolcomber Street	Junction	NH	Signalised junction, will be optimised on ground in future year	NH to review updated Reg 18 comments Technical Note to be provided within the Reg 19 Forecasting Report		NH review complete, no mitigation necessary
Dover	Castle Street/ MaisonDieu Road Signalised junction	Junction	DDTM	Signalised junction, will be optimised on ground in future year	None	n/a	n/a



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Dover	A20 Snargate St/ York St Signalised Junction	Junction	DDTM	Signalised junction, will be optimised on ground in future year	None	Developments that are shown to impact this junction will required detailed junction analysis and potential mitigation	Covered by general policy no action required
Dover	A256 Maison Dieu / Park Avenue / Godwyne Road / Park Street Signalised Junction	Junction	DDTM	Signalised junction, will be optimised on ground in future year	None	No specific comments	n/a
Dover	A256 Whitfield Hill Southbound from Whitfield Rbt	Road	DDTM	Assessed through strategic model V/C within acceptable limits. No further action necessary.	None	No specific comments	n/a
Dover	A256 Whitfield Hill / London Road roundabout	Road	DDTM	Assessed through strategic model V/C within acceptable limits. No further action necessary.	None	No specific comments	n/a
Dover	A256 Whitfield Hill Rbt/ London Rd Rbt; Circulatory Arm	Road	DDTM	Assessed through strategic model V/C within acceptable limits. No further action necessary.	None	No specific comments	n/a

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Area	Location	Junction/ Road	Identified By	Status October 2022	Action October 2022	KCC/NH Reg 19 Response	Update March 2023
Dover	A258 Deal Road Southbound; Approach to DoY	Road	DDTM	More traffic now using A258 Southbound as more traffic able to access the links with implementation of the DOY roundabout mitigation. 60% of the additional traffic with mitigation is related to non Local Plan trips. Junction modelling shows the junction works.	None	No specific comments	n/a
Dover	A258 Deal Road Southbound; Approach to DoY, north of The Lane	Road	DDTM	More traffic now using A258 Southbound as more traffic able to access the links with implementation of the DOY roundabout mitigation. 60% of the additional traffic with mitigation is related to non Local Plan trips. Junction modelling shows the junction works .	None	No specific comments	n/a

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Area	Location	Junction/ Road	Identified By	Status October 2022	Action October 2022	KCC/NH Reg 19 Response	Update March 2023
Dover	A258 Dover Road Southbound; Between Station Road and Front Street	Road	DDTM	Link only just over 85% - 86%/87% in PM peak. More traffic now using A258 Southbound as more traffic able to access the links with implementation of the DOY roundabout mitigation. 60% of the additional traffic with mitigation is related to non Local Plan trips. Junction modelling shows the junction works.	None	No specific comments	n/a
Dover	Honeywood Parkway roundabout; Circulatory Arm	Road	DDTM	Assessed through strategic model V/C within acceptable limits. No further action necessary.	None	No specific comments	n/a
Dover	Honeywood Parkway Westbound; west of Honeywood Close	Road	DDTM	Assessed through strategic model V/C within acceptable limits. No further action necessary.	None	No specific comments	n/a
Dover	Honeywood Parkway/ Fitness Field Rbt; Eastbound Exit	Road	DDTM	Assessed through strategic model V/C within acceptable limits. No further action necessary.	None	No specific comments	n/a
Dover	Honeywood Parkway Eastbound; between	Road	DDTM	Assessed through strategic model V/C within acceptable	None	No specific comments	n/a

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	Fitness Fields and B&Q rbt			limits. No further action necessary.			
Dover	Honeywood Parkway/ B&Q Rbt; Eastbound Arm from Honeywood Parkway	Road	DDTM	Assessed through strategic model V/C within acceptable limits. No further action necessary.	None	No specific comments	n/a
Dover	Honeywood Parkway/ B&Q Rbt Circulatory	Road	DDTM	Assessed through strategic model V/C within acceptable limits. No further action necessary.	None	No specific comments	n/a
Dover	Honeywood Parkway/ Fitness Fields; Circulatory Arm	Road	DDTM	Assessed through strategic model V/C within acceptable limits. No further action necessary.	None	No specific comments	n/a
Dover	Castle Hill Road/ St James Street SB	Road	DDTM	This is occurring in the DDTM as a result of traffic avoiding the traffic signal at Castle Street/ Maison Dieu Road. Additional traffic in DS1 mainly result of Local Plan sites and just over 50% comes from WCBP and Whitfield which could be reduced by BRT. In DS2 sees an improvement in V/C compared to DM.	Dover Town centre sites to focus on sustainable transport modes rather than highway capacity improvements	No specific comments	n/a

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Area	Location	Junction/ Road	Identified By	Status October 2022	Action October 2022	KCC/NH Reg 19 Response	Update March 2023
				Local Plan trips which go through links mainly comes from WCBP and Whitfield.			
Dover	St James Street SB	Road	DDTM	This is occurring in the DDTM as a result of traffic avoiding the traffic signal at Castle Street/ Maison Dieu Road. Additional traffic in DS1 mainly result of Local Plan sites and just over 50% comes from WCBP and Whitfield which could be reduced by BRT. In DS2 sees an improvement in V/C compared to DM. Local Plan trips which go through links mainly comes from WCBP and Whitfield.	Dover Town centre sites to focus on sustainable transport modes rather than highway capacity improvements	No specific comments	n/a

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Area	Location	Junction/ Road	Identified By	Status October 2022	Action October 2022	KCC/NH Reg 19 Response	Update March 2023
Dover	Biggin Street Westbound between Worthington Street and Priory Street	Road	DDTM	Of the additional traffic in DS1/ DS2 accounts less than 50% is attributed to the Local Plan. BRT reduces V/C in both AM and PM peak.	Dover Town centre sites to focus on sustainable transport modes rather than highway capacity improvements	No specific comments	n/a
Dover	Priory Street Southbound - Towards Rbt	Road	DDTM	Of the additional traffic in DS1/ DS2 accounts less than 50% is attributed to the Local Plan. BRT reduces V/C in both AM and PM peak.	Dover Town centre sites to focus on sustainable transport modes rather than highway capacity improvements	No specific comments	n/a
Dover	Castle Street Westbound, South of Maison Dieu Road	Road	DDTM	Link only just over 85% - 86% in AM Peak DS2.	Dover Town centre sites to focus on sustainable transport modes rather than highway capacity improvements	No specific comments	n/a
Dover	B2011 Folkestone Rd Eastbound; between Malvern Road and Priory Gate Road	Road	DDTM	Local Plan growth attributing to these links over capacity in the DS AM Peaks. Neared capacity in DM.	Dover Town centre sites to focus on sustainable transport modes rather than highway capacity improvements	No specific comments	n/a
Dover	Folkestone Rd Eastbound; Approach to Effingham Street	Road	DDTM	66%/55% of the additional trips using this link in DS1/ DS2 are generated by zones which contain Local Plan sites.	Dover Town centre sites to focus on sustainable transport modes rather than highway capacity improvements	No specific comments	n/a

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Area	Location	Junction/ Road	Identified By	Status October 2022	Action October 2022	KCC/NH Reg 19 Response	Update March 2023
Dover	Folkestone Rd Eastbound - Approaching A256 York St/ Priory Road Rbt	Road	DDTM	66%/55% of the additional trips using this link in DS1/ DS2 are generated by zones which contain Local Plan sites.	Dover Town centre sites to focus on sustainable transport modes rather than highway capacity improvements	No specific comments	n/a
Dover	London Road / Alkham Road Junction	Junction	DDTM	WSP are undertaking junction modelling for this junction and identifying potential solutions.	Junction modelling and potential mitigation to be presented in the Reg 19 Forecasting Report for KCC review	Ongoing work to review mitigation proposed	Mitigation scheme agreed, alongside manage and monitor approach to consider alternative of traffic calming through Alkham Valley Road to reduce attractiveness of route
Whitfield	Whitfield Roundabout	Junction	DDTM	Junction modelling completed of Local Plan solution and agreed with KCC/NH	See SoCG	As per SoCG	RSA and WCHaR Briefs agreed. WCHaR commenced. See SoCG for remaining actions
Whitfield	A2/A256 Dumbbell Roundabouts	Junction	DDTM	Junction modelling completed and merge/ diverge assessments completed and agreed no mitigation necessary to accommodate Local Plan growth.	NH comments on modelling to reviewed, not expected to impact on conclusions. To be addressed in Reg 19 Forecasting Report	NH comment: No mitigation required in relation to the safe operation of the SRN. <b>KCC comment:</b>	Agreed no mitigation necessary. Focus on sustainable transport modes for White Cliffs Business Park proposals addressed in SAP2.
Whitfield	A265/ Richmond Way Roundabout, A256 Northbound Approach	Junction	DDTM	Whitfield developers to assess these junctions in more detail as part of the development proposals.	Included in Policy SAP1	As per SoCG	n/a

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Area	Location	Junction/ Road	Identified By	Status October 2022	Action October 2022	KCC/NH Reg 19 Response	Update March 2023
Whitfield	New A2 junction with Whitfield Access Road (western approach)	Junction	DDTM	Whitfield developers to assess these junctions in more detail as part of the development proposals.	Included in Policy SAP1	As per SoCG	n/a
Whitfield	Whitfield Development Road from A2 Rbt to Singledge Lane, Northbound	Road	DDTM	Whitfield developers to assess these junctions in more detail as part of the development proposals.	Included in Policy SAP1	As per SoCG	n/a
Whitfield	Whitfield Development Road from Sandwich Road to A256 Rbt, Eastbound	Road	DDTM	Whitfield developers to assess these junctions in more detail as part of the development proposals.	Included in Policy SAP1	As per SoCG	n/a
Deal	A258 Northbound, North of Church Street Junction to Granville/ Salisbury Road	Road	DDTM	Link only just over 85% - 86%/87% in PM peak. More traffic now using A258 as more traffic able to access the links with implementation of the DOY roundabout mitigation. 60% of the additional traffic with mitigation is related to non Local Plan trips. Junction modelling shows the junction works.	None	None provided	n/a



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Deal	A258 London Road, North of Mongeham Way Junction	Road	DDTM	Junction identified as a constraint - no further development planned in area and no clear solution to junction apart from sustainable transport improvements.	None	None provided	n/a
Deal	A258 London Road Northbound, between The Street and Sholden New Road	Road	DDTM	V/C increases between DM and DS are small less than 4%.	None	None provided	n/a
Deal	A258 London Road Northbound	Road	DDTM	V/C increases between DM and DS are small less than 3%.	None	None provided	n/a
Deal	A258 London Road/ Manor Road Roundabout; Circulatory Arm	Road	DDTM	V/C increases between DM and DS are 5% or less.	Development has been limited in this area due to junction already operating over capacity with no mitigation possible	None provided	n/a
Deal	A258 London Road/ Manor Road Roundabout; Circulatory Arm	Road	DDTM	V/C increases between DM and DS are 2% or less.	Development has been limited in this area due to junction already operating over capacity with no mitigation possible	None provided	n/a
Deal	Northern part of London Road / Manor Road Rbt	Road	DDTM	V/C increases between DM and DS are 8% or less.	Development has been limited in this area due to junction already operating over	None provided	n/a

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					capacity with no mitigation possible		
Deal	Dover Road Southbound, South of Hawksdown Junction	Road	DDTM	Up to 66% of the additional trips using this link in DS1/ DS2 are generated by zones which contain Local Plan sites. Just over 60% of the new Local Plan traffic comes from either the WCBP (majority) or the Whitfield development. V/C only just over 90% in AM peak only.	None	None provided	n/a
Deal	A258/ Station Road	Junctions	KCC	WSP are undertaking junction modelling for this junction and identifying potential solutions.	Junction modelling and potential mitigation to be presented in the Reg 19 Forecasting Report for KCC review	Ongoing work to review mitigation proposed	Mitigation scheme agreed, to be brought forward as part of DoY strategic proposals and/or sites in Deal/Walmer. Mechanism TBD
Deal	A256 Sandwich Bypass/A258	Junction	Reg 18	WSP are undertaking junction modelling for this junction.	Junction modelling to be presented in the Reg 19 Forecasting Report for KCC review	Ongoing work to review mitigation proposed	Modelling of improvement scheme completed. Agreement in principle scheme mitigates local plan impacts. Next steps costing of scheme.

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Deal	A257 Ash Road/ A256 Sandwich Bypass	Junction	Reg 18	WSP are undertaking junction modelling for this junction.	Junction modelling to be presented in the Reg 19 Forecasting Report for KCC review	Ongoing work to review mitigation proposed	Modelling of improvement scheme completed. Agreement in principle scheme mitigates local plan impacts. Next steps costing of scheme.
Edge of modelled area	Dover Road/ Boys Hill Roundabout, A256 North Approach	Junction	DDTM	This has been modelled and it was agreed on the meeting on 6th September no further work is required	None	No specific response	n/a
Edge of modelled area	A256 Dover Road/ Dover Road Roundabout, A256 Dover Road NE Approach	Junction	DDTM	Considered through strategic model, no further action necessary.	None	No specific response	n/a
A2 corridor	A2 Eastbound, West of link through Coldred	Road	DDTM	All of the additional trips using this link in DS1 and DS2 are generated by the Local Plan. 76%/74% of the additional traffic is associated with the Whitfield development	Junctions on A2 to be looked at	No specific response	See below re junctions
A2 corridoe	A2 Eastbound, between link through Coldred and Coldred hill junction	Road	DDTM	All of the additional trips using this link in DS1 and DS2 are generated by the Local Plan. 76%/74% of the additional	Junctions on A2 to be looked at	No specific response	See below re junctions

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Area	Location	Junction/ Road	Identified By	Status October 2022	Action October 2022	KCC/NH Reg 19 Response	Update March 2023
				traffic is associated with the Whitfield development			
A2 corridor	A2 Eastbound, East of Coldred Hill	Road	DDTM	All of the additional trips using this link in DS1 and DS2 are generated by the Local Plan. 76%/74% of the additional traffic is associated with the Whitfield development	Junctions on A2 to be looked at	No specific response	See below re junctions
A256 Corridor at Whitfield	New Sandwich Road/ A256 roundabout (western arm approach)	Junction	DDTM	Whitfield developers to assess these junctions in more detail as part of the development proposals.	Ensure Whitfield developers assess	No specific response	n/a
Outside of modelled area	Lydden Hill	Junctions	NH	NH requested further information to ensure junctions operating within capacity	Additional information provided in TN on changes between DM and DS, to be provided in the REg 19 Forecasting Report for NH review	Ongoing work to review mitigation proposed	NH review complete, no mitigation necessary
Outside of modelled area	Geddinge Lane/ Coxhill junction	Junctions	NH	NH requested further information to ensure junctions operating within capacity	Additional information provided in TN on changes between DM and DS, to be provided in the REg 19 Forecasting Report for NH review	Ongoing work to review mitigation proposed	NH review complete, no mitigation necessary

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Area	Location	Junction/ Road	Identified By	Status October 2022	Action October 2022	KCC/NH Reg 19 Response	Update March 2023
Wingham	A257 High Street / B2046 Adisham Road/High Street / A257 Canterbury Rd	Junctions	Static Analysis	Static analysis completed and shared with KCC	Agreed to be addressed by Aylesham and/or Wingham site allocations	Further assessment of A257/B2046	Further assessment of A257/B2046 being carried out by WSP
Wingham	Staple Road/Adisham Road	Junction	n/a	n/a	n/a	Junction of Staple Road/Adisham Road needs further consideration.	Staple Road/Adisham Junction modelling completed. Agreed no mitigation necessary.
Aylesham	B2046 Adisham Rd / Dorman Avenue	Junctions	Static Analysis	Static analysis completed and shared with KCC	Agreed to be addressed by Aylesham Site (SAP24)	KCC require outline strategy for junction	Agreed to be addressed by Aylesham Site (SAP24)
Aylesham	B2046 Adisham Rd / Spinney Lane	Junctions	Static Analysis	Static analysis completed and shared with KCC	Agreed to be addressed by Aylesham Site (SAP24)	KCC require outline strategy for junction	Agreed to be addressed by Aylesham Site (SAP24)
Outside of modelled area	Ramsgate Rd / Sandwich Bypass	Junctions	Static Analysis	Static analysis completed and shared with KCC	None	KCC require outline strategy for junction	KCC subsequently agreed this was not necessary
Eastry	High Street / Church Street / Brooke Street / Lower Street	Junctions	Static Analysis	Static analysis completed and shared with KCC	None	KCC require outline strategy for junction	KCC subsequently agreed this was not necessary
Eythorne	Wigmore Lane / Shooters Hill / Shepherdswell Rd / Church Hill	Junctions	Static Analysis	Static analysis completed and shared with KCC	Impact on rural road network analysis provided in Reg 19 forecasting report for KCC review	KCC requested further analysis of Wigmore Lane/Shooters Hill	KCC have reviewed information. No mitigation necessary

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Area	Location	Junction/ Road	Identified By	Status October 2022	Action October 2022	KCC/NH Reg 19 Response	Update March 2023
Folkestone	A260 Canterbury Rd / Alkham Valley Rd / A20	Junctions	Static Analysis	Static analysis completed and shared with KCC and NH	Awaiting response from KCC and NH	NH no comment provided. KCC comment:	KCC consider proportionate contributions are required towards mitigation. DDC propose manage and monitor approach to be determined at application stage. Details will be updated in the IDP.
Deal/Sand wich	A258/Deal Road roundabout	Junction		n/a	n/a	Junction identified as requiring detailed assessment	Additional junction modelling carried out. Agreed no mitigation necessary for Local Plan
Aylesham/ Nonington	Holt Street link between Aylesham to Sandwich			n/a	n/a	KCC identified as requiring more detailed analysis of travel around Holt Street and traffic from Aylesham proposal SAP24. Sustainable travel requirements to be enhanced with more detail.	KCC have reviewed additional outputs from model and agreed this route is to be considered through the transport assessments for the planning application for SAP24 and SAP28.
Lydden	Lydden			n/a	n/a	KCC requested further analysis of HGV traffic	KCC have reviewed information. No mitigation necessary
Ash	Access into Ash			n/a	n/a	KCC requested further clarification about how Ash	KCC have reviewed information. No mitigation necessary

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Area	Location	Junction/ Road	Identified By	Status October 2022	Action October 2022	KCC/NH Reg 19 Response	Update March 2023
						had been modelled re Chequer Lane Junction	
Sandwich	Sandwich Town			n/a	n/a	KCC requested further analysis of impact on Sandwich Town	KCC have reviewed information. No mitigation necessary

Appendix 2 – Differences between development proposed in Dover District Local Plan Regulation 19 Publication October 2022 and the Do-Something Scenarios in the Forecasting Report.

Table A2.1 - Housing

	Extant housing	Housing allocations	Housing windfall	Total Local Plan Housing	Total	Completions	Total 2015-2040
Housing need SM					10,998		
Regulation 19 Submission	4,949 <sup>1</sup>	5592 <sup>2</sup>	1050	6642	11,924 <sup>3</sup> (2022-2040)	3,477 (2015-2022)	15,401
Forecasting Report DM	5063 <sup>4</sup>	0	0	0		2852 (2015-2021)	
Forecasting Report DS1	5063	6075	1120	7,195	12,258 (2021-2040)	2852	15,110
Forecasting Report DS2	5063	9005	1120	10,125	15,188 (2021 – 2040+)	2852	

\*DS1 scenario includes an additional 300 homes to that proposed within the Reg 19.

Employment assumptions

WCBP Phases 1, 2, 3, and 4 have capacity to deliver circa 120,000 sqm of employment floorspace. At the time the DS was developed, parts of the site were proposed for an Inland Border Facility and had therefore not been included. The delivery of the whole of Phase 3 remains uncertain due to its ownership by DfT. DS has assumed 85,000 sqm.

Discovery Park floorspace of 49,671 is included in the DM scenario as committed development.

<sup>1</sup> Extant supply as at 1 April 2022, with 5% non-implementation discount, plus 1,120 extant at WUE

<sup>2</sup> Local Plan Allocations and 2,200 assumed delivery from WUE

<sup>3</sup> Includes additional sites identified as a contingency buffer of circa 9% over SM housing need (2022-2040)

<sup>4</sup> Extant supply as at 1 April 2021



Appendix 3 – Additional modifications agreed with NH and KCC

Note – Support and general comments are not included, only those where modifications were requested to the Local Plan document are listed below.

REG 19 POLICY	CONSULTEE / REP NO	REP (SUMMARY)	DDC RESPONSE AND AGREED ADDITIONAL MODIFICATIONS
Strategic Policy 5 - Affordable Housing	KCC / 923	The aspiration for delivery of 30% affordable housing outside the Dover Urban Area is noted, however, it is essential that the viability of individual sites identified as being liable for significant highway infrastructure provision is clarified to sufficient detail to manage stakeholder expectations at the earliest possible juncture, which will potentially speed up future development planning decisions. Such an approach will also assist KCC in making informed infrastructure planning/funding decisions at the earliest possible juncture.	<p>Comment noted. Viability has been considered for developments in the district through the overarching viability appraisal and updates. All sites which are required to provide or contribute financially towards provision of highway infrastructure have been identified and site specific policies address these requirements. The site-specific highway requirements are also set out within the IDP, which includes details of the proportionate contributions approach to strategic highway infrastructure.</p> <p><b>No modifications are proposed to policy SP5.</b></p> <p><i><b>KCC have subsequently confirmed that no specific site policy wording amendments are required with regards to highways.</b></i></p>
SP8 - Dover Town Centre	KCC / 925	The County Council recommends that this policy could further encourage car-free development within the Town Centre where existing and future controlled parking zones are present, to reduce unnecessary car-based journeys, especially from Whitfield.	<p>Criterion 8 already states the following: Taking a balanced approach to car parking provision, that acknowledges the sustainability of the town centre and its rail and bus connections, informed by a town centre parking strategy.</p> <p><b>No modifications are proposed to this policy.</b></p>
SP11 - Infrastructure and Developer Contributions	NH /1154	Policy SP11 supporting text to be updated to reflect the need for SRN impacts always to be mitigated, but that the method of ensuring so may vary.	<p><b>Modification SP11: New sentence added to 3.200</b></p> <p>The Council will assess the nature and scale of infrastructure provision that is sought for each scheme on a case-by-case basis at the time of the application, taking into account the most up to date information and the classification in the IDP, ensuring that ‘critical’ infrastructure is delivered in all cases.</p>

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REG 19 POLICY	CONSULTEE / REP NO	REP (SUMMARY)	DDC RESPONSE AND AGREED ADDITIONAL MODIFICATIONS
			<p><u>Of particular ‘critical’ importance is mitigation required to the Strategic Highway Network, which may be delivered through alternative methods such as Grampian conditions or monitor and manage approaches to be identified and agreed by National Highways.</u></p>
<p>SP11 - Infrastructure and Developer Contributions</p>	<p>KCC / 929</p>	<p>The Local Plan could be more succinct in its approach to transport infrastructure, by providing a level of traffic/trip impact assessment and a subsequent mitigation strategy to inform site by site policy and specifically commit linked development sites to related infrastructure.</p> <p>Whilst an element of overarching policy is required to encompass any windfall or opportunity sites that might be identified throughout the lifetime of the Local Plan, the wording of the policy does not provide sufficient indication of when infrastructure will be sought. Reference to site-by-site viability is noted, however it is essential that sufficient detail is included within the whole plan viability assessment, to ensure that the final site selection provides a realistic picture of the prospects of the county council receiving infrastructure contributions in the future. This also includes a realistic indication as to the level of affordable housing likely to be secured to assist in speeding up the development planning process at planning application stage.</p> <p>KCC would welcome further constructive dialogue with Dover District Council in identifying these requirements</p>	<p><b><i>KCC have subsequently confirmed that no specific site policy wording amendments are required with regards to highways.</i></b></p>

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		as the process moves forward and as further highway related evidence is produced.	
SP12 – Strategic Transport Infrastructure	NH / 1155	Policy SP12 to reference the need for a Stage 1 Safety Audit to be undertaken to support the mitigation schemes at the A2 Whitfield roundabout and the A2 Duke of York roundabout. SP12 should also reference the requirement for third party land to be identified to support the A2 Duke of York roundabout scheme is included. These changes should also be made to the relevant sections of the Infrastructure Delivery Plan.	<p><b>Modification:</b> New para in Implementation section after Para 3.243 as follows:</p> <p><u>The Strategic Highway mitigation schemes identified on the A2 at both Whitfield roundabout and Duke of York (DoY) roundabouts will be funded through a proportionate, zonal developer contributions approach. This is set out in more detail within the IDP. The Council will continue to liaise with National Highways and the Local Highway Authority on all matters related to implementation and delivery of these mitigation schemes.</u></p>
	NH / 1155	SP12 should be updated to note that developments in “certain zones” (as per Infrastructure Delivery Schedule wording) will be subject to proportionate contributions to the A2 Whitfield roundabout and the A2 Duke of York roundabout Local Plan mitigation schemes in line with the upcoming developer contribution guidance note. It should also note that if and when LP mitigation capacity is used up, developments will then need to bring forward further mitigations.	
	NH / 1161	DDC to provide clarification on whether the mitigation schemes at the A2 Whitfield roundabout and the A2 Duke of York roundabout will be fully funded by developers, or whether public monies will be sought alongside developer contributions.	
	KCC / 930	The A2 corridor is a key consideration within the proposed growth aspirations, it is important that this is reflected in policy, however this could equally form part of a future Transport Strategy for the district, which is absent from this round of consultation. Given the wide-ranging traffic challenges within the district, there would	

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		<p>be merit in encompassing highway and transportation matters into a single supporting document. As the Dover Access Project is potentially several years away from being completed/clarified in full, it is accepted that mitigation proposals in relation to the A2 corridor will need to be suitably fluid in nature.</p>	
	KCC / 930	<p>Modelling forecasts indicate that infrastructure improvements are required on the A256 corridor. Given that this road corridor forms part of the Major Road Network, it would be prudent to consider policy to safeguard future upgrading opportunities on this road corridor.</p> <p>The policy should also specifically allow for the provision and maintenance of bus shelters under the heading of Bus Infrastructure.</p>	<p>Policy SP12 already details the 2 A256 junctions that require mitigation.</p> <p>Policy already states that contributions will be sought for ‘complimentary infrastructure’. This is then explained in Supporting text paragraph 3.244 that it includes bus shelters.</p> <p><b>Modification: T11 –Sustainable Travel criterion e)</b> Contribute to sustainable transport proposals including off-site improvements to cycling and walking routes and public transport facilities <u>including complimentary infrastructure such as bus shelters</u>, and to proposals within the Dover Infrastructure Delivery Plan; and</p>
T14 Policy – Lorry Parking	--	<p><b><i>Change here has been directed from another representor – for review</i></b></p>	<p><b>Modification: Amend criterion a) of Policy T14 as follows:</b> The site must be accessed <u>directly</u> from the Strategic Road Network (A2/M2corridor), <u>or from a connection on the local network which is acceptable to National Highways and the Local Highway Authority</u>, and be complimentary to the A2 Improvements;</p>
10. Transport and Infrastructure General	KCC / 1036	<p>The document is relatively silent on policy relating to the emerging Dover Fastrack project (formally known as Dover BRT). It is essential that this extremely important project is reflected in specific policy requirements relating to.</p>	<p><b><i>Further discussions with KCC on this matter.</i></b></p> <p><b>Modification Policy T11: Add new paragraph after 10.6 as follows:</b></p>

REG 19 POLICY	CONSULTEE / REP NO	REP (SUMMARY)	DDC RESPONSE AND AGREED ADDITIONAL MODIFICATIONS
		<ul style="list-style-type: none"> <li>• Identified routes that should be secured within the Whitfield/Dover areas that are safeguarded for the provision of Fastrack infrastructure..</li> <li>• Funding requirements of bus services and off-site infrastructure (potentially within the Infrastructure Delivery Plan).</li> <li>• Provision of on-site highway routes and complimentary infrastructure.</li> <li>• Strategy for the ongoing maintenance of bus shelter infrastructure, identifying delivery partners and funding opportunities.</li> <li>• Requirements in relation to development phasing and an active policy to avoid ransom between different phases of development.</li> </ul>	<p><u>Sustainable transport proposals, including for complimentary infrastructure, should take into account the latest available information with regards to improvement projects, detailed within the Infrastructure Delivery Plan or other relevant documents such as walking and cycling audits. In addition, future maintenance of such infrastructure must be secured and evidenced, for example through maintenance contracts with a private management company. With regards to safeguarding of the PRoW network, the Rights of Way Improvement Plan 2018 – 2028 (ROWIP) should be reviewed as part of any proposals which may affect the network.</u></p> <p><b>Modification to Dover site policies SAP2, SAP5, SAP6, SAP7, SAP8, SAP9, SAP11, SAP12:</b></p> <p><u>On and off-site sustainable transport measures, as set out in Policy T11, to include financial contributions to increase the frequency and reliability of Dover Fastrack, and towards provision of highway infrastructure improvements for Dover Fastrack.</u></p> <p><b>See other proposed changes in this table in relation to Fastrack in policies SAP1, SP12, T12</b></p>
SAP1 Whitfield Urban Expansion	NH /1157	SAP1 policy wording should be more specific about the modes which should be reduced and those which should increase.	<p><b>Modifications: Amend paragraphs as follows:</b></p> <p>4.55 The urban expansion of Whitfield was identified as a strategic allocation in the Core Strategy 2010 for the delivery of at least 5,750 new homes. The Whitfield Supplementary Planning Document (SPD)(2011) provides the <u>current</u> planning framework to guide the delivery of the site. The Council is currently working with the main landowners, and developers</p>
	KCC / 966	A revised SPD document is essential to the consideration for the Whitfield Urban Expansion (WUE), however this needs to be produced as soon as possible to avoid a potential policy vacuum occurring for any emerging development proposals. There should be a clearer	

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		<p>definition over which infrastructure and phasing requirements will be encompassed within the Local Plan Policy and which will be addressed within the future SPD, as this could have a direct impact on modelling forecasts. It is essential that a specific policy is included to secure the future route of the Fastrack service.</p> <p>It is stated that the SPD should be prepared by the landowner, however there are several stakeholders that have land interests within the WUE, therefore, it is essential that they are all involved in the process where possible. A Statement of Common Ground should be encouraged with relevant land stakeholders to ensure that a joined-up approach to the SPD review is achieved. This may require the use of equalisation agreements and mechanisms to ensure that ransom situations between development land parcels are avoided.</p> <p>Travel Plans for any portion of development should include community engagement with new residents for the Fastrack service, with service updates, opportunities for feedback and incentives for use.</p>	<p><u>and other stakeholders of the site to update the supplementary planning document and masterplan and phasing and delivery strategy to account for changing circumstances since the original SPD was adopted. This will either take the form of an update to the SPD or a master planning process to support an outline application for the remaining land not subject to existing planning consents.</u></p> <p><b>Policy Criterion w: to be amended as follows:</b></p> <p>The travel plan for the site should include targets and measures to achieve a modal shift <u>from private car to sustainable travel modes of between 10 and 20%; and should include community engagement with new residents for the Fastrack service, with service updates, opportunities for feedback and incentives for use.</u></p>
SAP2 White Cliffs Business Park	NH /1160	<p>SAP2 policy wording should be more specific about the modes which should be reduced and those which should increase.</p> <p><b><i>Changes proposed to SAP2 also reflect KCC comments in relation to Fastrack.</i></b></p>	<p><b>Modification: Criterion f and k: to be amended as follows:</b></p> <p>f The travel plan for the site should include targets and measures to achieve a modal shift <u>from private car to sustainable travel modes of between 10 and 20%;</u></p> <p>k Proposals <u>provide on and off-site sustainable transport measures, as set out in Policy TI1, to include financial contributions to increase the frequency and reliability of</u></p>

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			<p><u>Dover Fastrack, and towards provision of highway infrastructure improvements for Dover Fastrack and development on the site does support and do not prejudice the delivery of the Dover Fastrack.</u></p>
<p>T12 – Transport Assessments, Statements and Travel Plans</p>	<p>KCC</p>	<p><i><b>This modification text proposed was sent by KCC following more detailed discussions.</b></i></p>	<p><b>Modification: Insert new paragraphs before 10.11 as follows:</b></p> <p><u>Traditionally, transport planning practice has typically followed the ‘predict and provide’ approach, using existing traffic patterns to determine the future need for infrastructure. However, this approach tends to perpetuate dependence on the private car as the primary mode of transport, through provision of additional highway capacity. The ‘decide and provide’ approach to transport planning decides on a preferred vision of modal choice and then provides the means to work towards that whilst also accommodating uncertainty about the future. This offers the opportunity for more positive transport planning by considering walking, cycling and public transport upfront.</u></p> <p><u>The approach still requires developments to assess their transport impact on the highway network, but instead of basing this solely on existing travel patterns, transport assessments will be required to model a range of plausible scenarios. These plausible scenarios will need to be based on the proposed development site’s location, its existing connectivity, the mitigation or connectivity improvements that will be either delivered directly by the site developers or through financial contributions towards highway schemes, and the extrapolation of existing trends.</u></p>

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			<p><u>Further to this, rather than identifying junctions that are forecast to be over capacity and then providing schemes to increase capacity for private vehicles, developers will instead be expected to first consider the extent to which they could address these issues by making provision for sustainable and active modes. These provisions should be of a sufficiently high quality to achieve the requisite modal shift to address the identified capacity issues. It should also be ensured that the provisions comply with policies requiring the promotion of sustainable and active modes.</u></p>
	NH /1164	<p>We would recommend that wording is included in the Policy supporting text to note that the Travel Plan must include: • Firm financial commitments with regards to funding for the measures proposed • Targets for vehicle trip generation, which should be the same as the vehicle trips assessed in the TA • Monitoring strategy to confirm that vehicle trip targets are being met • A plan should be provided detailing the proposals in the event that targets are not being met.</p>	<p><b>Modification: Amend 10.12 as follows:</b>            Travel Plans are designed to influence the travel behaviour of individuals and of organisations to help achieve transport objectives such as walking and cycling. A robust Travel Plan will consist of detailed measures, <u>funding information</u>, targets (including for vehicle trip generation), monitoring and sanctions <u>in the event of targets not being met</u>. More information on what should be included within a robust travel plan can be found in the Kent Design Guide.</p>
T12 – Transport Assessments, Statements and Travel Plans	NH /1164	<p>Wording should be included in the policy supporting text to note that, where a proposed development may impact the SRN, a Transport Assessment should be submitted and carried out in accordance with DfT Circular 02/2013. The text should also recommend that applicants engage with us at the earliest opportunity to agree the scope of Transport Assessment</p>	<p><b>Modification: New paragraph to be inserted after bullet list of para 10.15:</b>  <u>Where a proposed development may impact the Strategic Road Network applicants should engage with National Highways at the earliest opportunity to agree the scope of Transport Assessment which should be submitted and carried out in accordance with DfT Circular 1/2022.</u></p>



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PM1 - Achieving High Quality Design, Place Making and the provision of Design Codes	KCC / 1027	<p>The policy reference to prioritising sustainable transport choices is noted, although this should specify high quality pedestrian and cycle infrastructure to the LTN 1/20 standard.</p> <p><b><i>Note this proposed change also addresses comment from KCC PRoW</i></b></p>	<p><b>Modification: Amend 3a to read:</b>                      Integrate into existing areas of the District, be well connected with all transport modes <u>such as providing high quality pedestrian and cycle infrastructure (to LTN1/20 Standard<sup>5</sup>), including PRoW connections</u>, and prioritise sustainable transport choices.</p>

Note that all agreed changes above will also be reflected within the IDP when updated.

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<sup>5</sup> [Cycle infrastructure design \(LTN 1/20\) - GOV.UK \(www.gov.uk\)](https://www.gov.uk/guidance/cycle-infrastructure-design-ltn-1-20)