



Ashford District Committee
Incorporating
Ashford Rural Trust

17th March 2016

Highways England,

M20 Junction 10a Improvement Scheme

Comments from CPRE Ashford District Committee

Before the present Junction 10 on the then Ashford Bypass was built, this was a crossroads joining the A20 Ashford to Folkestone Rd and the road from Ashford to Canterbury. Thus it was a very important junction connecting Ashford to Folkestone and Canterbury. When the bypass, which became the M20, was built the present J10 was created to allow motorway traffic to connect to the local traffic. The traffic situation has changed with the motorway/local traffic becoming very congested. So bad is this situation that development of South East Ashford has been inhibited for years. A solution to this problem is to separate once again the local traffic from the motorway traffic leaving J10 mainly for the use of local traffic, with the new J10a being mainly for motorway traffic.

Does this scheme provide a solution to this problem?

The scheme objectives are set out on page 3 of the leaflet about the scheme.

Of these objective it does increase the capacity of the network.

It would decrease the congestion on J10.

The Kent Branch of the Campaign to Protect Rural England exists to promote the beauty, tranquillity and diversity of rural England by encouraging the sustainable use of land and other natural resources in town and country.

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It does provide a new route for traffic from the motorway to Ashford . But we are not convinced that the effects on The SOR and the Romney Marsh Rd have been considered. Neither are we convinced that motorway traffic will not continue up to J10 and access the Hythe Rd into Ashford

Very little evidence is given that the scheme will enhance the existing environment and protect the important wildlife on the site. Or proposals for any mitigation given.

Whether journey times will improve on the motorway remains to be seen

The scheme as set out is complicated and has several flaws.

We are concerned that the proposals do not address the effect that the scheme will have on the road network beyond the limited area covered, outlined in red. We believe that further traffic modelling on these roads is required.

Protection of Mersham

It is imperative that the village of Mersham is protected from the village lanes becoming rat runs to the M20.

The Parish has requested that the link between Kingsford Street and Highfield Lane be closed. We support this

It is also important that a buffer of open countryside between the village and the industrial site U19 is provided.

Provision for pedestrians, bicycles and horses.

Several PROWs exist on the site, namely AE636, AE338, AE337A and AU53. Details of the permanent closure or re alignment of these PROWs must be given so that the needs of pedestrians, horses and cyclists can be assessed and provided for,

Barrey Rd/A2070 Junction.

This junction is within the scheme. It is the only exit from the large and expanding retail park with considerable residential properties behind onto the A2070.

The design as it stands is an accident waiting to happen.

The existing 2070 was built without the pedestrian bridge, within a few weeks of it opening two people had been killed crossing the road. The bridge had to be built.

We do not want a similar scenario with this scheme.

We recognise that a 40mph restriction is proposed on the road, but road speeds are never enforced. Drivers are used to the present 70 mph and will continue to go at that speed. Especially along the lane which enables them to by-pass the roundabout. This lane is especially dangerous and should be removed. If this lane is intended to facilitate traffic to the hospital then it should be restricted to hospital traffic only. These have been provided on the road up to J9 where the new John Lewis has been built.

It is an improvement that cars exiting Barrey Rd will no longer have to travel up to J10 in order to turn right, but in order to reach the new roundabout they will have to cross the line of traffic coming from the right. This is a very dangerous situation. The only way to stop the traffic and allow vehicles from Barrey Rd to turn right safely is to install traffic lights. Which were promised to be installed by KCC several years ago.

I was told at one of your exhibitions “people don’t like traffic lights” this is a ridiculous statement. Safety is paramount.

Yours sincerely,

Hilary Moorby

Chairman