
A28 Chart Road Dualling, Ashford

To: Ashford Joint Transportation Board - 8 September 2015

Main Portfolio Area: Growth, Environment & Transport

By: Roger Wilkin, Interim Director of- Highways & Transportation

Classification: For Information

Ward: Godinton, Great Chart with Singleton North, Victoria, and Singleton South

Division: Ashford Central, Ashford Rural West and Ashford South

Summary: Progress report on A28 Chart Road Dualling Scheme

1. Introduction

1.1 The A28 is a strategic route serving the east and south side of Ashford from M20 Junction 9. The corridor from Junction 9 to Tank Roundabout has been progressively improved over past years. Prior to the recession, it had been the intent to then consider the improvement of the A28 Chart Road between Tank and Matalan roundabouts and outline plans had been prepared by our consultants. As the UK emerges from recession, and with the award of Local Growth funding and the proposed development at Chilmington, we are now able to actively promote this improvement. The existing road and junctions are regularly congested, the route lacks continuity of footway and cycle provision and the vertical alignment over the railway bridge is poor.

1.2 The purpose of this report is to advise the Board of progress in developing the outline design as we move towards anticipated public engagement in November.

2.0 General Design Principles

2.1 The objective is to provide a two lane dual carriageway with shared un-segregated footway/cycleways along both sides together with improved junction capacity at Tank roundabout, Matalan roundabout and Loudon Way. The corridor is highly constrained but the overarching principle is to widen as much as possible on the eastern side to mitigate the impact on Godinton Park residents while not adversely affecting Cobbs Wood industrial estate and access to those businesses. Chart Road is already busy and traffic will continue to increase through general background and development growth. While extra capacity is being provided to help reduce congestion and allow the freer movement of traffic, noise is already an understandable concern. A complementary objective is therefore to provide traffic

noise screening for Godinton Park residents so that they are no worse than at present and ideally that the situation can be improved.

2.2 Chart Road is an established road and green corridor with many mature trees. Regrettably and unfortunately unavoidable, there are many trees that will need to be taken to achieve the dualling scheme. However, there will still be significant areas of land remaining that will give scope for new landscaping that will be considered jointly with the consideration of noise mitigation measures.

3.0 Detailed Scheme Description

3.1 See Appendix A for a detailed description of the scheme.

3.2 An Equalities Impact Assessment has been prepared and that will be kept under review as the scheme development is progressed.

4.0 Environmental Aspects

4.1 Traffic noise is a complex issue and individual perception and tolerance vary considerably. Traffic volumes have to increase significantly or traffic moved nearer to increase noise to levels which can be readily noticed. Although traffic volumes are clearly going to increase the traffic should be moving more freely and half of that traffic will be on the southbound carriageway which will be further away from houses. Even without mitigation, noise levels in future years are only predicted to be at about the level where the increase, over current levels, becomes noticeable. Godinton Park already has protection from the existing linear grass mounds which will be unaffected but the most effective mitigation is where it is located close to the source which would mean along the back of the new footway/cycleway. However, conventional acoustic fencing particularly over a long length is visually very unattractive and alternative ideas are being considered such as for example a more natural planted green wall.

4.2 Landscape and noise consultants have been commissioned to propose a joint landscape and noise mitigation approach which will seek to mitigate the effects of increased traffic noise from the scheme and ideally to offer some enhanced protection over current levels.

5.0 Programme

5.1 The outline design has reached the point where we are able to engage with the local community. However, we recognise that apart from interest in scheme detail, the environmental aspects will be of key interest and we first need to complete that assessment so that we can identify realistic options. It is therefore anticipated that public engagement will be arranged during November 2015 and a key component will be a manned exhibition held locally.

5.2 A draft communication plan has been prepared and there is regular on going engagement with Borough Council officers.

5.3 The future programme will clearly depend on the outcome of the public engagement but it is hoped that a firm scheme proposal can be confirmed in spring 2016. It has already been established from a screening opinion that an

environmental impact assessment is not required and the scheme can proceed as permitted development.

5.4 The next stage would then be developing the detailed design to confirm the exact extent of land required. There has already been informal contact with most of the key landowners and it is hoped that much of the land can be secured by voluntary agreement. However a compulsory purchase Order would also be promoted to give scheme and programme certainty. On that basis and subject also to Network Rail technical approvals for the new bridge and agreeing track possessions a scheme start in 2018/19 is possible - with an 18 month to 2 year construction period.

5.5 A key aspect of a construction contract would be an effective traffic management plan that minimised the disruption and inconvenience to road users and the local community.

6.0 Financial

6.1 The total scheme cost is currently estimated at about £33m. Local Growth Funding of £10.23m has been secured in principle subject to a satisfactory business case being approved by the South East Local Enterprise Partnership. The remaining funding will come from S278 obligations and S106 contributions. However, KCC will forward fund so that the scheme can be delivered in full and avoid what might otherwise be an incremental series of disruptive economically inefficient improvements over many years as Chilmington was built out.

6.2 Chilmington developers are funding the current design work.

7.0 Legal implications

7.1 This Report is for information only and hence there are no legal implications for the Board.

8.0 Conclusions

8.1 An outline design has been developed that achieves a feasible cost effective solution, within the significant physical constraints along the A28 corridor, which also seeks to minimise the impact on the Godinton Park community and Cobbs Wood industrial estate.

8.2 When landscape and noise mitigation options have been prepared and other issues such as the feasibility of retaining entry into Hilton Road have been resolved the intent is to hold public engagement starting in November 2015.

8.3 Board Members are invited to raise any matters that they would like KCC Officers to take into account in developing the scheme design or brought to the attention of the KCC Cabinet Member.

8.4 Further updates will be brought to the Board at appropriate times during the progress of the scheme.

9.0 Recommendations

For Information

Future Meeting if applicable: As necessary but none planned at present	Date:
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Appendices

Appendix A	Scheme Description
Appendix B	Scheme Plan

Detailed Scheme Description

Please read in conjunction with Scheme Plan - Appendix B.

Tank Roundabout

This will be enlarged to provide improved capacity. It will need to be 'lozenge shaped' in order to accommodate the five entry arms.

East Lodge/Geerings

This is the main pinch point and there is not enough room between the boundaries of East Lodge and Geerings to achieve the dualling without requiring land take. The initial starting point for design was to avoid East Lodge which is a Grade II listed building. However, Geerings have already had land taken when the Channel Tunnel Rail Link was built and further land take would have a very significant impact on their business. We have therefore considered taking a narrow strip of land from East Lodge. This would require rebuilding the flank boundary wall and the opportunity would also be taken to increase the height to give added visual and traffic noise screening. This has been discussed with the owners who have been very understanding of the problem and supportive of the proposal in principle. It would require Listed Building planning consent but informal discussions with heritage officers at the Borough Council suggest that this could be supported subject to careful design of the wall and reuse, where possible, of existing bricks.

East Lodge to Loudon Way

It is not possible to widen fully on the Cobbs Wood side of the road because of the need to provide a junction with Brunswick Road and retain adequate room for holding a lorry within the junction. There is also a need to cater for lorry turning movements bearing in mind the need for some lorries to turn back on themselves into Brunswick Road which runs parallel to the A28. Some widening on the Godinton side of the road is therefore unavoidable and this is mainly where mature trees will be lost. However the existing linear grass mound is unaffected and there is significant space remaining for landscaping and noise mitigation measures.

With land take for widening, it had initially been considered that the Hilton Road junction would need to be closed. However, while the arrangement is not ideal, consideration is being given to the possibility of retaining Hilton Road as a left in only junction. This would maintain flexibility of access to Cobbs Wood and in particular would allow Geerings traffic wishing to head back towards the M20 direction to use Hilton Road and Carlton Road to get to back to Tank Roundabout. This would avoid a longer diversion down to Matalan roundabout to achieve the 'U' turn which we are already aware would be a major concern to Geerings.

It is proposed that Loudon Way junction would be maintained as a traffic signal controlled junction with controlled pedestrian crossings and a dedicated north bound left turn lane and a dedicated south bound right turn lane for traffic entering Godinton Park. There is a large grass area in the south west quadrant and a roundabout option has been considered. While it would provide comparable traffic capacity and would cater for Geering 'U' turning traffic it does have a much larger

'foot print' and brings north bound traffic nearer to houses. While traffic signals are not always favoured by the general public they do give positive control that will assist Godinton Park traffic to exit on to Chart Road. Roundabouts also disadvantage pedestrian and cyclists because they have to travel some distance around the roundabout arms to where a controlled crossing point could be safely provided. A roundabout would also have a greater impact on utilities. Taking all these factors into account a roundabout option has been rejected in favour of the proposed traffic signals.

Brunswick Road to Railway

Brunswick Road will be provided as a left in/left out junction.

The existing railway bridge will be retained for northbound traffic. The vertical alignment will be improved by slightly raising the vertical alignment of the road on the Matalan side. A new bridge will be provided to the east of the existing bridge for southbound traffic. A retaining wall will be required on the approach to the bridge to avoid adversely encroaching into some Cobbs Wood premises although some local minor land take will probably be necessary from one unit.

As a consequence with most of the road widening along the Cobbs Wood side of the road there will be little impact to the existing green corridor and no effect on the existing linear grass mound. The existing road will generally form the northbound carriageway

Railway to Matalan Roundabout

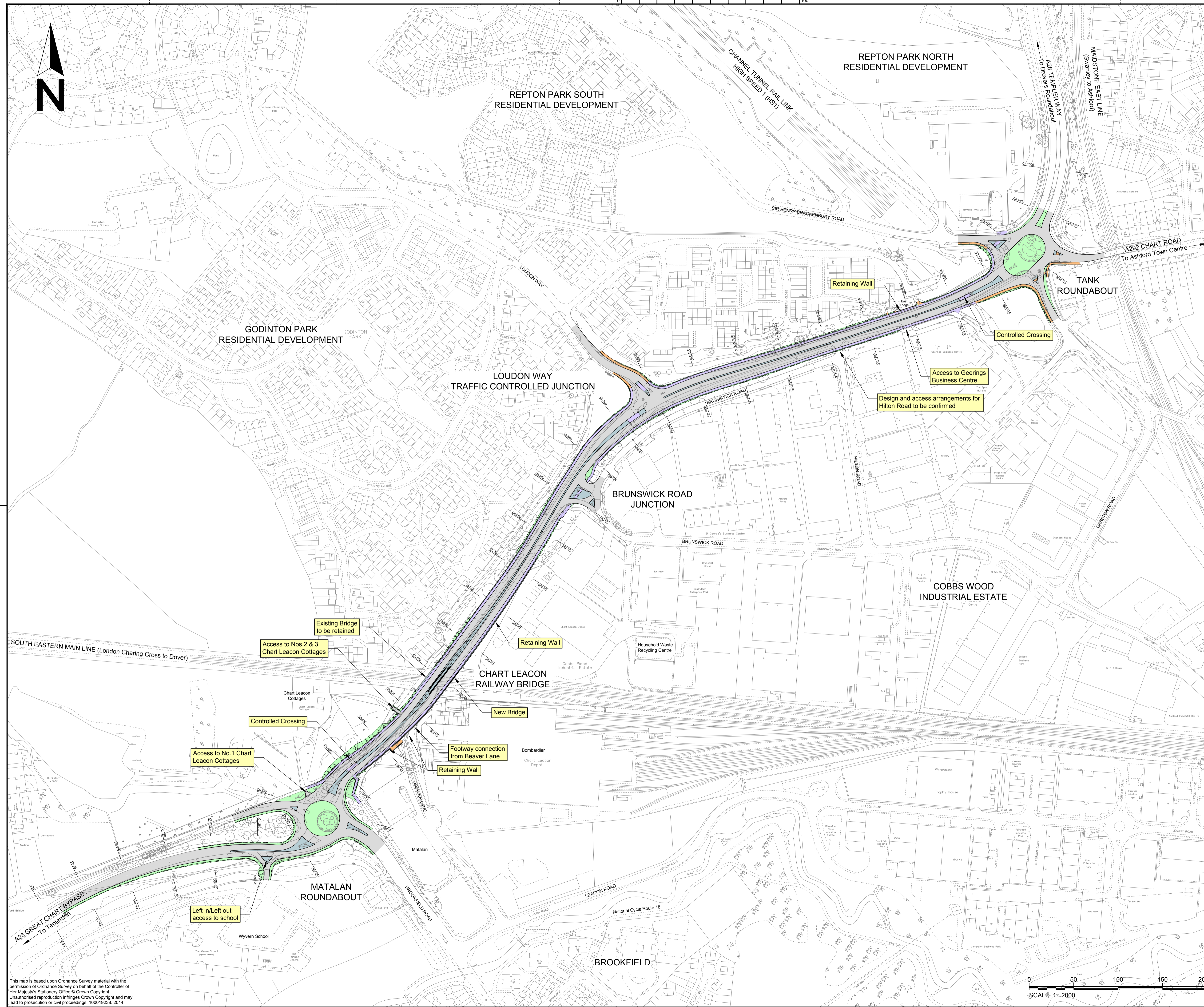
The alignment is dictated by the new railway bridge but is then pulled across to the west on the approach to Matalan roundabout in order to minimise the impact on Matalan. A narrow strip of land would be required from the field on the west side of the A28. A retaining wall is shown along the east side to minimise the land take from the Bombardier site and Matalan. However the Bombardier site is likely to come forward for redevelopment and there may be scope for an alternative solution that avoids or lessens the extent of retaining wall that may be required.

Matalan Roundabout

This will be enlarged to provide improved capacity.

Pedestrian and cyclists

A continuous shared un-segregated footway and cycleway will be provided along both sides of the road. Signal controlled crossing points of the dual carriageway will be provided before Tank and Matalan roundabouts and just south of Brunswick Road.



KEY

- Carriageway Improvement
- Verge / Earthworks / Landscaping
- Footway
- Segregated Footway/Cycleway
- Non Pedestrian Hardstanding

1	Title block revised Hilton Road text revised	RJHF	DB	13/8/2015
Rev	Revision details	Chkd	Appd	Date
Drawn:	TMW			Preliminary
Design:	RBF			For comment
Chkd:	BDB			For tender
Appd:	BDB			For construction
Date:	01 July 2015			As constructed
				Other



Client
A28 CHART ROAD WIDENING

Project Name
A28 CHART ROAD WIDENING

Drawing Title
**Scheme Plan
 Traffic Signal Controlled Junction
 at Loudon Way**

Original Drawing Size : A1	Dimensions : -
Scale : 1:2000	Copyright © Amey
Drawing No 4300246/000/25	Rev 1

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