

## **REPORT FROM CHILHAM'S FUTURE DELIVERY BOARD**

A meeting was held with Kent Highways at their offices in Ashford.

The main objectives were:

- 1) to better understand the involvement Kent Highways would need to have in our project and
- 2) provide information that would allow Kent Downs and Marshes Leader programme to approve our funding application.

KHS Attendees were Phil Gilbert (Local Transport and Development Manager, Ashford and Swale), Graham Currie (Agreements Team Manager), Daniel McLeish (Transportation and Development Engineer), Lee Goodman (Local Operations Engineer), Neil Campbell (Roadworks), Tara O'Shea (Transportation Engineer)

Huw Jarvis and Richard Hall attended from Kent Downs and Marshes Leader programme.

The number of people from KHS is an indication of the complexities involved for them regarding the CFDB project. In order to implement changes on the highway, several teams need to be involved to ensure KHS can continue to fulfil their statutory responsibilities.

A key point to come out of the meeting was that it is virtually certain that the Square will remain 100% KHS responsibility – it is believed that KHS cannot "sell off" parts of the highway. As a result, holding farmers markets or community events in the Square will require either a temporary or permanent TRO – KHS suggested that a permanent one with set dates for square closures was likely to be the most cost effective approach - this is the approach adopted in Wye for their farmers markets (for reference a temporary TRO currently costs around £1000).

The main discussion centred around how the CFDB community engagement exercise fitted in with KHS approval procedures. KHS gave initial advice on the processes involved and of things to be taken into consideration in developing the design of the proposals. To achieve this KHS offered to do a presentation, at a workshop, on the elements to be considered in designing works on the highway. This ultimately leads to producing Stage 1, outline design, drawings for technical assessment and safety audit review and subsequent approval by KHS (this was described as scale drawings of an outline design based upon concept diagrams). KHS have provided documents that include an explanation of what this approval involves.

CFDB have therefore forwarded this document to the urban consultants they plan to use during the community engagement exercise asking them to explain where KHS Stage1 approval would fit into their proposed plan to arrive at a technical design brief that we can put out to tender (this is the main deliverable for the community engagement exercise).

This information will then allow CFDB to outline the process their project will take as it moves through the community engagement exercise and show where the KHS Stage 1 approval would fit in. Until this is understood and agreed the Leader programme cannot approve their funding request.

Chilhams Future Delivery Board  
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