



Joint Transportation Board

Notice of a Meeting, to be held in the Council Chamber, Civic Centre, Tannery Lane, Ashford, Kent TN23 1PL on Tuesday 8th March 2016 at 7.00pm

The Members of this Board are:-

- Cllr Bartlett (Chairman)
- Mr C Simkins (Vice-Chairman)
- Cllrs. Farrell, Feacey, Heyes, A Howard, Mrs Martin, Mrs Webb
- Mr M J Angell, Mr P M Hill, Mr S J G Koowaree, Mr D Smyth, Mr J N Wedgbury,
- Mr M A Wickham
- Mr K Ashby – KALC Ashford Area Committee

NB: Under the Council’s Public Participation Scheme, members of the public can submit a petition, ask a question or speak concerning any item contained on this Agenda (Procedure Rule 9 refers)

Agenda

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| 1. Apologies/Substitutes – To receive Notification of Substitutes in accordance with Procedure Rule 1.2(iii) | |
| 2. Declarations of Interest:- To declare any interests which fall under the following categories, as explained on the attached document: | 1 |
| 1. Disclosable Pecuniary Interests (DPI) | |
| 2. Other Significant Interests (OSI) | |
| 3. Voluntary Announcements of Other Interests | |
| See Agenda Item 2 for further details | |
| 3. Minutes – To approve the Minutes of the Meeting of this Board held on the 8 th December 2015 | |
| 4. To receive any Petitions | |

Part I – For Decision

- 5. Beaver Road Bus Gate – Proposal for Trial Suspension

Part II – For Information

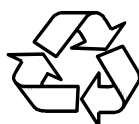
- 6. A28 Chart Road Dualling – Report Back Following Public Engagement
- 7. Progress on Recent Traffic Management Proposals



8. Lorry Parking Update
 9. Consultation on Operation Stack Lorry Park
 10. Park Farm Rail Halt Update
 11. Highway Works Programme
 12. LED Street Light Update
-

DS/AEH
29th February 2016

Queries concerning this agenda? Please contact Danny Sheppard:
Telephone: 01233 330349 Email: danny.sheppard@ashford.gov.uk
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Declarations of Interest (see also “Advice to Members” below)

- (a) **Disclosable Pecuniary Interests (DPI)** under the Localism Act 2011, relating to items on this agenda. The nature as well as the existence of any such interest must be declared, and the agenda item(s) to which it relates must be stated.

A Member who declares a DPI in relation to any item will need to leave the meeting for that item (unless a relevant Dispensation has been granted).

- (b) **Other Significant Interests (OSI)** under the Kent Code of Conduct as adopted by the Council on 19 July 2012, relating to items on this agenda. The nature as well as the existence of any such interest must be declared, and the agenda item(s) to which it relates must be stated.

A Member who declares an OSI in relation to any item will need to leave the meeting before the debate and vote on that item (unless a relevant Dispensation has been granted). However, prior to leaving, the Member may address the Committee in the same way that a member of the public may do so.

- (c) **Voluntary Announcements of Other Interests** not required to be disclosed under (a) and (b), i.e. announcements made for transparency reasons alone, such as:

- Membership of outside bodies that have made representations on agenda items, or
- Where a Member knows a person involved, but does not have a close association with that person, or
- Where an item would affect the well-being of a Member, relative, close associate, employer, etc. but not his/her financial position.

[Note: an effect on the financial position of a Member, relative, close associate, employer, etc; OR an application made by a Member, relative, close associate, employer, etc, would both probably constitute either an OSI or in some cases a DPI].

Advice to Members on Declarations of Interest:

- (a) Government Guidance on DPI is available in DCLG’s Guide for Councillors, at https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/240134/Openness_and_transparency_on_personal_interests.pdf
- (b) The Kent Code of Conduct was adopted by the Full Council on 19 July 2012, with revisions adopted on 17.10.13, and a copy can be found in the Constitution at <http://www.ashford.gov.uk/part-5---codes-and-protocols>
- (c) If any Councillor has any doubt about the existence or nature of any DPI or OSI which he/she may have in any item on this agenda, he/she should seek advice from the Head of Legal and Democratic Services and Monitoring Officer or from other Solicitors in Legal and Democratic Services as early as possible, and in advance of the Meeting.

Joint Transportation Board

Minutes of a Meeting of the Joint Transportation Board held in the Council Chamber, Civic Centre, Tannery Lane, Ashford on the **8th December 2015**.

Present:

Cllr. Bartlett (Chairman);
Mr. C Simkins (Vice-Chairman);

Cllrs. Burgess, Feacey, Heyes, Mrs Martin, Mrs Webb.
Mr. M J Angell, Mr. S J G Koowaree, Mr. J N Wedgbury.

Mr. K Ashby – KALC Representative.

Apologies:

Mr P M Hill, Mr D Smyth, Mr M A Wickham.

Also Present:

Cllr. Ovenden.

James Flannery (Senior Counter Fraud Officer, KCC), Shelley Etherton (Auditor (Fraud), KCC), Sue Kinsella (Street Lighting Manager, KCC), Chris Hatcher (Project Engineer, KCC), Toby Howe (Highway Manager (East), KCC), Lorna Day (Parking Enforcement Manager – KCC), James Hammond (Development Planner – KCC), Wendy Cooper-Wolfe (Independent Living Support Services Officer – KCC), Jeremy Baker (Principal Solicitor – Strategic Development – ABC), Sheila Davison (Head of Health, Parking and Community Safety – ABC), Jo Fox (Health, Parking & Community Safety Manager – ABC), Mike Cook (Civil Enforcement Officer Team Leader - ABC), Roland Mills (Strategic Applications Team Leader – ABC), Keith Fearon (Member Services & Scrutiny Manager – ABC).

248 Declarations of Interest

Councillor	Interest	Minute No.
Wedgbury	Made a 'Voluntary Announcement' as he was a Member of Kingsnorth Parish Council	251

249 Minutes

Resolved:

That the Minutes of the Meeting of this Board held on the 8th September 2015 be approved and confirmed as a correct record.

250 Public Transport Liaison Task Group – 9th October 2015

Resolved:

That the Minutes of the Meeting of the Public Transport Liaison Task Group held on the 9th October 2015 be received and noted.

251 Park Farm South and East Proposed Parking Controls

The report detailed the outcome of a formal consultation on parking controls for areas of Park South and East for consideration by the Board. Tabled at the meeting as an Update Report, were comments from residents of the area, namely Philip Gager, Joe Bergin and Sam Wiggins and neighbours.

A Member raised two Points of Order. Firstly there was new legislation planned which could affect the scheme, and secondly he stated that in his view this item should not be chaired by the Chairman as the Member considered that he was biased. The Principal Solicitor – Strategic Development advised that the first issue regarding possible new legislation was not a Point of Order but was a matter of substance which the Board could address during its consideration of the item. In terms of the conduct of the Chairman he advised that no matters of concern had been brought to his attention, and that the item should proceed.

In accordance with Procedure Rule 9.3 Mr Mockford, a local resident spoke in objection to the proposals. A copy of his comments, together with photographs had been distributed to Members of the Board prior to the meeting. Mr Mockford explained that he and other residents had attended the Board Meetings in September and December 2014 when, after careful consideration and a site visit, the conclusion had been reached that the planned parking restrictions were impractical and unworkable and had been abandoned. He considered that this decision had not been made lightly and was the right decision to make. However, twelve months later he said that the matter had been raised again. He explained that residents accepted that a bus service had always been planned for the area and the route was also planned during the initial development of the estate. The provision of public transport to serve Park Farm South and East formed part of the agreed planning permission for the development and both the Borough Council and the Kent County Council had been working for many years to deliver bus services in the development in line with the planning approval. He explained that residents also accepted that those residents who lived on the other side of the accommodation bridge at Bridgefield 2 wanted a bus service and believed that their Local Councillor was sympathetic to their views. He said that he could not understand why Stagecoach were not prepared to look at any other route but assumed that their reasons were motivated by the amount of funding they stood to receive. Furthermore he said that they had not heard or seen any sensible or practical answer to the concerns that residents had that if the “on-street” parking on Bluebell Road was removed, where would those vehicles be re-located to? He considered that the displacement of up to 35 vehicles would have disastrous and catastrophic consequences on the neighbourhood and explained that the reason residents parked on the road was

because there was simply nowhere else to park. The courtyards to the rear of the properties were often full to capacity and most homes had only been provided with one allotted space and a garage and he stressed that these areas were not under used. He further explained that the homes on the development housed families that nearly all had at least two cars, which he believed were essential in terms of modern day living. He also referred to the recent installation of restrictions in Kennington, near the Downsview School, which he said had displaced vehicles to other roads nearby. Mr Mockford then said that following the JTB meeting twelve months ago, it was advised that an alternative route would need to be found and he said that to his knowledge four meetings had been held behind closed doors to discuss alternative routes, however no other routes were deemed profitable by Stagecoach.

In conclusion he said that he did not wish to deny neighbours or the community a bus service and he referred to the survey carried out by the Parish Council which he considered underlined that residents on the approach to the bridge were clearly concerned about the safety aspects of the route and the residents on the other side wanted a bus service irrespective of the route.

The Chairman spoke in support of the Officer's Recommendation and advised that the provision of public transport to Bridgefield had formed part of the Local Plan approved in 2000 and included a dedicated bus bridge over the A2070. This provision had furthermore been taken forward in the decisions taken at two Planning Committees when determining the planning applications for the development of Park Farm. He explained that there was an aim to ensure that all properties were located within 400 metres of a bus route. The intention was that the B and K Lines would form a loop service to serve Finberry, William Harvey Hospital and Ashford and would help improve public transport within the area. He also commented that the parking of vehicles on footways was illegal. In terms of other routes considered since December 2014, he advised that the village route via the Queens Head was not suitable due to the nature of the turn from Kingsnorth Road into Church Road and also the difficulties which would be encountered with parking associated with the school. In terms of another alternative route via Violet Road/Poppy Way, he said that the necessary restrictions there would affect six times as many properties as would be affected in Bluebell Road.

A Member said that less than 7% of the population travelled by bus and he referred to new legislation which he said would permit parking on pavements. He also stated that residents in Bridgefield had in the region of 2.4 cars per property. He also said that 96% of residents opposed the proposed route and neither the Parish Council nor the Ward Member supported the proposal. He considered the proposal was a safety concern and referred to potential conflict between horses, pedestrians and buses. He also said that he believed that the proposal breached the Human Rights Act in terms of the rights of residents to enjoy their properties and also the Disability Discrimination Act as, at the rear of properties, there was a need to climb steps to gain access to properties. In conclusion he said that if the current proposals were rejected he was sure the bus company would find an alternative route to serve the area.

The Divisional Member referred to the previous decision of the Board that alternative routes be investigated, and commented that no elected Members had taken part in

any of these discussions. He considered that money set aside for the rail halt, which was unlikely now to happen, could be used as a subsidy to take the route via Finn Farm.

A Member suggested that smaller buses should be examined, and a further Member referred to the danger to pedestrians from the proposed route.

The Chairman explained that work on examining alternative routes had been undertaken and said that the route via the Queen's Head was considered dangerous and the Finn Farm route would cause more problems in terms of displacing car parking.

Another Member referred to the possibility of future legislation which may permit the parking of vehicles on pavements and advised that this was contained within a Private Members' Bill and therefore there was no certainty that it would become law.

A motion to support the Officer's recommendation resulted in a tied vote and the Chairman used his casting vote in favour of the motion.

Resolved:

That the JTB support the implementation of the proposed parking controls, which would facilitate the introduction of bus services to Park Farm South and East to aid a modal shift towards bus travel in line with the agreed transport policy of Ashford Borough Council.

252 HGV Clamping Trial and Overnight HGV Parking Survey Results and Recommendations

The report gave an update and summary of the pilot scheme to clamp persistently evading illegally parked HGV's in the Ashford Borough.

In accordance with Procedure Rule 9.3, Mr Inglis who represented a company in the Wotton Road Industrial Estate spoke on behalf of himself and other businesses located there. Mr Inglis said he had raised this issue three years ago and at that time he had been told that there was no funding available to help resolve the issue and initially had been advised that it was a matter for the Police. The Police had in turn advised that it was a matter for the Council. He said that properties had been damaged and the estate roads were more dangerous and explained that in the region of 26 lorries regularly parked in the area and anti-social behaviour such as drivers urinating against properties regularly occurred. He explained that he had recently spoken to one driver about the matter and had been confronted by five other drivers in an intimidating manner outside his own property. In conclusion he asked what the Council intended to do in terms of Wotton Road and for any ways in which his company could work with the Council to help resolve the situation.

The Health, Parking and Community Safety Manager said that Officers were aware that Wotton Road was a problem location and explained that this matter was being discussed with the Kent County Council, along with other locations. On a

countywide basis Operation Kindle was a scheme involving Local Authorities, Kent County Council and others to examine the general issue of lorry parking. She said that it was clear that there was not enough parking provision for lorries and explained that the recent decision of Shepway District Council to ban overnight, weekend parking could have a detrimental effect on the roads within the Ashford area. She further explained that measures to help alleviate the situation in Wotton Road would be subject to a report to the March 2016 meeting of the Joint Transportation Board.

A Member thanked the Officer for the report and said that following the conclusion of the trial period, the Kent County Council were pleased with the outcome. He believed that the issue of anti-social behaviour would improve as parking for lorries became more controlled. However, he considered that discussions in terms of a lorry park to help alleviate Operation Stack would not solve the issue of overnight parking of lorries generally. The Vice-Chairman advised that the Chairman of the Westwell Parish Council welcomed the report and wanted Westwell to receive attention as well.

A further Member expressed concern that the proposed investigation planned for the Cobbs Wood Industrial Estate might cause problems in terms of displacement of lorries on to residential roads. He also expressed surprise that only three offenders had been clamped during the exercise.

The Health, Parking and Community Safety Manager said that the drivers were aware of the rules in that the Borough Council could only clamp persistent offenders and that in terms of the three offenders who had been clamped it was hoped that this would act as a deterrent. She also explained that the exercise had not seen a trend in the displacement of lorries to parking in residential areas.

Resolved:

- That**
- (i) permission both to continue clamping persistent offending HGV's and to extend the scheme to include all necessary locations across the Borough be requested from KCC.**
 - (ii) ABC in partnership with KCC use the results of the pilot scheme to draw up a county wide process, procedure and protocol that can be used by all other Local Authorities in Kent.**
 - (iii) further investigation by means of meetings with HGV drivers to educate and ascertain what is needed to prevent anti-social behaviour problems be carried out, and additional litter bins be placed and methods of enforcement investigated.**
 - (iv) as a result of observations, complaints received and the recent announcement from Central Government regarding investment in a large lorry parking facility in the county, some changes and amendments be made to existing parking restrictions in the areas that were subject to the clamping trial; i.e. Ashford Orbital Park; Sevington Business Park; and Henwood Business Park.**

- (v) **the implementation of HGV and other parking restrictions be investigated in Wotton Road, Ashford; and Ellingham Industrial Estate, Ashford.**
- (vi) **additional no waiting at any time restrictions be investigated for Cobbs Wood Industrial Estate, Ashford.**
- (vii) **ABC and KCC continue to further investigate those other locations set out in the report in order to deliver the best solutions for each individual area.**

253 Parking and Waiting Restrictions - Update Summary

The report provided an update and summarised parking and waiting restrictions and any schemes which had been through the Joint Transportation Board and what stage in the process they had reached since the last meeting.

Resolved:

- That**
- (i) **the Board support the introduction of controls which formed part of the Amendment 5 Consultation, which would address safety concerns by preventing obstructive and dangerous parking in locations defined as unsuitable under the Highway Code.**
 - (ii) **the Board delegate a decision on Amendment 7 to the Chairman, Vice-Chairman and ABC Portfolio Holder for Highways, Wellbeing and Safety if fewer than 10 objections are received related to the statement of reasons for proposing The Order; or if 10 or more such objections are received or any objection is received from any statutory consultee, then to convene a special meeting of the Board in early 2016.**

254 Kent County Council Blue Badge Service

The Board received a presentation from Wendy Cooper-Wolfe, the Independent Living Support Services Officer for Kent County Council regarding the Kent County Council Blue Badge Service. A copy of the presentation slide had been included within the Agenda Papers for the Board. Wendy Cooper-Wolfe explained the two different types of eligibility criteria and how they were applied, and explained that the Government had issued a Blue Badge Guidance Tool which could be applied when assessing applications.

A Member commented that it appeared to him that many of the Blue Badge holders who used supermarkets' disabled bays were able to walk significant distances around the store which he believed should not make them eligible for a Blue Badge.

Wendy Cooper-Wolfe advised that people who had received eight points or more under the "Moving Around" activity of the mobility component of Personal Independence Payment (PIP) were granted Blue Badges automatically and were not

assessed by Kent County Council. Although she accepted that there may be cases of Blue Badge holders being able to walk in excess of 80 metres, they still could be eligible if they could demonstrate that such movement generated extreme pain, breathlessness or considerable difficulty in walking or had a significant impact on their health. She also explained that prior to 2012 General Practitioners were responsible for assessing people for Blue Badges and in certain cases, even if the person's health improved, GP's were reluctant to take away the Blue Badge facility. The Kent County Council now applied an independent and impartial process to this scheme.

The Chairman thanked Wendy Cooper-Wolfe for the presentation.

Resolved:

That the presentation and report be received and noted.

255 Safe and Sensible Street Lighting – Update

The report provided an update to Members about Phase 1 of the Safe and Sensible Street Lighting Project – Trial Switch Off. In response to a question from a Member, Sue Kinsella confirmed that the report dealt solely with Phase 1, which was a trial switch off of lights.

The Divisional Member referred to the removal of some street lights in Hamstreet, which he believed belonged to the Borough Council, with the fittings belonging to the Parish Council, and asked for their return.

The Health, Parking and Community Safety Manager explained that the Borough Council owned over 1,800 lights and that the Kent County Council was contracted to undertake all inspections on the Borough Council's behalf. Twenty of those lights had been made safe and steps would be taken to assess whether they needed to be replaced or totally removed. A report would be presented to the Board in March 2016 with suggested criteria to be used when determining replacement.

Resolved:

That the report be received and noted.

256 Highway Works Programme 2015/16

The report updated Members on the identified schemes approved for construction in 2015/16.

Resolved:

That the report be received and noted.

257 Local Winter Service Plan

The report outlined the arrangements that had been made by Kent County Council to provide a local winter service in the event of an operational snow alert in the district.

In response to a question Toby Howe explained that the Kent County Council's priorities were to clear primary routes, followed by secondary routes if necessary. On occasions of more severe snow and ice, pathways around Doctors Surgeries for example, would also be cleared.

Resolved:

That the report be received and noted.

KRF/VS
JTB Minutes - 08.12.15

Beaver Road Bus Gate

Joint Transportation Board – 8th March 2016

The Ashford Joint Transportation Board met on the 3rd June 1997 where they were informed of a survey carried out in the Beaver Road area. This survey was implemented to highlight the amount of vehicles per day that were travelling through Beaver Road. It was established that out of the 9,000 per day 6,000 travelled through the area without stopping.

To alleviate this problem it was decided that all residents and businesses in the area be consulted on all proposals put forward with an additional option to introduce further traffic calming devices.

During January 1998 all residents and businesses within the Beaver Road area were consulted by letter on six scheme options and invited to complete a questionnaire to indicate their preference: one of the options was Option 5:

Option 5: Closure between South Stour Avenue and Godfrey Walk with a bus gate.

NB: All traffic entering the area could only do so via Norman Road or Beaver Lane/Jemmett Road.

From the questionnaire response it was decided that taking Beaver Road responses in isolation 88% of residents supported a closure of some form with 80% supporting Option 5. With regard to Beaver Road businesses, most 88% favoured leaving the road as it is with no changes. In total for the area 56% of all businesses supported no change with only 13% supporting Option 5.

It was noted at this time that inconvenience would be caused for everyone through increased mileage when accessing the town centre.

Since the opening of the bus gate the Designer Outlet, Asda and businesses along Norman Road have opened causing greater traffic jams and unacceptable inconvenience for residents and businesses trying to access Beaver and the adjacent roads.

Installation of the bus gate has been an extremely controversial decision ever since its first induction. There have been several incidents causing damage to vehicles and one known fatality. These incidents were caused by cars and vans tailgating Taxis and Buses to short cut through the bollards exiting Beaver Road. The fatality, a young boy aged six was killed when his father hit the unlit bollard at 30 mph in March 2000.

Residents have moved on and new businesses have opened. Ashford has changed and is still changing dramatically since the initial survey and questionnaire.

The opening of the Victoria Way has alleviated the need for traffic to cut through Beaver Road to access the Matalan roundabout etc.

The bus gate is no longer a viable option for traffic restrictions in the area. It is outdated, constantly out of order for long periods of time, and as controversial as ever!

I would ask therefore ask the Board to recommend that the residents and businesses in the area be given fair opportunity to decide if this bus gate and traffic calming system is the way forward!

Recommendation:

For the Ashford Joint Transportation Board to recommend to Kent County Council that: -

- **The bus gate should be disabled for a six month trial period.**

And

- **That at the end of the trial period a new survey be undertaken with current residents and businesses to determine if the bus gate is still a viable option or it should be disabled on a permanent basis.**

Councillor Mrs Jenny Webb

Ward Member – Norman (Ashford) Ward

Ashford Borough Council

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FAO: Councillor Feacey
Ashford Borough Council
Civic Centre
Tannery Lane
Ashford
Kent
TN23 1PL

19th February 2016

Dear Sir,

As a taxi proprietor we have had constant problems with the Beaver road barrier ever since it was installed. We are now in a position whereby at least 3 of our tags do not work, and have been waiting some months for replacements that I understand have to come from Sweden.

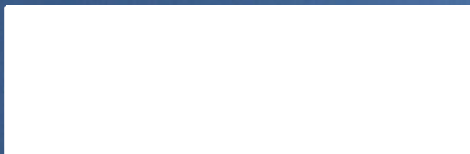
We also have the added problem that fare paying passengers are becoming very rude and at times aggressive when they receive a taxi which is unable to use the barrier. At times if we supply a private hire vehicle, customers will turn the driver away because it is not allowed through the barrier or they believe that we as a company are trying to take the long way round along Romney Marsh Road.

We really do feel as a major company in this town that the buses and taxis only rule down Beaver road is very much out dated, especially with the advent of Victoria way now open which also takes more traffic the very southern part of South Ashford.

We would very much like to see Beaver road become two way again, but obviously keeping in place traffic calming measures. It would also make sense financially to Ashford Borough Council because of the constant drain on finances for repairs to a constant broken barrier.

I look forward to receiving your comments on the points outlined above.

Yours Sincerely



Jenny Lucking
Director



A28 Chart Road Dualling, Ashford

To: Ashford Joint Transportation Board - 8 March 2016

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: Report on Public Engagement for the 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, it has been possible 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 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 noise is not higher than at present and ideally that the situation can be improved.

1.3 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.

2.0 Detailed Scheme Description

2.1 General

See Drawing No. 4300246/000/25 Rev 5 - Appendix A

2.2 Tank Roundabout

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

2.3 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. It is therefore proposed to take 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.

2.4 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, it is proposed to retain 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 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 had been considered. While it would provide comparable traffic capacity and would cater for Geering 'U' turning traffic it would 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 was rejected in favour of the proposed traffic signals.

2.5 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 approach. 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 be necessary from one unit.

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

2.6 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 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.

2.7 Matalan Roundabout

This will be enlarged to provide improved capacity.

2.8 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. In addition a new controlled crossing of Loudon Way will also be provided as part of the junction signals.

3.0 Governance

3.1 A Report was submitted to the Environment & Transport Cabinet Committee on 17 September 2014. Following this the Cabinet Member for Environment & Transport took a range of Decisions, Record of Decision 14/00091, to enable the development of the scheme to proceed.

3.2 The Corporate Director of Growth, Environment & Transport signed a Notice of Action taken under Record of Decision 14/00091 to give approval to public engagement for the outline design shown on Drawing No. 4300246/000/25 Rev 3.

3.3 Public engagement was based on Drawing No. 4300246/000/25 Rev 5 - the only change from Rev 3 is the intention to not close Hilton Road junction but to retain it as a left in only junction. The change is less onerous and de-minimus in the context of the overall scheme and a further approval was not considered necessary as further approvals will be required following consideration of the public engagement.

4.0 Public Engagement

The scheme is highly constrained and there were unlikely to be significant opportunities for local residents and businesses to fundamentally change the scheme. Public engagement was regarded as an opportunity to explain the proposals to local residents and businesses and obtain feedback on local experience to inform detailed aspects of the scheme.

5.0 Public Exhibition Venue

5.1 The location of the venue for the public exhibition was important and needed to be held in close proximity to Chart Road and be easily accessible to the local community.

5.2 An early proposal to hold the exhibition in the MOD Army Reserve Centre adjacent to Tank Roundabout had to be abandoned because national security concerns prevented the use of this facility.

5.3 The only other viable location to hold the manned public exhibition was Godinton Village Hall, Loudon Way, Ashford TN23 3JJ. The exhibitions were subsequently held on Thursday 26 November 2015 and Thursday 3 December 2015 between 14:30 and 18:30. See location plan - Appendix B.

5.4 The dates and times of the exhibition were dictated by the restricted availability of the Village Hall. However, there was good attendance at the exhibition and no significant adverse comments were made about the dates and times of the exhibition.

6.0 Public Engagement Notification

6.1 A newsletter giving background information about the scheme and details of the exhibition were given in Newsletter No. 1 distributed within Godinton Estate and Cobbs Wood Industrial Estate on Wednesday 18 November 2015. See Newsletter No.1 - Appendix C and Area of Distribution - Appendix D

6.2 An article appeared in the Kentish Gazette on 19 November 2015 and also on its online edition giving wider publicity to the public exhibition. See a copy of the newspaper article - Appendix E.

6.3 During the scheme development there had already been some engagement with most of the landowners whose land is likely to be affected by the scheme and they received personal notification of the exhibition.

7.0 Public Exhibition

7.1 Scheme plans, indicative landscaping plans and supporting text were displayed. See copies of display material - Appendix F and photographs of the exhibition layout - Appendix G.

7.2 A comprehensive Question and Answer paper was prepared to assist attendees and for them to take away. See Appendix H.

7.3 On 26 November 2015 the exhibition was manned by:
Barry Stiff - Project Manager (Major Projects), KCC Highways & Transportation.
Darren Bearwish - Project Manager, Amey (KCC's Design Consultants)
Sue Head – Planning & Development Unit, Ashford Borough Council (until 16:30).

7.4 On 3 December 2015 the exhibition was manned by:
Barry Stiff - Project Manager (Major Projects), KCC Highways & Transportation.
Darren Bearwish - Project Manager, Amey
Doug Burgess – Highway Design Lead, Amey
Sue Head - Planning & Development Unit, Ashford Borough Council.

7.5 Attendees were asked to sign an Attendance Sheet giving details of name, address and email address if they would like to receive further project newsletters. See Attendance Sheet pro-forma - Appendix I

7.6 Attendees were invited to submit comments on a Comments Sheet either before leaving the exhibition or by post. See Comments Sheet pro-forma - Appendix I

7.7 The project newsletter also gave details of a generic email ChartRoadMajorProject@kent.gov.uk for people to make contact with the project team and to make comments.

7.8 26 November 2015 Attendance

The exhibition was well attended with 79 people signing the Attendance Sheet. 13 Comments Sheets were completed. See a transcript of redacted Comments Sheets - Appendix J.

7.9 3 December 2015 Attendance

Less people attended the second exhibition with only 39 people signing the Attendance Sheet. 16 Comments Sheets were completed. See a transcript of redacted Comments Sheets - Appendix J.

7.10 Up to the end of January a total of six emails had been sent to the project email address. See a transcript of redacted emails - Appendix J.

8.0 Public Engagement Commentary

8.1 The vast majority of people who attended the exhibition accepted that something needed to be done to improve the current congestion issues associated with Chart Road and understood and agreed with the need to plan for the future growth required for the Chilmington and other developments.

8.2 Whilst there were a few people who thought that a by-pass should be provided in order to move traffic away from the Godinton estate, the majority of attendees supported the principle to improve Chart Road.

8.3 One area of discussion for a number of attendees was the Loudon Way junction, with many people concerned about the poor operation of the current signals. They believe this is a major reason for the congestion that is experienced, particularly for the north bound carriageway, where queues can often develop up to and beyond Matalan roundabout. This was also an issue raised by Great Chart with Singleton Parish Council, who are concerned with 'rat-running' through Great Chart when Chart Road is congested.

8.4 Some people suggested that a roundabout was a better solution for the junction as they consider this would allow traffic to flow more freely on Chart Road. However the majority could see the all-round advantages of the signals, particularly for the residents of Godinton Estate providing guaranteed exit onto Chart Road even at dominant periods of traffic flow on Chart Road and the benefits that can be provided for pedestrians and cyclists but only if the current performance of the signals is improved.

8.5 A large proportion of attendees were residents within the local community and unsurprisingly the majority of comments received were associated with specific local issues, including:

- Noise and air quality impacts both permanent and during construction
- Location and specific detail regarding the noise mitigation fencing
- Parking issues in Loudon Way
- Type of junction for Loudon Way
- Operation of the Loudon Way junction
- General impacts of the construction works
- Concerns regarding movement of traffic through the Cobbs Wood Estate
- Improved destination signing/road markings on the approaches to roundabouts

8.6 Following the exhibition, the substantial comments are being investigated in more detail, and this work is currently being carried out by Amey. Feedback from this work will be provided personally to those people who provided the comments. Some of the comments are best addressed at the detailed design stage and will be reviewed and considered then.

8.7 Concerns were also raised about the perceived loss of cycling facilities by changing the existing segregated facilities to a shared pedestrian/cycle route. It should be noted that the cycle provision for the proposed scheme will double compared to the existing situation. The choice of facility has been selected based on existing and predicted demand, together with the available land along much of the route. However, as part of the detail design and where space permits the width will be increased to give the maximum benefits to both cyclists and pedestrians.

9.0 The Cobbs Wood Estate and Geerings

9.1 The exhibition was poorly attended from the business community of Cobbs Wood Estate with only four companies attending the two exhibitions. Random checks on some of the businesses confirmed that they had received the newsletter prior to the event.

9.2 Geerings have been engaged from an early stage of the project, initially as a result of the potential impact on their land and a number of meetings have been held directly with them. However, following the decision to widen Chart Road on the East Lodge side of the road, the direct impact to their land has been avoided but unavoidably it remains the situation that their access will be restricted to left in/left out movements only.

9.3 At the request of Geerings and their tenants, and other firms in the adjacent Hilton Road area a meeting was held on 22 February hosted by Kent Invicta Chamber of Commerce and attended by both KCC and ABC Officers. The reasons for the scheme and background to the current design were discussed in detail. Much of the debate focussed on why direct access could not be provided, to avoid lengthy 'U' turns, because of the physical constraints, safety reasons and wider disbenefits to overall operation of the A28. These concerns undoubtedly remain and a feeling that Cobbs Wood generally is being disadvantaged in preference to Godinton Park but there was reluctant acceptance of the rationale for the layout. However, KCC and ABC officers advised the businesses that to try and mitigate issues with displaced vehicle movements from the changes being made to the Hilton Road, Brunswick Road and the Geerings access, KCC and ABC would jointly carry out a safety and parking review of the Cobbs Wood Estate and that would be further consulted upon both informally and through statutory processes on any measures taken forward. Concerns were also raised about the condition of the existing road surface within the Cobbs Wood Estate. This was noted and KCC agreed to investigate this concern.

10.0 Engagement with other Stakeholders

In addition to the public exhibition other key stakeholders were contacted, these included:

- Kent Police
- Kent Fire and Rescue
- South East Kent Ambulance Service
- Stagecoach
- Buzzlines Travel Ltd
- Kent Association for the Blind
- Guide Dogs for the Blind
- Ashford Access Group
- Road Haulage Association

To date responses have been limited but follow up communications will be made to ensure that any specific issues are considered as part of the detail design stage.

11.0 Conclusions

11.1 Whilst there were local specific concerns that need to be investigated further and addressed, notably parking issues in Loudon Way and concerns about the noise mitigation measures, the majority of people who attended the exhibition were generally in favour of the proposed improvements.

11.2 It is clear from the comments received and the discussions that took place at the exhibition that there are concerns about the operation of the Loudon Way junction signals and how this will impact on the wider network. This concern is noted and the layout of the signalised junction and operation of the signals will be fully optimised in the final design of the junction to make sure they operate as efficiently as possible.

11.3 There is a need to follow up on some of the comments in the short term and this work is currently being undertaken. It is also the intention to provide feedback to those people who made specific comments when this initial work has been undertaken.

11.4 It is accepted that the changed access arrangements to Cobbs Wood and to Geerings who have direct access onto A28 are not ideal. It is a feature of the layout of the estate, position of junctions and physical constraints that an all movements junction cannot be provided. However, it is a common occurrence that dual carriageways require many accesses and junctions to become left in/left with 'U' turns being made at nearby roundabouts. For the scheme this will involve the use of Tank and Matalan roundabouts or changed distribution of use of roads within Cobbs Wood in order to connect access directly onto Tank roundabout. Geerings are particularly disadvantaged but by keeping Hilton Road open they have the option to avoid the

longer distance involved to 'U' turn at Matalan roundabout. As discussed above it is proposed to carry out a joint review of safety and parking issues within Cobbs Wood.

12.0 Recommendations

It is recommended that:

- (i) Members of the Ashford Joint Transportation Board note the outcome of the public engagement as outlined within this report.
- (ii) Members of the Ashford Joint Transportation Board are invited to make any comments that will be made known to the Cabinet Member for Environment & Transport and Corporate Director for Growth Environment & Transport before the Corporate Director is invited, under delegated powers, to formally approve the scheme shown on Drg 4300246/000/79 as the Preferred Scheme to take forward for detailed design, land acquisition and statutory procedures including compulsory purchase.

Future Meeting if applicable: As necessary but none planned at present	Date:
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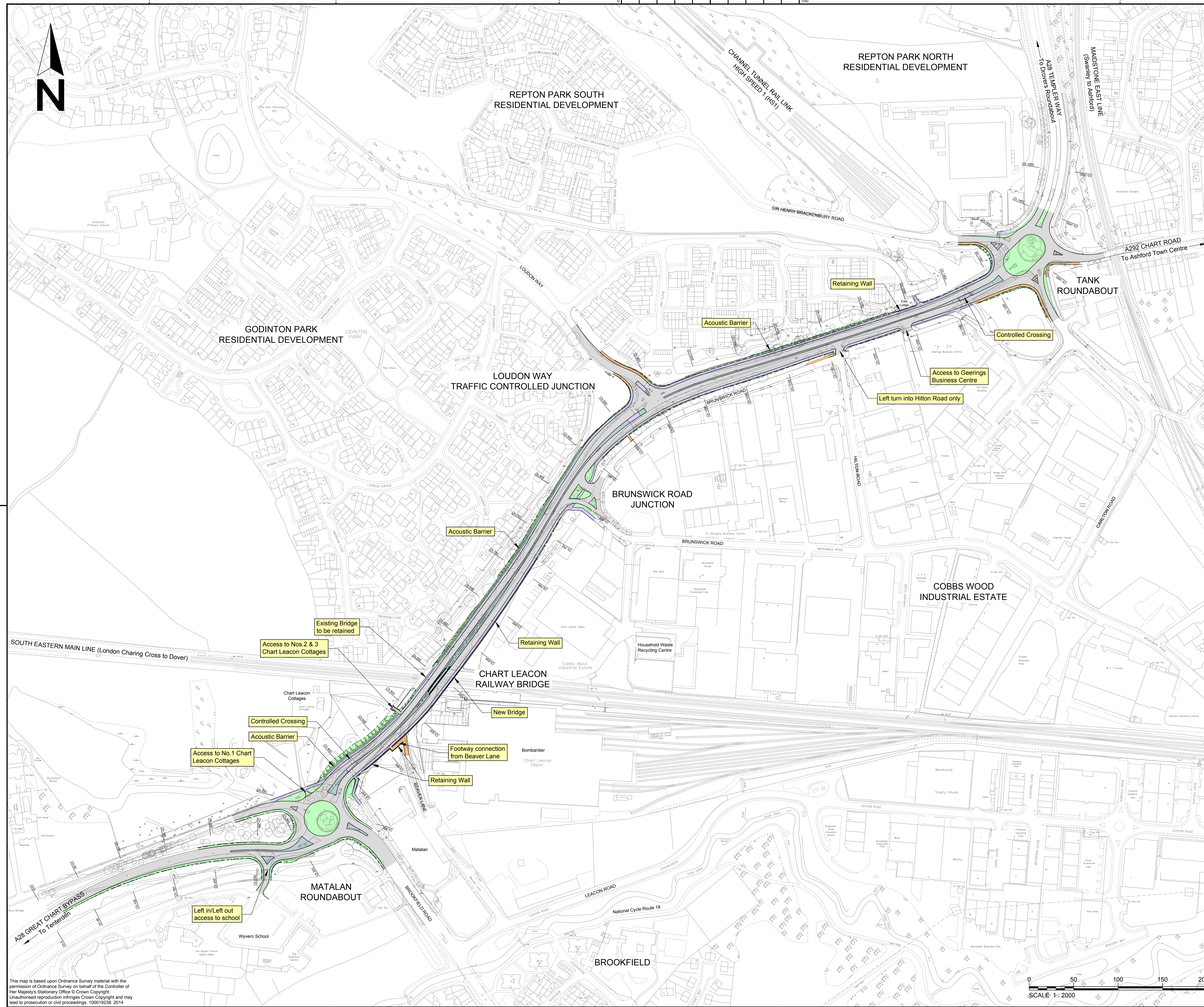
Contact Officer:	John Farmer - Project Manager (Major Projects) e mail: john.farmer@kent.gov.uk tel: 03000 411634
Reporting to:	Mary Gillett - Major Projects Planning Manager

Appendices

Appendix A	Public Engagement Scheme Plan
Appendix B	Godinton Village Hall Location Plan
Appendix C	Project Newsletter No. 1
Appendix D	Plan of Newsletter Distribution Area
Appendix E	Ashford Herald Article 19 November 2015
Appendix F	Public Exhibition Display Boards Material
Appendix G	Photographs of Exhibition Display Layout
Appendix H	Question & Answer Paper
Appendix I	Attendance and Comment Sheet Pro-forma's
Appendix J	Transcript of Redacted of Public Exhibition Comments and Emails
Appendix K	Preferred Scheme Drawing No. 4300246/000/79

APPENDIX A

Public Engagement Scheme Plan



KEY

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

5	Carriageway and Central Island Crossing widened at Ch.1300 approx. Brunswick Road Junction amended to prevent right turn into Brunswick Road adjacent to Chart Road.	BDB	DBB	05.11.15
4	Acoustic barriers added, Geerings access amended. Minor adjustments to shared footway/cycleway tie-ins. Brunswick Road Junction shared footway alignment amended and hardstanding on island removed. Footway link to Brunswick Road at Ch.900 added.	BDB	DBB	20.10.15
3	Wyvern School access and approach amended. Hilton Road junction added. Northbound carriageway alignment amended Ch.550 to Ch.725. Main alignment immediately north of Matalan roundabout adjusted. Sir Henry Brackenbury Road approach to Tank Roundabout amended.	BDB	DBB	06.10.15
2	Beaver Lane footway ramp amended	PRL	DB	08.09.15
1	Title block revised Hilton Road text revised	RJHF	DB	13.08.15
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

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 5

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APPENDIX B

Godinton Village Hall Location Plan



Location of Godinton Village Hall – Venue of Public Exhibition

APPENDIX C

A28 Chart Road Newsletter No. 1

A28 Chart Road, Ashford Improvement Scheme



Newsletter 1

November 2015

Programme

Design 2016 & 2017

Land acquisition
2016 & 2017

Vegetation
clearance
February 2018

Construction
Spring 2018 to
Autumn 2019

Funding

Project cost £32.8
million

£10.23 million
Government funding
allocated

£22.57 million
developer
contributions

Next Steps

Public engagement
November &
December 2015

Review feedback
and finalise design
2016

The Background

The A28 is a strategic route serving the east and south side of Ashford connecting to the M20 at Junction 9. The route from Junction 9 to Tank roundabout has been improved over recent years. With the award of Government Local Growth Funding of £10.23million and the proposed developments in Ashford, Kent County Council is now able to promote the improvement of the next section of the A28 Chart Road between Tank and Matalan roundabouts.

The Proposals

The objective is to increase the capacity of the road to improve traffic flow by providing a two lane dual carriageway with shared un-segregated footway/cycleways along both sides of the road together with improved junctions at Tank and Matalan roundabouts and Loudon Way. The route is highly constrained in terms of available land but the overarching principle is to widen as much as possible on the eastern side of the road to mitigate the impact on Godinton Park residents, while not adversely affecting Cobbs Wood industrial estate and access to those businesses.

Increased noise is an understandable concern and a further objective is to provide traffic noise screening for Godinton Park residents.

The scheme will include replacement and enhanced planting to offset the trees that unfortunately need to be removed to accommodate the widened road. The design of the noise screening will be integrated into the landscaping proposals, which will also see more trees planted than will be lost.

Information on the scheme can also be found on the project website found at the foot of this newsletter.

The Next Step

A public exhibition is being held at Godinton Village Hall, where people can view drawings and discuss the proposals with County Council staff. Please see overleaf for more details.



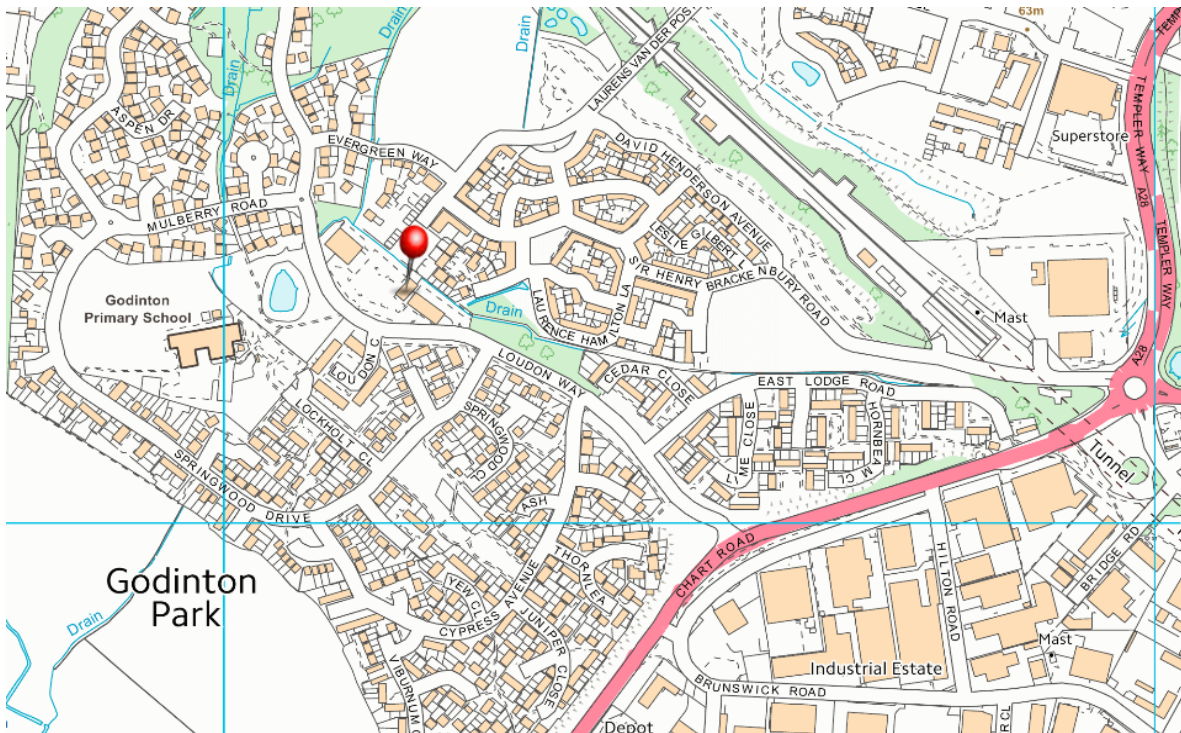
A28 Chart Road, Ashford Improvement Scheme

Key Aspects of the Scheme

- Road will be dualled – providing 2 lanes in each direction to provide extra road capacity for current and future traffic flows
- Tank and Matalan roundabouts enlarged
- Upgrade of Loudon Way signal controlled junction
- Construction of new rail bridge for southbound traffic
- Improvement of the road levels over the existing rail bridge
- Extensive landscaping proposals
- Traffic noise screening for adjacent residents
- Provision of continuous shared footway/cycleways on both sides of the road
- Additional controlled crossings, for pedestrians and cyclists, at Loudon Way/Chart Road junction and Chart Road on approach to Matalan roundabout
- Hilton Road made entry only



Public Exhibition



A public exhibition will be held at the Godinton Village Hall, Loudon Way on Thursday 26th November 2.30pm to 6.30pm and Thursday 3rd December 2.30pm to 6.30pm. If you would like to find out more about the scheme, please come along, or alternatively please contact us via the project email address given at the foot of this newsletter.

Godinton Village Hall, Loudon Way, Ashford. TN23 3JJ
Parking is available

APPENDIX D

Plan of Newsletter Distribution Area



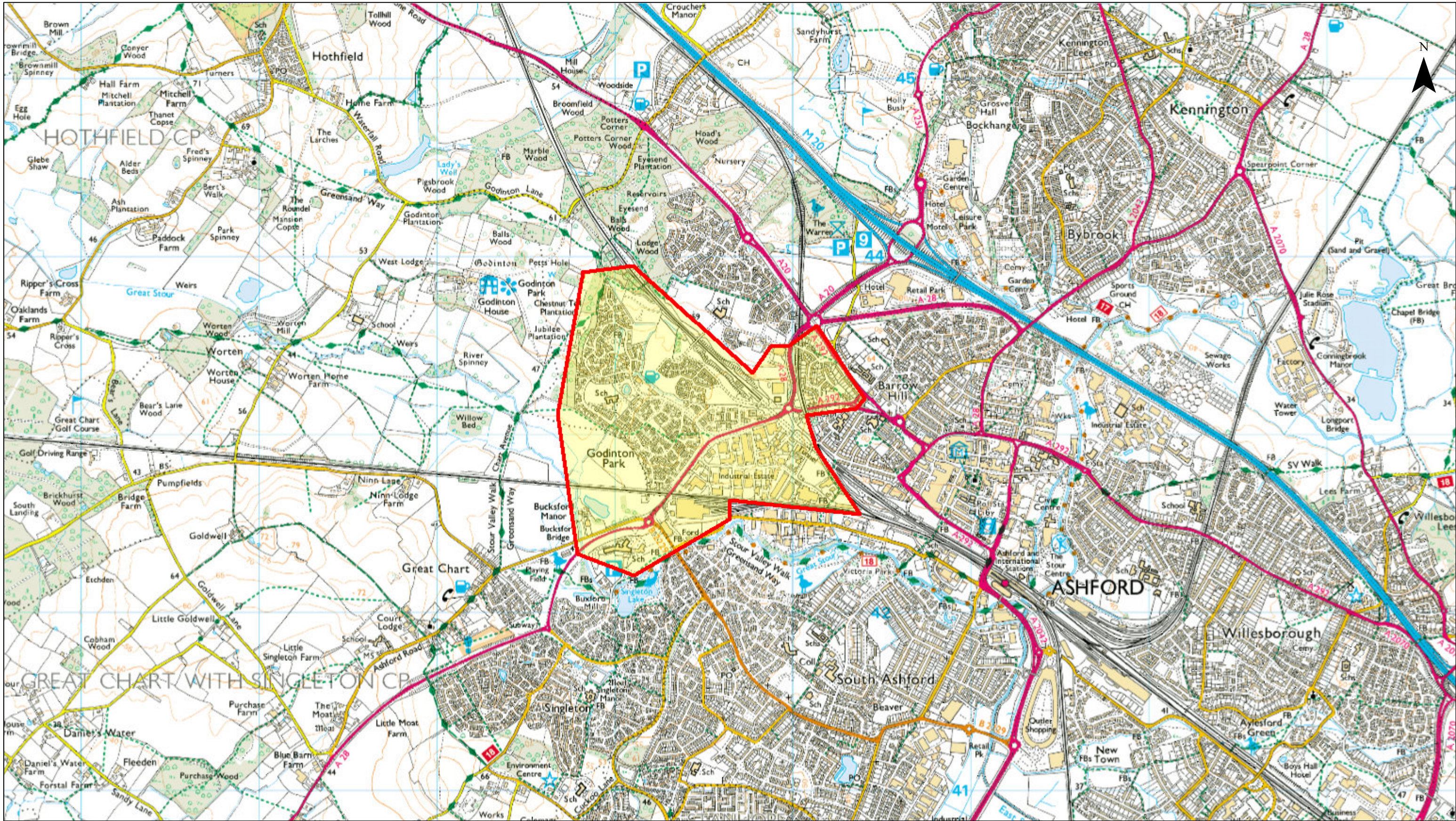
October 7, 2015

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0 0.375 0.75 1.5 km

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APPENDIX E

Kentish Gazette Article 19 November 2015

CHART ROAD



Chart Road now, looking towards the Tank roundabout from the Loudon Way junction
Picture: Gary Browne FM3994589



The Tank roundabout



KCC has released some designs for how the new A28 Chart Road could look as a dual carriageway

First look at plans

by Aidan Barlow
abarlow@thekmgroupp.co.uk
@aidanbarlowKM

Transport chiefs have unveiled the first artist impressions and a timetable for the completion of a £30 million new road scheme.

Kent County Council Highways engineers will be working to turn Chart Road into a dual carriageway to provide extra capacity for traffic in Ashford.

The project includes extending the Tank roundabout opposite the Army Reserve Barracks and the roundabout opposite Matalan, as well as a new bridge over the railway and new landscaping.

There will also be a new central reservation, which means visitors to the household waste tip and businesses in Brunswick Road will only be able to turn left to get into or leave the area.

Project manager Barry Stiff will be in charge of the proposals and will be hosting public exhibitions to discuss the plans.

He said: "The scheme flows on from the works we have



Project manager Barry Stiff



Aerial view of Chart Road, Loudon Way and Cypress Avenue

done at Fougères Way and Templer Way at the Drover's roundabout.

"This will be the progression of those road improvements, as there has always been the aspiration to improve this link road."

Mr Stiff said £10 million would come from the government's growth fund, while a

further £22.5 million would be funded from housing developers' contributions.

Work could begin at the site in early 2018 and be completed by the autumn of 2019, with some parts of the project to be completed on weekends and evenings to minimise disruption.

He said that one of the key

challenges will be to install new landscaping to screen Godinton Park from the noise of the traffic.

He said: "The impact to people in Godinton Park is something we are sensitive about. We are looking in great detail about the impact of noise and air quality and how we are going to mitigate that."

OLD DAIRY
FINE ALES FROM THE GARDEN OF ENGLAND

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Shop is open Monday-Friday 10am-4pm, Saturday 10am-2pm.

Visit Dairy Brewery 'Top Club' for a one off fee of £65 and receive a pint in our shop plus other offers.

The shop is now open - bottled beers, merchandise and offers.

Tour vouchers (tours £10 per head) and gift vouchers a great gift idea.

10% off for CAMRA members & Tenterden Loyalty Card holders

FOR SALES: 01580 763867 or EMAIL: sales@olddairybrewery.com
DAIRY BREWERY LTD, STATION ROAD, TENTERDEN, KENT TN30 6HE
www.olddairybrewery.com

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SHARE PRICES
LINKS
FEATURES
ANALYSIS

at Malama Farm, Tenterden, Ashford, Kent TN26 3EQ

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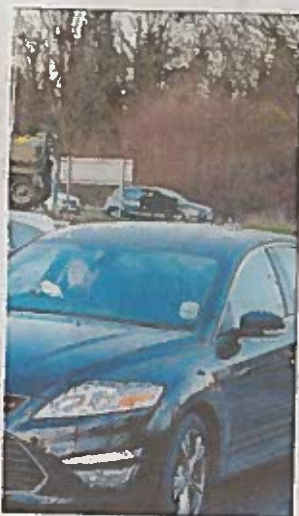
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UPDATE



Picture: Alan Langley FM3691954



Looking towards the Matalan roundabout from the Hilton Road junction

Picture: Gary Browne FM3994592

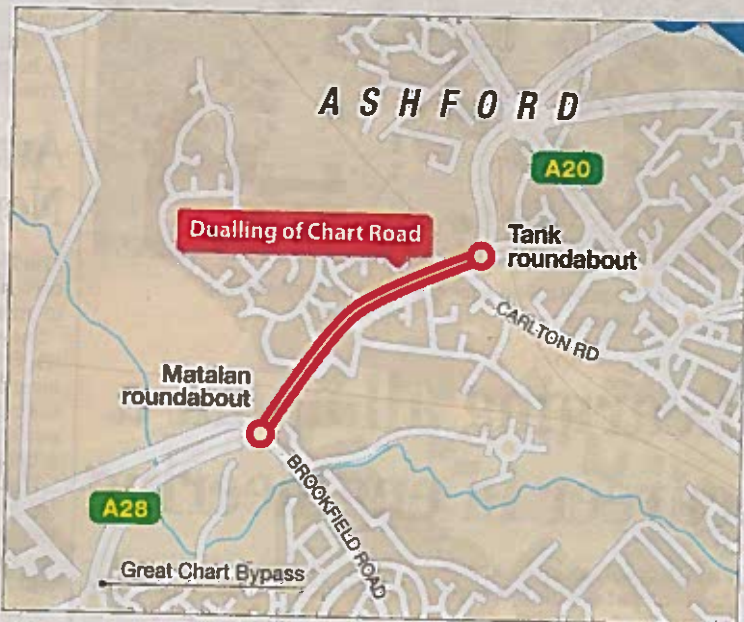


Pictures: Kent County Council

for £30m road



Picture: sjb@simonburchett.co.uk REF KES3



"We are looking to screen along the road with hedging and trying to address specific problems within the design."

"We've employed local landscape architects, which will hopefully show people that we have put a lot of thought into this."

"We will have to plant new trees, and we want to create

a tree-lined avenue. At the moment it is a fairly green corridor, we are consciously trying to retain that look."

KCC will be hosting the first consultation at Godinton Village Hall in Loudon Way on Thursday, November 26, from 2.30pm to 6.30pm. There will be a second presentation on Thursday, December 3 the same time.

For more information email ChartRoadMajorProject@kent.gov.uk or visit www.kent.gov.uk/chartroad.

What do you think? Write to Kentish Express, 34-36 North Street, Ashford, TN24 8JR or email kentishexpress@thekmggroup.co.uk

BACK ME OR SACK



Fergus Wilson & Martin Peters

If you agree with me that we do not want an Operation Stack in 2016 and the only way this is to prevent Calais-bound lorries from clogging the M20 and M2 and for them to return to their point then back me! If you believe a giant lorry bridge should be built in Kent then sack me!

The Kent PCC Elections are held in May 2016.

Use your vote wisely!

Today's photo is of myself with Martin Peters of the 1966 World Cup team.

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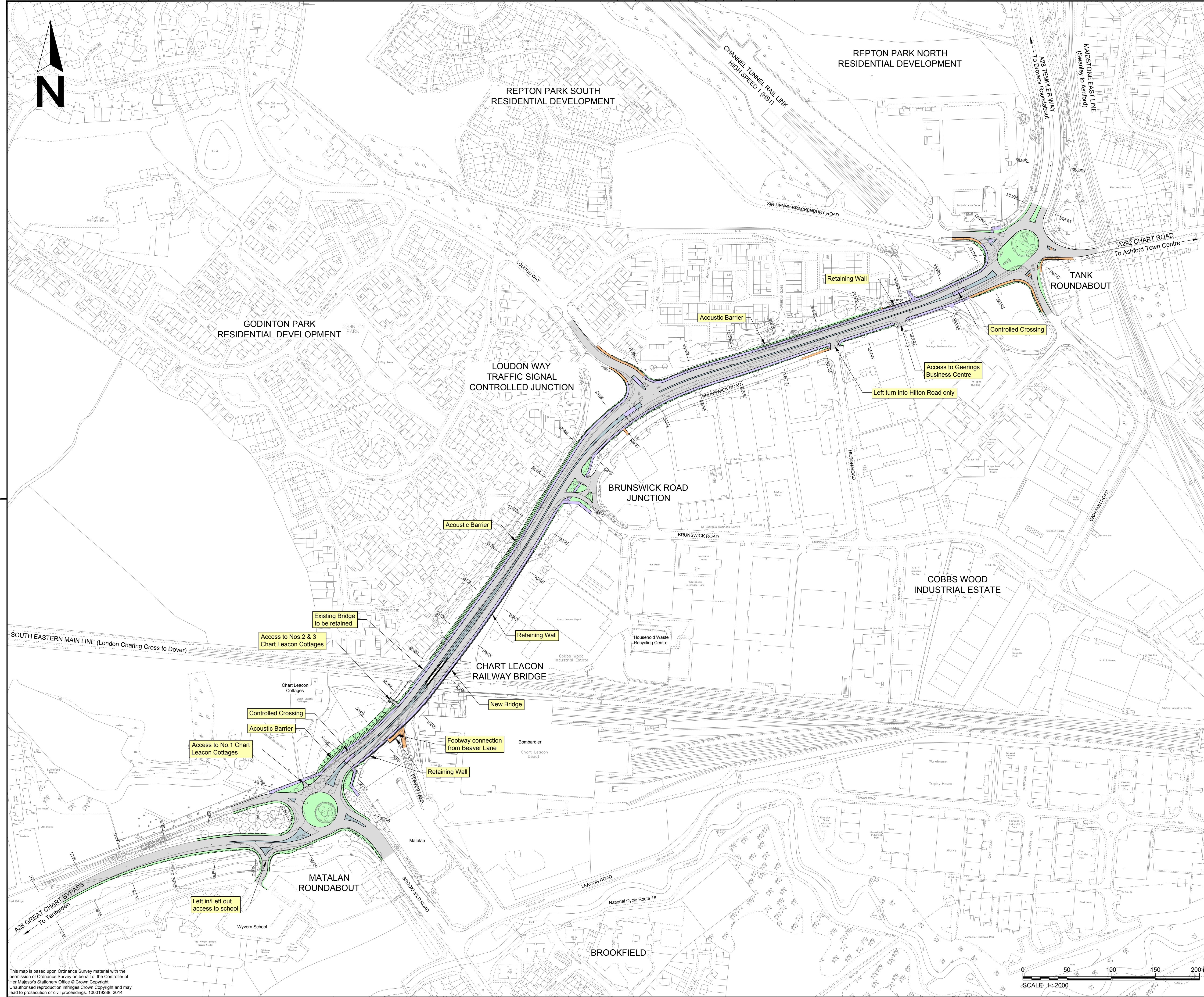
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APPENDIX F

Public Exhibition Display Boards Material



KEY

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

Rev	Revision details	Chkd	Appd	Date

amey
www.amey.co.uk

Client

Project Name
A28 CHART ROAD, ASHFORD IMPROVEMENT SCHEME

Drawing Title
Scheme Plan

Original Drawing Size : A1	Dimensions : m
Scale : 1:2000	Copyright © Amey
Drawing No 4300246/000/79	Rev 0

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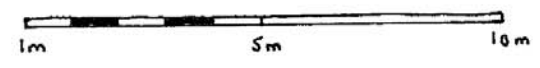


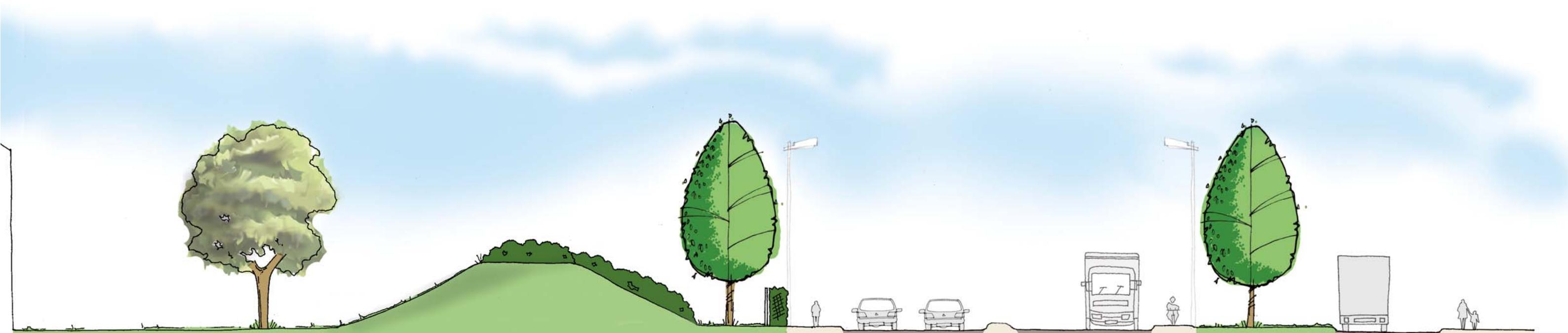


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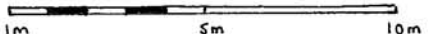




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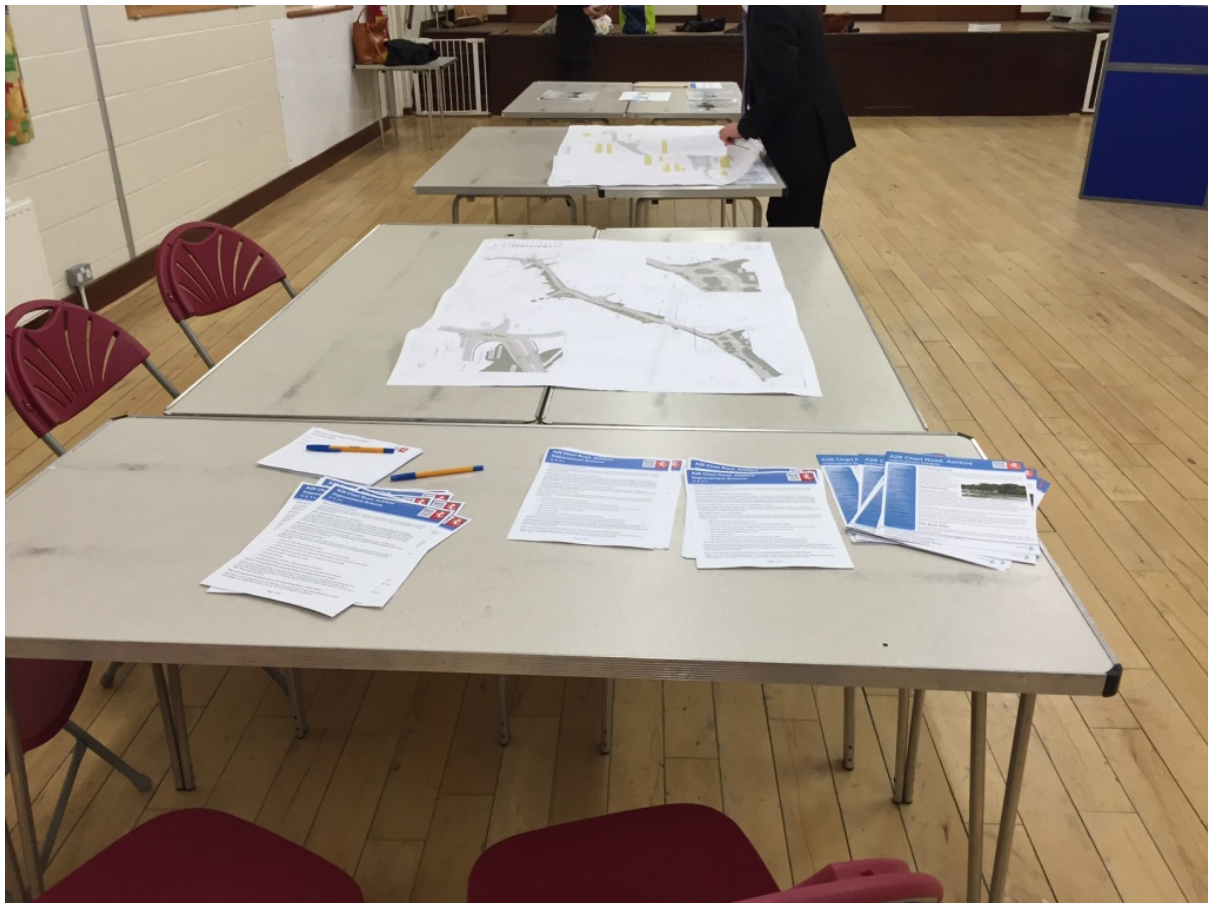
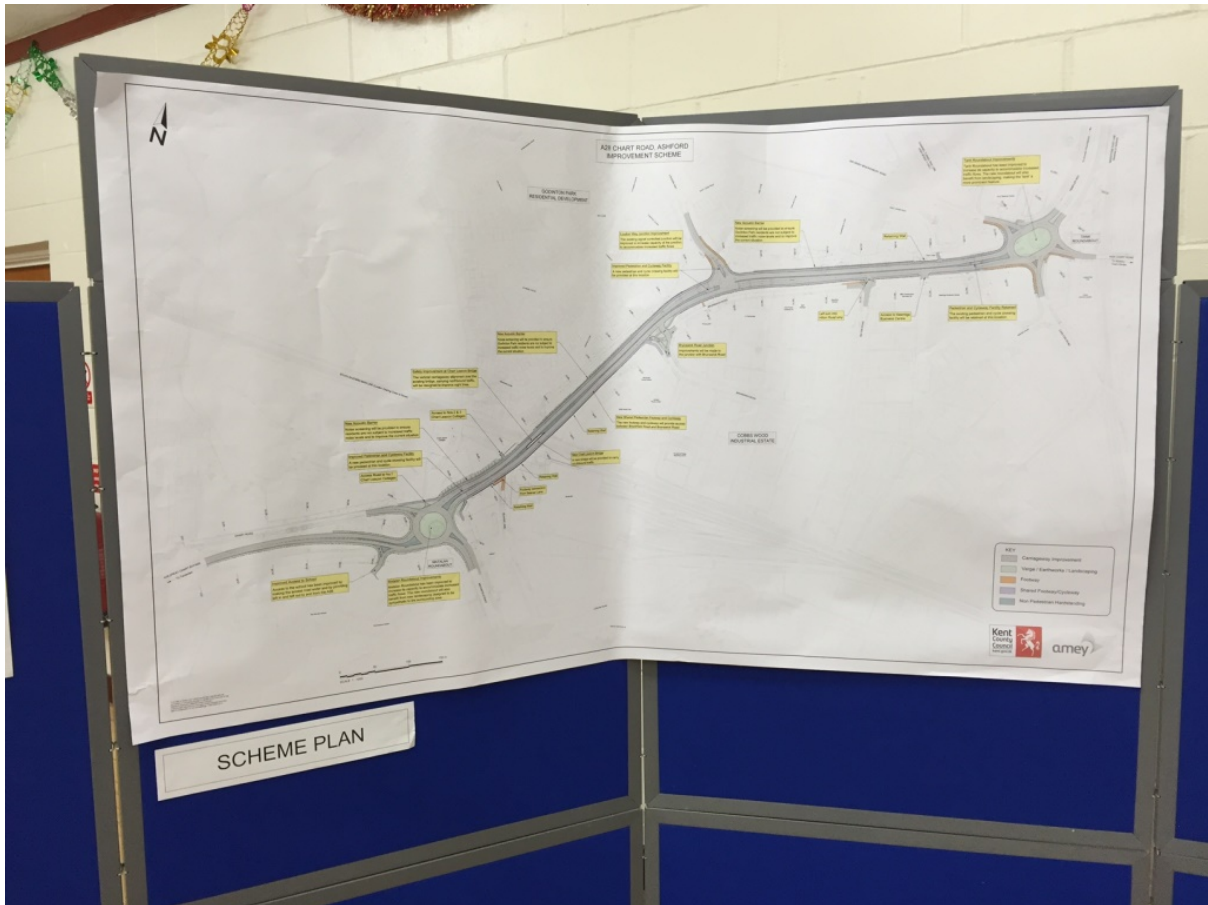
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APPENDIX G

Photographs of Exhibition Display Layout





APPENDIX H

Question & Answer Paper

A28 Chart Road, Ashford Improvement Scheme

Q & A's



What are the aims of the project?

To provide additional capacity on the road network to improve traffic flows, improve pedestrian and cyclist routes, minimise environmental impacts on residents of Godinton and maximise opportunities to provide replacement planting.

What changes will be made to the road layout?

The carriageway between Tank roundabout and Matalan roundabout is being dualled with two lanes provided in both directions separated by a central island. The existing Tank and Matalan roundabouts are being enlarged to increase capacity. Loudon Way is being improved with more efficient signals, dedicated right and left turn lanes from Chart Road, and new pedestrian/cyclist controlled crossings of Loudon Way and Chart Road. Continuous footway/cycleway facilities are being provided on both sides of Chart Road.

What are traffic flows now and what is the predicted increase?

The existing traffic flow along Chart Road is in the region of 27,000 vehicles per day. It is difficult to accurately predict future traffic flows in a growth area like Ashford but traffic modelling suggests future flows in 2030 could be 32,000 vehicles per day.

Why traffic signals at Loudon Way?

Other options for the junction of Loudon Way were considered, including a roundabout and a left in/left out junction, but it is considered that traffic signals provide the best layout to achieve a balance between the following aims:

- Maximise traffic flow through the junction
- Allow the controlled flow of vehicles in and out of the Godinton estate
- Provide controlled crossings for pedestrians and cyclists of Chart Road and Loudon Way
- Minimise noise and air quality impacts on residents of Godinton estate
- Minimise impacts on existing bus routes
- Minimise land take
- Minimise impact on existing underground pipes and cables
- Provide opportunities to increase tree planting and landscaping enhancements

How will I access Cobbs Wood Industrial Estate & the Waste Recycling Centre?

Access to the industrial estate can be made from Carlton Road via Tank roundabout and turning left only from Chart Road into Hilton Road or Brunswick Road. Vehicles leaving the estate will only be able to access Chart Road from Carlton Road or by turning left from Brunswick Road. There will be no access from Hilton Road onto Chart Road.

Why can't right turns be allowed into or out of Brunswick Road or Hilton Road?

Right turns on dual carriageways are not desirable. They would need further traffic signals which would cause delays. It is better that vehicles u-turn at the Tank and Matalan roundabouts.

A28 Chart Road, Ashford Improvement Scheme

Q & A's



Will the dual carriageway increase the distance people need to travel to access the Waste Recycling Centre?

Yes, this is unfortunately a consequence of the scheme, as those residents using Chart Road from the south will need to U-turn at Tank roundabout to access Brunswick Road, and those leaving the site wanting to go north on Chart Road will need to U-turn at Matalan roundabout after entering Chart Road from Brunswick Road or alternatively they could exit via Carlton Road onto Tank roundabout. Other forms of junction control were considered for Brunswick Road but there simply is not the space to provide a roundabout or another set of signals as the road is very constrained at this point.

How will pedestrians and cyclists be catered for in the new road layout?

A shared un-segregated pedestrian and cycleway will be provided along both sides of Chart Road and connected onto existing routes. This will mean that a new section of footway/cycleway is being provided on the east side of Chart Road between Brunswick Road and Brookfield Road, a section that is regularly used by pedestrians despite the lack of a footway. New controlled pedestrian/cycle crossing of Loudon Way and Chart Road will be provided at the Loudon Way traffic signals. These will generally be phased so users cross when signals are red to avoid introducing unnecessary delays for traffic. The existing controlled crossing to the south of Tank roundabout is being retained and a new crossing of Chart Road is being provided just north of Matalan roundabout.

Why will it be a shared unsegregated footway/cycleway?

The existing constraints on the route do not allow enough space for the provision of a segregated footway/cycleway. A pedestrian and cyclist count has been carried out and this showed that the usage was within the Sustrans guidelines for this type of route. A shared route was therefore considered the best use of the space available. Experience has shown that where segregated routes have been installed with insufficient space it can lead to the misuse of the marked pedestrian and cycle lanes.

Will the speed limit be changed?

The speed limit will remain as at present – 40mph and reducing to 30mph on the approach to Tank roundabout.

Will the road have street lighting?

Yes, the road will continue to have street lighting and all new lights will use LED lamps to reduce energy demand and maintenance requirements.

How much will the project cost?

The project is estimated to cost £33million.

How will the project be funded?

The project is being funded by a combination of £10million from Central Government's Local Growth Fund and the remainder from developer contributions.

When will the works take place?

Works are programmed to commence in early 2018 with completion in the autumn of 2019.

A28 Chart Road, Ashford Improvement Scheme

Q & A's



Is planning permission required?

No, the road closely follows the existing road and the environmental impacts are not considered significant. The planning authority has indicated that the scheme can proceed as 'Permitted Development'.

Do you need to buy land and how will you do this?

Godinton estate was set-back when it was built because a future upgrade of Chart Road was anticipated. This has limited the amount of land required. It is hoped that land can be acquired by negotiation but a compulsory purchase order will be required to ensure all land can be obtained when we need it.

How will you protect residents from noise?

Although traffic will increase some of that traffic will be moved further away from houses. The scheme will also include a noise fence to mitigate any increases in noise and the design of this will be integrated with the landscape planting.

Will I be entitled to traffic noise insulation?

With the proposed noise protection it is unlikely that any properties would need to be offered secondary glazing.

Will residents be affected by increased air pollution?

Current assessments show that the scheme has a negligible impact on air quality, through a combination of achieving better traffic flow and the fact that in some places traffic is being moved further away from residential properties.

Will the value of my property be affected?

The value of your property should not be affected. An improved road and better traffic flow should be seen as a benefit by prospective purchasers. However, after the road is built, if some residents feel the value of their property has been affected by noise, lighting or fumes then they may be able to make a claim for compensation under the Land Compensation Act Part 1 1973.

Are trees being removed?

Yes, approximately 85 trees are being removed but we are proposing to plant in the region of 135 new trees, an increase of 50 trees. It is regrettable that some existing trees will be removed as part of the scheme but this is unavoidable due to the constraints of the route. However, we have the opportunity to improve the planting and landscaping and are currently working with Ashford Borough Council and a specialist landscape designer to provide additional and better quality trees and planting along the route.

Will protected species be affected by the scheme?

Extensive surveys have been undertaken to determine the effect on protected species, and to date only minor impacts on reptiles and great crested newts have been identified. Mitigation measures will be prepared to manage this. Removal of vegetation will take place outside of the bird nesting season.

A28 Chart Road, Ashford Improvement Scheme

Q & A's



How will the works be carried out?

Sections of the scheme such as the new railway bridge and the road approaches can be built without affecting the existing carriageway. It is then probable that the additional width created can be used to maintain two-way traffic for much of the construction period. More detailed information on construction sequences will be provided in advance of starting on site once a Contractor has been appointed. The Contractor will be required to work with certain restrictions to ensure current traffic lanes are maintained as much as possible.

Will I still be able to access my house or place of work?

Yes, access will be maintained at all times, unless agreed otherwise with individual property owners.

Will there be night work?

Yes, certain critical activities such as the installation of the new bridge for which rail possessions will be required and final surfacing works will require night working.

Will there be road closures?

Yes, it is likely that road closures will be required for certain activities, such as the bridge installation which will require a crane to lift the new bridge beams into position but closures will be generally restricted to overnight or during weekend periods.

Will bus services be affected?

It is likely that services will be affected at some stage during the works but we will work closely with the Contractor and bus operators to ensure this is kept to a minimum.

How can I find out more information or make comments about the scheme?

A dedicated website has been set up for the project, this is www.kent.gov.uk/chartroad and will provide the latest information on the project. If you would like to make any comments, these can be made via the project email address, chartroadmajorproject@kent.gov.uk.

Newsletters will also be distributed to local residents and businesses to provide updates on the project at key stages as the design progresses and during construction on site. These will also be made available on the website.

What happens after the public engagement?

After the public engagement we will consider all of the comments and views expressed and this may lead to scheme amendments. By Spring 2016 we expect to be in a position where we can recommend to Ashford and County Council elected Members the final scheme to take forward.

APPENDIX I

Attendance and Comments Sheet – Pro-forma's

APPENDIX J

Transcript of Redacted Public Exhibition Comments and Emails

Redacted Comments received at the Public Exhibition

No.	Date of Comment	Comment
1	26/11/2015	We live very close to the road. I am concerned about pollution (air) from extra traffic closer to our house than before. Also, I am very concerned about the air pollution. Noise pollution. In particular the air quality. We will be breathing this into our lungs whilst in our garden. My husband suffers with C.O.D. Also for children breathing this polluted air into their pure lungs. What will this cause as they get older? We have nine grandchildren. Two of which suffer from asthma! [sic] I suffer P.T.O. Auto - immune diseases. How do I know how this will effect me and effect my grandchildren. I would like the levels of pollution to be measured [sic] now and then the levels that will be projected from an independent body. The air pollution will obviously permeate into our house, we will be living with this monster !!!!!
2	26/11/2015	Need something on Matalan roundabout so name gets changed something visual. Need proper road markings and traffic enhancements to make people turn left at Godinton Park so they cannot go straight on. Same a [sic] tank roundabout.
3	26/11/2015	I understand you have to have a crossing but by putting it at the Loudon way Junction, it will enable more bus drivers to park in Loudon way and make it even more dangerous that it already is as most of the time you can not see out of the Cypress Ave turning to turn left or right. The yellow lines only go down to the bus stop. They need to be extended [sic] to stop people parking there
4	26/11/2015	Traffic signals at Loudon Way will still cause long tail backs of traffic in the morning rush hour. This will "back up" the Matalan roundabout as happens now. There has been a suggestion in the past to restrict right turns out of Loudon Way, particularly during a.m. rush hour. This might help to avoid the morning "pinch point". Also, what can be done to avoid Great Chart village (The Street) being used as a "rat run" /PTO during the morning rush hour? With increased numbers of vehicles from the Chilmington development this problem will only get worse.
5	26/11/2015	With increased traffic flows due to Hilton Rd being one way will there be Traffic lights at the top of Carlton Rd leading to Godinton Rd for easy pedestrian access. Also there may be increased traffic exiting Carlton Road at the Tank Roundabout causing traffic jams at this road exit due to the current heavy flow from A28 & Chart Road
6	26/11/2015	Concerns with noise/ traffic fumes impact: Extend noise fencing to close the gap between East Lodge & Chart Road. Vibrations Issue with noise from new house (East Lodge Road) construction and working out of hours. Issues with BBK. Can hear traffic through our New Double Glazing as well as Train (which we thought would improve) Our Back Garden is mostly out of bounds as choked [sic] by fumes. Also vibrations from Road & Train P.T.O and so on, an on it goes! When Chilmington finally built and all other projects here & there on every available scrap of land = More Traffic. Road then increased more with vehicles, more fumes – Then what happens? Really feel let down as when House was purchased 33 years ago we were not told anything about widening of Chart Road
7	26/11/2015	TANK ROUNDABOUT - Signage required to get in correct lane eg R/H to turn into Chart Road Not L/H lane with no indication to turn right into Chart Road (which is the 3rd exit)
8	26/11/2015	I would like to see a filter lane for vehicles going left from A28 into Brookfield Rd (like ones in Dover) This would avoid some queuing at this bottleneck. Also 7.5 tonnes limit except for access at Loudon Way + Repton Park entrances. Please consider a.s.a.p.
9	26/11/2015	The object of the exercise is to improve the traffic flow. When lights were installed at Loudon Way, Highways traffic modelling indicated the tail back would go. It did not. If KCC say this is due to the poor scheduling it must be worth putting in the new one now to see if it improves the flow. If it does not a roundabout is a stronger argument [sic]
10	26/11/2015	It would appear the traffic lights @ Godinton Park will cause adverse restrictions to traffic flow as will the Drivers Roundabout lights. Also there appears to be inadequate access / egress to the adjacent Business Park. The day / overnight parking requires vast improvement in the whole area.

Redacted Comments received at the Public Exhibition

11	26/11/2015	The new section of the A28 will just cause gridlock on the roads just past the new sections. Rather than change the roads, build another train station using the train lines that are under the bridge of the section that is being widened.
12	26/11/2015	This is bringing more pollution and traffic onto the A28. Most of the traffic is through traffic Tenterden, M.20, Maidstone, Canterbury etc. The answer is an outer Ring Road linking A20, M20 & A28 Further up this will reduce traffic by at least 60%. Put the money towards an outer ring road. I do not want further notice on noise + pollution thank you.
13	26/11/2015	1. Still looking for an alternative name for the "Matalan" roundabout! Chart Leacon? 2. Many compromises but let's hope it is effective.
14	03/12/2015	You cannot justify £38.2 million on less than a mile of road in this economic climate
15	03/12/2015	Start Talking to the residents cos you're not!
16	03/12/2015	That regular contact, including meetings be held with the residents of 43 to 48 Viburnum Close to let them know what is happening and when in plenty of time. They give a time line to the residents and listen to any concerns they have.
17	03/12/2015	Your noise barriers are not high enough
19	03/12/2015	What about compensation, triple glazing for houses nearest the road. Reduction of council tax
19	03/12/2015	You do not have silent plant machinery, therefore we will be kept awake at night during building work
18	03/12/2015	Double Yellow lines need to go down Loudon Way as people will use it as a 'rat run' to stop people parking there. It is dangerous now. Children or adults will get seriously hurt or killed.
19	03/12/2015	1. There is an urgent need to improve Loudon Way. The vehicles parking along from the traffic lights toward Cypress Avenue are creating a hazard by blocking view for traffic turning into Loudon Way from Cypress Avenue. Loudon Way needs to be widened to accommodate the parking vehicles or a layby needs to be built along it. Currently the parked vehicles block the view and also cause holdups because two vehicles cannot pass beside the parked vehicles especially if there is a wide vehicle like a bus. This is an accident waiting to happen. 2. Whilst the scheme meets the current needs and probably for the next 10 years. there is actually a need for a bypass from the A20 going round the Repton Park estate and meeting the A28 just after Great Chart. In fact a route does exist. there is a lane opposite the pub on the A20 that currently is a narrow hedge bordered route that meets the A28 after Great Chart. It would need a lot of work straightening it with widening and land acquisition. But I believe it will be needed in the next 10-20 years. It would form a western bypass just like the current one from J10 to the Tesco roundabout which bypasses the town.
20	03/12/2015	Urgently needed traffic calming on Loudon Way past the shops/pub. The proposals could make this even worse. It is an accident waiting to happen and likely to be a child fatality.
21	03/12/2015	Seems good development if all is achieved. Big concern are noise levels which I understand will be same as present or improved. Tree planting essential as discussed.
22	03/12/2015	1. Increase double yellow lines past East Lodge Road as parking on Loudon Way hinder entry and exit. 2. Concerned about pollution. 3. Concerned about noise levels 4. Brightness of new traffic lights. 5. Reduction in house prices
23	03/12/2015	1. Can the junction with Loudon Way be improved to provide maximum capacity for future developments. 2. Traffic management during construction to stop congestion and damage to Godinton lane and Great Chart.
24	03/12/2015	What will the noise levels relating to my property be like? Will I be offered compensation/glazing to my property? Will my property devalue? Will pollution increase? Will the traffic light brightness increases shines through bedroom window. Parking in Loudon Way opposite East Lodge Road is bad, unsafe and parking starting to impact outside my property.
25	03/12/2015	We are concerned about increased traffic through Repton park and Evergreen Way during construction. Also when you turn into Loudon Way cars park just past the bus stop causing backlog of traffic. Victoria Way is not signed either end, if it was this would take some traffic away from chart Road.
26	03/12/2015	I and my partner have concerns regarding what appears to be a considerable gap, some 5-6 metres according to your scale improvement scheme drawing, in the noise fence. This gap being between the end/finish of the proposed fence and the end/finish of the existing rail bridge wall/parapet.

Redacted Comments received at the Public Exhibition

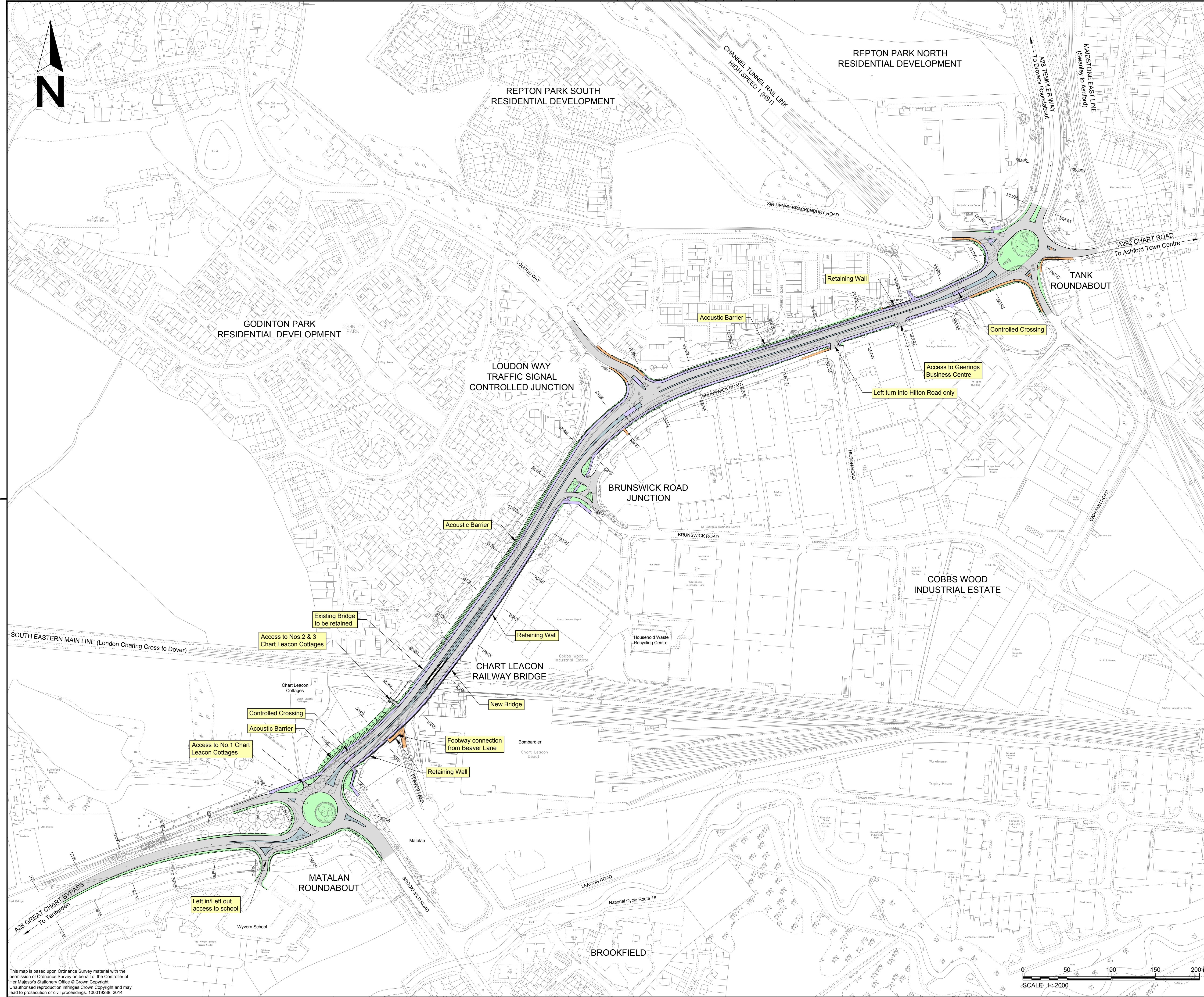
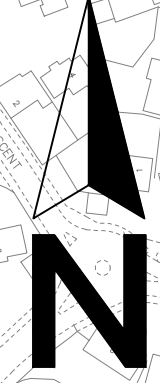
27	03/12/2015	Will the road surface be low noise? I hope it will be.
28	03/12/2015	My concern is being so close to the traffic as I am. Also what will the sound barrier look like from the main road. I am very concerned with the bus drivers parking at the side of Loudon Way - too close to Cypress Avenue as accidents will happen. Need to double yellow lines to come up to the junction of Cypress Avenue. There is no view driving out of that road - turning right very dangerous.
29	03/12/2015	My concerns are the cars parking on Loudon Way during working days. For me to get to Loudon Way - turn right, I cannot see safely due to the parked cars. Too many cars on left and right. Why? Its dangerous for me and others turning left or right.

Redacted Emails sent to Chart Road Project Email Address

No.	Comment
1	Why is the right turn out of Loudon Way being restricted as this will increase coingestion in Loudon Way and at Tank roundabout. (Note: This is not the case and junction has full movements). Rest of the plans on the whole look good and is a chance to fix drainage problems on Chart Road.
2	What are the plans for the Loudon Way junction, are the signals being retained. What will the impact be on residents. Concern about access in and out of the Godinton Estate if the signals are not kept.
3	The proposed pedestrian/cycle routes are a downgrading of the current facilities. The route should be segregated rather than shared and would like issues addressed before details finalised.
4	What is being done about parking in Loudon Way between Chart Rd and Cypress Avenue. Would like something done to resolve congestion issues caused by parked cars.
5	The scheme creates worse cycle/pedestrian facilities than existing and there should be phsically segregated routes. The scheme should be more pedestrian and cycle friendly.
6	Support the principle of the scheme but concerned about the shared footway/cycleway and the change to a shared facility.

APPENDIX K

Preferred Scheme Drawing No. 4300246/000/079



KEY

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

Rev	Revision details	Chkd	Appd	Date

Drawn: TMW Preliminary
 Design: RBF For comment
 Chkd: BDB For tender
 Appd: DBB For construction
 Date: 20 November 2015 As constructed

Client



www.amey.co.uk

Project Name
A28 CHART ROAD, ASHFORD IMPROVEMENT SCHEME

Drawing Title
Scheme Plan

Original Drawing Size : A1 Dimensions : m
 Scale : 1:2000 Copyright © Amey

Drawing No
4300246/000/79

Rev
0

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Parking and Waiting Restrictions – Update summary

To: **Ashford Joint Transportation Board – 8 March 2016**

By: **Health, Parking and Community Safety Manager**

Classification: **Information only.**

Ward: **Across the District – Various**

Summary: **This report provides an update and summarises schemes that have been brought through the Joint Transportation Board**

For information only

1.0 Introduction and Background

1. This report provides an update and summarises parking and waiting restrictions and any schemes that have been through the Joint Transportation Board and what stage in the process they have reached since the last meeting.

Parking and Waiting Restrictions – see Appendix 1

2.0 Conclusion

2. This report is for Members information.

Contact Officer:	<i>Jo Fox – Health, Parking and Community Safety Manager</i> Jo.fox@ashford.gov.uk
Reporting to:	<i>Sheila Davison – Head of Health, Parking and Community Safety</i> Sheila.davison@ashford.gov.uk

Appendix List	
<i>Appendix 1</i>	<i>List of sites and their current status</i>

Amendment 5 (Ashford, Charing, Mersham, Tenterden)

This order proposed various changes to restrictions in Ashford, Charing, Mersham and Tenterden. It came into force in January 2016.

Amendment 7 (Ashford)

This order proposed the introduction or extension of parking controls in several locations in Ashford as well as a number of administrative changes to records for restrictions in Ashford. Fewer than 10 objections to the proposals were received during formal consultation.

In accordance with the resolution of the Board at its meeting of 8 December 2015 (minute 253 refers), the decision on supporting or not supporting Amendment 7 was delegated to the Chairman, Vice-Chairman and Portfolio Holder for Highways, Wellbeing and Safety, who recommended implementation of the Order as proposed. The order was implemented and came into force in January 2016.

Consolidation Order 2016

In January 2016 officers completed a consolidation of all amendment Orders made in 2015 (and January 2016). This is an administrative process which compiles all in force parking orders into a single 'master' order.

Park Farm (Bluebell Road) Order 2014

In accordance with the resolution of the Board at its meeting of 10th December 2015 (minute 251 refers), this Order has now been sealed by Kent County Council with a date coming into force of 7th March 2016.

Appendix 1

Amendment 1 (Ashford and Tenterden)

Location	Description of Scheme	Date at JTB	Current Status
ASHFORD			
Adams Drive (junctions with Billington Grove and Rayworth Court)	Introduction of double yellow lines	TBC	Order being prepared for consultation
Austin Road (section accessed from Wotton Road)	Introduction of controlled parking zone and overnight/weekend HGV parking ban	TBC	Order being prepared for consultation
Billington Grove (junction with Adams Drive)	Introduction of double yellow lines	TBC	Order being prepared for consultation
Ellingham Way	Introduction of controlled parking zone and overnight/weekend HGV parking ban	TBC	Order being prepared for consultation
Finn Farm Road (junction with Violet Way)	Introduction of double yellow lines	TBC	Order being prepared for consultation
Hoxton Close (outside Great Chart Primary School)	Introduction of double yellow lines and 'School Keep Clear' markings	TBC	Order being prepared for consultation
Rayworth Court (junction with Adams Drive)	Introduction of double yellow lines	TBC	Order being prepared for consultation
Violet Way (junction with Finn Farm Road)	Introduction of double yellow lines	TBC	Order being prepared for consultation
Wotton Road	Introduction of controlled parking zone and overnight/weekend HGV parking ban	TBC	Order being prepared for consultation
TENTERDEN			
Danemore	Extension of double yellow lines, introduction of single yellow line and parking bay for ambulances only	TBC	Order being prepared for consultation
High Street	Introduction of 3 no. disabled persons parking bays	TBC	Order being prepared for consultation

Lees Road, Willesborough (Ashford)

Kent County Council led Member Highway Fund scheme for Lees Road, Willesborough. An informal consultation on two options was held between 11th January and 14th February, and the County Council's engineers are currently analysing the results of this.

Appendix 1

Requests for investigation

Street(s)	Area	Focus of investigation	Date at JTB	Current Status
Heathfield Road	Ashford	Obstructive parking opposite junctions with Hill View	TBC	For investigation
Riversdale Road	Ashford	Obstructive parking at junction with Torrington Road	TBC	For investigation
Torrington Road	Ashford	Obstructive parking on bend and at junction with Riversdale Road	TBC	For investigation
Ulley Road	Ashford	Obstructive parking causing congestion between junctions with Faversham Road and Upper Vicarage Road	TBC	For investigation
High Street	Charing	Provision of limited stay parking bays to provide short-term parking facility	TBC	For investigation
Cherry Orchard	Tenterden	Obstructive parking within cul-de-sac	TBC	Investigation underway

Forthcoming works for new developments

Area	Application	Identified scheme	Current Status
Kings Avenue, Ashford	09/00962/AS	Controlled parking zone to mitigate the impact of on-street parking that will be created by the development.	Awaiting completion of road surface by developer

HGV Clamping Trial and Overnight HGV Parking Survey results and Recommendations.

To: Ashford Joint Transportation Board – 8 March 2016

**By: Jo Fox
Health, Parking and Community Safety Manager**

Ward: Across the District – Various

Summary:

An update and summary of the pilot scheme to clamp persistently evading illegally parked HGVs in the Ashford Borough was presented to Ashford Joint Transportation Board on 8 December 2015. Since the trial KCC has agreed that clamping of persistent evading HGVs can continue. In addition, work has been done to address the parking problems identified at Wotton Road and Ellingham Industrial Estate, South Ashford, details of these recommendations are included within the 'progress of recent traffic management proposals report', on this agenda. The concerns identified at various locations on the A20 Hothfield continue to be investigated with KCC and the residents.

1.0 Background

- 1.1 The purpose of the trial was to ascertain if the clamping of persistently evading HGVs at two industrial Estates (The Orbital Park and Ashford Business Park Sevington) where an overnight waiting restriction had been in place for many years would increase compliance. The trial was extended to Henwood Business Park Ashford, there is not an overnight waiting restriction here but the numbers of HGVs parking overnight had become a serious concern. The clamping was intended to increase compliance where 'no waiting at any time' restrictions already existed. It was acknowledged that it would not remove all overnight HGV parking.
- 1.2 Increased enforcement operations over the years at The Orbital Park and Ashford Business Park, Sevington had resulted in the displacement of many HGVs to both Henwood and the Cobbs Wood Industrial Estates. During the trial overnight checks were carried out in areas known and reported to have problems caused by the overnight parking of HGVs, including laybys and residential areas. This was to ascertain the extent of the problem and to assess the impact enforcement action and continued clamping would have.

1.3 The trial and the observations during the trial revealed that:

- The threat of clamping drastically reduced the numbers of HGVs parking overnight at the three target locations.
- The threat of clamping HGVs where the driver had persistently evaded payment of Penalty Charges also changed driver behaviour. In order **not** to become a persistent evader more Penalty Charge Notices are now paid before being referred to collection agents.
- During the trial three HGVs were clamped and most existing persistent evaders relocated to Cobbs Wood Industrial Estate Ashford.
- Whilst there was the occasional incursion of HGVs into residential areas there was no trend towards residential parking of HGVs.
- There was a belief that HGVs were choosing to park on street rather than using lorry parks, this cannot be substantiated, as our findings show that the majority of nights all off road parking facilities were full to capacity. For 6 out of 7 nights up to 40 HGVs were being turned away from The Ashford international Truck Stop. An average of 55 HGV's a night were being turned away from Stop 24, with some nights in excess of 140 were turned away.
- The full extent of HGV parking in Laybys, slip roads and along main roads was noted during the trial and ABC continue to work closely with KCC and the police on Operation Kindle to address these issues.
- It also became apparent that the legislation supporting clamping is inconsistent and inadequate.
- There is no evidence that the clamping trial has been the cause of the displacement of HGVs.
- The parking of HGVs in laybys, motorways and major roads is a growing countywide problem caused by the lack of off road provision and the growing numbers of HGV using the county's roads.
- There **was** a significant increase in overnight HGV parking during the trial in Cobbs Wood Industrial Estate.
- One area Wotton Road, which is partly residential, has been identified as needing further restrictions. An overnight and evening HGV waiting ban was identified as being needed here and at the nearby Ellingham industrial Estate. Both are comparatively small industrial estates.
- Hothfield laybys have also been identified as a concern and ABC are working with KCC and local residents to address these concerns.

2.0 Since the HGV Clamping Trial

2.1 The numbers of HGVs parking overnight has slightly reduced since the trial however this has been partly due to the Christmas and New Year holiday. We have noticed that the numbers have started to increase in February but the overall numbers are still significantly lower than before the trial started in April 2015. The averages at the targeted areas are as follows:

	Orbital Park	Sevington Business Park	Henwood Business Park
Before trial.	20	12	40
During trial	12	7	8
Since trial	8	5	5

- 2.2 Persistent evading HGVs continue to avoid the three targeted areas and no further HGVs have been clamped. There has been a shift towards weekday parking and this includes British registered HGVs. The enforcement team have increased weekly enforcement to address this change. The numbers of HGVs turned away from the Lorry Parks is at its highest on a Wednesday night.
- 2.3 Following a decline in numbers in early January parking on main roads and in particular in laybys in Hothfield, these have now returned to the numbers noted during the trial and this continues to be a growing problem. Kent Police do have a policy of moving on dangerously parked HGVs however the scale of the problem and the level of resource has an impact.
- 2.4 The Police have advised that they will be tasking local CSUs (Community Safety Units) to target anti-social behavior caused as a result of HGV parking. The police have also advised that they will be allocating dedicated officers in affected areas to coordinate and address these problems. Since December 2015 the police have moved on approximately 1000 HGVs and issued 322 Fixed Penalty Notices. They have also advised that the problems are starting to be reported outside of Kent.
- 2.5 Plans to implement over night and weekend HGV waiting restrictions by creating Controlled Parking Zones (CPZs) in Wotton Road and Ellingham Industrial estates have been completed and will be presented at this meeting.
- 2.6 The Parking Enforcement teams continue to enforce in the three trial areas and wherever HGVs commit decriminalized parking contraventions in the borough. KCC have agreed that we can continue to clamp in the trial area, and future clamping will be carried out on joint operations with the police and collection agents. Together with KCC we will be seeking changes from central government in enforcement powers for Civil Enforcement officers.
- 2.7 ABC continues to work with KCC and other agencies to manage the HGV parking issues, whilst taking into account the need for more parking provision. The introduction of more restrictions other than those we have identified would only risk displacement into residential areas and aggravate the already extensive problem of major road parking.

3.0 Available off road HGV parking.

- 3.1 Off road parking remains very limited in the borough. The only dedicated off road HGV parking is at the Ashford International Truck stop at Sevington. An area of land off Victoria Way, Ashford continues to be used

for off road parking of up to 40 HGVs. The International Truck Stop has in January 2016 increased its capacity by 65 spaces to a total of 385. Stop 24 at Junction 11 on the M20 has

- 3.2 Pressure on the International Truck Stop in Sevington continues and as with other trends we have noted this year's numbers of HGVs increasing. This is also the case for other Lorry parks along the M20 corridor which on most nights are full to capacity.
- 3.3 We have supported the option for further overnight lorry parking provision in the operation stack consultation (separate information paper) at this Joint Transportation Board.

4.0 Conclusion

- 4.1 We are continuing to enforce and clamp to ensure compliance is as high as it can possibly be. We are working with KCC to review the areas that have the biggest impact on residents and their quality of life. We will continue to work proactively with other agencies and Kent Local Authorities, as part of Operation Kindle, to assist in delivering a countywide approach.

Contact Officers:

Mike Cook – Civil Enforcement Officer Team Leader

Jo Fox – Health, Parking and Community Safety Manager

Lorna Day-Kent Parking Enforcement Manager

Andrew Westwood—Traffic Manager (KCC)

Transport Committee inquiry on Operation Stack Update

To: **Ashford Joint Transportation Board - 8 March 2016**

By: **Health, Parking & Community Safety Manager**

Classification: **For information**

Ward: **All**

Background : **Lorry Parking Update JTB 9 December 2015**

Summary: This report provides an update on the council's response to the Transport Committee's request for any of the issues identified in evidence taken by the Committee on 14 October 2015.

Introduction

The Transport Committee took evidence on the impact of Operation Stack on 14 October 2015 following a summer in which Operation Stack was used on an unprecedented number of days. In November 2015 the Chancellor of the Exchequer announced funding up to £250 million for a permanent lorry park to increase resilience in Kent, by taking pressure off the roads in the event of Operation Stack. The Government will consult on a preferred site at Stanford and other alternatives shortly. In the short term, the former Manston Airport site will continue to be used as a lorry park.

1.0 Outcome of the Stage 1 tasks

1.1 Evidence has been submitted 29 February 2016 a copy of which is appended to this report for the Board's information.

2.0 Next steps

2.1 Await the outcome of the Transport Committee's inquiry.

Contact Officers:	<i>Jo Fox</i> Joanne.fox@ashford.gov.uk	<i>Mike Cook</i> Mike.cook@ashford.gov.uk
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Transport Committee inquiry on Operation Stack Update – Council Response issued 29 February 2016

In response to your consultation to address Operation Stack lorry parking may we bring to your attention our comments linked to addressing overnight lorry parking as follows:

1. *The predicted benefits and disadvantages of changes to Operation Stack consequent on the building of a lorry park on the economy (locally and nationally) and local communities:*

The current consultation options may impact on the private sector lorry parks when considering whether to continue to operate, to remain the same or to expand. The most important thing is that a time-bound decision is made with a clear goal to ensure the private sector consider their options in line with the decision and the real need to develop in line with the lorry parking need.

2. *The extent to which current negative impacts will be mitigated by the creation of a lorry park:*

The creation of a lorry park will mitigate the impact that Operation Stack has on the local and national economy and on the community. The allocation of 500 spaces for constant use will also go some way to alleviate the overnight HGV parking problems in the county. We would like to bring to your attention that whilst this is a very positive measure the introduction of a network of smaller lorry parks along the M20 corridor would further assist in solving the overnight HGV parking problems. Whilst Operation Stack has a significant impact, overnight HGV parking also has an ongoing negative impact that business and residents have to endure all year round.

3. *The other actions that central and local government need to take, including those on road maintenance and improvement, upstream and downstream from the proposed lorry park:* All decisions need to be mindful of legislation. If overnight lorry parking provision is to increase (as per option 3) and the provision for overnight HGV parking generally is also increased it would be helpful if legislation was amended to ensure that Lorries are encouraged to use the facilities with the enhancement of some civil enforcement powers. Specifically it would be helpful if Civil Enforcement Officers were given the authority to inspect the registration documents of foreign registered vehicles to facilitate locating the keeper should penalties not be paid. The ability to clamp offending Lorries as a last resort is a power already available to Civil Enforcement Teams however this should not result in a cost to the tax payer. Current legislation is inadequate to deliver this enforcement option and needs reviewing. Provision and enforcement need to work hand in hand.

Park Farm Rail Halt Update

To: **Ashford Joint Transportation Board - 8 March 2016**
By: **Engineering Technical Officer**
Classification: **For information**
Ward: **Park Farm South, Weald East**
Background Papers: **“Park Farm Rail Halt”, report to JTB 8th September 2015**

Summary: This report provides an update on progress to date regarding the Park Farm Rail Halt, including the outcome of the Rail Halt Procurement Stage 1 actions.

1.0 Introduction

1.1 The section 106 agreement for planning application 10/01711/AS (Park Farm South and East) detailed four stages of actions necessary for the procurement of a Rail Halt at Park Farm on the Ashford to Hastings (Marshlink) line. At its meeting of 8th September the Board was advised that a consultant had been procured to carry out the Stage 1 actions, which are:

- Review Cannon Consulting Engineers document folders dated 15th January 2008 and 20th August 2011.
- Review current Network Rail new station/halt policy guidance and train operating company franchise.
- Meet Network Rail and any others they may identify as being necessary to discuss with them the policy and technical requirements that would lead to Network Rail agreeing the principle of the Rail Halt being provided.
- Providing a written report and a non-technical summary to the Council on the outcome of the 3 actions above

1.2 These actions have now been completed by the Consultant (Peter Brett Associates) and their report (including non-technical summary) is appended to this report for the Board's information.

2.0 Outcome of the Stage 1 tasks

2.1 An assessment of the previous work has highlighted that whilst the 2010 Kent Route Utilisation Study (RUS) published by Network Rail did not recommend increasing frequency or infrastructure improvements on the

Marshlink line, the RUS did not look at future development within the area, which would likely improve the business case for a station at Park Farm.

2.2 East Sussex County Council, Hastings Borough Council, Arun District Council and the MP for Rye and Hastings are pushing for the Marshlink line to be electrified in order to bring economic and regeneration benefits to Hastings and the surrounding area.

2.3 Network Rail have indicated that the feasibility of a new station may be appropriate if linked with housing growth within South Ashford and the potential improvements on the Marshlink Line. Network Rail have also taken the view that such a station would need to provide a platform allowing for 6-car trains to stop.

3.0 Next steps

3.1 On the basis of this report, instruction has been given to the consultant to undertake the Stage 2 rail halt actions, which are:

- Preparation of the preliminary design and business case for the Rail Halt in accordance with the 2012 Governance for Railways Projects (GRIP), Stages 1 to 3. This work to be completed by the Consultant to comply with Network Rail standards and the requirements or Network Rail to be commissioned to carry out the work independently.
- Preliminary design work and business case preparation to follow NR 'Guide to Station Planning and Design' July 2011 and Network Rail Investment in Stations May 2011
- Submission of draft design and business case to network Rail and negotiating with them.
- Providing a written report and a non-technical summary to the Council on the outcome of the 3 actions above.

3.2 Officers remain in contact with Network Rail regarding the outcome of the Kent Route Study and any update on proposals to electrify the Marshlink line, and will report back any further information to the Board as it becomes available.

Contact Officers:	<i>Will Train</i> William.Train@ashford.gov.uk	<i>Michael Scaplehorn</i> Michael.Scaplehorn@ashford.gov.uk
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Park Farm Rail Halt

Summary Report

On behalf of **Ashford Borough Council**

Project Ref: 35542/001 | Rev: A | Date: November 2015

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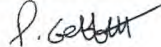
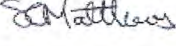
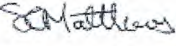
Project Name: Park Farm Rail Halt

Project Ref: 35542

Report Title: Summary Report

Doc Ref: 001

Date: 20th November 2015

	Name	Position	Signature	Date
Prepared by:	P Gebbett	Principal Transport Planner		18-11-2015
Reviewed by:	S Matthews	Equity Director		20-11-2015
Approved by:	S Matthews	Equity Director		20-11-2015
For and on behalf of Peter Brett Associates LLP				

Revision	Date	Description	Prepared	Reviewed	Approved

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Non-Technical Executive Summary

Introduction

Peter Brett Associates was appointed by Ashford Borough Council in relation to Park Farm Rail Halt, Ashford, Kent. This Summary Report has been prepared to report on the findings of Stage 1 of the commission to Ashford Borough Council with the summary of information to inform their decision on the way forward.

The key tasks identified within the brief are:

- i. Review Cannon Consulting Engineers document folders dated 15th January 2008 and 20th August 2011
- ii. Review current Network Rail new station/halt policy guidance and train operating company franchise
- iii. Meet Network Rail and any others they may identify as being necessary to discuss the policy and technical requirements that would lead to Network Rail agreeing the principle of the Rail Halt being provided

Park Farm Rail Halt is a proposed new station on the Marshlink Line, located approximately 4km south of Ashford International Station and 5km north of Hamstreet Station.

The rail halt has been linked to large scale residential development to the South of Ashford and has been promoted by developers since 1997, and was supported during the Local Plan Inquiry in 1991/2.

The rail halt was included within the Section 106 Agreement when planning permission was granted for Park Farm South and East Development, 13th August 2014.

The Section 106 Agreement requires a contribution of £1.2million towards the delivery of a Rail Halt, which is index linked. The equivalent value of the payment at 2015 prices, is in the region of £1.8million.

Previous Work

Two project progress reports were produced on behalf of developers of Park Farm which set out the work undertaken, between 1997 and 2007 and between 2008 and 2010 (Appendices B and C).

The documents set out a timeline of correspondence and discussions with the Rail Authorities, in relation to Park Farm Rail Halt. The key points are summarised below;

1. Letters submitted to Railtrack and Connex South Central set out the background to station proposal and sought support from these parties for the Rail Halt (similar to the support received from British Railways in 1991 submitted to the Ashford Local Plan Inquiry).
2. Letter from Railtrack stated that they had no objections in principle, although it was recognised that there were a number of issues which would require detailed investigations. The letter suggests that should the planning approval for Park Farm development (including the station) be approved, then at that time more detailed discussions would be required.
3. The first planning application for the Park Farm South and East Development, including the Rail Halt, was submitted in summer 2000. In October 2000 they requested a works order to carry out feasibility work on the Rail Halt. In January 2001, Pelham Homes paid Railtrack £4,700 to enable them to carry out the initial feasibility study.

4. In August 2001 the original application was withdrawn and a new application submitted.
5. Negotiating terms of the Section 106 Agreement commenced April 2002. These became protracted during 2003 and 2004. An indicative layout of the Rail Halt was sent to Kent County Council in 2004 (Appendix A).
6. A letter to Network Rail was sent in January 2006, informing them that permission for the development including the station had been approved and seeking the status of the feasibility study. The request for the feasibility study was resent in May 2006. Network Rail response included Railtrack's initial feasibility report from October 2000. The document indicated that it would have been possible for some trains to stop, but not all in peak hours. It also states that minimum platform length would be 67m to serve 2-car trains.
7. In November 2007 a Network Rail Project Proposal Form was completed and minutes from a meeting held on 30th November 2007 noted the action to take the preliminary design through to the next stage.
8. Mid-December 2007, the developer was advised that DfT had expressed concerns with the viability of the Park Farm Rail Halt. Following this and further reasonably positive discussions between Network Rail and DfT, DfT would want to see the business case for the Rail Halt. Network Rail Project Proposal Forms re-issued for Park Farm for Network Rail to fund GRIP Stages 1 to 3 for two options, the proposed rail halt promoted by the developer and a larger potential station suggested by Network Rail.
9. In April 2008 Network Rail advised that the GRIP 1 to 3 work would be put on hold until the outcome of the Kent Route Utilisation Strategy (RUS) was known.

The Kent RUS was published in January 2010. Options for increasing frequency in the Marshlink Line to 2 trains per hour were examined, however Network Rail were unable to recommend an improvement due to low demand and need for additional infrastructure, including improvements at Ashford Station, considered to be 'prohibitively expensive' and requirements to provide additional double track or passing loops.

A new station at Ashford South was not recommended at this time and dis-benefits were identified as:

- Impact negatively on journey times;
- Reduce viability of existing services;
- Does not fill any strategic gap on the rail network;
- No case for increased frequencies on the Marshlink Line; and
- Short journey by road to Ashford International.

Current Situation

The current service between Ashford and Hastings, on the Marshlink line is operated as a two-car diesel with a frequency of one train per hour. This has not altered since the feasibility of an Ashford South Station was undertaken to inform the Kent RUS. The full current timetable is shown in Appendix D.

Services on the Marshlink line are operated by Southern Railway, which is a trading name of Govia Thameslink Railways Ltd. The current franchise began in July 2015 and is essentially a management contract, undertaken on behalf of DfT. DfT get the fare revenue from services, with GTR getting performance related bonuses and any subsidiary revenue e.g. from car parking.

Network Rail is in the process of updating all the Route Utilisation Strategies and replacing them with Route Studies. As part of this programme work has just commenced the Kent Route Study. This will look at priorities for investment within Control Period 6, for the 5-years, post 2019. A draft study report is due out for consultation in Autumn 2016, with a final report due early 2017.

The Marshlink line will be included within this study and any likely infrastructure improvements, such as electrification and the issues with the link at Ashford International are likely to be examined.

At the meeting held with Network Rail, they indicated that a new station could be considered within the work currently being undertaken as part of the Kent Route Study and that the previous decision, does not necessarily bear any weight currently, due to changes in circumstances with potential Marshlink line improvements and growth within Ashford, in particular in the area around the station. Minutes from the meeting are included as Appendix E.

Electrification of the Marshlink Line is currently being heavily promoted by East Sussex CC, in conjunction with Hastings Borough Council and Rother District Council. The current MP for Hastings and Rye, Amber Rudd, has also been lobbying within DfT for this to be considered. Electrification is expected to reduce journey times and provide extra capacity between Bexhill, Hastings and London, through potential extension of the current HS1 services from Ashford International to serve Hastings and Bexhill. The key driver is to support economic growth and regeneration in and around Hastings.

Station Feasibility

Feasibility for a new station would need to be viewed in the context of all current guidance and Network Rail's Guide to Rail Investment Process (GRIP) process.

To determine feasibility for the station these three questions need to be answered;

- i. Can the appropriate infrastructure be provided?
- ii. Can the station be served by a train service and will a TOC commit to stopping trains there?
- iii. Is the station commercially and economically viable?

Current requirements and guidelines for station design and feasibility are set out in a number of documents produced by Network Rail and DfT.

The Station Design Principles includes 12 criteria that have been identified as prime drivers and metrics for the design and enhancement of stations, these are described in detail in Section 6 of that document and include safety and security, sustainability, capacity and future proofing and inclusiveness and accessibility. A full list of the relevant legislation and guidance is provided within Appendix G (taken from Appendix B of the Station Design Principles for Network Rail).

The feasibility of the station would need to consider operations and performance, concept design and commercial and economic feasibility.

Operations and Performance includes elements related to strategic fit with current policy, type of services used by the line, potential to stop services and signalling.

Concept Design includes issues related to platform length, gradients, curve, location of station in relation to cuttings and embankments, access and footbridges.

The commercial viability and economic case for any new station will need to be demonstrated to all stakeholders including Network Rail, the TOC and DfT, through the preparation of a business case.

The development of a positive business case is essential to the success of a new station proposal. In order to develop a business case the promoter must understand the costs and the impacts of the scheme. This in its turn requires consideration of a number of commercial issues which are likely to influence the whole life cost of the scheme.

Network Rail has indicated that, given the potential changes on the Marshlink Line and the development growth in the vicinity of the station that any previous work is not relevant and a case could potentially be made for the station.

A more detailed review of the type of station that would be required to meet future needs and following the latest guidance as detailed above on station design. A high level cost estimate would need to be produced. PBA has been involved with the planning and delivery of similar stations with costs ranging between £6 and 12 million.

Potential funding sources include Local Growth Funding or New Stations Fund, which could be bid for to supplement the Section 106 funding.

Recommendations

The potential for a new station needs to consider the aspirations for growth in Ashford, and whether the station can be part of a wider sustainable transport strategy and act as a catalyst to growth and economic regeneration. The Adopted Core Strategy identifies growth in South Ashford and the push for electrification of the line and the improvements to be made at Ashford International, to allow HS1 trains to run through to Hastings, potentially open up these opportunities.

On this basis we would recommend the following:

1. More detailed costings based on current and future requirements considering planned development, should be determined.
2. The commercial and economic feasibility of the station should be examined based upon the potential future improvements of the Marshlink Line (including electrification) and planned development within South Ashford.
3. Understand how the station could support and unlock economic growth and regeneration in and around Ashford, whilst promoting sustainable travel.

1 Introduction

1.1 Appointment

1.1.1 Peter Brett Associates was appointed by Ashford Borough Council in relation to Park Farm Rail Halt, Ashford, Kent. This Summary Report has been prepared to report on the findings of Stage 1 of the commission to provide Ashford Borough Council with a summary of information to inform their decision on the way forward.

1.1.2 The key tasks identified within the brief are:

- iv. Review Cannon Consulting Engineers document folders dated 15th January 2008 and 20th August 2011
- v. Review current Network Rail new station/halt policy guidance and train operating company franchise
- vi. Meet Network Rail and any others they may identify as being necessary to discuss the policy and technical requirements that would lead to Network Rail agreeing the principle of the Rail Halt being provided

1.2 Key Documents and Stakeholder Consultation

1.2.1 In undertaking this Stage 1 work the following documents and studies have been reviewed and referred to in the course of this stage of the project:

- i. Park Farm South and East, Ashford, Park Farm Rail Halt Progress Note 1 1997 to 2007, Canon Consulting Engineers (on behalf of Taylor Wimpey Homes and Persimmon Homes), January 2008;
- ii. Park Farm South and East, Ashford – Park Farm Rail Halt Progress Note 1 2008 to 2010, Canon Consulting Engineers on behalf of Taylor Wimpey Homes and Persimmon Homes), August 2011;
- iii. Kent Route Utilisation Strategy, Network Rail, January 2010;
- iv. Park Farm South and East, Ashford Kent, Planning Application Documents (Application Reference (10/01711/AS) – including Section 106 Agreement (Dated 13th August 2014);
- v. Investment in Stations, A guide for promoters and developers, Network Rail, December 2014;
- vi. Guide to Rail Investment Process (GRIP), Network Rail;
- vii. Current rail timetables on Marshlink line; and
- viii. Emerging Kent Route Study (Draft expected in Autumn 2016).

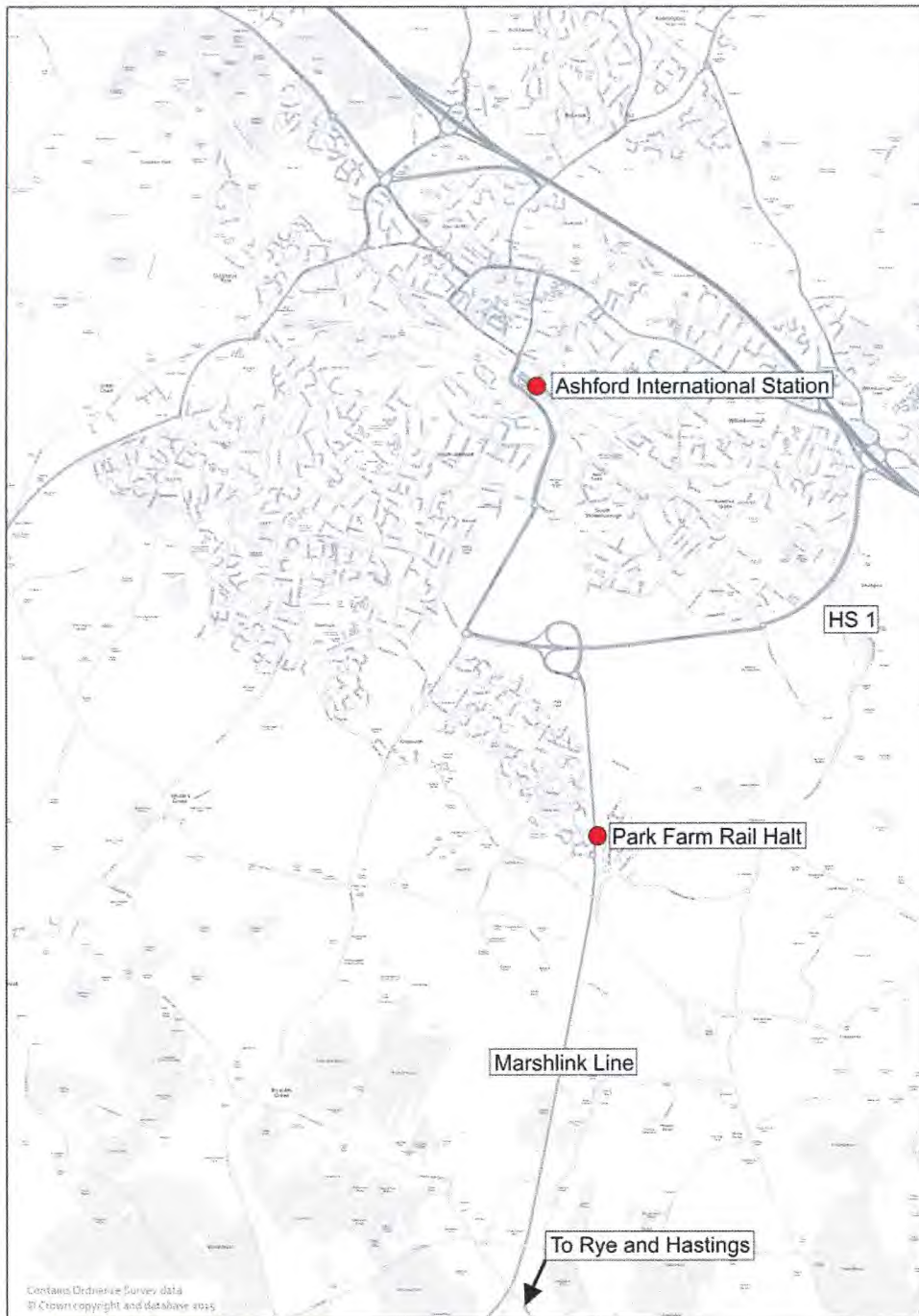
1.2.2 In addition the following meetings and discussions were held:

- i. Meeting with Network Rail, Monday 26th October 2015 at Network Rail Offices, Cottons Centre, London; and
- ii. Discussion with GTR (Train Operating Company), Tuesday 27th October 2015.

1.3 Study Context

1.3.1 Park Farm Rail Halt is a proposed new station on the Marshlink Line, located approximately 4km south of Ashford International Station and 5km north of Hamstreet Station. The Marshlink line links Ashford International to Hastings and Brighton, via Rye. The proposed location is shown on Figure 1-1 and is located adjacent to an existing farm accommodation bridge built by Kent County Council in 1994, which spans the A2070 and the railway line.

Figure 1-1 Park Farm Rail Halt Location Plan



- 1.3.2 The rail halt has been linked to the development of large scale residential development to the South of Ashford and has been promoted by developers since 1997, initially Pelham Homes and subsequently Taylor Wimpey and Persimmon Homes. The rail halt had also been previously supported at the Local Plan Inquiry in 1991/2.
- 1.3.3 The preliminary layout of the station as develop within the previous study work and included within the planning application is shown in Appendix A. The design includes two platforms of a length to allow for 4-car trains, steps and ramps from the existing accommodation bridge, road access and parking facilities.

1.4 Section 106 Agreement

- 1.4.1 The rail halt was included within the Section 106 Agreement when planning permission was granted for Park Farm South and East Development, dated 13th August 2014. In relation to this particular study the Section 106 includes the following agreement in The Second Schedule, Part 10;

'10. Rail Halt

10.1 To pay to the Council

10.1.1 the Rail Halt Stage 1 Consultant Fee within one month of the date of this Agreement to enable the Council to employ an independent consultant to undertake the Rail Halt Stage 1 Actions; and

10.1.2 the Rail Halt Stage 2 Consultant Fee within one month of the receipt by the Owners of the Rail Halt Stage 1 Approvals to enable the Council to employ an independent consultant to undertake the Rail Halt Stage 2 Actions.'

- 1.4.2 The Section 106 Agreement requires a contribution of £1.2million to the Rail Halt, which is index linked. The equivalent value of the payment at 2015 prices, based upon the Road Construction Tender Price Index from the last quarter in 2004, is in the region of £1.8million.
- 1.4.3 This study pertains to that study referred to in the Section 106 Agreement paragraph 10.1.1.

1.5 Report Structure

- 1.5.1 Following this introduction, the report is set out as follows;
 - i. Section 2: Review of Previous Work.
 - ii. Section 3: Current Situation.
 - iii. Section 4: Summary and Recommendations.

2 Review of Previous Work

2.1 Introduction

2.1.1 A review has been undertaken of all previous work undertaken with regard Park Farm Rail Halt. This section sets out the key elements from previous work undertaken on behalf of developers of Park Farm and the subsequent Kent Route Utilisation Strategy (RUS).

2.2 Park Farm Rail Halt Progress Note 1 1997 to 2007

2.2.1 This document was produced by Canon Consultants, on behalf of Taylor Wimpey and Persimmon Homes in January 2008. A copy is attached as Appendix B. The document sets out a plotted history of the rail halt project over the time period from 1997 to 2007 and includes correspondence documents from that time. The key points are set out within the timeline in Table 2-1.

Table 2-1 Park Farm Rail Halt – 1997 to 2007

Date	Item
November 1997	<p>Letters to Railtrack and Connex South Central (Train Operating Company (TOC) at the time) – seeking support for proposals for the Rail Halt being promoted through the Local Plan Review at the time.</p> <p>British Railways support for the proposal from the previous Local Plan Inquiry in 1991/2 was referred to.</p>
January 1999	<p>Letter to Railtrack referring to positive support from Inspector in January 1999 and decision to move forward for planning application to include Rail Halt. Letter also refers to items that need consideration, including:</p> <ul style="list-style-type: none"> ■ Track work and signalling ■ Limited track capacity ■ Possible future electrification ■ Continued use of old rolling stock ■ Platforms for say four car trains (92m) ■ Service efficiency with additional stop
September/ October 2000	<p>Letter from Railtrack Southern referring to items that would be required for approval of the station by Railtrack, including:</p> <ul style="list-style-type: none"> ■ A property Agreement be concluded with Railtrack Property ■ An agreement with TOC to undertake day to day management of Railway Safety Case for the station ■ Agreement from TOC to stop some/all trains at the station ■ Need to initiate the railway industry Network Change Procedure and obtain the approvals of the Rail Regulator and Her Majesty's Railway Inspectorate ■ Detailed timetabling – to ensure additional dwell time does not produce adverse impacts elsewhere <p>The letter also refers to the need to provide lifts as per The Rail Regulator's Guide for Disabled Access to Stations and the potential future electrification of the line.</p>

	<p>First planning application submitted. Railtrack responded requesting a works order to carry out feasibility work on the Rail Halt. January 2001, Pelham Homes paid Railtrack £4,700 to enable them to carry out the initial feasibility study.</p>
January 2001	<p>Third Party Works Request Form sent to Railtrack, plus fee of £4,700 for consideration of Railtrack appointing a project manager and developing a feasibility study.</p>
April 2001	<p>Meeting between Railtrack Southern and Pelham Homes (and consultants to Pelham Homes) – key points included:</p> <ul style="list-style-type: none"> ▪ Notification that GoVia had taken over as TOC from Connex ▪ A study into possible electrification of the line had been undertaken ▪ Railtrack intention to explore engineering and technical feasibility of providing the halt. ▪ About 50 station/halts proposals in Railtrack system had been identified, and it was accepted that Park Farm was worthy of detailed consideration.
August 2001	<p>Original application withdrawn and new application submitted.</p>
October 2004	<p>Letter to Kent County Council referring to a number of items including:</p> <ul style="list-style-type: none"> ▪ The Travel Appraisal Report (TAR) from July 2001, prepared to support the Park Farm South and East planning application, setting out the advantages of the station location – including use of the accommodation bridge across the A2070 and the railway line built in 1993 – removing need to provide a new bridge structure between platforms; ▪ Reference to the Station in the adopted Ashford Local Plan (June 2000), Site 17: Park Farm with the rail halt directly referred to in policy item (g) – <i>“Provision of site and construction of rail halt to substantial completion of the extension site”</i> and in paragraph S17.6 <i>“the rail halt will need to provide cycle and car parking, bus access, drop-off facilities and good quality passenger waiting facilities”</i>; ▪ Reference to the TAR regarding the rail halt having two platforms, each with sufficient length for a four car train unit and that the rail halt is not envisaged to have a kiosk, manned by railway staff; ▪ Costs provided in the TAR at this time show the station costs at £1,091,301.80; ▪ A preliminary Rail Halt Arrangement was included within the TAR and is included within the documentation in Appendix A. <p>There was no further correspondence in 2004 or 2005 due to protracted Section 106 Discussions.</p>
January 2006	<p>Letter from Patrick Gurner on behalf of Taylor Woodrow and Persimmon Homes to Network Rail Southern, informing that the development had received planning permission on 22nd December 2005 and that Pelham Homes had sold the site to Taylor Woodrow and Persimmon Homes. The letter referred to the feasibility study that had been commissioned in 2001, but had not been received.</p>

<p>May 2006</p>	<p>Network Rail responded to Patrick Gurner (following a chase regarding his letter from January). This highlighted the following elements:</p> <ul style="list-style-type: none"> ■ A Property Agreement with Network Sales team in Euston would be required; ■ Network Rail would need to arrange a “Network Change” and seek all necessary consents, including Her Majesty’s Railway Inspectorate, if the construction is to proceed. <p>A copy of a report produced by Railtrack’s Assistant Timetable Development Manager from October 2000, was also included with this letter (included within the documentation in Appendix A), which indicated that at that time it would have been possible for some trains to stop at the new station, but importantly not all trains passing could stop during peak hours.</p>
<p>December 2006</p>	<p>Network Rail Response to the Ashford Core Strategy Consultation. In relation to a new station at Park Farm, included;</p> <p><i>‘1. Paragraph 11.19 details the limited potential of a new rail halt at Park Farm. Network Rail has no principle objection to this; but the proposal would need to be shown as operationally, technically and commercially viable.’</i></p>
<p>October 2007</p>	<p>Minutes from a meeting between Network Rail and the Developers Consultants. The following are the key elements from the minutes;</p> <ul style="list-style-type: none"> ■ In 2001 Pelham Homes, with Buchanan Consulting Engineers supporting, liaised with Railtrack to carry out preliminary feasibility work. This work concluded the rail halt was technically deliverable in principle.
<p>November 2007</p>	<p>A Project Proposal form was sent to Network Rail (Included in Appendix A), prior to a further meeting in late November.</p> <p>The minutes from this meeting included the following key elements;</p> <ul style="list-style-type: none"> ■ Network Rail Commercial Schemes Sponsor – Murray Motley (MM) expressed concern that the station was not necessarily fully supported by Ashford Borough Council, who had expressed a preference for a bus based strategy to deliver mode shift in Ashford; ■ MM explained some of the wider enhancement ideas that would benefit the Hastings to Ashford line including; <ul style="list-style-type: none"> - Passing Loop at Rye - Possible electrification from Ashford Station to Park Farm/Hasting - Turnaround loop at Park Farm - Straight through Charing Cross trains from Park Farm ■ MM discussed the need to contact DfT and discuss the proposal with them in relation to the Southern franchising in 2 years’ time. MM would not be able to approach the operator or consider inclusion of the schemes in the strategy for the line without DfT support. ■ MM explained the study would follow the National Rail GRIP process. The extent of initial investigations covers GRIP stages 1 to 3. ■ Agreement that NR will carry out GRIP Stages 1 to 3 in line with two key requirements;

	<ul style="list-style-type: none"> - A Rail Halt consistent with the Park Farm Section 106 Agreement; and - A Railway Station taking into account the aims and objectives of the Network Rail – Ashford to Hastings Upgrade
December 2007	Ashford Borough Council and Ashford's Future Team contacted, with a view to presenting preliminary work for Park Farm Rail Halt to the Ashford Transport Delivery Group meeting in February 2008.

2.3 Park Farm Rail Halt Progress Note 2 2008 to 2010

2.3.1 This document was produced by Canon Consultants, on behalf of Taylor Wimpey and Persimmon Homes in August 2011. A copy is attached as Appendix C. The document sets out a plotted history of the rail halt project over the time period from 2008 to 2010 and includes correspondence documents from that time. The key points are set out within the timeline in Table 2-2.

Table 2-2 Park Farm Rail Halt – 2008 to 2010

Date	Item
January 2008	<p>Murray Motley (MM) (Network Rail) informed developers in a telephone conversation that he had a reasonably positive meeting with DfT and they would want to see a Business case for the Station.</p> <p>Agreement in the form of an email from developer that they would fund both aspects of a study namely:</p> <ul style="list-style-type: none"> i. Stage 1 – being the consideration of feasibility and business case for the existing proposal of a rail halt at Park Farm in accordance with the planning permission; and ii. Stage 2 – a wider study and investigation into a larger potential scheme as proposed by Network Rail.
March 2008	<p>Email to NR regarding the work arrangements for above study – envisaged that NR would do all the work and Canon Consulting Engineers would act as the client representative to guide and check the output against agreed brief.</p> <p>Notes from MM following meeting in late March set out how the two strands of work would be undertaken in the view of NR.</p> <p>Strand 1 – Technical question – “Can a station be built here?” – Would be a Grip 1-3 study, fast-tracked with a two week slot booked with dedicated team including engineering. The output would be an option selection report – bought into by the various departments involved. NR Fee £25,000.</p> <p>Strand 2 – The Business Benefits – NR considered that this would be better done by a consultant. Fee additional to above.</p> <p>A ‘Brief for Railway Consultancy Study – March 2008’ was sent by Canon Consulting Engineers to Network Rail (included in Appendix B).</p>
April 2008	<p>MM highlighted in an email that he had spoken to NR Route Planners and flagged a major issue in that NR would not support any development unless it complies with the Strategic Rail Authorities New Stations Guidance document (September 2004).</p>

	<p>Email from NR Senior Route Planner (Southeast Territory), which set out issues to be addressed within feasibility study:</p> <ul style="list-style-type: none"> ■ Infrastructure – Is the station technically feasible? ■ Operational – Can the station be served with a train service? ■ Economic – Is there an overall economic case for the station? <p>The email stated the following, with regard the economic case;</p> <p><i>‘This is where we have concerns. There are widespread aspirations to reduce journey times on the Ashford – Hastings/Brighton route and the time taken up by any additional station call would go against this. It will therefore need to be demonstrated that the benefits provided by a station at Park Farm would be greater than the journey time dis-benefits to through passengers not using the station. This will need to be done in accordance with the DfT’s standard appraisal guidance, which defines the relative values of time in monetary terms. There will be other issues as well as journey times, for example consideration of the impact of this station on the usage of, say, Ham Street.’</i></p> <p>An email from Andrew Phillips of Ashford Borough Council following a meeting with Canon Consulting Engineers and NR sets out some discussion points for ABC to consider including:</p> <ul style="list-style-type: none"> ■ Any further study should also look at wider economic benefits the station could bring; and ■ Whether the station would affect the viability of SMARTLINK. <p>Within the email it makes mention of a previous response from ABC to the Core Strategy EIP, stating that the response was <i>‘very negative towards the prospects for a halt/station’</i>.</p> <p>NR informed the developer that the Grip 1-3 study work would be put on hold until the outcome of the Kent Route Utilisation Study (RUS) is known. NR would not be able to endorse the Park farm Rail Halt until after the Kent RUS had been completed.</p>
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2.4 Kent Route Utilisation Strategy

2.4.1 The Kent Route Utilisation Strategy was published by Network Rail in January 2010. The RUS considers how best to meet capacity challenges on the railway, to 2020, for the mainline rail service, operated by South Eastern at that time, along with other passenger journeys in Kent and parts of East Sussex. The RUS sets priorities for investment within Control Period 5.

2.4.2 The RUS highlights that the Marshlink line performs less well than other routes within the Kent area. Paragraph 3.15.11 states;

“The structure of the Marshlink line affects its performance (as well as its capacity) as the single line and low frequency service does not facilitate intervention to recover the service in the event of incidents. A large proportion of delay is due to trains waiting for passing opportunities at Rye”

2.4.3 The RUS included consultation and paragraph 7.3.16 states;

“The Ashford to Hastings line generated particular stakeholder interest. The current 1tph was not believed to offer sufficient frequency for the area the line serves, particularly in light of connections with high speed services at Ashford. Stakeholders generally sought a 2tph service and many responses felt electrification and dual tracking of the line between Ashford and Ore should be implemented to provide improved operational flexibility. In addition, some stakeholders felt that direct services should be provided between the Marshlink route and HS1, though it is unclear whether it was appreciated that the track layout at Ashford International precludes this at present.”

- 2.4.4 The RUS looked at a number of options within the area. Specific options that would have a direct or indirect impact on the feasibility of a station at Park Farm at the time of the publication of the RUS are shown in Tables 2-3 and 2-4.

Table 2-3 Kent Route Utilisation Strategy – Demand

Gap B is between the planned train service within Kent (including linkages to adjacent areas) and the need to provide a train service consistent with future level of demand across all transport modes		
Option	Description	Recommendation
<i>Option 7 – Increasing Off Peak Frequencies</i>		
7.4	2 trains per hour between Ashford and Hastings	Not recommended at present due to insufficient demand and need for additional infrastructure.
<i>Option 8 – Providing new journey opportunities</i>		
8.6	Providing the Hastings Area with a direct service onto HS1	Not possible at present due to the track configuration at Ashford International. Infrastructure likely to be prohibitively expensive and would represent poor use of capacity.

- 2.4.5 The assessment of Option 7.4 indicated that introduction of a 2-train per hour service would result in a quantified Benefit Cost Ratio of 0.6. Infrastructure costs were not included within this calculation, despite the likelihood that these are significant. If double tracking some sections and new signalling were required, these would be at least £10m.

- 2.4.6 The RUS does state however that;

‘A substantial increase in the overall travel market in this area would be required to enable this option to be recommended potentially linked to regeneration and new development in the area. Ongoing use of the high speed services at Ashford International will strengthen the case as commuters relocate to the area, as would improvements to journey times if implemented’.

- 2.4.7 The suggestion being that large scale development along the line may lead to a different outcome of this option and could be linked to new development and a station at Park Farm for example.

Table 2-4 Kent Route Utilisation Strategy – Accessibility

Gap C concerns accessibility to the rail network		
Option	Description	Recommendation
<i>Option 11 – New Stations</i>		
11.3	Ashford South	Further development not recommended

- 2.4.8 The consideration of Ashford South station at the time of the RUS indicated the following;
- i. The site does not fulfil any strategic gap identified within the RUS.
 - ii. The route is served by an hourly 2-car diesel service and the RUS appraisal has not identified a case to increase frequencies on the route.
 - iii. The additional stop is unlikely to provide operational problems, however it counters aspirations to reduce journey times along the entire route.
 - iv. The viability of the station will be dependent on efficient connections with high speed services at Ashford International. However, given the relatively short journey by road to the new station, the incentive to wait for connecting services would be drastically reduced.
 - v. The existing low frequency service would reduce the viability of improved facilities.
- 2.4.9 The overall conclusion stated in the RUS that it does not propose further action unless a firm proposal is made given the dis-benefits noted.

3 Current Situation

3.1 Introduction

- 3.1.1 This section sets out the current situation in relation to Park Farm Rail Halt and the Marshlink line. This summarises more recent work undertaken on behalf of East Sussex County Council and discussions held with Network Rail.

3.2 Current Level of Service on Marshlink Line

- 3.2.1 The current service between Ashford and Hastings, on the Marshlink line is operated as a two-car diesel with a frequency of one train per hour. This has not changed since the feasibility of an Ashford South Station was considered to inform the Kent RUS. The full current timetable is shown in Appendix D.
- 3.2.2 Performance on the Marshlink line is relatively poor, mainly due to the single track alignment on most of the line with trains being delayed at the Rye passing loop, if a opposing services are delayed.

3.3 Current Franchise Arrangements

- 3.3.1 Services on the Marshlink line are operated by Southern Railway, which is a trading name of Govia Thameslink Railways Ltd. The current franchise began in July 2015 and is essentially a management contract, undertaken on behalf of DfT. DfT get the fare revenue from services, with GTR getting performance related bonuses and any subsidiary revenue e.g. from car parking.

3.4 Network Rail Position and Kent Route Study

- 3.4.1 Network Rail is in the process of updating all the RUS and replacing these with renamed Route Studies. As part of this programme, NR has just commenced the Kent Route Study. This will look at priorities for investment within Control Period 6, for the 5-years, post 2019. A draft study report is due to be published for consultation in Autumn 2016, with a final report due early 2017.
- 3.4.2 The Marshlink line will be included within this study and any likely infrastructure improvements, such as electrification and the issues with the link at Ashford International are likely to be examined.
- 3.4.3 At the meeting held with Network Rail, they indicated that a new station could be considered within the work currently being undertaken as part of the Kent Route Study and that the previous work, does not necessarily bear any weight currently, due to changes in circumstances with potential Marshlink line improvements and growth within Ashford, in particular in the area around the station. Minutes from the meeting are included as Appendix E.

3.5 Marshlink Electrification

- 3.5.1 Electrification of the Marshlink Line is currently being heavily promoted by East Sussex CC, in conjunction with Hasting Borough Council and Rother District Council. The current MP for Hastings and Rye, Amber Rudd, has also been lobbying within DfT for this to be considered. Rye. The main aim for this is the potential to reduce journey times and provide extra capacity between Bexhill, Hastings and London, through potential extension of the current HS1 services from Ashford International. The key driver is to support economic growth and regeneration in and around Hastings.

- 3.5.2 Mott MacDonald have recently produced a report on behalf of these authorities with the main outputs showing that electrification could;
- i. Increase connectivity into the heart of London with reduced journey times of 68 minutes from Hastings and 78 minutes from Bexhill.
 - ii. Increase business investment and growth in Bexhill and Hastings with the improved image and perception of the area as a business location.
 - iii. Increase the attractiveness of Rother and Hastings as a place to work and live.
 - iv. 'Supercharge' the local economy, building upon existing regeneration successes.
 - v. Over 200 jobs created in the local visitor economy worth up to £7.6m per year to Rother and Hastings;
 - vi. Bring £19 million of benefit and 425 jobs in regeneration and economic benefits by 2028;
 - vii. Bring £354 million of benefit to the local area by 2044; and
 - viii. Contribute £123.7m to the national economy.
- 3.5.3 In light of this any future work looking at feasibility of Park Farm should be undertaken in the context of this potential improvement, which could offer anew opportunity to promote the station for Ashford.

4 Station Feasibility

4.1 Introduction

- 4.1.1 Feasibility for a new station would need to be viewed in the context of all current guidance and Network Rail's Guide to Rail Investment Process (GRIP) process.
- 4.1.2 To determine feasibility for the station these three questions need to be answered;
- i. Can the appropriate infrastructure be provided?
 - ii. Can the station be served by a train service and will a TOC commit to stopping trains there?
 - iii. Is the station commercially and economically viable?
- 4.1.3 Current requirements and guidelines for station design and feasibility are set out in a number of documents produced by Network Rail and DfT including:
- i. Station Design Principles for Network Rail, Network Rail, March 2015
 - ii. Design Standards for Accessible Railways, DfT and Transport for Scotland, 2015
 - iii. Investment in Stations – A guide for Promoters and Developers, Network Rail, December 2014

4.2 Network Rail GRIP Process

- 4.2.1 The GRIP process has eight stages which take a scheme through a series of 'stage gates', each requiring particular technical outputs. The summary GRIP process is shown in Appendix F.
- 4.2.2 In the case of the Park Farm project, the initial phase would be to get through GRIP stages 1 to 3, which are;
- i. GRIP Stage 1 – Output Definition – Aim: Define output for the project e.g. connect new terminal. Main Output: Define the needs and the requirements – the opportunity
 - ii. GRIP Stage 2 – Feasibility – Aim: Define the scope of the investment and identify constraints. Confirm that the outputs can be economically delivered and aligned with network strategy. Main Outputs: Identify solutions in response to the requirements.
 - iii. GRIP Stage 3 – Option Selection – Aim: Develops options for addressing constraints, Assesses and selects the most appropriate option that delivers the stakeholders' requirements together with confirmation that the outputs can be economically delivered. Main Outputs: Single option determined and stakeholder approval to option secured through Approval in Principle (AiP).

4.3 Infrastructure and Operation

- 4.3.1 The Station Design Principles is the guidance used by Network Rail in setting out design principles and to allow any design to progress is in line with any current legislative and policy guidance. The industry has classified stations into six categories that are determined by the frequency of usage and complexity of interchange. Table 4-1 provides a summary of the 2009 listing and revenue from ticket sales:

Table 4-1 Network Rail Station Categories

Category	Type of Station	Revenue Criteria per Annum
A	National Hub	Over 2m trips: Over £20m
B	Regional Interchange	Over 2m trips: Over £20m
C	Important Feeder	0.5-2m trips: £2-20m
D	Medium Staffed	0.25-0.5m trips: £1-2m
E	Small Staffed	Under 0.25m trips: Under £1m
F	Small Unstaffed	Under 0.25m trips: Under £1m

(Source: DfT Better Rail Stations Report, 2009)

- 4.3.2 It is very likely that Park Farm would fall under category E/F, small staffed/unstaffed.
- 4.3.3 The Station Design Principles includes 12 criteria that have been identified as prime drivers and metrics for the design and enhancement of stations, these are described in detail in Section 6 of that document and include safety and security, sustainability, capacity and future proofing and inclusiveness and accessibility. A full list of the relevant legislation and guidance is provided within Appendix G (taken from Appendix B of the Station Design Principles for Network Rail).
- 4.3.4 In relation to inclusiveness and accessibility and as part of the European TSI legislation for lines on the European Network, station buildings and facilities have to comply with the 'Persons with Reduced Mobility' (PRM) requirements which are captured together with other UK legislation in the DfT Code of Practice entitled Accessible Design Standards for Railway Stations.
- 4.3.5 The DfT code of practice is the UK government's code of practice for protecting the interests of users of railway passenger services or station services who are disabled (under section 71B of the Railways Act 1993).
- 4.3.6 The key issues when designing a new station at an early stage are set out in Tables 5.2 (Operations and Performance) and 5.3 (Design Concept) of the 'Investment in Stations' document, the key issues are listed below, with the full tables attached as Appendix H. Key comments relating to Park Farm are shown in bold, but all these will need to be reviewed if feasibility work is taken forward. At this stage the priority will be determining a realistic cost of the station.

Operations and Performance

- i. Is the new station proposal consistent with the vision for the route set out in the relevant route study? **This is not currently the case, but the new Kent Route Study may open up this opportunity if demonstrated that it may be feasible;**

- ii. Is the railway used exclusively by one type of service or a mixture (e.g. express, stopping, freight)? **Currently the line is used by stopping services and minimal freight trains, although this could change if electrification does take place in the future;**
- iii. In terms of destinations, timing and stopping pattern, do existing services passing the site 'fit' with the anticipated patterns of travel from the new station? **The current services are very limited and it has been demonstrated previously that the case for the station is not good, but this may change should upgrades to the line take place and offer new opportunities. Feasibility would need to be reviewed in this context and it is understood from discussions with Network Rail, that East Sussex County Council have undertaken some work looking at potential future timetabling with electrification, with a direct service of 55 minutes from Rye to London St Pancras, 68 minutes from Hastings and 78 minutes from Bexhill;**
- iv. Location of signalling equipment including signals at proposed site. **No information appears to be available within the 2000 Railtrack feasibility study, regarding signal equipment, so this would need to be reviewed in partnership with Network Rail.**

Concept Design

- v. Platform Length – should be at least the length of the longest train expected to stop. **Current Station proposal is for a platform length to facilitate 4-car trains, but Network Rail view is that there is a need for the platform to be provided to allow 6-car trains to stop;**
- vi. Are track gradients acceptable at the location of the proposed station? Railway Group Standard GIGN7616 states that wherever possible, platforms shall be located adjacent to track with an average gradient not steeper than 1 in 500. **The current proposed station appears to meet this requirement;**
- vii. Is the railway straight or curved at the location of the proposed station? Railway Group Standard GIGN7616 requires new platforms to be straight where possible. **The current proposed location appears to meet this requirement;**
- viii. How many footbridges will the station require? **The current location for Park Farm has been chosen to remove these need, by utilising the existing accommodation bridge;**
- ix. Is the railway in a cutting/on an embankment/difficult to access? **This does not appear to be an issue with the current proposed location;**
- x. Is road access available to the site/is adequate land available for parking? – Road access is essential during construction and operation. The size of car park will be linked to the promoter's and rail industry's view of the market the station will serve. **Access and parking have been included within the current design, but may need to be reviewed;**
- xi. Existing buried and exposed services. **No information appears to be available from previous studies and this will need to be considered.**

4.4 Commercial and Economic Feasibility

- 4.4.1 The commercial viability and economic case for any new station will need to be demonstrated to all stakeholders including Network Rail, the TOC and DfT, through the development of a business case.
- 4.4.2 The development of a positive business case is essential to the success of a new station proposal. In order to develop a business case the promoter must understand the costs and the impacts of the scheme. This in its turn requires consideration of a number of commercial

issues which are likely to influence the whole life cost of the scheme. The key considerations are set out in Table 4-2.

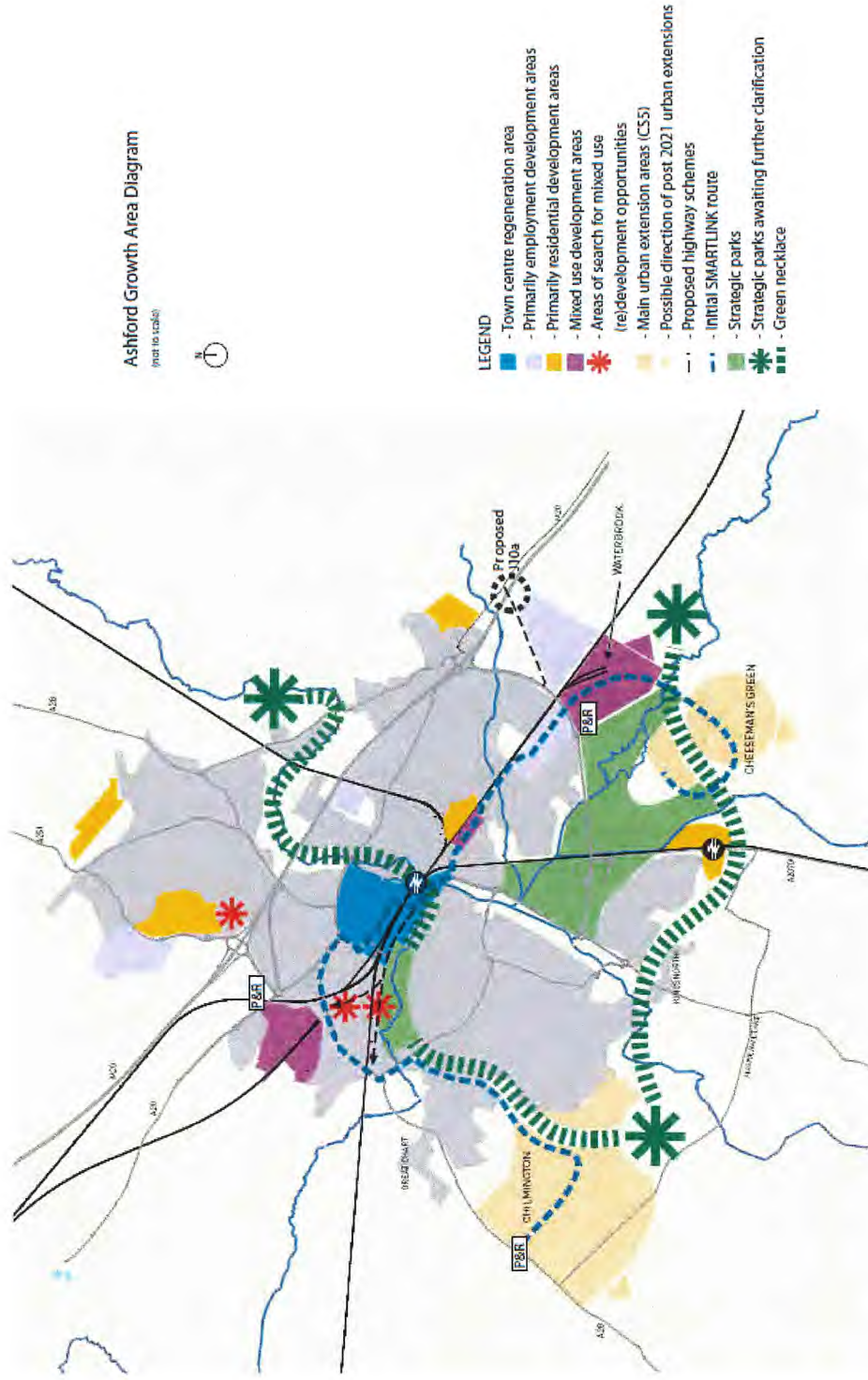
Table 4-2 Key Considerations for New Stations

Issue	Key Considerations
<p>What are the benefits associated with the opening of a new station?</p>	<p>These might include:</p> <ul style="list-style-type: none"> • Increased revenue from higher passenger numbers • Benefits of encouraging a modal shift to rail • Benefits of providing greater accessibility to communities <p>Promoters must ensure that the benefits recorded relate to new markets captured by the investment rather than, for example, re-counting passengers who already travel by rail</p>
<p>What are the negative impacts that might be associated with a new station?</p>	<ul style="list-style-type: none"> • The extended journey time associated with additional station stops can impact negatively on revenue. This will counter the revenue benefits gained from new passengers attracted to the new station. This should be assessed in the business case and economic appraisal that must be undertaken for the proposal. • A new station may lead to revenue abstraction from Train Operating Companies (TOCs) operating from nearby stations due to existing passengers being diverted to the new facility. This is unlikely to be an issue if the same TOC serving the new station exclusively serves other nearby stations.

- 4.4.3 The business case will need to be produced in line with the relevant guidance and reference documents including the Department for Transport (DfT) Transport Appraisal Guidance (TAG) Unit A5.3 and the Association of Train Operators Council (ATOC) Passenger Demand Forecasting Handbook (PDFH).
- 4.4.4 DfT will be concerned with the economic case for the station and to demonstrate that any capital investment will produce value for money. This assessment will be required for a 60-year appraisal period, as is standard with any major transport project. A benefit cost ratio (BCR) of above 2 will normally be necessary to demonstrate value for money.
- 4.4.5 Network Rail and the TOC will be more concerned with the commercial viability of the station and in particular that any newly generated revenue is greater than operation costs. This process is normally undertaken over a 30-year horizon.
- 4.4.6 The key element for demonstrating both the above is the demand forecasting for the new station and guidance on approaches to this are provided within 'Guidance Note on Passenger Demand Forecasting for Third Party Funded Local Rail Schemes', which is attached as Appendix I.

- 4.4.7 The demand for the station would need to consider forecast demand for the station and consider this in light of proposed development within the South Ashford area.
- 4.4.8 The Council's adopted LDF Core Strategy (2008) identifies the broad area of Cheeseman's Green and Waterbrook (located to the North East of Park Farm) to accommodate some 6,500 dwellings, 2,225 jobs, in addition to the Park Farm East and South and development further west at and Chilmington Green/Discovery Park.

Figure 4-1 Ashford Growth Area Plan – Adopted Core Strategy 2008



4.5 Station Costs

- 4.5.1 A more detailed review of the type of station that would be required to meet future needs and following the latest guidance as detailed above on station design. A high level cost estimate would need to be produced.
- 4.5.2 PBA has undertaken a number of recent station studies, many of which are of a similar scale to the likely station required at Park Farm, although all include the need for new footbridges, which would not be required at Park Farm. The cost estimates for these stations are provided below as an indication of likely costs:
- i. North Horsham - £10.0million – 260m platforms (12-car)
 - ii. Green Park, Reading Phase 1 - £10.7million
 - iii. Mitcham Eastfields – Opened 2008 – cost £6million- 170m platforms
 - iv. Thanet Parkway - £11million
- 4.5.3 Given the broad range of costings above and the current funding available through the developers Section 106 contribution detailed in Section 3.6, there is likely to be quite a short fall in funding to develop the station. Further funding would have to be sought elsewhere. Potential funding sources are discussed in Section 4.5.

4.6 Potential Funding Sources

- 4.6.1 Potential funding sources for the shortfall could include;
- i. South East LEP Growth Deal – It is likely that a new tranche of Local Growth Deal funding will be announced by the Government later this year or early 2016. In order to obtain funding this way, a positive business case would need to be prepared along with demonstrating that the scheme would be a high priority in meeting the LEP's objectives.
 - ii. New Stations Fund – At the meeting with Network Rail, it was suggested that there may well be an announcement regarding a second tranche of New Stations Fund at some point in the near future. The first New Stations Fund was launched on 24th January 2013 as an opportunity for railway station proposals in England and Wales to receive funding towards the capital cost of the railway stations. The Department for Transport advised that they received fourteen bids, worth £46 million. Five bids were successful, sharing £14 million between them.

5 Summary and Recommendation

5.1 Background

- 5.1.1 A review of previous work carried out to study and promote a station halt at Park Farm Ashford has been carried out. Discussions with Network Rail have also been had to determine the current opportunities for the station/halt and the likely requirements for demonstrating a business case, in light of current guidance and procedures.

5.2 Previous Work

- 5.2.1 A new station to the South of Ashford has been mentioned since the early 1990's and promoted by developers of mainly residential development at Park Farm. The 'Rail Halt' was included within a successful planning application for Park Farm South and East and subject of the Section 106 agreement. The Section 106 includes a sum of £1.2 million towards the station (index linked), equivalent to around £1.8million at 2015 prices.
- 5.2.2 The proposed new station is located on the Ashford to Hasting line, known as the Marshlink Line. This line is currently mainly single track, with some sections of double track and a passing loop at Rye. Services currently operate hourly on the line, with additional services between Rye and Ashford in the peak periods. Current performance is poor due to issues with trains having to wait at Rye, if a service in the opposing direction is running late.
- 5.2.3 The track configuration at Ashford International was previously raised as a constraint to the delivery of a halt. The infrastructure required to improve this was identified as likely to be prohibitively expensive and would represent poor use of capacity.
- 5.2.4 Proposals for improvements on the line were examined as part of the Kent Route Utilisation Strategy, which sets out priorities for investment within Control Period 5 up to 2019. Options for increasing frequency and for infrastructure improvements were examined, but were not deemed a priority. It was considered that a new station at Park Farm/South Ashford would not be feasible at that time, as increasing the service frequency to 2 trains per hour did not offer good value for money and the additional infrastructure to connect to HS1, which was indicated to be prohibitively expensive.
- 5.2.5 The RUS did not look at future development within the area, which is likely to improve the case for a station.
- 5.2.6 A business case for the new station was not produced, as feasibility studies were stopped whilst awaiting the outcome of the Kent RUS, which as noted above, demonstrated that a new station was not considered viable at the time.
- 5.2.7 East Sussex County Council, along with Hastings Borough and Arun District Councils are pushing for the Marshlink line to be electrified. This would provide the opportunity for HS1 trains that currently run to Ashford International, to operate through to Ashford, thus reducing journey times to London. This is also supported by the current Rye and Hastings MP, Amber Rudd, who has been lobbying for this to be considered, to bring economic and regeneration benefits to Hastings and the surrounding area.
- 5.2.8 Recent discussions with Network Rail in October 2015 they indicated that the feasibility of a new station may be appropriate, if linked with housing growth within South Ashford and the potential improvements on the Marshlink Line.
- 5.2.9 Any future work would need to consider the new station in light of all the relevant policy, legislation and guidance that currently exists. This would include a review of the station design and particularly costings, as there is likely to be a shortfall in funding when considered against the available Section.

- 5.2.10 If pursued, a business case for the station will need to be developed. This would need to consider the commercial viability and economic case of the station, in light of the potential service improvements brought about through electrification and other infrastructure improvements. The case would need to be demonstrated against the aspiration for improved journey times on the Marshlink line which a new station would likely impact upon.

5.3 Recommendation

- 5.3.1 The potential for a new station needs to consider the aspirations for growth in Ashford, and whether the station can be part of a wider sustainable transport strategy and act as a catalyst to growth and economic regeneration. The Adopted Core Strategy identifies growth in South Ashford, in particular at Cheeseman's Green and Waterbrook. This, along with the push for electrification of the line and potential improvements at Ashford International, to allow HS1 trains to run through to Hastings, open up opportunities and is likely to enhance a business case for a station at Park Far/South Ashford.
- 5.3.2 In the first instance, it would be recommended that station requirements and costs are reviewed and high level costs for the new halt can be determined. This would be undertaken in conjunction with Network Rail and to plan a station that would meet current guidelines and is adequate for the potential future services that could use the station. This would help to identify any short fall in funding to determine whether there could be a case for seeking the additional funding elsewhere. This may need to include consultation with other stakeholders including Kent County Council and the South East LEP, to understand whether this would fit with their priorities and aspirations. The costs would also be required to inform a business case should this be pursued.
- 5.3.3 A business case would need to look at the commercial and economic viability of the station by determining demand forecasts. A case is unlikely to be made with the current service and infrastructure on the Marshlink line, the new station would need to be considered in the context of potential future improvements on the line and [planned development within the South Ashford area.
- 5.3.4 A revised Kent Route Study has just commenced and this will report in January 2017. Therefore, any work undertaken could be used to inform a response from Ashford Borough Council to this.

To: Ashford Joint Transportation Board
By: KCC Highways and Transportation
Date: 8th March 2016
Subject: Highway Works Programme 2015/16
Classification: Information Only

Summary: This report updates Members on the identified schemes approved for construction in 2015/16

1. Introduction

This report provides an update and summarises schemes that have been programmed for delivery in 2015/16

Footway and Carriageway Improvement Schemes – see Appendix A

Drainage Repairs & Improvements – see Appendix B

Street Lighting – see Appendix C

Appendix D – Transportation and Safety Schemes – See Appendix D

- **Local Growth Fund Report** – see Appendix D1
- **Integrated Transport Schemes** – see Appendix D2
- **Casualty Reduction Measures** – see Appendix D3
- **Section 106 Works** – see Appendix D4
- **Willesborough Road Pinch Point** – see Appendix D5

Developer Funded Works – Appendix E

Public Rights of Way – see Appendix F

Bridge Works – Appendix G

Traffic Systems – Appendix H

Combined Member Fund – see Appendix I

Conclusion

1. This report is for Members information.

Contact Officers:

The following contact officers can be contacted on **03000 418181**

Toby Howe	Highway Manager (East)
Lisa Willoughby	Ashford District Manager
Alan Casson	Road and Footway Asset Manager
Katie Moreton	Drainage Manager/Interim Structures Manager
Sue Kinsella	Street Lighting Manager
Toby Butler	Intelligent Transport Systems Manager
Andrew Hutchinson	PROW
Jamie Hare	Developer Funded Work
Jamie Watson	Transportation and Safety Schemes

Appendix A – Footway and Carriageway Improvement Schemes

The delivery of these schemes is weather dependent; should it prove not possible to carry out these works on the planned dates, new dates will be arranged and the residents will be informed by a letter drop to their homes.

Surface Treatments - <i>Contact Officer Clive Lambourne</i>			
Micro Asphalt Schemes			
Road Name	Parish	Extent of Works	Current Status
New Forest Lane	Chillham	Whole Length	Deferred until 2016/17 as the narrow road widths require specialist equipment.
Machine Resurfacing – <i>Contact Officer Byron Lovell</i>			
Road Name	Parish	Extent of Works	Current Status
Singleton Hill	Great Chart with Singleton	Tithe Barn Lane to Hoxton Close & roundabout at junction Bucksford Lane and Kirk View	Completed
Mace Lane/ Wellesley Rd	Ashford	Junction with Mace Lane and Wellesley Rd	Completed
Church Rd/ Sevington Lane, Willesborough	Ashford	Bewteen junction of Osborne Rd and Boys Hall Road	Completed
B2080 Tenterden Road, School Road & Appledore Road	Appledore	B2080 Tenterden Road Crossroads with School Road & Appledore Road	Completed
A28 Ashford Road	Chilham	Between sewage works and Branch Road	Programmed June 2016

Footway Improvement - *Contact Officer Neil Tree*

Road Name	Parish	Extent and Description of Works	Current Status
Bank Street	Ashford	From its junction with Elwick Road to Tufton Street. Works to replace existing footway surface with new granite blocks.	Completed

Appendix B – Drainage Improvement Schemes >£5k

Drainage Works – <i>Contact Officer Kathryn Moreton</i>			
Location	Description of Works	Job Status	Timescale for Completion
Henwood Industrial Estate	Works to construct the pumping station in Ashford Borough Councils Land adjacent to the River Stour	Work to commence on 29 th February 2016	3 weeks (access to this site will be restricted while works are carried out. Until the pumping station is up and running we will continue to use a temporary pump to keep the carriageway clear)

Appendix C – Street Lighting

Structural testing of KCC owned street lights has identified the following as requiring replacement this financial year. A status of complete identifies that the column replacement has been carried out. Programme dates are identified for those still requiring replacement.

Street Lighting Column Replacement – <i>Contact Officer Sue Kinsella</i>			
Road Name	Parish	Description of Works	Status
Edinburgh road	Ashford NCP	Replacement of 1 number street light complete with LED lantern	Works programmed for completion by March 2016
Mace lane	Ashford NCP	Replacement of 1 number street light complete with LED lantern	Works programmed for completion by March 2016

LED Street Light Update.

Kent County Council has recently awarded a multi-million pound Street Light Term Services Contract to Bouygues E & S Infrastructure UK Ltd. This contract will enable the Authority to convert all of its street lights to Light Emitting Diode (LED) technology followed by a maintenance period of up to 12 years. This work will involve changing the lantern on the existing column to LED technology and will start in March 2016. When combined with a Central Management System (CMS) we will be able to monitor our energy use, detect faults, dim lights and control the time that the lights turn on and off.

On the 12 February 2016, a decision to return to optimised all night lighting was endorsed by the committee. The Cabinet Member for Environment and Transport will sign off a new street light policy based on this endorsement in preparation of the first lantern being installed. As required under contract, Bouygues will design each individual street with LED's. They will have to work within the restrictions of current column locations, heights and conflict zones that may exist (e.g. trees, roundabouts and junctions). Part of this design will include an evaluation of an appropriate optimal illumination level within the individual street.

The new policy will come into force once the individual street light has been converted to LED and is commissioned on to the CMS.

The Authority has agreed with Bouygues a proposed programme for delivery of the LED conversion project. It will take 14 months to complete the residential areas, so dependent on where the individual district is within the programme; will depend on when a new policy will be implemented. The programme for the residential areas has been split into four phases and the approximate timeline is as follows:

- Phase 1 (Ashford, Shepway & Dover) = March 2016 to July 2016
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- Phase 4 (Swale, Canterbury & Thanet) = November 2016 to May 2017

Appendix D – Transportation and Safety Schemes

The Traffic Schemes Team is implementing a number of schemes within the Ashford District, in order to meet Kent County Council's strategic targets (for example, addressing traffic congestion, or improving road safety). Contact Officer – **Becky Bailey**

CASUALTY REDUCTION MEASURES Identified to address a known history of personal injury crashes			
Road Name	Parish	Description of Works	Current Status
A2042 North Street / A292 Somerset Road	Ashford	Pedestrian safety scheme	Programmed to start 11 th April 2016 for 10 weeks construction
Cranbrook Road / Benenden Road (Castletons Oak)	Biddenden	Interactive warning signs	Works complete
Ashford Road / Magpie Hall Road	Kingsnorth	Interactive warning signs	Works complete
Smarden Bell Road	Smarden	New signing and marker posts at double bend, adjacent to Dering Wood	Awaiting programming.

INTEGRATED TRANSPORT SCHEMES Local Transport Plan funded non-casualty reduction schemes			
Road Name	Parish	Description of Works	Current Status
Ashford International Station	Ashford	Pedestrian / cycle ramp	Detailed design complete, discussions required with Southern Gas Network and UKPN regarding possible stats diversion/protection. Intention is to progress this scheme in 2016/17.
Wellesley Road/ Mace Lane	Ashford	Pedestrian safety scheme and congestion improvements to traffic signals.	Outline design with the intention for the scheme to progress on completion of the A2042 North Street / A292 Somerset Road improvements.

A2070 Conningbrook Bends	Willesborough	Road widening scheme	Finalising detailed design and land negotiations progressing with an anticipated start date of September 2016, pending adequate budgets being finalised.
Church Road junction with Bentley Road	Willesborough	Junction realignment including zebra crossing and ramped pedestrian footway	Finalising detailed design and awaiting confirmation of land transfer from Ashford Borough Council. Intention is to progress this scheme in 2016/17.
A28 Canterbury Road junction with Simone Weil Avenue	Kennington	Localised widening of footway	Detailed design complete, awaiting programme date.

Appendix D4 – Section 106 Works

Section 106 and other externally funded schemes			
Road Name	Location	Description of Works	Current Status
Hunter Road jct with Church Road	Hunter Road jct with Church Road Willesborough	Kerbing and resurfacing works to enhance junction safety. Installation of zebra crossing in Osbourne Road and ramped access to footpath in Church Road	Intention is to progress this scheme in 2016/17.
Simone Weil Cyleway	Simone Weil Cyleway	Extension of shared use footway/cycleway to traffic signals at Simone Weil / Canterbury Road junction	Intention is to progress this scheme in 2016/17. Works
Bank Street	Ashford	Footway Improvement works	Works completed on site 2 weeks ahead of programme

Appendix E – Developer Funded Works

Developer Funded Works (Section 278 Agreement Works)				
Scheme Name	Mastergov File Ref No	Parish	Description of Works	Current Status
Newtown Road - Former railway site	AS0419	Newtown, Ashford	New controlled pedestrian crossing and construction of site entrance	Works have commenced, remedial works to be completed before the commissioning of traffic signals
A28 Chart Road, Brunswick Road Junction	AS2081	Godinton	Rearrange junction alignment	Works Complete and in maintenance period
Brunswick Road	AS003013	Godinton	Widen the junction to the EMR site	Works Complete and in maintenance period
Knoll Lane	AS003009	Singleton	Access on to new development and relocation of pedestrian crossing point	Works ongoing
Farrow Court	AS003012	Stanhope	New footway and relocation of pedestrian crossing facilities	Works have commenced on site, the controlled crossing will be implemented once construction has been completed on site. Including Phase 2
Simone Weil Avenue	AS003014	Ashford	Footway works to be completed along the frontage of the Ashford International Hotel	Remedial works completed waiting on final documentation before adoption can be completed
12-20 Hawthorn	AS003010	Appledore	New arrangement to access road providing	Works Complete and in maintenance period

			additional parking	
Mill Road	AS003020	Bethersden	Footway works along the frontage to tie in with the existing footway.	Works Complete and in maintenance period
Chalk Avenue	AS003008	Tenterden	New Access to development	Works Complete and in maintenance period
Ashford Road	AS003049	Chilham	New Development Access and Pedestrian Crossing	Works have been completed however the stage 3 safety audit has raised concerns in relation to the new kerb alignment. This is being investigated
Cudworth Road	AS003024	Willesborough	New Access to development	Works completed and in maintenance
Appledore Road, Kenardington	AS003025	Kenardington	New Footway and pedestrian crossing to a housing development	Works completed and in maintenance
Dudley Road	AS003026	Kennington	New Access for Development	Works completed and in maintenance
Ashdown Court	AS003038	Ashford	New Access to development and footway works	Works due to commence March 2016 no date yet provided.
Manse Field, Brabourne	AS003027	Brabourne	New footway and access to development	Works completed and in maintenance
Warren Site A, Ashford Road	AS003002	Ashford	Access to be updated for new housing development	Works ongoing

Old Abattoir Site	AS003011	Aldington	New Access	Works completed and in maintenance period
Wesley School Road	AS003028	Singleton	Change of road alignment to introduce on street parking	Works completed and in maintenance period
Cheesemans Green PAR	AS0418	Sevington	New principal road to developments	Works complete and in maintenance period
Kings Avenue	AS003006	Ashford	New Housing Development	Preliminary works have commenced on site and technical acceptance has been issued. Kings Avenue is continually being monitored due to issue raised with mud on the highway.
Tenterden Site 1	AS003036	Tenterden	New Proposed Housing Development	Works due to commence March 2016 no date yet provided.
Chilmington Green	AS003054	Great Chart	New Proposed Housing Development	Access B has been technically approved waiting on final information to complete agreement. (Developer expects to be on site by early June)
Cryol Road	AS003044	South Ashford	New Access for Ashford Housing site	Works completed and in maintenance
River view, Ashford	AS00309	Ashford	New footway and parking arrangements	Works completed but remedial works required.
Hopewell School, St Stephens Walk	AS003033	Ashford	New vehicle cross overs and street lighting works	Works ongoing

Wilesborough Dykes, Sheepfold Lane	AS003046	Kingsnorth	New cycleway/ footway tying in to existing network	Works completed and in maintenance
Calleywell Lane (Housing 21)	AS003050	Aldington	New footway	Works complete and in maintenance period
Dover Place	AS003051	Ashford	Amendments to the junction and works to the footway required	Technical approval granted waiting on start date
Calleywell Lane (Taylor Wimpey)	AS003039	Aldington	New Access for development	Works have commenced on site
Mersham Cricket Club, Flood Street, Mersham	AS003056	Mersham	Relocation of the access and new culvert works	Early discussions in relation to the proposals.

Appendix F – PROW

Public Rights of Way – Contact Officer Andrew Hutchinson			
Path No	Parish	Description of Works	Current Status
AE490	Aldington	Surface repairs to footpath	Works complete
AT49	Rolvenden	Surface repairs to footpath	Works complete
AW340	Shadoxhurst	Surface repairs to byway	Works now postponed until summer 2016 due to weather
AE36	Chilham/ Godmersham	Surface repairs to byway	Works complete

Appendix G – Bridge Works

Bridge Works – <i>Contact Officer Katie Moreton</i>			
Road Name	Parish	Description of Works	Current Status
A28 Ashford Road	Chilham	Repairs to Great Chilham Bridge waterproofing. To be carried out in conjunction with carriageway resurfacing. Requires a weekend road closure	Works delayed until Summer 2016

Appendix H- Traffic Systems

There is a programme of scheduled maintenance to refurbish life expired traffic signal equipment across the county based upon age and fault history. The delivery of these schemes is dependent upon school terms and holiday periods; local residents, businesses and schools will be informed verbally and by a letter drop of the exact dates when known.

Traffic Systems - <i>Contact Officer Toby Butler</i>		
Location	Description of Works	Current Status
No works planned		

Appendix I – Combined Member Fund

Member Highway Fund programme update for the Ashford District.

The following schemes are those which have been approved for funding by both the relevant Member and by Roger Wilkins, Interim Director of Highways, Transportation and Waste. The list only includes schemes, which are

- in design
- at consultation stage
- Handed over for delivery
- Recently completed on site.

The list is up to date as of **8th February 2016**.

The details given below are for highway projects only. This report does not detail

- Contributions Members have made to other groups such as parish councils
- Highway studies
- Traffic/ non-motorised user surveys funded by Members.

More information on the schemes listed below can be found via Kent Gateway, the online database for all Combined Member Grant schemes and studies, or by contacting the Traffic and Safety Engineer for the Combined Member Grant Ashford District.

Andrew Wickham

Details of Scheme	Status
15-MHF-AS-30 Godmersham crossroads Proposed VAS	Met with Parish Council and agreed location for sign. Site meeting to be arranged with Telent to confirm there are no technical issues with installing the sign at the proposed location.

Charlie Simkins

Details of Scheme	Status
14-MHF-AS-53 The Street, Great Chart Great Chart bus stop relocation	Consultation complete
15-MHF-AS-28 Forstal Road junction with Bedlam Road, Egerton Proposed Chevron Sign	Signs installed, lining works still to be programmed
15-MHF-AS-69 A28 Ashford Road, Bethersden Traffic surveys	Programmed for 1 st – 8 th February 2016

George Koowaree

Details of Scheme	Status
14-MHF-AS-104 Lees Road, Ashford Proposed extension of existing one way	At consultation stage
15-MHF-AS-22 Hunter Road / Albemarle Road, Willesborough Improvements to existing 20mph	Works complete
15-MHF-AS-73 Kingsnorth Road, Ashford Feasibility study for a proposed zebra crossing	Site visit to be arranged
15-MHF-AS-70 Upper & Lower Denmark Road junction with Torrington Road Dropped kerbs	Site visit to be arranged

Mike Angell

Details of Scheme	Status
15-MHF-AS-61 Ashford Road, Bilsington Interactive sign investigation	Traffic survey programmed for 28 th January – 4 th February 2016, currently awaiting data

Derek Smyth

Details of Scheme	Status
15-MHF-AS-32 Stanhope Road, Stanhope Proposed flashing school warning signs	Design complete awaiting cost approval from Member

Combined Members Grants – Joint Transportation Board updates 2016

A review of the delivery of highway projects using County Members' discretionary Combined Members Grant has been undertaken. As a result of this review the scheme will be revised from 1st May 2016.

The key changes are intended to create key contacts for County Members through the District Managers who will support County Members in identifying highway projects working on an annual programme of works which will allow resources to be effectively planned to deliver projects on the ground.

District Managers will also be responsible for reporting through Joint Transportation Boards on Combined Member Grant scheme.

County Members will be fully briefed on the changes in April.

1.1 Legal Implications

1.1.1 Not applicable

1.2 Financial and Value for Money Considerations

1.2.1 Not applicable

1.3 Risk Assessment

1.3.1 Not applicable

Contact: Lisa Willoughby / Toby Howe 03000 418181

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