



## Memo

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**Date:** Tuesday, May 02, 2006  
**From:** Mr Robin D Gordon  
**To:** Mr Nigel Whitburn (Action with Communities in Rural Kent)  
**To:** Mr Martin Bacon (Ashfords Future)  
**To:** Ms Nina Headde (Community Rail Project)  
**To:** Mr Phil Cottrel (DFT)  
**To:** Mr Jeff Sims (Edwards Harvey PR)  
**To:** Mr John White (Hastings Diesels Ltd)  
**To:** Mr Nick Gallop (Intermodality LLP)  
**To:** Mr Stephen Hagues (LAA)  
**To:** Mr Chris E Albrow (Lydd Mayor)  
**To:** Ms Maria Gonzalez (S E Trains)  
**To:** Mr Matt Ball (Southern)  
**To:** Mr Roger Lanham (Southern)  
**To:** Mr Jeremy Cooper (Stage Coach East Kent)  
**To:** Mr Vince Lucas (Southern)

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**Subject:** Record of the second meeting of the Lydd Airport Railway Action Group (LARA) 21 March 2006

**In attendance:**

Mr Robin D Gordon (LAA) RG  
Ms Nina Headde (Community Rail Project) NH  
Mr Roger Lanham (Southern) RL  
Mr Nigel Whitburn (Action in communities in rural Kent) TS  
Ms Linda Doran (Ashfords Future) LD  
Mr Neil Sadler (Smiths of Brenzett) NS  
Mr Mike Walsh (Shepway District Councilor) MW  
Mr Roy Gould (MARSHopper) RGO  
Mr Nigel Whitburn (Action with Communities in Rural Kent) NW  
Mr Mike Grant (Hastings Diesels) MG

**Apologies where received from:**

Ms Lisa Thomson  
Mr. Steve Baldwin  
Mr Chris Albrow  
Mr John White

- RG reviewed the record of the last meeting for the action group.
- RG gave an update on the airports development plans, stating that an application to extend the runway would be filed shortly.
- RG advised the meeting that a program of "road shows" in the local area would commence in April, seeking to provide residents in the

community with full details of the plans for the airport. That these road shows would present the full picture, detailing the benefits to the area, the impacts of traffic, aircraft noise and environmental impacts.

- **RG advised the meeting that development of a 70 bed hotel had received planning permission and that detailed plans were ready for a new terminal building.**
- **RG asked MG to give an update on the meeting with Mr. Richard Walker of the DFT that had taken place in London on the 23<sup>rd</sup> of November 2003. MG stated that the tone of the meeting had been positive. RG added that DFT had advised an application for paths. RL felt that this was not necessary at this time.**
- **A discussion took place regarding the current upgrade work on the line. It was understood that the line was in quite good condition given that it was being used to run nuclear trains. The works were part of a regular maintenance program.**
- **MG felt that the latest signage technology (illuminated, slow down) should be considered. Comment was made that had this type of signage been in use on the RH&D railway two recent fatalities could have been avoided. TS pointed out that given the curved nature of the road approaches on these crossings this type of signage could not be deployed effectively on the RH&D.**
- **A general discussion took place on the number of crossings on the line Lydd – Appledore.**
- **A general discussion took place on the issues of signaling on the section Ashford to Appledore. It was felt that additional signals at Ham Street, Appledore and Lydd would be needed.**
- **RL suggested that at the next meeting a member of Network Rail (experienced in line re-opening) could possibly attend.**
- **A discussion took place on the type of service required. RG and RL agreed that the basis of the proposal was a light rail shuttle serving Ashford – Lydd Airport with a teardrop type loop at Lydd Airport. RG pointed out that passengers wished for a simple walk to the planes.**
- **A discussion took place regarding the type of baggage that the air passengers would be, typically, carrying. It was felt that the trend was for more carry on only type luggage and that this would mitigate, to some extent, the issue of having to change at Ashford International.**
- **Comment was made on the possibility of a rail service that would serve New Romney. It was felt that this would have to be the subject of a separate demand model; that the core demand was air related.**

- **MW felt strongly that extending the line to New Romney would be of great benefit given the freight possibilities associated with the expansion of The Mountfield Industrial Estate.**
- **MG pointed out that St Leonard's Railway Engineering could provide older slam door rolling stock at a competitive rate should the area franchisees (Southern and South Eastern) choose to be involved.**
- **A discussion took place regarding services Ashford Rye (shuttle) and the possible impact of operations on these services.**
- **RG confirmed that the London Ashford Airport Ltd would, where possible, seek suppliers of goods and services from the local area.**
- **RG presented a proposal from RGO concerning operation of a bus service to and from Ashford International. The proposal was in two parts, that focused on a express type service and secondly, a community and airport service. The proposal contained draft timetables. RG pointed out that the actual times would develop in line with aircraft operating schedules and described one possible build up model (two based aircraft departing at, possibly 0700 and returning at 0930 for a 1000 departure. Bus timings would reflect this and staff travel patterns.**
- **RG put forward a draft action plan for a steering group. It was felt that this was probably inappropriate at this time. RG pointed out that a number of the items could be looked at in a "soft" manner by members prior to the next meeting (where they had special expertise or contact.**
- **RG raised the issue of INTERREG funding.**
- **It was agreed that the record of the meeting be forwarded to all members of the LARA for approval comment prior to posting on the LARA web site.**

**The next meeting of the LARA was set for the 19<sup>th</sup> of July 2006 at 1500 at Lydd Airport.**