

M20 Junction 10a

(TR010006):

Correspondence received by the Department for
Transport in the Decision period

No.	From	Organisation	Date
1.	Damian Green MP	n/a	28 September 2017
2.	Sharon Swandale	The Village Alliance	2 November 2017



HOUSE OF COMMONS
LONDON SW1A 0AA



28th September 2017

HE

Dear Chris,

I am writing because I understand that the planning inspector's report on Junction 10A of the M20 has now been passed to you for a decision which is due by December.

As you know, the new junction is not only hugely desirable on transport grounds but is absolutely crucial to the wider economic development of Ashford, since it will unlock the capacity to open new business units and indeed build new houses in a part of the town which the Highways Agency has said cannot be developed without this junction.

As you also know, the Government has just opened consultation on the revised method to calculate the number of homes Ashford must plan for. In Ashford's case, this calculation results in a substantially higher figure of the planned period, so our commitment to joined-up government would suggest this only adds to the absolute importance of building Junction 10A.

I hope you will therefore consider the case for Junction 10A to be a powerful one.

Yours,

Rt Hon Chris Grayling MP
Secretary of State
Department for Transport
Great Minster House
33 Horseferry Road
London SW1P 4DR

From: [Sharon Swandale](#)
To: [Robert Fox](#)
Subject: M20 J10a crossing from Kingsford street MP4 video
Date: 02 November 2017 01:21:09
Attachments: [Video.mp4](#)

Dear Mr Fox and Mr Grayling,

I have been involved in the submissions to the planning inspectorate regarding the new J10a. I have spoken at the meetings. I tried to upload a video showing the hazards of crossing the A20 at the point where the new pedestrian bridge will be built. Unfortunately it could not be opened in the email and so was not shown to the Inspector. I hope you will be able to view it, I have only been able to format it as an MP4 file.

The map that shows the new pedestrian bridge to the east of the new junction can be found at the link.

https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010006/TR010006-000153-M20_J10a_2.4_Rights_of_Way_and_Access_Plans.pdf

Drawing number HA514442-MMGJV-GEN- SMW-DE-Z-2403

Sheet 2 of 4 in the Rights of Way and Access Plans found in the submission drawings.

The video is taken walking on the motorway side of the A20 from where you would exit the new bridge.

To the north of the motorway you will see there is no link between point D&E. Where the people exit the bridge there is no pavement, there will be no option but to cross the A20. This is on a blind bend. As you can see a reduction in speed at this point will not make the A20 any safer to cross.

At present crossing points further west on the A20 have a safe area mid crossing, this will not be the case here. There will be no pedestrian crossing points on J10a. (There are on the present J10)

People from Mersham and other villages are being encouraged to use the new bridge. It is a designated bridleway so horse riders are expected to use the bridge as their link from Bockham Lane across the M20 motorway to the rest of the network.

Despite requests to extend the bridge over the A20 or to provide a signalised pedestrian crossing HE's reply was 'they would wait and see if anyone used the bridge!' The planning inspector asked if that was really HE's solution, only make it safe if it was used. Thus it seems HE expect it to be either unused or unsafe.

It seems a complete waste of money to build a pedestrian bridge with an inherent safety flaw, that will prevent it being usable.

Can you as part of your decision consider making this crossing safe?

>>

>> Yours sincerely

>>

>>

>> Sharon Swandale



The Video submission From Sharon Swandale can be found here:

<http://infrastructure.planninginspectorate.gov.uk/document/TR010006-000887>