

ON BEHALF OF MONSERAT PROPERTIES LTD

**SELLINDGE - EVEGATE PROPOSAL
JUNCTION 10B, M20 NEAR ASHFORD**

**REPORT ON TRANSPORTATION MATTERS
REGARDING DELIVERY OF
GREATER ASHFORD DEVELOPMENT FRAMEWORK
TARGETS BY 2031**

EXECUTIVE SUMMARY

JUNE 2008

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Wallington House
Old Brewery Court
Starbeck Avenue
Newcastle upon Tyne
NE2 1RH

Tel: 0191 232 4383

Fax: 0191 261 0986

Project No: A042767/DL2

	Draft Version	Final Version				
Issue No.:	1	2				
Date:	01/06/08	01/06/08				
Prepared by:	D Lewis	D Lewis				
Checked by:	A Ashton	A Ashton				
Approved by:	N Bunn	N Bunn				

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Headline Conclusions

The following are the headline conclusions of WYG's Report on Transportation Matters:

- The Junction 10B infrastructure solution is estimated to cost the public finances circa £55 Million less than Junction 10A.
- Junction 10B represents a long-dated comprehensive means of achieving the targets of the Ashford Growth Area by having the capacity to accommodate traffic flows predicted to be generated by the GADF and further development in the area, while Junction 10A will significantly restrict the extent of the Ashford Growth Area which can be delivered.
- The lifespan of Junction 10B is expected to be some 15 years longer than Junction 10A, and therefore its effective operational cost per annum will be substantially less than Junction 10A.
- Junction 10B delivers an access to a new lorry park at Sellindge - Evedgate which resolves the shortfall of overnight parking within Kent along with the adverse environmental and safety impacts of Operation Stack, while also facilitating a link from the M20 to the A2070 as part of a comprehensive strategic transport solution.

BSP Consulting have previously undertaken an assessment of the relative costs of Junction 10A and Junction 10B. WYG have taken the results of BSP's work and modified them based on professional judgement or other data as summarised below:

Cost Benefit Analysis

Item	Junction 10A, M20	Junction 10B, M20
Lifespan	Expected to be overcapacity in 2021	Predicted to be within capacity in 2036
Growth Targets	Insufficient to deliver the Ashford Growth Area	Sufficient for GADF and potential growth post 2031
Other Junctions	Closure of the east facing slip roads at M20 Junction 10	M20 Junction 10 stays fully operational
Cost	Estimate of £55 Million plus £65 million to subsequently build Junction 10B	Predicted to be £65 Million
Effective Operation Cost	9 Years of operation from 2012 at £6 million per year	21 Years of operation from 2015 at £3 million per year
Strategic Benefits	None	Lorry park delivers long term solution for Operation Stack
Lorry Parking Shortage	None	Lorry park covers significant shortfall in lorry parking
Environmental	None	Eliminates environmental impact of Operation Stack and illegal lorry parking

Supporting Detail

White Young Green (WYG) were engaged by Monserat Properties Ltd to produce the Report on Transportation Matters in support of a new lorry park at the Sellindge - Evegata site located south east of Ashford. Vehicle access to the lorry park is best gained via a new grade separated interchange junction on the M20 located at Sellindge - Evegata (hitherto 'Junction 10B'). The interchange can also perform a key role in resolving the problems caused by instances of Operation Stack, as well as providing a long-dated comprehensive transport solution to deliver the target development within and around Ashford at a cost which will be lower than the current fragmented infrastructure proposals.

The Government's Regional Planning Guidance for the South East (RPG 9) identifies Ashford as a potential centre for significant new growth in keeping with an enhanced regional role. Indeed Ashford Borough Council's (ABC's) Greater Ashford Development Framework (GADF) sets out plans for the development of 31,000 new homes and 28,000 new jobs by 2031 (hitherto 'Ashford Growth Area'), enabling it to fulfil its role in Kent County Council's (KCC's) Structure Plan.

In order to facilitate delivery of the Ashford Growth Area a number of highway improvements have been proposed, including in particular a new interchange on the M20 located west of Mersham (hitherto 'Junction 10A').

Kent County Police have sole responsibility for the implementing and managing of Operation Stack, and it places a significant burden on them financially and on their manpower. During its implementation in March 2008 Chief Constable Mike Fuller confirmed Operation Stack takes 90 police officers away from their normal duties at a cost of £15,000 each day.

KCC's Overnight Lorry Parking Study of 2005 stated there is currently a shortfall of some 330 spaces within the County against the demand for lorry parking, and therefore a significant amount of overspill or illegal parking occurs. The study also states the shortfall will be exacerbated by the predicted growth in lorry traffic in coming years and closure of the existing Ashford Truck Stop south of Sevington, such that it is predicted that the shortfall of lorry parking spaces will more than double by 2009 before continuing to rise and exceeding 1,000 by 2024.

Monserat Properties Ltd propose to contribute greatly towards the resolution of the existing problems of effectively storing lorries during instances of Operation Stack as well as the shortfall of appropriate lorry parking spaces within Kent by offering a significant area of land under their control to be developed for a new dual-purpose lorry park. This will be subject to being allowed appropriate levels of sustainable development within or in addition to the Ashford Growth Area 2031 targets to offset the significant costs incurred relating to land, planning and construction.

The site totals some 70 acres, is generally well screened, and (subject to planning) will offer 500 day-to-day spaces, along with an overspill area capable of accommodating 2,500 spaces to be used as storage during Operation Stack. The lorry park may provide the facilities currently lacking in the surrounds, including in particular rest and recreation facilities, lorry repair and maintenance services, overnight accommodation, electricity for refrigeration purposes, Vehicle and Operator Services Agency (VOSA) operational activities, and a secure holding area for lorry inspection and impounding facilities.

In March 2008 the Leader of KCC Councillor Paul Carter confirmed Sellindge - Evegat as the ideal location for a new lorry park, and KCC Cabinet Member for Highways Councillor Keith Ferrin stated the lorry park will provide huge relief for people in East Kent.

To maximise its environmental and safety benefits, the lorry park is best accessed directly from the M20 at Sellindge - Evegat. The junction should take the form of a grade separated arrangement served by east and west facing slip roads to provide a convenient route from all directions.

WYG have used calculations previously undertaken by BSP Consulting (BSP) to estimate the environmental costs of Operation Stack during the GADF period and hence the savings resulting from Monserat Properties Ltd's proposal of a new lorry park. It is estimated storing lorries during instances of Operation Stack at Sellindge - Evegat will save some 110,000 tonnes CO₂ over the remaining lifespan of the GADF. Considering the European Union carbon trading standard values 1 tonne of CO₂ at €21 (or £16), this equates to a predicted saving of £1.76 million over the 23 year period. The full saving however will be significantly greater, due to the environmental, trade and business damage which continue to be caused by the wider congestion effects of Operation Stack in Kent as well as on traffic movements between London and France.

The transportation matters associated with the Ashford Growth Area have been discussed in ABC's Ashford Area Transport Strategy (AATS) and assessed in the Highways Agency's Ashford Highway and Traffic Study (AHTS). The latter concluded the levels of traffic demand predicted in the AATS for the GADF can just be accommodated by its proposed highway improvements, headlined by the new Junction 10A. The study continued by stating there will be very little spare capacity over most of the network and there will be over capacity conditions in a number of locations on the County road network. To this extent it is essential vehicular trips do not exceed those used in the AHTS forecasts as the mitigation for increased traffic flows if not fit for purpose will put at risk delivery of the GADF, and result in a worsening of an already congested network to the detriment of trade, tourism, business activity and family life.

While WYG were able to obtain copies of the AATS, AHTS and some associated technical notes from the HA and their consultants Parsons Brinckerhoff, further data which was requested to enable a careful audit of those documents from first principles was not forthcoming within the timescales of this report. Based on the information which was made available, WYG recommend the traffic generations for the residential elements of the GADF are some 35% too low and those for the commercial elements should be uplifted by 70% or so to reflect more appropriate vehicle trip rates. On this basis WYG view the traffic generations presented within the AHTS to be substantially lower than those likely to occur.

The work undertaken by WYG has been restricted by the detail of information made available. Parsons Brinckerhoff maintain the Ashford Saturn Model on behalf of the HA, however when WYG approached them to utilise the model or interrogate it again unfortunately this was not forthcoming within the timescales of this report. Based on the information which was made available, WYG recommend correcting the underestimate of traffic generations tested in the AHTS increases the predicted flows through Junction 10A in 2031 by almost 1,000 vehicles during the weekday morning commuter peak hour and over 800 vehicles in the early evening peak. These respective increases will put far more strain on Junction 10A than it can reasonably accommodate, operating significantly over capacity following the GADF and with queues which will not be acceptable to the HA.

Article 14 of the Town and Country Planning (General Development Procedure) Order 1995 empowers the Secretary of State to give a direction restricting the grant of planning permission by a Local Planning Authority for a particular proposed development. It is expected if the early phases of the Ashford Growth Area fail to achieve the low vehicle trip generation predictions set out in the AHTS (and this is almost certain to be the case), the HA will apply an Article 14 directive to all subsequent phases and therefore effectively halt the delivery of the GADF indefinitely. The decision on infrastructure to mitigate the traffic impacts of the Ashford Growth Area is crucial to ensuring its delivery. It is WYG's contention while Junction 10A is an acceptable solution for the early phases of the GADF, it is not fit for purpose when considering the delivery of the Ashford Growth Area upto 2031.

WYG have carried out an in-principle design and preliminary operational assessment of an indicative arrangement for a new Junction 10B, as a preferred alternative to Junction 10A. The results of the assessment work show Junction 10B will operate within capacity in 2031 and beyond following delivery of the Ashford Growth Area, along with an extra 3,000 new homes, 3,000 new jobs and the anticipated expansion to London Ashford (Lydd) Airport.

To enable Junction 10B to serve both the lorry park and the development sites at the south east of Ashford a link road will be required to connect the interchange with the A2070.

BSP Consulting have previously undertaken an assessment of the relative costs of Junction 10A and Junction 10B. WYG have taken the results of BSP's work and modified them based on professional judgement or other data as summarised below:

Cost Benefit Analysis

Item	Junction 10A, M20	Junction 10B, M20
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