BAT AND BALL JUNCTION

Sevenoaks Joint Transportation Board – 13 June 2012

Report of the:	Strategic Transport and Development Planner: Chad Nwanosike
Status:	For Member Decision
Chairman:	Mr R Parry
Head of Service:	Head of KCC Highways & Transportation – Tim Read

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Recommendation: That in view of the above information, Members are recommended to approve the 'Way Forward and Next Steps' as set out below.

Introduction

1. This report has been prepared for the Sevenoaks Joint Transportation Board Members for their information.

2. A planning application was submitted initially in February 2008 by Tarmac Limited for extension of extraction area and continued operation of existing processing and associated manufacturing plant and buildings and other operational areas at Sevenoaks Quarry.

3. In September 2010 Sainsbury's was granted planning consent for the extension of the Sevenoaks store from 7,537m2 to 11,594m2.

4. Both Sevenoaks Quarry and Sainsbury's are located close to the Bat and Ball, a critical junction in the local road network. Kent County Council secured highway contributions from both developments under Section 106 Agreement details of which are contained in Table 1 (Appendix A).

5. In 2008 Jacobs produced a concept design and cost estimate for the Bat and Ball junction. It proposed:
   - Removal of central islands on Otford Road
   - Extension of the two approach lanes
   - Provision of a controlled crossing facility on Otford Road.

6. The purpose of these measures was to improve capacity and hence ease congestion and improve air quality in the area.

7. The Benefits of these measures needed to be assessed in order to justify implementation. A study was therefore commissioned in March 2012 and the simplified study brief was to:
   - Model the existing situation at the Bat and Ball junction
   - Model a scenario with the Jacobs concept design implemented

- Compare the two to establish the benefits.

Traffic Impact

8. The March 2012 assessment showed that the overall performance of the junction remains generally unchanged by the implementation of the Jacobs design, indicating that the measures provided limited benefits.

9. On the Otford Road approach queue lengths were reduced and capacity is increased, but not by a significant amount.

(Past studies)

10. A review in March 2008 considered a localised widening of Seal Road to provide a dedicated right turn lane. The initial design indicated that a lane length of some 40m could be achievable. However, even with substandard lane widths, the extent of carriageway widening required would have compromised the Bat and ball building and pedestrian access. As a result, the idea was not taken forward.

11. In September 2009 a review of the junction was undertaken with a view to increase capacity at the St John's Hill approach. This looked at widening the carriageway on approach to the stopline to give an additional lane of some 40m length. Although this idea appeared feasible, the highway boundary and close proximity of retaining structures associated with the adjacent car dealership would have made it undeliverable due to the potential cost.

(Traffic impact conclusion)

12. It is therefore fair to state that there are no viable measures that would produce significant capacity improvements at the Bat and Ball junction.

Way Forward and Next Steps

13. The transport development and highway maintenance teams in KCC are getting together with the air quality team in SDC to establish effective improvement measures at Bat and Ball that are within the terms of the Section 106 Agreement.

14. Between now and the next JTB we will be exploring environmental, driveability and non motorised users improvement options. We will also, subject to approval by JTB proceed with the installation of CCTV cameras and UTC MOVA equipment at the junction. The CCTV cameras would enable remote monitoring of traffic situation and the UTC MOVA would enable traffic signal timings to be changed (temporarily) remotely in response to traffic situation. Details of the CCTV cameras and UTC MOVA installation are set out in Table 2 (Appendix A).

15. Progress on the 'Way Forward and Next Steps' as set out above will be reported at future JTB meetings.

Information

16. Members are informed that there are no viable measures that would produce significant capacity improvements at the Bat and Ball junction

Conclusion

17. In view of the above information, Members are recommended to approve the 'Way Forward and Next Steps' as set out above.

Sources of Information: Kent County Council

Contact Officer(s): Chad Nwanosike - 08458 247 800

Director of Kent Highways and Transportation John Burr

APPENDIX A

Table 1 – Bat and Ball Section 106 Contributions

Development	Purpose	Section 106 Wording	Spend by Date	Amount
Sevenoaks Quarry	Highways improvement	''on or before the completion of this Agreement to pay KCC the sum of one hundred and twenty pounds (£120,000) towards the design and construction of proposed highway improvements to the Bat and Ball Junction at Sevenoaks''	20.09.15	£120,000
Sevenoaks Quarry	Air quality monitoring	''on or before completion of this Agreement to pay KCC the sum of thirty thousand pounds (£30,000) towards air quality monitoring at the Bat and Ball Air Quality Monitoring Area (ADMA)''	20.09.15	£30,000
Sainsbury's	Highways improvement	''to pay the County Council the highways contribution upon Commencement of Development to be used only for the Highways purposes''	No time limit	£200,000
Sainsbury's	Road signage	''to pay the County Council the road signage contribution prior to or upon Commencement of Development to be used only for the Road Signage Purposes''	No time limit	£2,000
Sainsbury's	Bus service	''to pay the County Council the Bus Service Contribution prior to Occupation to be used for only bus Service Purposes''	No time limit	£37,500

Table 2 – CCTV Cameras and UTC MOVA

Description of Work	Cost Item	Cost
''Health check the existing junction operation, specify MOVA upgrade – UTC MOVA, oversee installation and revalidation of site''	Supply and installation of UTC - MOVA	£16,000
''Specify and oversee installation of CCTV cameras at the site – to return to Traffic Management Centre''	Supply and installation of cameras	£25,000

MOVA – Microprocessor Optimised Vehicle Actuation (traffic signal control system)