1. **Health, Safety and Wellbeing**

There have been no RIDDORs or lost time accidents recorded therefore the accident frequency rate (AFR) and Lost Time Incidents (LTI) are zero.

All necessary health and safety procedures and reporting are in place.

Top 3 categories raised on our close calls/positive interventions:

1. Plant and Equipment
2. Welfare
3. Good Practice

2. **Governance**

2.1 **Development Consent Order (DCO)**

DCO made on the 1 December, very minor changes relating to the main DCO text rather than any of the planning requirements. The DCO came into force on the 22 December - no challenges to the DCO were made and the 7 week high court challenge finished on the 2 February 2018.

2.2 **Discharging of Requirements**

There are some 13 DCO requirements to discharge, 7 of which are required to be discharged ahead of SoW. On the 23 January Highways England received confirmation from DfT that all 7 requirements had been approved and therefore discharged - the 7 requirements noted permit the project to proceed to construction (subject to completion of other Notice to Proceed activities).

2.3 **Third Party Funding**

Both the South East Local Enterprise Partnership (SELEP) and Ashford Borough Council (ABC) have committed funding for the scheme (£19.7m and £16m respectively). Profile of payments has been agreed and funding committed.

Await final seal for both contributions

3. **Programme**

3.1 **Lands**

On receipt of the DCO decision (development granted and received on the 1 December), the project team revisited negotiations being made with landowners and the three month lead in to entry by the General Vesting Declaration (GVD) date of the 12th April 2018. Based upon this, negotiations with landowners continued but were resumed on acquiring an early license in order for the contractor complete environmental mitigation works in the intervening period between the DCO decision and GVD date.

Land has now vested to Highways England allowing unrestricted access to its Principal Contractor, Vinci.

3.2 **Barrey Road**

Before formalising the junction design Highways England need to complete a Roads Safety Audit stage 2 (RSA2) which is standard practice under the Design Manual for Roads and Bridges (DMRB).
The RSA2 for Barrey Road has been completed and is currently with the designer to formulate the designers’ response which the project team will review to determine the next course of action. The designer’s response is due the end on the 1 June 2018.

There are 14 problems identified which will need review and analysis before accepting the auditors comments and cover items such as the use passively safe posts, lengths of road restraints and working widths.

No safety issues were raised that are directly attributable to the signalisation of this junction and thus there are no reasons for this alternative option not to proceed as planned and as per our press release.

The designer’s response to the audit will fall into three categories as follows:

1. The designer accepts the auditors recommendation and it is incorporated into the final design
2. The designer disagrees with the auditor and provides an explanation as to why - HE disagree and instruct the auditors recommendation into the final design
3. The design disagrees with the auditor’s recommendation and the explanation provided is supported by HE and an exception report is produced.

The project is funding the signalisation of Barrey Road and the works are programmed to take place alongside the M20 J10a works and are likely to be installed in 2019 based on the current programme.

3.3 Achievements

- Start of Works achieved on 29th January.
- Public Information Exhibition held on 24 April
- Stage 1 vegetation clearance complete
- Southern Gas Networks haul road and A2070 access complete
- Sweatman Mowers and Wyevale garden centre demolished.
- Great Crested Newts/Reptile trapping commenced
- Strip/map/sample & watching brief topsoil strip ongoing with only minor archaeological finds
- M20 temp CCTV and interrupter cable ducting commenced

3.4 3 Month Look ahead

- Main site compound ground works and permanent offices
- Installing CCTV and Cameras M20
- Piling, Augering and Earthworks around structures on the carriageway
- Service Diversion work
- Site clearance tree stump removal

4. Construction Progress Update

4.1 Site Clearance

Site clearance is being undertaken, avoiding potential disturbance to nesting birds. Fingertip searches are conducted prior to scrub clearance to ensure that wildlife is not harmed. Vegetation clearance is carried out methodically and slowly with a licenced Ecologist present to advise on local wildlife. This encourages the animals to safely move away from the work areas. During the winter months hibernating animals were protected by slowly removing vegetation with a specialist present when animals were due to emerge. In addition, environmental personnel have worked carefully to consider the number of trees and foliage that need to be removed.

4.2 Ecology

The project region contains water voles, badgers, bats, dormouse, great crested and smooth newts as well as kingfishers. We have been working with Natural England and Ecologists to minimise disturbance to wildlife. So far we have translocated over 70 newts and 20 fish into a new permanent pond.
4.3 May 2018

A temporary pedestrian footbridge is due to be erected near Pilgrims Hospice over the stream adjacent to the A20.

On the M20, in the region of the new Junction, preparation works involving night closures and associated diversions. Traffic management on the M20 started in May 2018 with a temporary speed restriction and two lanes running in each direction.

4.4 Summer 2018

Earthworks for the new Junction 10a commence.

The existing Church Road footbridge over A2070 will be demolished with the provision of a temporary pedestrian crossing beforehand.

*SOW 29.01.18 | BCR confirmed at 1.31 | OFT Autumn 2019 | Completion Summer 2020.*