

Kent Highway Services Joint Transportation Board Update

Following a Policy Overview and Scrutiny Committee (POC) meeting on 10 November 2009, this report has been produced for Joint Transportation Boards (JTBs), to cover highways and transport issues across the County.

Winter Service

At its meeting in September, the Environment, Highways and Waste (EHW) Policy Overview and Scrutiny Committee agreed the revised Winter Service Policy for 2009/10. This policy can now be found on the Kent.gov.uk website. <http://www.kent.gov.uk/NR/rdonlyres/E0111A4A-68CD-427B-8C6B-52592FDD8735/0/Winterpolicydocument.pdf>

The new winter season started on Monday 19 October and will run through until mid April 2010. Salt stocks are at the expected 20,000 tonnes start level and will be topped up as requested throughout the winter months. Advice on road salting, including the use of salt bins can also be found on the Kent.gov.uk website.

<http://www.kent.gov.uk/transport-and-streets/highway-maintenance/bad-weather-conditions/road-salting.htm>

This year Kent Highway Services will introduce a new salting system that sprays a saline solution on the crushed rock salt as it is fired out of the lorries. This new, pre-wet salting system makes salting more effective at preventing icing of roads - and uses less salt.

Jetpatcher

Throughout the last 6 months KHS have been using a new carriageway repair method called "Jetpatcher" in rural and quieter areas. This is a quick and efficient system and positive feedback has been received. The "Jetpatcher" hose resembles a Formula 1 re-fuelling rig and undertakes a three-step process to carry out road repairs.

1. High velocity air from the Jetpatcher hose is used to blow all loose debris from the pothole, leaving a clean hole, ready for patching.
2. The Jetpatcher hose then uses an asphalt emulsion to coat and seal the pothole, preventing any further moisture damage.
3. The Jetpatcher hose then blows aggregate into the pot hole at high velocity to mix with the asphalt emulsion.

Once the pothole has been filled and sealed with the aggregate/ emulsion mix, a light layer of dry aggregate is applied to the repair to prevent car tyres from adhering to the patch as the emulsion sets in. The area is then ready for traffic.

There are a number of benefits to the Jetpatcher approach, including:

- It is a cold-fill technique which reduces CO2 emissions
- There is no excavation or further damage to the road surface
- Less road closures are required
- Jetpatcher is a quick process
- Roads can be used again immediately afterwards
- Repairs are long lasting

Road Schemes

Over the summer KHS secured confirmed DfT funding for the East Kent Access Phase 2 road and DfT and HCA funding together with Section 106 contributions for the Sittingbourne Northern Relief Road.

Additionally, Community Infrastructure Funding and Regional Infrastructure Funding were secured for the Victoria Way and Drovers Roundabout - M20 J9 schemes in Ashford.

East Kent Access 2 - £87m

The EKA2 contract has been awarded to VolkerFitzpatrick Hochtief Joint Venture. Site offices have been established on the A256 opposite the Richborough power station site. The contract formally started in October and early work will be on stripping the topsoil to allow archaeological investigations. The scheme is planned to be completed in autumn 2012.

Sittingbourne Northern Relief Road - £35m

The SNRR contract has been awarded to Jackson Civil Engineering. Site offices have been established on Saffron Way. The contract formally started in November and the scheme is planned to be completed in autumn 2011.

Rushenden Relief Road - £10m

The scheme has been designed and being constructed by the County Council for SEEDA who have secured the funding. The contract with Birse Civil Engineering commenced in June and works are going well. The earthworks will be completed in spring 2010 and then there will then be a dormant period to allow settlement to take place before the carriageway is built and completed by autumn 2011 subject to SEEDA securing the remaining funding required.

Ashford (Victoria Way and Drovers Roundabout - M20 J9) - about £35m

Work is taking place to complete the voluntary land acquisitions by the end of December 2009. Construction tenders will be invited in December/January with the objective of completing the schemes by the funding deadlines of March 2011.

A2 Slips - £1.5m

Planning permission was achieved in September and statutory orders will be published soon. The only slip actively being worked on at present is the London bound on-slip from the A28 at Wincheap.