

AGENDA

MAIDSTONE JOINT TRANSPORTATION BOARD MEETING



Date: Wednesday 17 February 2010

Time: 5.00 pm

Venue: Town Hall, High Street,
Maidstone

Membership:

Councillors Carter, Chell, Chittenden, Cooke,
Daley, English, Hinder, Hotson,
Marchant, Parr, Mrs Parvin, Robertson,
Ross, Sherreard, Mrs Stockell, Whittle,
Wilson and J.A. Wilson (Chairman)

Page No.

1. Apologies for Absence
2. Notification of Substitute Members
3. Notification of Visiting Members
4. Disclosures by Members and Officers

Continued Over/:

Issued on 11 February 2010

The reports included in Part I of this agenda can be made available in **alternative formats**. For further information about this service, or to arrange for special facilities to be provided at the meeting, **please contact JANET BARNES on 01622 602242**. To find out more about the work of the Committee, please visit www.digitalmaidstone.co.uk

**David Petford, Chief Executive, Maidstone Borough Council,
Maidstone House, King Street, Maidstone, Kent ME15 6JQ**

5.	Disclosures of lobbying	
6.	Minutes of the Meeting held on 8 December 2009	1 - 3
7.	Questions/Statements by members of the public	
8.	Report of the Head of Transport and Development - Speed Limit Review	4
9.	Report of the Head of Transport and Development - Update on Petitions submitted to Kent Highway Services	5 - 7
10.	Report of the Head of Countywide Improvements - Highway Improvement Scheme 2009-10	8 - 15
11.	Report by the Interim Director of Kent Highway Services to the Joint Transportation Board - Highway Services Update	16 - 17

Registering for Public Speaking

In order to book a slot to speak at this meeting of the Joint Transportation Board please contact Janet Barnes on 01622 602242 by 3.30pm on the day of the meeting. You will also need to inform us of the topic you wish to speak on. Please note that slots will be allocated on a first come, first served basis up to a maximum of ten speakers.

MAIDSTONE BOROUGH COUNCIL

MAIDSTONE JOINT TRANSPORTATION BOARD

MINUTES OF THE MEETING HELD ON TUESDAY 8 DECEMBER 2009

PRESENT:

Maidstone Borough Council

**Councillors J.A. Wilson (Chairman), English,
Hinder, Marchant, Parr and Ross**

Kent County Council

**County Councillors Carter, Chittenden, Cooke,
Daley, Horne (Substitute Member), Hotson,
Robertson, Mrs Stockell and Whittle**

29. **APOLOGIES FOR ABSENCE**

Apologies for absence were received from Councillors Chell, Mrs Parvin, Sherreard and Wilson.

30. **NOTIFICATION OF SUBSTITUTE MEMBERS**

The following substitution was noted:-

Councillor Horne for Councillor Sherreard

31. **NOTIFICATION OF VISITING MEMBERS**

There were no Visiting Members.

32. **DISCLOSURES BY MEMBERS AND OFFICERS**

There were no disclosures by Members or Officers.

33. **DISCLOSURES OF LOBBYING**

Councillors Horne, English and Mrs Whittle declared they had been lobbied regarding Item 7 – Ware Street Crossing.

34. **MINUTES**

RESOLVED: That the Minutes of the meeting held on 21 October 2009 be approved as a correct record and signed.

35. WITHDRAWAL OF WARE STREET CROSSING - THURNHAM (RESOLVED 21 OCTOBER 2009)

The Chairman outlined the background to this issue which culminated in this Board supporting the scheme at the meeting on 21 October 2009. The Chairman stated that the work was due to start on 25 October 2009. On 23 October 2009 Kent Highway Services ("KHS") Officers received a telephone call from the Leader's office to stop the work.

The Chairman stated that he received notification of the cancellation 2 weeks later by email. The Chairman and the Leader of Maidstone Borough Council ("MBC") met with the Leader of Kent County Council ("KCC"). The Leader of KCC said at that meeting that he had received a telephone call from the father of the objectors.

The Chairman had convened this meeting of the Board as, in his view, there was no reason for the Leader of KCC to stop the work on the Ware Street Crossing and that this action was taken outside of the rules of the Joint Transportation Board ("JTB").

The Chairman referred Members of the Board to Paragraph 8.1 of the KCC/MBC Joint Agreement dated 28 May 2005, which reads:-

"Executive Action

8.1 The KCC Executive (meaning the KCC Cabinet Member for Highways, Waste and Environment) will normally act in accordance with the advice or views of the JTB. If the Executive is minded to act otherwise, no decision will be taken until after a discussion at the KCC Highways Advisory Board at which the Chairman and Vice-Chairman of the JTB may attend and speak."

The Chairman informed the Board that he had spoken to Geoff Wild, the KCC Monitoring Officer, who advised him that the Board could consider referring the matter to the KCC Scrutiny Committee or one Member could refer the matter to the Standards Board.

The Chairman then opened up the discussion to Members of the Board. Some Members expressed the view that, despite the circumstances, the correct procedure was not followed and should have been.

Councillor Carter joined the meeting during Members' discussion. Councillor Carter explained to the Board that on his return journey from holiday, he received a telephone call from his Secretary stating that a resident would like to speak to him about the crossing in Ware Street. He said he spoke to Mr Jones (the father of the affected residents) and stated that it became apparent that he and Mr Jones knew each other years ago when their children went to the same school. He stated that he had not had contact with Mr Jones since then.

Councillor Carter informed the Board that he was advised by his Secretary that the crossing was in his Division and that he had no idea it had been through the JTB. He asked his Secretary to find out if the crossing could

be delayed and other options looked at. He said his Secretary spoke to a Highways Officer and she was informed that there was a better location for the crossing. He then suggested to officers that the implementation of the crossing be delayed.

Councillor Carter then said that he received a call from Councillor Mrs Whittle explaining that the crossing was in her Division. He said he apologised and suggested that Councillor Mrs Whittle continue the dialogue with Highways officers and Mr Jones.

Councillor Carter apologised to the Board. He also informed the Board that he is meeting with District Leaders in January when they will be looking at the situation of all Joint Transportation Boards.

Councillor Mrs Whittle informed the Board that she had not been consulted on this matter as the KCC Councillor as Officers had not realised it was in her division.

Further discussion took place amongst Members of the Board.

Highways Officers were then asked to respond to the discussion that had taken place. Mr Corcoran confirmed there were alternative sites considered and feasible. However, it was their professional view, following consultation with residents and Parish Councils, that the proposed location was the best location despite the problems. Mr Corcoran said that he did explain to Councillor Carter's secretary that the matter had already been to the JTB. Mr Corcoran confirmed that Highways Officers had not changed their view that the proposed location is the best location.

RESOLVED:

1. That the Chairman and Vice Chairman of the JTB, together with Councillor Mrs Whittle, meet with the Cabinet Member for Highways, Waste and Environment to discuss the Ware Street Crossing situation and a full report be brought to the next meeting of the Board.
2. That the Chairman be given delegated authority to decide whether to report the breach of procedure to the KCC Scrutiny Committee and/or the KCC Standards Board.

36. DURATION OF MEETING

5.00 p.m. to 6.15 p.m.

Agenda Item 8

Speed Limit Review

A report by the Head of Transport & Development to the Joint Transportation Board

Background

Kent Highway Services have set up a dedicated team to review all of its speed limits on A and B roads to ensure they met the standards set out in new national guidance for the setting of local speed limits.

Process and Programme

Kirstie Horton the Speed Limit Review Project Manager will be attending the JTB to give a presentation to share the context and background of the programme and will cover the following topics relating to the review:-

- Circular 1/2006 – definitions and aim
- The demonstration area
- Area 1
- Area 2
- Area 3
- The review team – how the review is carried out
- Speed limit characteristics for A and B roads
- The report
- The programme up to 2014

Accountable Officers: Andy Corcoran 01622 798378 & Kirstie Horton 01622 666000

Update on Petitions submitted to Kent Highway Services

A report by the Head of Transport & Development to the Joint Transportation Board

Summary

1. A report to update the Board on the current status of petitions received by Kent Highway Services (KHS) and notification of any new petitions received since the last meeting.

Traffic Calming Measures, Heath Road, Coxheath

2. A petition was submitted in April 2008 by some 59 residents, lead by Mr A R Monk of Westerhill Road, Coxheath. It sought action to improve the traffic calming measures installed along Heath Road, Coxheath as the petitioners felt these were dangerous.
3. Since the last meeting of this Board KHS has made some necessary amendments to the existing scheme to ensure it compiles with current highway standards. Following a recent meeting between the Parish Council and County Council Cabinet Member for the Environment, Highways and Waste it has been agreed to carry out a before and after review of the crash statistics for the scheme currently implemented before any further decisions on the scheme are made. It is expected that this review will be completed by May 2010.

Safe Crossing for Marden Road, Staplehurst

4. A petition was submitted in May 2008 by Staplehurst Parish Council with over 150 signatures requesting a safer crossing in Marden Road, Staplehurst.
5. Kent Highway Services have investigated this request following a meeting with the Parish Council and have submitted a bid for the provision of a new crossing, pedestrian guard railings, interactive speed sign and bus stop improvements as part of the 2010/11 Integrated Transport Programme for Kent. The details of this bid has been previously reported as part of the Integrated Transport Programme for Maidstone and future updates on this scheme will be included as part of that programme.

Request for the Implementation of a Weight Restriction through Yalding

6. A petition was submitted in September 2008 by Yalding Parish Council with over 570 signatures supporting a previous request for a weight restriction through Yalding and that surveys of lorry movements through Yalding and East Farleigh be undertaken.
7. At a recent meeting with Nick Chard, the Cabinet Member for Environment, Highways & Waste and the Chair of this Board it was reaffirmed that Kent Highway Services would not be carrying out local lorry movement surveys in the Yalding area but would target resources at tackling the issue on a countywide basis. The County Council are currently preparing a freight strategy for Kent which outlines a list of actions as to how it proposes to achieve this.
8. It was agreed at a previous meeting of this Board that Members would arrange a meeting with KHS officers to discuss the potential scope of a traffic survey for this area to enable an accurate cost estimate to be obtained but as yet no approach has been made to KHS.

Closure of Pheasant Lane, Maidstone South

9. A petition was submitted in August 2008 by some 120 residents, lead by Mr David Fraiss of Osborne House, Loose Road of the Pheasant Lane Action Group which sought the closure of Pheasant Lane to vehicles other than for residential access. The petitioners felt the lane was being used as a rat run, was too narrow for the volume of traffic has too many blind bends with drivers driving too fast and pedestrians are at great risk.
10. At the October 2009 meeting of this Board it was approved to close Pheasant Lane to all through traffic by means of lockable bollards on an experimental basis. KHS are making the necessary arrangements for this closure to come into operation in the Easter school holidays.

Fant Traffic Calming Scheme, Maidstone

11. It has previously been reported to this board that a petition was submitted in December 2008 by Maidstone Green Party on behalf of 346 residents of Bower Place, Upper Fant Road, Gatland Land and Glebe Lane, Maidstone requesting measures to slow and reduce the volume of traffic in these roads.
12. At the October 2009 meeting of this Board it was approved that the traffic calming scheme for Fant Ward proceed to detailed design and implementation. Future updates for this scheme will be reported as part of the regular Highways Improvement Schemes report.

Resurfacing of Haste Hill Road, Green Lane, Brishing Lane, Church Street, Meadow View Road and Lewis Court Drive

13. Kent Highway Services received a petition regarding the above roads with 432 residents' signatures. The petition was acknowledged by the Community Delivery Team Leader and confirmation was sent to the Lead Petitioners. Haste Hill has subsequently been resurfaced and the other roads are currently being assessed for resurfacing in 2011.
14. The remaining roads listed will be monitored as part of the routine safety inspection regime and any repairs deemed necessary to ensure public safety will be arranged by the Highway Inspector for the area.

Road Safety Measures along Walderslade Woods Road

15. Kent Highway Services have received a petition from Mrs Gillian Tatnell from Walderslade Woods with 212 signatures requesting a reduction in speed limit with traffic islands and hatching. The petition has received the support of Boxley Parish Council although Walderslade Woods Road falls within both Maidstone and Tonbridge and Malling. The petition has been previously reported to this Board indicating that KHS would investigate the issues raised in the petition. This investigation has now been concluded and I can report the findings below.
16. Following submission of the petition a seven day speed survey was undertaken in November 2009. The survey was located in the derestricted length of the road adjacent to the pedestrian footbridge. Vehicle speeds were found to be lower than the existing posted speed limit with combined direction 85th %ile speed of 53mph, whilst the mean speed was 47mph.

17. Recorded personal injury crash data for the A2045 has been analysed. In the 3 year period up to September 2009, there were 11 personal injury crashes for the entire length of the road. Of these, 6 were within the derestricted length, whilst 5 were in the current 40mph limit section. From the 11 crashes, 3 were reported as serious. These crashes are typically located at the side road junctions. There have been no fatalities in the past three years, however there was a fatal crash involving a motorcyclist in March 2005, this was in the 40mph section.
18. A review of the current speed limit was undertaken as part of the ongoing speed limit review process on all A and B class roads in Kent. The review looked at both of the 40mph and derestricted speed limit sections. It found the existing 40mph limit section between the A229 and Fostington Way was consistent with the new guidance but concluded the national limit section between Fostington Way and Boxley Road was suitable for a reduction to 50mph because of the alignment of the carriageway and the number of junctions. It also concluded that improvements to the signage and maintenance tasks were required to improve visibility to the signage.
19. With these recommendations in mind, Kent Highway Services are intending to submit a bid for funding through the Local Transport Plans Integrated Transport Programme for 2011/12 to undertake the gateway signage improvement works identified by the review team, improve the side road junction warning signs and also to provide traffic islands to protect right turning traffic at the Tunbury Lane, Impton Lane and Forestdale Road junctions. It is intended that these works including the reduction of the speed limit in part of Walderslade Woods Road will reduce vehicle speeds and the crash record hence improving road safety for all users along the road.

New Petitions Received

20. At the time of writing this report Kent Highway Services have received one new petition since the last meeting of this board.
21. In December 2009 KHS received a petition from residents of Harrietsham and Lenham in response to the review of speed limit on A20. 48 Pages of signatures were received highlighting residents' extreme disappointment of the review carried out but the County Council on the speed limit on the A20 through Harrietsham and Lenham. The petition requests that a new review is carried out which looks at implementing speed reduction measures along the route.
22. This petition has been passed to the speed limit review team who will respond to the issues raised in the petition.

Accountable Officer: Andy Corcoran 01622 798378

Agenda Item 10

MAIDSTONE BOROUGH COUNCIL

JOINT TRANSPORTATION BOARD

17 FEBRUARY 2010

REPORT OF KCC'S HEAD OF COUNTYWIDE IMPROVEMENTS

Report prepared by Andrew Burton, KCC Highway Schemes Manager

HIGHWAY IMPROVEMENT SCHEMES 2009-10

1.1 For Information

Members are asked to:

- 1.1.1 **Note** the progress of the highway improvement programme
- 1.1.2 **Endorse** the proposed Mote Park-to-Detling Cycle Route and agree that public consultation on three sections of proposed shared use footway/cycleway illustrated in Appendix B of this report be carried out.
- 1.1.3 **Endorse** the construction of a zebra crossing in Ware Street, Bearsted, as illustrated in Appendix C of this report
- 1.1.4 **Endorse** the construction of a zebra crossing in Castle Road, Allington, as illustrated in Appendix D of this report

1.2 Background Documents

- 1.2.1 Item 11, Kent County Council Highways Advisory Board, 8 May 2008, "Transportation and Safety Package Programme 2008-09"
- 1.2.2 Item 7, Kent County Council Highways Advisory Board, 3 March 2009, "Transportation and Safety Package Programme 2009-10"
- 1.2.3 Item 8, Maidstone Joint Transportation Board, 28 January 2009, "Integrated Transport Plan for Maidstone 2009-10 and Beyond"

2 Discussion

- 2.1 Appendix A to this report details the progress of each scheme in the highway improvement programme, including previous years' schemes that were not completed by April 2009. Progress to date is summarised and anticipated progress prior to the next meeting of this Board is detailed. Five schemes are considered in more detail in the body of this report as follows:
- 2.2 **Coxheath Traffic Calming.** In the October 2009 half-term, Kent Highway Services (KHS) further revised the traffic calming in Heath Road. These revisions included the removal of two road narrowings, the relocation of the road narrowing near the medical centre, the re-marking of the white lines, cutting back the overhanging vegetation and installing high friction surfacing on the approaches to what are now the first build-outs in the village. Together,

these measures aim to improve the flow of traffic through the village and to reduce the opportunities for aggressive driving. Nonetheless, aware that there remains local dissatisfaction with the scheme, KHS will be carrying out a further scheme review in 2010. The review will centre upon any crashes that have resulted in personal injury being reported to the police; local Members and the Parish Council will be fully involved to identify any further alterations that these statistics may show to be justified. In the meantime, KHS is working with EdF to upgrade the electricity supply along Heath Road to enable all traffic signs at the carriageway narrowings to be illuminated. This work should be completed in spring 2010.

2.3 Mote Park to Detling, Maidstone – Cycle Route. As part of the Local Transport Plan, a cycle route between Detling and Mote Park was included in KCC's 2008-09 capital programme. The objective was to create a spine linking Pilgrims Way with Mote Park for use by both leisure and utility cyclists. Difficulties in improving the crossing of New Cut Road (reported to the October 2009 meeting of this Board) delayed the scheme's design and only now has it been developed to the point at which officers are able to report it to Members for consideration. The proposed scheme comprises four elements, illustrated as Appendix B to this report:

- a)** Converting the east side of New Cut Road between the A20 and Grovewood Drive from a footway to unsegregated shared-use cycletrack
- b)** Converting the south side of Grovewood Drive between the New Cut Road and Franklin Drive from a footway to unsegregated shared-use cycletrack
- c)** Converting the north side of Grovewood Drive between Franklin Drive and Weaving Street from a footway to unsegregated shared-use cycletrack
- d)** An on-carriageway signed cycle route along the length of Weaving Street, Hockers Lane and The Street.

Together, these alterations would create a more pleasant and usable utility cycle route that officers consider could be introduced without measurable detriment to other road users. However, elements (a), (b) and (c) require a "footway conversion order" and it is standard practice in Kent for this to be prefaced by a site notice seeking comments from anyone interested in the potential effects of the scheme. Thus if Members are minded to endorse these elements of the scheme a site notice to this effect will be posted and any responses to it reported to a future meeting of this Board. If no responses are received then the footway conversion order will be made without further reference to this Board.

2.4 Ware Street, Bearsted– Zebra Crossing.

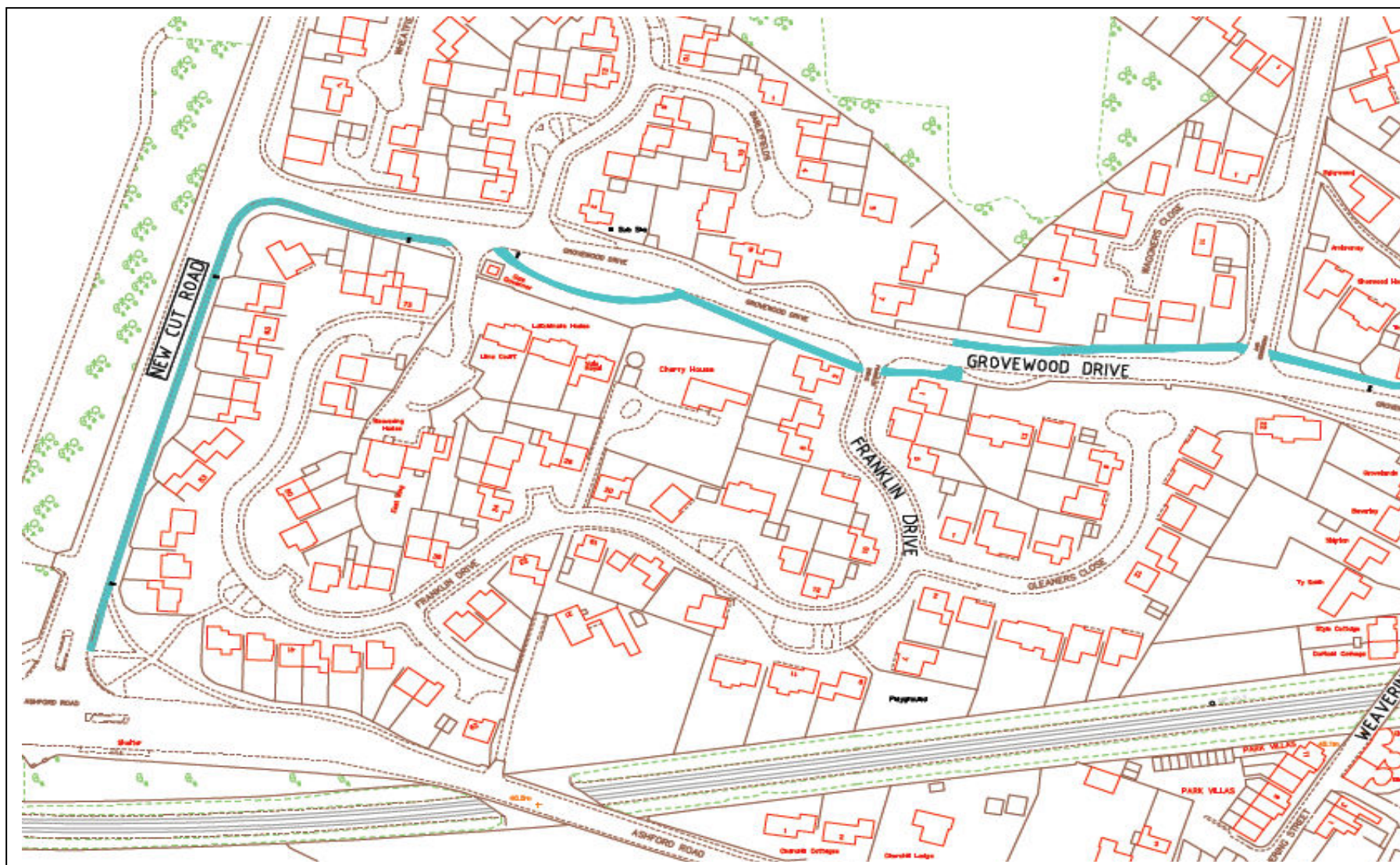
2.4.1 As has been previously reported to this Board, perceived danger when crossing Ware Street led Borough Members and Parish Councils to lobby KHS for a formal pedestrian crossing fronting the Edelin Road development. Following this Board's approval of this scheme in October 2009, concern was raised regarding the environmental impact that the crossing would have on adjoining properties. As a result, construction was shelved, and at the last (emergency) meeting of this Board, Members resolved that consultation on a revised scheme offering an alternative location to the one previously agreed be carried out.

- 2.4.2 The consultation took place in January and sought views from local people on whether they would prefer a zebra crossing to be installed in the vicinity of No.96 (the original location) or at the western side of Edelin Road (the revised location).
- 2.4.3 Consultation Letters were distributed to Thurnham and Bearsted Parish Councils, all nearby local Members and the same properties as the initial consultation together with properties within the Edelin Road development. Properties adjoining Ware Street from both Creve Coeur Close and Longfields Drive were also consulted as they would be most affected by the revised location.
- 2.4.4 A total of twenty-one responses were received, all in support of the need for a zebra crossing. Nineteen preferred the revised location, including two of the six residential Ware Street frontagers, The Bell public house and Swift Roofing. Of the local Members, Mr Carter, Mrs Whittle and Cllr Ash support the revised location and Cllr Horne stated that he would like the crossing sited in the location where it will be used the most, minimising pedestrians taking unnecessary risks. Kent Police favour the revised location because it will provide longer reaction times for drivers when approaching the crossing.
- 2.4.5 Although there is no legal requirement for a Council to formally consider an objection to a zebra crossing, it is customary in Kent for Members to be offered the opportunity to review such a scheme in light of any objections that may be received. By agreement with KCC's Cabinet Member for Environment, Highways and Waste, this review is carried out by this Board.
- 2.4.6 Officers advise that whilst the revised location is further away from the busier 'desire line', the detour (eleven metres) is not significant and it is hoped that most pedestrians would prefer to walk this short distance. Moreover, the revised location is on the desire line for those residents of Edelin Road who walk to the shopping facilities at Grove Green.
- 2.4.7 Accordingly, Members are asked to endorse the scheme illustrated as Appendix C to this report. Subject to this endorsement, construction will start on 17 April 2010.
- 2.5 **Castle Road, Allington – Zebra Crossing.** Following an officer-level review of Allington Primary School's pedestrian accessibility, the need for a school crossing patrol in Castle Road was identified. However, this would have necessitated the removal of the central pedestrian refuge outside the shops, disadvantaging many daytime users, many of whom have impaired mobility. Further studies were carried out and these showed there to be a strong case to instead upgrade the existing pedestrian refuge outside the shops to a zebra crossing (illustrated as Appendix D to this report). Of the forecast £24,000 scheme cost, KCC Education would meet £14,000 (this representing the equivalent cost of operating a school crossing patrol). The remaining £10,000 had not been secured at the time of writing but an update will be provided at the meeting. Subject to approval of this Board, and the remaining £10,000 being secured, construction works can start on 1 March 2010
- 2.6 **Oldborough Manor School, Maidstone:** as has been reported to previous meetings of this Board, the proposed redevelopment of Oldborough Manor School in Loose requires KCC to undertake an extensive series of highway improvements. These are illustrated as Appendix E to this report and works are scheduled to start on site this Spring.

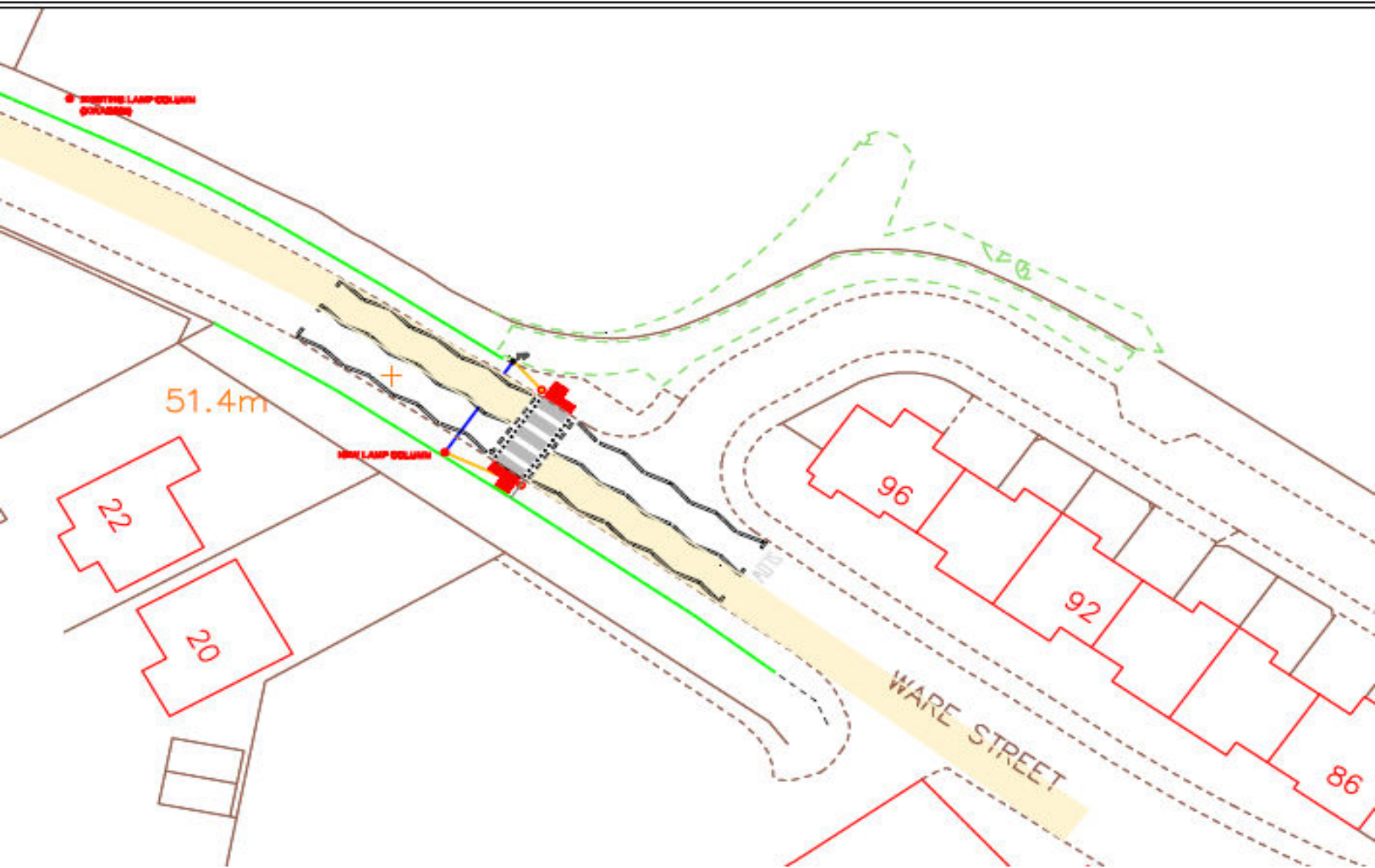
Appendix A: Highway Improvement Scheme Progress

KHS Ref	Location	Description of Works	Current Progress	Anticipated Actions for next 3 months (Prior to next JTB)	Budget 2009 - 10	Forecast Out-turn	Kent Highway Services Contact 08458 247800
MG 74 10 ML	Traffic calming Coxheath -	2006-07 scheme: Speed management measures including physical measures to slow vehicular traffic	Latest modifications completed on schedule, but electricity supply to traffic signs on road narrowings yet to be upgraded	Scheme review due spring 2010- see main body of report	£50K	£25K	Julian Cook
MY 06 02 TD	Mote Park to Detling	Cycle Route	Design complete (see main body of report)	Public consultation on proposed conversion of footway to shared use cyclepath - see main body of report	£8K	£10K	Simon Allsopp
MY 06 07TD	Ware Street, Bearsted	Zebra crossing west of railway bridge (Thurnham Parish)	Design complete (see main body of report)	Subject to approval of this Board, works will start 19 April 2010	£25K	£28K	Helen Cobby
MY 06 06TD	Fant	Traffic calming (estimated cost £168K, spread over two financial years)	Construction was scheduled to start on 15 February 2010	Was is scheduled to be completed in late April	£85K	£155K in 09-10 £18K in 10-11	Darren Hickman
MY 06 02TD	Town Centre Maidstone	Cycle route improvements in Station Road	Works Completed On Schedule	None – this scheme will no longer be reported to this Board	£30K	£16K	Helen Cobby
EDUC	Castle Road - Allington	Zebra Crossing	Design complete (see main body of report)	Subject to approval of this Board, and £10K of funding being secured, works will start 1 March 2010	£nil	£24K	Helen Cobby
S106	Oldborough Manor School, Maidstone	Traffic signals at A229/ Boughton La; pedestrian crossings in St Saviours Rd Wallis Ave; cycle path along Sutton Rd;	Design complete (see main body of report)	Subject to approval of this Board, and £10K of funding being secured, works will start 1 March 2010	£nil	£24K	Helen Cobby

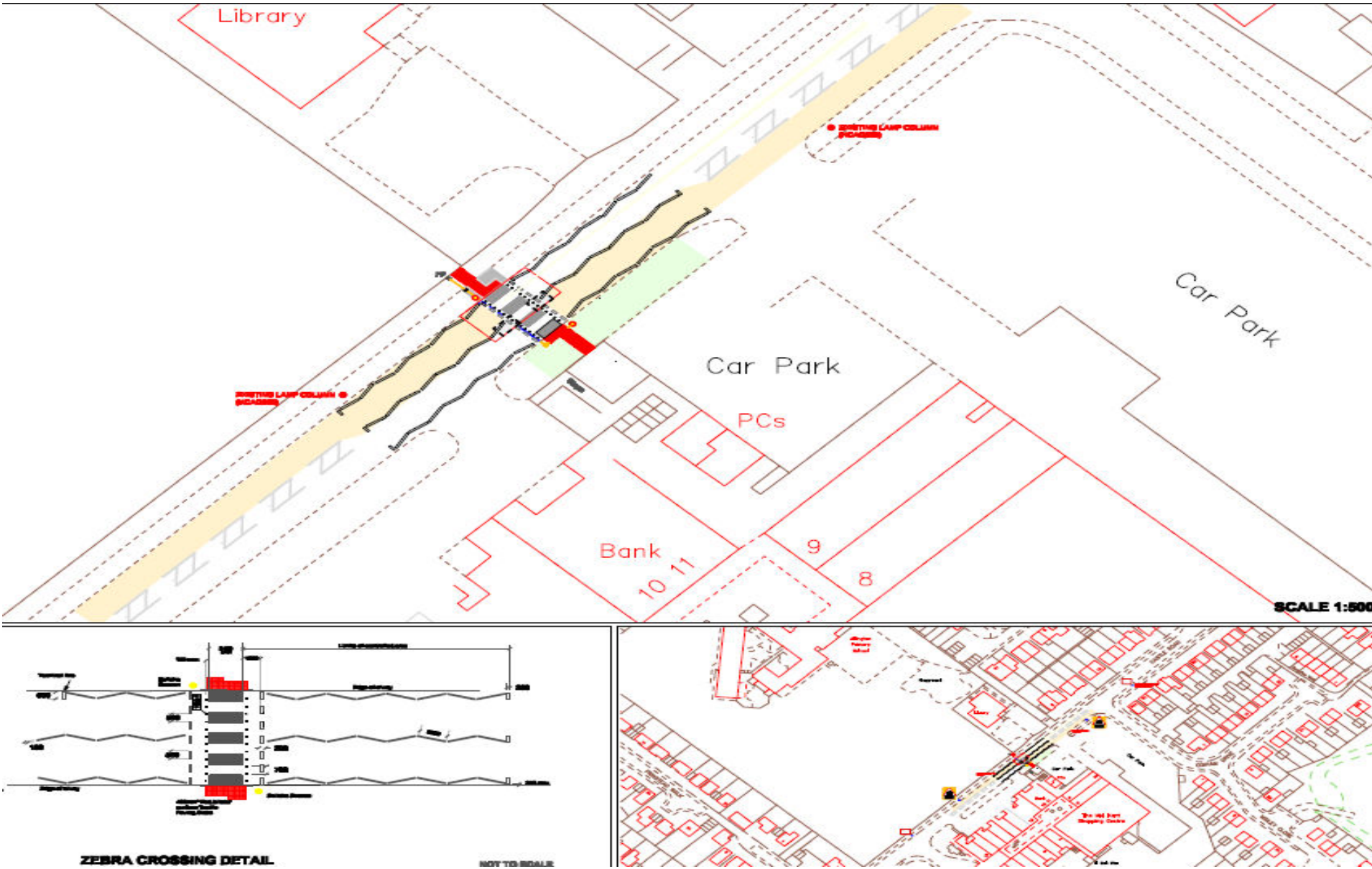
Appendix B: Proposed Mote Park to Detling Cycle Route – **Heavy Line** Shows Location of Proposed Conversion of Existing Footway to Unsegregated Cycle Path



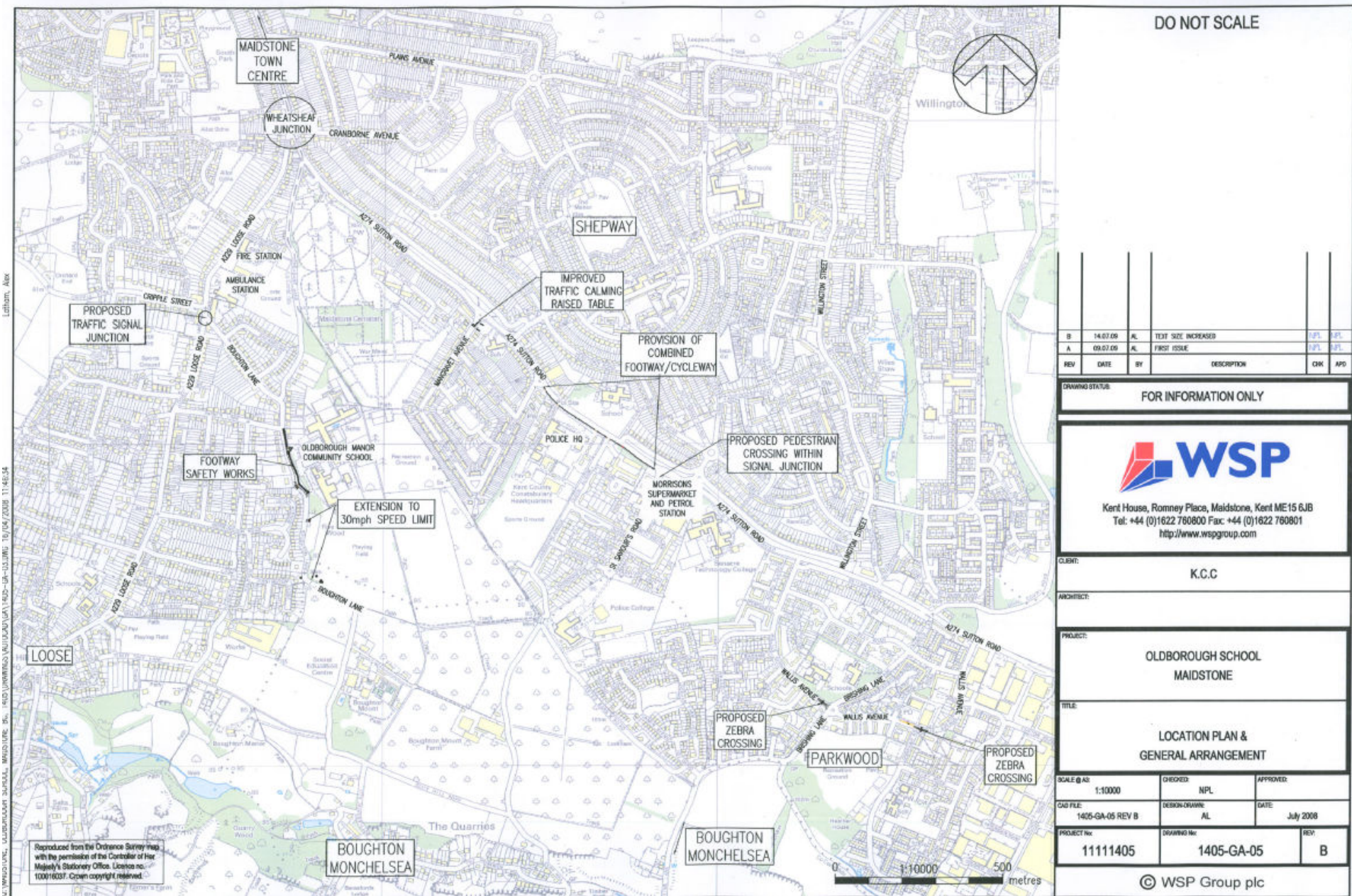
Appendix C: Ware Street Bearsted – Proposed Zebra Crossing – West of Edelin Road



Appendix D: Castle Road, Allington – Proposed Zebra Crossing



Appendix E: Oldborough Manor School Redevelopment – Proposed Off Site Highway Improvements



Highway Services Update

A report by the Interim Director of Kent Highway Services to the Joint Transportation Board

1. 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.
2. **Winter Service**
At its meeting in September, the Environment, Highways and Waste (EHW) Policy Overview and Scrutiny Committee (POSC) 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>
3. The new winter season started on Monday 19 October and will run through until mid April 2010. Salt stocks were 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/badweather-conditions/road-salting.htm>
4. This year Kent Highway Services (KHS) introduced 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 not only makes salting more effective at preventing icing of roads, but it also uses less salt because less is blown away by the wind.
5. The heavy snowfall overnight on 17/18 December was accurately forecast and in preparation, all the County's primary and secondary routes were salted before the snow fell. To help melt the snow as quickly as possible, the spread density of the of salt was increased and snow ploughs were deployed overnight to keep these routes clear.
6. Although this action matched KCC's policy, Kent Highway Services will produce a review of the winter service over the period of the recent snow for KCC's POSC for their spring meeting. This will be followed up by a report to this JTB.

Jetpatcher

7. 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.

- i) High velocity air from the Jetpatcher hose is used to blow all loose debris from the pothole, leaving a clean hole, ready for patching.
- ii) The Jetpatcher hose then uses an asphalt emulsion to coat and seal the pothole, preventing any further moisture damage.
- iii) 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

Accountable Officer:

Andy Moreton 08458 247 800