

**Agenda Item No:** 9

**Report To:** **Joint Transportation Board**

**Date:** 14 September 2010

**Report Title:** M20 Junction 9/Bridge and Drivers Roundabout and Victoria Way improvement schemes, Ashford

**Report Authors:** John Farmer, KHS Major Projects Manager  
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**Summary:**

This report updates the Board on progress with the construction of both schemes, seeks comments on the draft landscaping plan for Drivers Roundabout/M20J9, and recommends acceptance of the maintenance plan and funding for the enhanced maintenance costs agreed with the Homes and Communities Agency (HCA) to be claimed via the CIF2 funding agreement with KCC.

**Key Decision:** NO

**Affected Wards:** Stour, Godinton, Bockhanger

**Recommendations:** **The Board are asked to:-**

- i) Note the progress on both schemes,**
- ii) Note and comment on the draft landscaping plan for Drivers Roundabout and M20J9,**
- iii) Recommend for approval by the Executive and KCC Cabinet portfolio holder, the finalised maintenance schedule and enhanced maintenance costs and capitalised funding arrangements agreed with the Homes & Communities Agency for Victoria Way.**

**Policy Overview:** The junctions and link from M20 Junction 9 to Drivers Roundabout together form a key route into the town centre and south west Ashford and require improvement to support the growth agenda.  
The new Victoria Way route is a key driver to enable the expansion of the town centre to the south of the main railway lines.

Both schemes are consistent with policy CS15 of the adopted LDF Core Strategy and the Ashford Transport Strategy.  
Drivers Roundabout and M20J9/Bridge are funded by RIF and GAF3.

**Financial Implications:** Victoria Way is funded by CIF2.

**Risk Assessment** Yes - A full risk assessment has been carried out for the schemes.

**Equalities Impact Assessment** No

**Other Material** None

**Implications:**

**Exemption  
Clauses:** None

**Background  
Papers:** Drovers Roundabout and M20J9 draft landscaping plans to be displayed.

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**Report Title: M20 Junction 9/Bridge and Drovers Roundabout and Victoria Way improvement schemes, Ashford**

**Purpose of the Report**

1. A comprehensive Report was made to the meeting of the Board on 15 June 2010 about the award of construction contracts for both schemes. This report updates the Board on progress with the delivery of the schemes that will be supplemented by a verbal update at the meeting because of the lead in time for report preparation.

**Issues to be Decided**

2. This report updates the Board on progress with the construction of both schemes, seeks comments on the draft landscaping plan for Drovers Roundabout/M20J9, and recommends acceptance of the maintenance plan and funding for the enhanced maintenance costs agreed with the Homes and Communities Agency (HCA) to be claimed via the CIF2 funding agreement with KCC.

**Drovers Roundabout and M20J9/Bridge**

**Progress Overview**

3. The site offices were established in July. A substantive start on the M20 roadworks was later than hoped but this is not critical and progress since has been good. Trial holes have indicated that utility diversions although still significant are less than originally envisaged. The main activity has been related to earthworks and drainage with a start on utility diversions and some carriageway construction.
4. Traffic disruption was always going to be inevitable and it is a balance of trying to minimise the inconvenience while giving the contractor adequate and safe access to build the works. The current traffic management does appear to be working reasonably well with traffic lane capacity reinstated during morning and evening peak periods. With the holidays over and schools back, traffic will increase and inevitably the coming months will become more difficult.
5. The bridge over the M20 is the critical part of the project programme. The steel work fabrication drawings have been completed and the contractor has now sub-contracted with Bridge Mabey following his preferred supplier ceasing trading. This was a setback but Bridge Mabey is a leading firm and the project may ultimately benefit from this imposed change of sub-contractor.
6. The main focus of activity is agreeing the bridge erection methodology which in turn is totally dependent on the traffic management proposals being acceptable to both the Highways Agency as operators of the M20 and KHS in respect of the diversion route during the unavoidable closure of the M20.

7. Erection of the main deck is anticipated to be in late January 2011 following completion of the supporting foundations over the autumn. At the time of writing, the site team favour an extended one-off 33 hour closure of the M20 between 20.00 on a Saturday night until no later than 05.00 on Monday morning. The advantages are increased weather certainty, increased safety, more useable hours by avoiding repeated plant and traffic management set up/removal times and having a period of daytime working.
8. The disadvantage for the local community and KHS is that the diversion route between J10 and J9 along Hythe Road/Mace Lane/Somerset Road/New Street and Maidstone Road is not ideal and in particular would need to operate during Sunday daytime. The Highways Agency may be concerned that a one-off operation may appear to lack contingency but their views are tempered by the problems that occurred in 2007 when the new footbridge was erected at J10.
9. The alternative is three consecutive night time closures over a Friday, Saturday and Sunday night but this does give less weather certainty and added time lost in setting up plant and traffic management and then removing at the end of the Friday and Saturday nights.
10. What ever option is chosen, there will be very wide publicity and signage that would extend back to the matrix signage on the M25.

### **Landscaping**

11. There was understandable concern when the site clearance was undertaken particularly as the delay in completing the funding agreement demanded that clearance took place when trees were in leaf.
12. The scheme will incorporate landscaping and although there is no planning requirement other than in respect of the bridge, a commitment was given at the last meeting of the Board that there would be an opportunity for both Members and officers to comment before they were finalised. Draft landscaping proposals will be on display and will have been seen and commented on by the Strategic Sites officer team.
13. However, the opportunities for landscaping are limited. The area in front of Meadow Road where there was the greatest concern about the scheme, has a good cover of mature trees and there is little or no scope for further planting. Ground cover planting might be possible but the area is grassed and understood to be valued by local people for walking. The new roundabout island at Drovers Roundabout will be larger but crossed by paved routes for the future Smartlink. While the net area available will be about the same the planting will be constrained although it could be argued that the existing planting had overgrown and obscured The Drover & Cows.
14. The Drover & Cows are in storage and will be refurbished before being installed back onto the roundabout island.

### **Programme**

15. It is still relatively early in the construction period but progress over the summer has been relatively good and there remains optimism that the scheme will be substantially complete by the end of March 2011 but the

severity of the winter will have a major influence. If the completion of the works to the bridge does run into Q1 of 2011/12, the costs can be covered by the GAF3 contribution which is not time limited in the same way as the RIF funding.

## **Victoria Way**

### **Progress Overview**

16. The site offices were established in July. The scheme is by its nature fragmented and progress to date has not been as good as hoped.
17. Main activity to date has been on the junction improvement of Leacon Road/Brookfield Road. Progress has been slow because there are services to be diverted and until recently the utility firms had not been very responsive. The works unfortunately require traffic management under traffic signal control and being a junction with long working areas and close to the Matalan roundabout there has been unavoidable traffic disruption.
18. At Victoria Road, Cherry Court and Victoria House have been demolished and trial holes excavated along the length of the road to confirm the location and depth of utility services.
19. The main difficulty and delays to date has been over the middle section between Leacon Road and Victoria Road. The construction and acceptance of the temporary facilities for Southern Gas Networks have taken longer than hoped but have now been completed to allow the existing building to be demolished and thereby open up full access to the road corridor.
20. Archaeologists took the view that the area had more potential than originally envisaged and required investigation pits that required piling support and dewatering rather than just a watching brief.
21. The demolition of the abattoir building exposed a large volume of significantly contaminated land. It was so severe that it was regarded as a potential source of contamination and required full removal and disposal to a specialist waste site rather than the general principle agreed with the Environment Agency of leaving contaminated ground in place.
22. However, the main difficulty has been with utilities bearing in mind that a purpose of the scheme is to divert existing services into the road corridor as well as upgrading and providing new services to serve and future proof the adjacent development sites. Until recently it has proved difficult to find a complete solution to accommodate all the services in the position both longitudinally and at a depth that they require to satisfy their operational requirements. Other services have also been found out of position and in a poor state that also require replacement and diversion. This has now all largely been resolved but it remains difficult in that services need to be installed sequentially in parallel with the build up of the earthworks before the roadworks can be started and this puts pressure on the programme.

### **Programme**

23. It is still relatively early in the construction period but because of the difficulties referred to above, progress over the summer has been less than planned particularly over the critical middle section between Leacon Road and Victoria

Road. However, there is now greater clarity and the focus can revert to making progress in the most effective way possible. Achieving substantial completion by the end of March 2011, bearing in mind the winter months are now ahead of us, is now unlikely, necessitating discussion with the funders (HCA and DfT) over the probable need to carry forward some of the existing CIF2 funding to Q1 2011/12.

### **Maintenance Strategy**

24. At the June 2010 Board meeting a draft maintenance schedule for the scheme and in particular John Wallis Square was presented. Ashford Borough Council Executive has since decided to defer the Pavilion feature although the plinth will be installed so that the Pavilion can be implemented, if so required, at a later date by the Borough Council.
25. A trial panel for the architectural screens was erected at George Street with manned attendance, at set times, over three days. Attendance by Members was low but the general view was of positive support. The screens are expensive but they are intended to frame the Square, give visual protection to the school playground and to hide the unattractive EDF sub-station buildings.
26. Further work has been done in liaison with Ashford Borough Council Officers in developing the maintenance schedule and discussions held with the Homes & Communities Agency about funding arrangements.
27. A schedule giving the estimated capital cost, standard and enhanced maintenance costs over 15 years is shown in Appendix A for the hard assets and in Appendix B for the soft assets. In summary the costs of enhanced maintenance are £400,000 split £170,000 for those hard and soft assets that will be the responsibility of the Borough Council and £230,000 for those that will be the responsibility of the County Council. A formal arrangement will be required to distribute the share of funding to the Borough Council which will be claimed and held by the County Council in the first instance as accountable body for CIF2.
28. These proposals were discussed with the Homes & Communities Agency who acknowledges the need to protect the investment in high quality streetscape and have agreed that the enhanced maintenance can be capitalised and drawn down against the scheme CIF2 allocation. There is flexibility in the arrangements so that if the scheme budget comes under pressure then priority must be given to the build costs with the period of enhanced maintenance reduced accordingly. This is a risk and every effort will be made to avoid this becoming necessary because of the understandable concerns to both authorities. The Homes & Communities Agency understandably require that any unspent funds are returned to them to meet savings to the programme overall.

### **Overall Communications Strategy and Publicity**

29. A 'sod turning' ceremony for Victoria Way was held on 16 July and for Drivers Roundabout – M20 Junction 9 on 23 July to celebrate the start of work and the contribution of the partners in getting the schemes to the construction stage.

30. Scheme sign boards with telephone contact details have been erected so that the local community and travelling public are clear on how to make contact if they have any queries. Further boards are to be erected emphasising that the schemes are key components in support of the growth of Ashford and encouragement for inward investment.
31. Ashford's Future provide the overarching strategy for the wider publicity, including the further display of plans at the 'Transport Expo' held in County Square on 24-26 June. Specific publicity about the contract works comes from the respective site teams and KCC's press office. Further notification with the local community will take place when the next substantive change in traffic management for Drovers Roundabout –M20Junction 9 is about to be implemented and at key construction stages for both schemes.

### **Portfolio Holder's Views**

32. Updates on all Ashford's Future led projects and the Growth Area Funding programme are also regularly reviewed at Ashford's Future Company Board meetings now attended by new director Councillor John Kemp (previously Cllr Paul Bartlett), and at Ashford's Future Partnership Board meetings chaired by Councillor Paul Clokie.
33. Members of the Boards have expressed continued support for the project.

### **Conclusions**

The Board are being asked to note the progress made on both of these key projects that support the growth programme.

34. Victoria Way has encountered a difficult start, in particular in advance works and programming and accommodating the many utilities involved. This is putting additional pressure on the overall construction programme necessitating further discussions with the funding bodies for CIF2 over allowing an extension of funding into Q1 of 2011/12. The HCA have now agreed that KCC can claim CIF2 funds as a one off capitalised 'commuted sum' to pay for enhanced maintenance costs for 15 years for Victoria Way.
35. At M20J9/Bridge and Drovers Roundabout progress has been steady and the project remains on target for a completion by the end of March 2011, subject to reasonable weather conditions. The Board are asked to comment on the draft landscaping proposals as presented.

### **Contact:**

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### **Attachments:**

Appendix A – Maintenance Schedule of Hard Assets  
Appendix B – Maintenance Schedule of Soft Assets

Appendix A - Hard Assets

	A	B	C	D	E	F	G	H	I	J	K	L	M
1			QUANTITY/ MEASURE	SCHEME CAPITAL COST (£)  (Funding source - CIF2)			CYCLIC MAINTENANCE COST (£)	NON CYCLIC MAINTENANCE COST (£)	ENHANCED ANNUAL MAINTENANCE COSTS (£)	MAINTENANCE RESPONSIBILITY  (KCC/ABC)	TOTAL COST 15 YEARS MAINTENANCE (£)		
2	Ref. No	ASSET			STANDARD MAINTENANCE REGIME	ENHANCED MAINTENANCE REGIME					Standard	Enhanced	Difference
3		<b>Fencing</b>											
4	1	Double sliding gate to hoardings	2 No	£ 3,657.04	Cleansing. Integrity Inspection. Minor Repairs. Damage Repair		£ 100.00			ABC		£ 1,500.00	£ 1,500.00
5	2	Hoarding - Type 2	220 m	£ 28,395.40	Cleansing (all screens) Integrity Inspection. Minor Repairs. Damage Repair		£ 600.00			KCC	£ 6,300.00	£ 9,000.00	£ 2,700.00
6	3	Pedestrian guardrail	58 m	£ 2,597.24	repaint every 5 years		£ 2,500.00			KCC	£ 26,250.00	£ 37,500.00	£ 11,250.00
7					impact damage – 1 panel per annum + TM.			£ 150.00		KCC	£ 1,575.00	£ 2,250.00	£ 675.00
8	4	Architectural screens	119m	£ 180,000.00	Cleansing (all screens) Integrity Inspection. Minor Repairs. Damage Repair		£ 600.00		£ 4,100.00	ABC		£ 61,500.00	£ 61,500.00
9		<b>Drainage - Chambers and Gullies</b>											£ -
10	5	Precast concrete chamber	31 no	£ 51,423.44	super sucker visit very 10 years	no enhancement	£ 1,000.00			KCC	£ 15,000.00	£ 15,000.00	£ -
11	6	GRP Chamber	1 no	£ 10,332.63	1 gully empty visit per year	no enhancement	£ 500.00			KCC	£ 7,500.00	£ 7,500.00	£ -
12	7	Precast concrete gully	84 no	£ 21,124.32						KCC			£ -
13	8	Insitu cast trapped gully	7 No	£ 1,760.36						KCC			£ -
14	9	Renewal of covers	77no	£ 5,570.18	broken grates/sinking around chambers.			£ 500.00		KCC	£ 7,500.00	£ 7,500.00	£ -
15		<b>Other Drainage Works</b>											£ -
16	10	Drainage of landscape retaining walls	item	£ 2,069.23	n/a								£ -
17	11	Reinforced concrete headwall	2 No	£ 10,448.20	n/a								£ -
18	12	Attenuation Tanks - (installation of blocks only)	Item	£ 59,184.00	super sucker visit very 10 years	no enhancement	£ 1,000.00			KCC	£ 1,500.00	£ 1,500.00	£ -
19		<b>Highway Pavement - (surface course only)</b>											£ -
20	13	Surface course	21103m²	£ 122,363.72	Standard maintenance: Sweeping – mechanical road sweeper once/week. Repairs – patching 5% of surface average once per annum. 2 man gang visit per year for 1 day	No enhancement.	£ 750.00		£ -	KCC	£ 11,250.00	£ 11,250.00	£ -
21	14	High Friction Surfacing	1846m²	£ 14,361.88	Standard maintenance: Sweeping – mechanical road sweeper once/week. Repairs – patching 5% of surface average once per annum. 2 man gang visit per year for 1 day. Replace 1 in 15 years)	No enhancement.			£ -	KCC	£ 14,500.00	£ 14,500.00	£ -
22	15	Granite Sett Paving	1720 m²	£ 134,459.00	2 man gang visit per year for 1 day	Rebedding loose setts, replacement of damaged setts. Allow 5% per annum	£ 750.00			KCC		£ 11,250.00	£ 11,250.00
23		<b>Kerbs, Footways and Paved Areas</b>											£ -
24	16	Precast concrete kerbing	3617m²	£ 35,716.32	Cyclic: Repairs – patching 5% of surface average once per annum. 2 man gang visit per year for 2 days.	Enhancement included in use of specialist materials. Remove chewing gum etc.	£ 1,500.00	£ 1,000.00		KCC	£ 26,250.00	£ 37,500.00	£ 11,250.00
25	17	Granite kerbing	2695m²	£ 111,254.56	Regular mechanical sweeping.								£ -
26	18	Footway - (sub base/binder/surface course)	5832m²	£ 119,930.94	Non cyclic: Vehicle overrun and impact damage.								£ -
27	19	Footway - (binder/surface course)	137m²	£ 2,057.74									£ -
28	20	Footway - (100x100x150mm granite setts)	39 m²	£ 3,914.04									£ -
29	21	Footway - (tactile paving)	361m²	£ 19,123.43									£ -
30	22	Footway - (sub base/rc conc/granite setts)	30 m²	£ 3,343.80									£ -
31	23	Paved Area - (sub base/rc conc/granite setts)	231m²	£ 23,566.62									£ -
32	24	Paved Area - (cellular grass paving)	95 m²	£ 3,090.35									£ -
33	25	Precast concrete drainage channel	712m²	£ 101,519.52									£ -
34	26	Resin Bound Surfacing (SureSet) inc tree pits	2535 m²	£ 153,879.00	Sweep once per week. Make good damage.	Remove chewing gum etc. Enhanced rate make good specialist surface. Based on 5%	£ 750.00	£ 500.00	£ 1,000.00	KCC		£ 33,750.00	£ 33,750.00
35	27	Flight of steps - (Victoria Square)	1 No	£ 3,461.89	Hand rails	non standard	£ 300.00		£ 300.00	KCC		£ 4,500.00	£ 4,500.00
36		<b>Traffic Signs and Roadmarkings</b>											£ -
37	28	Traffic signs - (non lit)	19 no	£ 4,885.59	Replace every 15 years	no enhancement					£ 5,000.00	£ 5,000.00	£ -
38	29	Traffic signs - (lit)	2 no	£ 712.20	3 year lamp replacement	no enhancement					£ 500.00	£ 500.00	£ -
39					impact damage + TM – assume 1 per year			£ 400.00			£ 6,000.00	£ 6,000.00	£ -
40	30	Roadmarkings - (lines/arrows/symbols etc)	2293	£ 1,718.63	Standard maintenance based on standard 'painted' yellow lining onto macadam and white lining: Re-painting damaged/faded lining. 3 year refresh	Enhanced maintenance for proprietary pre-formed yellow lines to go over granite sett channels:Re-laying preformed lines when damaged/faded.				ABC		£ 8,750.00	£ 8,750.00
41	31	Roadstuds	336	£ 3,192.00	Replace missing – assume 10 per year + TM	no enhancement		£ 250.00			£ 3,750.00	£ 3,750.00	£ -
42	32	Permanent traffic signal installation	2 no	£ 127,509.40	Clean lenses, replace failed lighting modules	no enhancement	£ 500.00				£ 7,500.00	£ 7,500.00	£ -
43	33	Permanent controlled crossing	1 no	£ 24,338.54		no enhancement						£ -	£ -
44	34	Permanent bollard - illuminated	16 no	£ 7,814.88	annual clean + 3 year lamp replace	no enhancement	£ 500.00				£ 7,500.00	£ 7,500.00	£ -
45	35	Permanent bollard - non-illuminated	9 no	£ 3,054.15	annual clean + TM – assume 1 per year.	no enhancement	£ 500.00				£ 15,000.00	£ 15,000.00	£ -
46		<b>Road Lighting Columns</b>											£ -
47	36	Steel column 10m single arm and lantern	41 no	£ 34,523.64	impact damage + TM – assume 1 per year. 3 year lamp replacement	Enhancement in materials		£ 1,000.00			£ 15,000.00	£ 15,000.00	£ -
48	37	Windsor column 8m single arm and lantern	57 no	£ 125,359.46			£ 1,470.00	£ 3,000.00			£ 67,050.00	£ 67,050.00	£ -
49		<b>Street Furniture</b>											£ -
50	38	Litter bins (Geo by Woodhouse)	3 no	£ 5,400.00	Empty, wash, replace		£ 235.00		£ 465.00	ABC	£ 3,525.00	£ 6,975.00	£ 3,450.00
51	39	Dog waste bins	2 no	£ 400.00	Empty, wash, replace		£ 160.00			ABC	£ 2,400.00	£ 2,400.00	£ -
52	40	Concrete Seating Walls Special formwork for fair faces	126 m²	£ 8,681.40	Cleansing and removal chewing gum. Inspection / damage repair. Replacement				£ 2,000.00	ABC	£ -	£ 30,000.00	£ 30,000.00
53	41	Cycle hoops (Geo by Woodhouse)	3 no	£ 1,500.00	Cleaning. Replacement/damaged repair		£ 50.00		£ 270.00	KCC	£ 750.00	£ 4,050.00	£ 3,300.00
54	42	Signage (bollards)	3 no	£ 1,800.00	Replacement		£ 180.00		£ 180.00	KCC	£ 2,700.00	£ 2,700.00	£ -



**Appendix A - Hard Assets**

	A	B	C	D	E	F	G	H	I	J	K	L	M		
55	43	Feature lighting for architectural screens	Item	£ 90,000.00	No standard.	This element is entirely enhancement. Lens cleansing. Damage replacement (2% per year)			£ 1,800.00	ABC	£ -	£ 27,000.00	£ 27,000.00		
56	44	Uplighters			No standard.	This element is entirely enhancement.			£ 1,000.00	ABC		£ 15,000.00	£ 15,000.00		
57	45	CCTV	1 no	£ 12,000.00	Electrical Testing. Replace		£ 400.00			ABC	£ 6,000.00	£ 6,000.00	£ -		
58															
59												<b>TOTALS</b>	<b>£ 260,300.00</b>	<b>£ 486,175.00</b>	<b>£ 225,875.00</b>

**Appendix B- Soft Assets**

Ref. No	SOFT ASSET	QUANTITY/ MEASURE	SCHEME CAPITAL COST (£) (Funding source - CIF2)	5 YEAR INITIAL ESTABLISHMENT COSTS	STANDARD MAINTENANCE REGIME	ENHANCED MAINTENANCE REGIME	'STANDARD' ANNUAL MAINTENANCE COST (£)	ENHANCED ANNUAL MAINTENANCE COSTS (£)	MAINTENANCE RESPONSIBILITY  (KCC/ABC)	TOTAL COST FURTHER 10 YEARS MAINTENANCE (£)		
										Standard	Enhanced	Difference
1	Amenity turf	620m <sup>2</sup>	£2,486	£11,446.50	Standard maintenance:Cutting - 10No. cuts per year and let fly	Enhanced maintenance: Cutting - 18No. cuts per year and let fly. Edging twice per year to reflect 'crispness of design lines. Selective weed control twice per year. Reinstatement of damaged/failed areas 5% per year.	£173	£1,072	ABC	£1,730	£10,720	£8,990
2	Amenity turf (Brookfield Road)	1056 m <sup>2</sup>	£4,086	£3,278.40	Standard maintenance: Cutting - 10No. cuts per year and let fly, (includes cutting bulbs).	No enhancement.	£295	£295	KCC	£2,950	£2,950	£0
3	Wildflower turf	2423m <sup>2</sup>	£19,384	£38,768.00	Standard maintenance: Cutting - 2No. cuts per year and let fly.	Enhanced maintenance: Cutting - 2No. cuts per year, let fly. Spot weed control, Reinstatement of damaged/failed areas 5% per year.	£727	£4,119	KCC	£7,270	£41,192	£33,922
4	Planting beds (Victoria Square)	215m <sup>2</sup>	£6,450	£11,238.75	Standard maintenance: Cutting back mechanically, Chemical weed control, Reinstatement/replacement planting 5% per year.	Enhanced maintenance: Hand pruning, Hand weed control. Forking/decompacting ground, Application of fertiliser. Reinstatement/replacement planting 5% per year.	£468	£1,302	ABC	£4,680	£13,020	£8,340
5	Shrub planting (Brookfield Road)	64m <sup>2</sup>	£640	inc	Standard maintenance: Cutting back mechanically, Chemical weed control.	No enhancement.	£158	£158	KCC	£1,580	£1,580	£0
6	Bulbs (Brookfield Road)	184m <sup>2</sup>	£592	inc	Standard maintenance: Included in grass cutting, No other maintenance required.	No enhancement.	£0	£0	ABC	£0	£0	£0
7	Large Nursery Stock Tree In paving adjacent to highway	78No.	£32,838	£16,411.70	Standard maintenance: Pruning/crown lifting to avoid canopy spread into highway, Weed control, Reinstatement/replacement (1No. per year), Top up mulching, At YEAR 10 adjust aperture of tree grille/aluminium collar from 400mm to 1200mm to allow for tree growth.	No enhancement.	£2,164	£2,164	KCC	£21,640	£21,640	£0
8	Large Nursery Stock Tree in grass	85No.	£29,835	inc	Standard maintenance: Reinstatement/replacement (1No. per year).	Enhanced maintenance: Hand pruning,	£351	£1,201	KCC	£3,510	£12,010	£8,500
9	Large Nursery Stock Tree in planting bed (Victoria Square)	30No.	£10,890	inc	Standard maintenance: Reinstatement/replacement (1No. per year).	Enhanced maintenance: Hand pruning,	£363	£663	ABC	£3,630	£6,630	£3,000
10	Large Nursery Stock Tree in planting bed (Brookfield Road)	8No.	£824	inc	Standard maintenance: Reinstatement/replacement (1No. per year).	No enhancement.	£103	£103	KCC	£1,030	£1,030	£0
11	Feathered Nursery Stock Tree (Brookfield Road)	43No.	£559	inc	Standard maintenance: No maintenance	Enhanced maintenance: Thin out at after 15 years	£0	£50	KCC	£0	£500	£500
12	Existing mature tree (Initial inspection and tree surgery works)	1	£600	£2,500.00	Standard maintenance: Annual inspection report and arboricultural work.	No enhancement.	£500	£500	ABC	£5,000	£5,000	£0
13	Replacement Planting - all shrubs and trees (Initial establishment phase only)			£24,915.28	n/a	n/a						
	<b>SUBTOTALS</b>			<b>£108,559</b>			<b>£5,302</b>	<b>£11,627</b>	<b>£0</b>	<b>£53,020</b>	<b>£116,272</b>	<b>£63,252</b>