

**To:** Ashford Joint Transportation Board  
**By:** KCC Highways, Transportation & Waste  
**Date:** 12<sup>th</sup> September 2017  
**Subject:** A2070/Barrey Road junction  
**Classification:** Information

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**Summary:**

**This report updates the Board on progress relating to potential improvements at the A2070/Barrey Road junction including the temporary installation of a 40mph speed limit and further investigations in to providing a signalised junction.**

## **1. Temporary speed restrictions**

- 1.1 The Board was previously advised that the intention was for a temporary 40mph speed limit to be installed from the 24<sup>th</sup> July. This was not achieved, however, signs were installed during the week commencing 11<sup>th</sup> August.
- 1.2 Prior to the installation of the signage, Highways England carried out traffic monitoring to capture additional data relating to traffic volumes and speed.
- 1.3 Since the installation, a further round of monitoring is being undertaken to assess the effect of the speed limit and if additional traffic calming/enforcement measures are required at the junction.
- 1.4 It is understood that the monitoring covers not only weekday movements but also weekends and in particular, the August Bank Holiday period so a direct comparison can be made against previously obtained data and reports from local businesses.

## **2. Junction Improvements**

- 2.1 Further to the KCC commission to WSP to provide an Options Study, Highways England has undertaken their own cost assessment, the outcome is attached in **Appendix A** and indicates a significant saving that can be made to the public purse if improvements are undertaken by Highways England at the same time as the J10a scheme.

- 2.2 Any future developments will need to be evidence led with Highways England delivering a solution that balances the improvements to Barrey Road against its value for money.
- 2.3 It is essential to ensure that the right scheme is arrived at for the right reasons. This involves a process which is now being followed to ensure that the right decisions are made for all parties.
- 2.4 Highways England Officers have also been investigating potential funding options internally. To assist this part of the process, KCC have agreed to issue a further commission to WSP with a request that the signalisation option incorporates the potential for cycle improvements at the junction, thereby improving links to the existing cycle network in the surrounding area.

### **3. Next steps**

- 3.1 Completion of the WSP commission and information passed to Highways England, **target end of September '17.**
- 3.2 Completion of the current round of traffic monitoring by end of September, collation of results and reporting to all parties by Highways England, **target mid October '17.**
- 3.3 Highways England to confirm final costs and continue with identification of potential funding streams, working with partner organisations and key stakeholders.
- 3.4 Highways England to prepare and present final outcomes, intended proposals and timeframes to ABC, KCC and key stakeholders. **Target, end of October '17.**

### **4 Recommendations**

- 4.1 That the Board note the contents of the Report

<b>Background documents:</b>
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Appendix A – Taylor Woodrow – Vinci cost assessment

**Contact officer:**

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## **M20 Junction 10a Traffic Signals Barry Road.**



Based upon the WSP/Parsons Brickerhoff report for the A2070 Bad Munstereifel Road/Barry road ref: 70029540-TN1, dated May 17. We have considered budget prices for the following:

### **Temporary signals for Barry Road Junction based upon the signal configuration in WSP option 3a detailed on 9540-SK-004**

**£60,844.50**

We have priced the temporary signals for a 52 week period. This will vary depending upon the requirement of trial period and if left in place to be replaced by under the permanent the works scope and programme.

The price for these signals include:

Traffic Management

Alteration to road markings

Design check

Maintenance.

The lights are wireless control and powered by batteries. Replacement of batteries and fault call out is included in the maintenance.

### **Permanent Signals**

Permanent signals are based upon the 10 signal head design option 3a and the 11 signal head design in option 3c.

As we have no detailed design we have assumed that the permanent signals will be installed during the construction of the main Junction 10a works but after the construction of the link road roundabout and Church Road footbridge. Based upon our current programme this will give a completion of the signalised junction by the end on July 2019, which extends the operational period of the temporary traffic signals.

This is based upon the assumption that the signalised junction could impact on Traffic Management required to carry out the works on the A2070. Should an instruction be given to construct the signalised junction it may be possible to improve upon this by integrating the traffic management schemes during the detailed design stage. Ideally the permanent signals should be installed in the early stages of the works before the main works on the A2070, reducing the completion of construction and the operational time of the temporary signals. We have made this assumption in our pricing and placed the Traffic management as included.

We are also of the opinion that the design and construction of the of the A207 under the Junction 10a works could be limited to tie in to the north of the Barry road signalling work. Whilst we have insufficient information to quantify this we believe the savings would be significant and exceed the cost of the carriageway alteration works required under option 3c.

### **Permanent signals for Barry Road Option 3a as detailed on drawing 9540-SK-004.**

**£187,984.69**

Signalised junction using 10 signal heads with alteration to the road markings but no alteration to the existing kerb lines.

## M20 Junction 10a Traffic Signals Barry Road.



The quantities and work scope have been taken from and limited to the WSB schedule and Includes:  
All works required to install and commission the signals

Road markings

hydro blasting the existing road markings

trench reinstatement to the duct crossings

Signing

Anti skid surfacing

Excludes:

Replacement or repair to the existing surface course.

Replacement or repair of existing kerb lines

UKPN connection to feeder pillar

Provision of safety fencing

Costs associated with planning or fees

Traffic modelling and BCR work

Assumes that an instruction to incorporate this design into the current M20J10a design will be given by the end of August 2017

### **Permanent signals for Barry Road Option 3c as detailed on drawing 9540-SK-006**

**£276,594.08**

Signalised junction using 11 signal heads with alteration to the existing carriageway, central reserve kerb line and road markings.

The quantities and work scope have been taken from and limited to the WSB schedule and Includes:  
All works required to install and commission the signals

Road markings

hydro blasting the existing road markings

trench reinstatement to the duct crossings

The additional pavement required by the right lane ghost island

Drainage alterations

Signing

Anti skid surfacing

Excludes:

Replacement or repair to the existing surface course.

Replacement or repair of existing kerb lines that remain

UKPN connection to feeder pillar

Provision of safety fencing

Costs associated with planning or fees

Traffic modelling and BCR work

Assumes that an instruction to incorporate this design into the current M20J10a design will be given by the end of August 2017.

K Barrows. 31<sup>st</sup> June 2017