

A2070/Barrey Road Junction - Update taken from Minutes of the JTB Meeting on 13th June.

The report provided an update on the progress relating to potential improvements at the A2070/Barrey Road junction and related actions as requested by the Board at its meeting on 16th January 2017.

Mr Moreton referred to the previous meeting and the discussions regarding the possible implementation of temporary speed restrictions and a speed camera on this stretch of the A2070. He was pleased to report that there had been progress in this area and the introduction of a temporary speed limit of 40mph should be in force by 22nd July 2017. Once this temporary speed limit was in place the impact would be monitored over a two month period to assess the effectiveness on access to/from the Barrey Road junction. It was anticipated that work to install the temporary restriction would commence on 24th July 2017.

In respect of the relocation of the Church Road bollards, an informal consultation had been carried out with approximately 109 properties in the Church Road/Sevington Lane/Kingfisher Close and Nightingale Close area. 68% of respondents requested that the bollards remain in their current location. A number of objections had been received in respect of the proposed relocation including; the narrow lanes, on street parking being impacted upon and this being an unacceptable route for HGV/delivery JTB 130617 18 vehicles. It was therefore proposed that the bollards remained in their current location.

Mr Moreton advised that KCC had commissioned Consultants, WSP, to undertake an Options Study of the Barrey Road/A2070 junction. The brief was to identify options to improve access on to the A2070 and to maintain the existing right turn into Barrey Road from the southbound carriageway of the A2070. Three options were identified in the Study, namely an acceleration lane/nearside taper on to the A2070 from Barrey Road, a roundabout and partial signalisation, of which there were three sub options.

The summary of options considered were as follows:

- i. An acceleration lane/nearside taper from Barrey Road on to the A2070 – This was not considered to provide any benefits or improvement to the existing layout.
- ii. A new roundabout at the Barrey Road/A2070 junction - This would potentially involve additional land acquisition, diversion of utility plant and apparatus and potentially high costs to install. Further details on this were included within the consultants report which was appended to the agenda papers.
- iii. Permanent traffic signals and partial signalisation of the junction – This option had 3 potential variations, all contained within the highway boundary:
 - a) To signalise the existing junction arrangement
 - b) As above but also to segregate the right turn in to Barrey Road from the southbound A2070
 - c) In addition to point (b), provide signals on the southbound A2070 and install a green signal head for through traffic.

Mr Moreton further advised of the estimated construction costs only (project costs to include planning, design, procurement, inflation etc. would be significantly higher) which could be

summarised as follows: i. Acceleration lane/nearside taper £300,000 ii. Roundabout £450,000 iii. (a) Signalise existing layout £175,000 (b) As (a) but with segregation £200,000 (c) As (b) but with additional signals £250,000 The partial-signalised option would remove any conflict between Barrey Road and the A2070 and could be constructed at the same time as Junction 10A. He drew attention to the independent cost review contained within the agenda papers which focused on the three signal options and identified estimated costs if the scheme were to be delivered as a standalone project. These costs were summarised as follows: JTB 130617 19 Option Anticipated Minimum Cost Anticipated Maximum Cost a £477,000 £532,000 b £521,000 £590,000 c £613,000 £687,000

Mr Moreton confirmed and it was important to note that these figures were based on the findings of the Options Study, and as such, would be subject to alteration when the detailed design was carried out. There would be a need to investigate funding streams for these works, at the current time neither KCC nor Highways England (HE) had monies available to fund the works. Mr Moreton hoped that the Board would recognise the work undertaken on this matter to date and would endorse the recommendation before them. Mr Harwood confirmed the timings for the implementation of the temporary speed limit and confirmed that works for the part-signalised junction would take place, should they be approved, in 18 months' time to coincide with the completion of Junction 10A. He drew attention to the difficulties to identify funding for the part-signalisation works and highlighted a number of potential options but these would need to be fully investigated.

Mr Harwood confirmed and committed that the intention was to use the same contractor to undertake the works who would be constructing Junction 10A. The Chairman read out a statement from the KCC Divisional Member for Ashford East, who had been unable to attend the meeting. The statement read as follows; "Paragraph 3 Reallocation of Church Road Bollards, I ask the board to give due regard to the majority wishes of the consultees and leave the bollards where they are, taking their objections in consideration.

Item 4 Junction Improvement.

I have been asking for Barrey Junction to be controlled by Traffic Lights for almost 20 years. At last this option has been recommended after the 3 options identified in the study by the consultant WSP commissioned by KCC. I would like to thank Both KCC and WSP for their challenging work which should have been done years ago. The option of a speed limit of 40 mph recommended by Highways England will not be sustainable in the long run because it is not guaranteed that it will be observed, the risk of a tragedy will still be there, whereas Traffic Lights will almost guarantee the safety of drivers at that junction. Please fellow Councillors vote for Traffic Lights." The KCC Divisional Member for Ashford Rural South advised that he was inclined to agree with the statement. Road safety and cost should be considered but in that order. He was concerned that motorists would still be inclined to drive at much higher speeds than the proposed 40mph and questioned whether it would be possible to install ANPR cameras to monitor vehicle speeds. Whilst he personally would prefer a roundabout at that location, he was in agreement with the views put forward by the KCC Divisional Member for Ashford East.

Mr Moreton advised that he was not in a position to confirm if ANPR cameras would be installed, he suspected that they would not be. In respect of a roundabout at this location, he confirmed that this would have the potential to create the same issues at Barrey Road as the A2070 traffic would retain

priority over the junction. A partial signalised junction would ensure positive control of the traffic on both the A2070 and Barrey Road.

JTB 130617 20 The Vice-Chairman agreed with the comments put forward and felt that the biggest hurdle would be funding the scheme. It was vital that the scheme progressed and the urgency around the works was not lost. He queried whether use could be made of developer contributions. He was pleased to hear that the bollards would remain in their current location as he felt that moving them would create additional problems in an already stressed location. The Ward Member for the area supported the proposed part-signalised junction and urged the Board to endorse the proposal. In respect of the entrance to the housing area he questioned whether improved signage could be installed, including a width restriction to prevent HGVs using the road by error. A Member questioned whether the right hand turn on the southbound carriageway of the A2070 could be closed with traffic being directed to the roundabout and back up the A2070 to eliminate tailbacks in the short term. Mr Moreton advised that modelling had not shown any problems with tailbacks from the right hand turn. He further advised that the roundabout near the orbital park was likely to become a signalised junction in the longer term.

Resolved: That the Board notes the progress made to date and endorses taking forward the proposed partial signalisation of the A2070/Barrey Road junction for further assessment and the identification of potential funding streams.