

AGENDA

MAIDSTONE JOINT TRANSPORTATION BOARD MEETING



Date: Wednesday 3 September 2014

Time: 5.30 p.m.

Venue: Town Hall, High Street,
Maidstone

Membership:

Councillors Ash, Bird, Brown, Burton, Carter,
Chittenden, Clark, Cooke, Cuming,
Daley, Ells, English, Fissenden,
Hotson, Moriarty, Mrs Stockell
(Chairman), Mrs Whittle, Willis and
J.A. Wilson (Vice-Chairman)

Page No.

1. Apologies for Absence
2. Notification of Substitute Members
3. Notification of Visiting Members

Continued Over/:

Issued on 26 August 2014

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 DEBBIE SNOOK on 01622 602030**. To find out more about the work of the Board, please visit www.maidstone.gov.uk

Alison Broom

**Alison Broom, Chief Executive, Maidstone Borough Council,
Maidstone House, King Street, Maidstone, Kent ME15 6JQ**

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Registering for Public Speaking

In order to book a slot to speak at this meeting of the Joint Transportation Board please contact Debbie Snook on 01622 602030 by 3.30 p.m. 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 22 JANUARY 2014

Present: Councillor J.A. Wilson (Chairman) and Councillors Ash, Bird, Mrs Blackmore, Brown (KALC), Carter, Clark, Cooke, Cuming, Daley, Hotson, Moriarty, Moss, Paterson, Mrs Stockell and Mrs Whittle

Also Present: Councillors Burton and McLoughlin

18. APOLOGIES FOR ABSENCE

It was noted that apologies for absence had been received from Councillors Chittenden and Clark.

19. NOTIFICATION OF SUBSTITUTE MEMBERS

There were no Substitute Members.

20. NOTIFICATION OF VISITING MEMBERS

Councillors Burton and McLoughlin indicated their possible wish to speak on all items on the agenda.

21. DISCLOSURES BY MEMBERS AND OFFICERS

During the discussion on the report of the Director of Highways and Transportation relating to the Yalding and surrounding area experimental 7.5 tonne weight restriction:

Councillor Bird stated that he was a resident of Yalding. However, since he lived some distance from the route, he did not believe that he had a disclosable interest in the scheme.

Councillor Burton stated that he was the Chairman of the Marden Business Forum and the owner of a business operating in Pattenden Lane, Marden. However, since the Forum had not expressed a view on the scheme, and his business had not been affected by the weight restriction, he did not believe that he had a disclosable interest, and intended to speak in support.

22. DISCLOSURES OF LOBBYING

All Members stated that they had been lobbied on the report of the Director of Highways and Transportation relating to the Yalding and surrounding area experimental 7.5 tonne weight restriction.

23. EXEMPT ITEMS

RESOLVED: That the items on the agenda be taken in public as proposed.

24. MINUTES OF THE MEETING HELD ON 9 OCTOBER 2013

RESOLVED: That the Minutes of the meeting held on 9 October 2013 be approved as a correct record and signed.

25. MATTERS ARISING FROM THE MINUTES OF THE MEETING HELD ON 9 OCTOBER 2013

Minute 8 - Invitation to the Police to Attend a Future Meeting of the Board

In response to a question by a Member, the Chairman said that the Police had declined the invitation to attend a meeting of the Board to discuss their approach to traffic regulation enforcement and the enforcement of weight and width restrictions, but had offered to meet with representatives of the Board during office hours.

RESOLVED: That the position be noted, and that the Chairman, Vice-Chairman and Councillor Mrs Blackmore be appointed to attend a meeting with the Police to discuss the Board's concerns.

Minute 10 – Enforcement of Weight and Width Restrictions

In response to the point made at the last meeting relating to the possible use of CCTV cameras to provide evidence of breaches of weight and width restrictions, the Chairman said that he had been informed that:

Kent County Council did not have the legal authority to use cameras to enforce moving traffic offences such as weight or width limits. This was the sole responsibility of the Police and as such this would be discussed at the meeting to be arranged with representatives of the Board and the Police. The power to enable local authorities to use cameras to enforce moving traffic offences was contained in Part 6 of the Traffic Management Act which had not been enacted. This section of the Act would provide local authorities with the legal framework to issue penalty charge notices for the contravention of a number of moving traffic offences including banned turns, yellow box markings and traffic restrictions such as weight and width limits. The Government had indicated that this enabling legislation would not currently receive priority.

RESOLVED: That the position be noted.

26. PETITIONS

There were no petitions.

27. QUESTIONS/STATEMENTS BY MEMBERS OF THE PUBLIC

See Minutes 28 and 30 below.

28. YALDING & SURROUNDING AREA EXPERIMENTAL WEIGHT LIMIT

The Board considered the report of the Director of Highways and Transportation setting out the results of the public consultation on the experimental 7.5 tonne weight restriction implemented last year in the Yalding area to improve the quality of life of residents. The representative of the Director of Highways and Transportation advised the Board that:

- The results of the public consultation showed that there was a clear difference in views between local residents and the local business community. Local residents generally felt that the scheme had been beneficial in reducing the number of large HGVs travelling through the area. There had been a reduction in noise, pollution, vibration and damage to roads and property, and an improvement in safety and quality of life. However, local residents had highlighted the problem of HGVs using even less suitable alternative routes to avoid the experimental restriction, and many had indicated that they would not support the scheme unless additional roads such as Claygate Road, Darman Lane, Spenny Lane, Pikefish Lane and Laddingford were included in the zone.
- Local businesses and their representatives had made a clear case that the scheme was having a detrimental effect due to the increased running costs of having to travel further and for longer to avoid the restricted roads. However, it was considered that the amendments made to the scheme allowing the issue of exemption permits and a proposal to extend the general exemption for agricultural purposes to include HGVs travelling through the zone should minimise the effect of the scheme on most local businesses, but it could not be totally mitigated against.
- Maidstone Borough Council had commissioned an economic impact assessment regarding the scheme, and this had been circulated separately.
- Kent Police had raised no objection in principle to the scheme, but had indicated that in real terms enforcement of the weight restriction was likely to be a low priority.

Councillor Barbara Grandi of Collier Street Parish Council addressed the Board. She said that the Parish Council fully supported the implementation of the weight limit, recognising the beneficial impact on the quality of life of local residents. However, it was felt that additional roads such as Claygate Road, Spenny Lane and Laddingford should be included within the zone as they were being used by HGVs as an alternative route to avoid the experimental restriction.

Rachel Curley, a resident of Yalding, addressed the Board urging Members to recommend that the scheme be made permanent. She said that since the implementation of the scheme, the number of HGVs passing through without stopping had dropped substantially resulting in a reduction in noise, pollution, vibration, safety issues, environmental damage and congestion.

During the ensuing discussion, reference was made to the following:

- The need for additional advance signage to advise drivers of recommended alternative routes;
- The need for further publicity to be given regarding the availability of exemption permits;
- The possibility of extending the experimental weight restriction for six months to allow more time for the permit scheme to run in conjunction with it before a final decision is made;
- The damage caused by HGVs to old buildings, roads, verges and ancient bridges;
- The argument for putting double yellow lines through the centre of Yalding and providing a village car park as an alternative approach to dealing with the traffic issues;
- The argument for promoting the use of larger and heavier vehicles as they cause less damage to roads and less pollution;
- The need for the weight restriction to be, in the main, self-enforcing; and
- The results of the before and after HGV surveys.

On the basis of the consultation results that the majority of the local community wish to see the scheme retained subject to the inclusion of Claygate Road, Darman Lane, Spenny Lane, Pikefish Lane and Laddingford within the zone and that the issuing of exemption permits and the extension of the agricultural activities exemption minimises the effects of the scheme on local businesses, the Board:

RESOLVED to RECOMMEND to the Cabinet Member for Highways, Environment and Waste:

1. That the Yalding and surrounding area experimental 7.5 tonne weight restriction be retained with the inclusion of additional roads such as Claygate Road, Darman Lane, Spenny Lane, Pikefish Lane and Laddingford and that the agricultural activities exemption be extended to include HGVs travelling through the zone; and
2. That additional advance signage be installed to advise drivers of recommended alternative routes.

29. OBJECTIONS TO TRAFFIC REGULATION ORDERS

The Board considered the report of the Head of Environment and Public Realm setting out the response to the formal public consultation relating to the following Traffic Regulation Orders:

The Kent County Council (Borough of Maidstone) (Prohibition of Stopping on the Footway or Verge) (Variation No.2) Order 2013; and

The Kent County Council (Borough of Maidstone) Waiting Restrictions Order (Variation No.15) Order 2013.

RESOLVED:

1. That the Cabinet Member for Planning, Transport and Development be recommended to approve each of the recommendations identified in the Appendices to the report of the Head of Environment and Public Realm and that the objectors be informed of the outcome; and
2. That the Board recommends to Kent County Council, as the Highway Authority, that the Orders be implemented as outlined in the Appendices to the report of the Head of Environment and Public Realm.

30. CUCKOO WOOD AVENUE

The Board considered the report of the Head of Transportation setting out proposed changes to waiting restrictions in Cuckoo Wood Avenue, Sandling, Maidstone. It was noted that:

- The Traffic Regulation Order implementing the existing double yellow lines in Cuckoo Wood Avenue came into effect in September 2012, no objections having been received in response to the formal consultation exercise. The lines extend the entire length of Cuckoo Wood Avenue on both sides of the road and also extend into Sandling Lane by 12.5m. Subsequently, residents of Boarley Court complained that they were experiencing difficulties when trying to park as there was insufficient parking provision to meet their needs within the grounds of Boarley Court itself.
- Following discussions with representatives of the residents of Boarley Court, a proposal to remove 67m of double yellow lines on the south eastern side of Cuckoo Wood Avenue was advertised in September 2013. There had been no reported crashes within Cuckoo Wood Avenue in the past ten years, and there had been one reported crash on Sandling Lane at the junction with Cuckoo Wood Avenue; this involved a vehicle waiting to turn right into Cuckoo Wood Avenue which was struck from the rear.
- It was the recommendation of the Officers that having regard to the previous crash history, the proposed changes to the existing waiting

restrictions represented a reasonable balance between preventing dangerous obstruction and allowing necessary residential parking.

- Seven objections had been received to the proposed changes to the existing waiting restrictions and thirteen comments had been received in support.

Eva Howson, Duncan Bain and David Webb addressed the Board objecting to the proposed changes to the waiting restrictions in Cuckoo Wood Avenue. In making their representations the speakers expressed concern that the removal of some of the yellow lines would be detrimental to safety, cause an obstruction at the entrance to Sandbourne Drive, restrict access for emergency vehicles, lead to an increase in litter and result in an increase in commuter parking and the parking of large commercial vehicles.

Brian Raybould and John Avis addressed the Board in support of measures to alleviate the difficulties being experienced by the residents of Boarley Court in trying to park. It was suggested that one option would be to issue parking permits to residents of Boarley Court to enable them to park in bays provided for them in Cuckoo Wood Avenue.

The Board agreed that, on the understanding that there may be a small administration charge for those wishing to participate, the introduction of parking permits might provide a solution to the difficulties being experienced by the residents of Boarley Court, and

RESOLVED to RECOMMEND to the Cabinet Member for Planning, Transport and Development: That consideration be given to the introduction of a residents' only parking permit, administered by Maidstone Borough Council or Kent County Council, to allow residents of Boarley Court to park within bays provided for them in Cuckoo Wood Avenue on the understanding that there may be a small administration charge for those wishing to participate.

31. HIGHWAY WORKS PROGRAMME 2013/14

This report was for information only.

32. SCHEMES REPORT

This report was for information only.

33. MEMBER HIGHWAY FUND PROGRAMME UPDATE

This report was for information only.

34. DURATION OF MEETING

5.00 p.m. to 6.40 p.m.

To: Maidstone Joint Transport Board
By: Tim Read, Head of Transportation
Date: 3rd September 2014
Subject: Petitions Report
Classification: For Information

Summary: The purpose of this report is to provide members with a progress report on petitions currently being considered by KCC Highways and Transportation

1. Petitions Previously Received

Petition to extend the 30mph speed limit on the A274 at Langley from the beginning of the Parish of Langley to the Five Wents Crossroads.

2. Work undertaken

A petition containing 268 signatures was received at the recent full Council meeting 27th March 2014. Kent County Council Highways and Transportation investigated this request. Current vehicle mean speeds were found to be very close to the existing 40mph speed limit. Kent Police were informally consulted and stated that based on the existing driven speeds previously recorded, they would object should any proposed reduction to 30mph be proposed. Based on this and the likelihood that any reduced speed limit would largely not be complied with, as well as the sound safety reasons for not imposing an artificially low speed limit, The Cabinet Member for Highways, Transportation and Waste responded, declining the request.

3. Petitions Newly Received

A petition containing 67 signatures was received by Kent County Council Highways and Transportation on 16th June 2014. The petition requested the construction of a new section of footway on the A249 Sittingbourne Road, to link Toppesfield Park to the existing Pelican Pedestrian Crossing near Tudor Avenue.

Site investigation revealed there is insufficient highway land to enable a new footway to be built to appropriate technical standards. The Cabinet Member for Highways, Transportation and Waste, has responded declining the request, but indicating that if land was made available, by those properties fronting Sittingbourne Road, a potential bid for Local Transport Plan funding may be possible. The Cabinet Member made it clear however that funding could not be guaranteed as there are always more bids than available funding.

Contact Officer: Michael Heath
Tel: 03000 418181

Agenda Item 10

To : Maidstone Joint Transportation Board
By : Tim Read – KCC Head of Transportation
Date : 3rd September 2014
Subject : Maidstone Bridges Gyratory
Classification: For Information

Summary : Kent County Council has received confirmation that the Bridges Gyratory Improvement Scheme has qualified for Local Growth Fund support. This funding will be supported by Maidstone Borough Council's New Homes Bonus. Construction is intended to commence in 2015/16.

1. Background

1.1 The scheme (as shown on the attached plan) involves the construction of two additional northbound lanes on the eastern side of the River Medway, with new junctions controlled by traffic signals. This would enable northbound traffic on the A229 to avoid crossing both bridges, thereby reducing journey distances and travel times and enabling the regeneration of the western riverside.

1.2 The Gyratory is a recognised congestion and air quality hotspot within Maidstone Town Centre, lying at the point where the A20, A26, and A229 routes converge and cross the River Medway. The significant housing and employment growth proposed by the emerging Maidstone Local Plan is expected to exacerbate these issues.

1.3 The scheme has been the subject of a successful bid to the government's Local Growth Fund and will also be supported by Maidstone Borough Council's New Homes Bonus. Construction is intended to commence in the next financial year (2015/16).

1.4 The total cost of the scheme is £5.7m. The scheme is expected to increase the capacity of the overall junction by some 10-20% in each of the peak hours, resulting in the reduction of delay of some 25% to drivers using the gyratory.

2. Next Steps

2.1 The next step will be the commissioning of the detailed design of the scheme, in preparation for construction to commence in accordance with the requirements of the LGF award.

2.2 One further issue will be considered alongside this design work. A recent permission (following a public inquiry) has been granted to the Baltic Wharf (Powerhub) site for a supermarket on St Peters Street. The permission includes an obligation on the developer to widen the carriageway on the northern bridge to increase capacity. This would reduce the width of the footway to some 2.5 metres, and result in the loss of the segregated cycle route that currently occupies part of the footway.

2.3 There are limited opportunities for cyclists to cross the river in the town, and the reduced width has raised some concern that the proposal would be contrary to the overall MBC aim of encouraging sustainable transport.

2.4 KCC proposes to look at further capacity calculations with the addition of the permitted supermarket, and consider whether the improved capacity to be provided by the Bridges Gyratory scheme would be sufficient to allow us to retain the footway/cycleway on the northern bridge at its current width.

3. Summary

3.1 The Bridges Gyratory scheme will now progress to detailed design, with the intention that construction will commence in 2015/16.

Contact Officer:

Peter Rosevear – 03000 418181



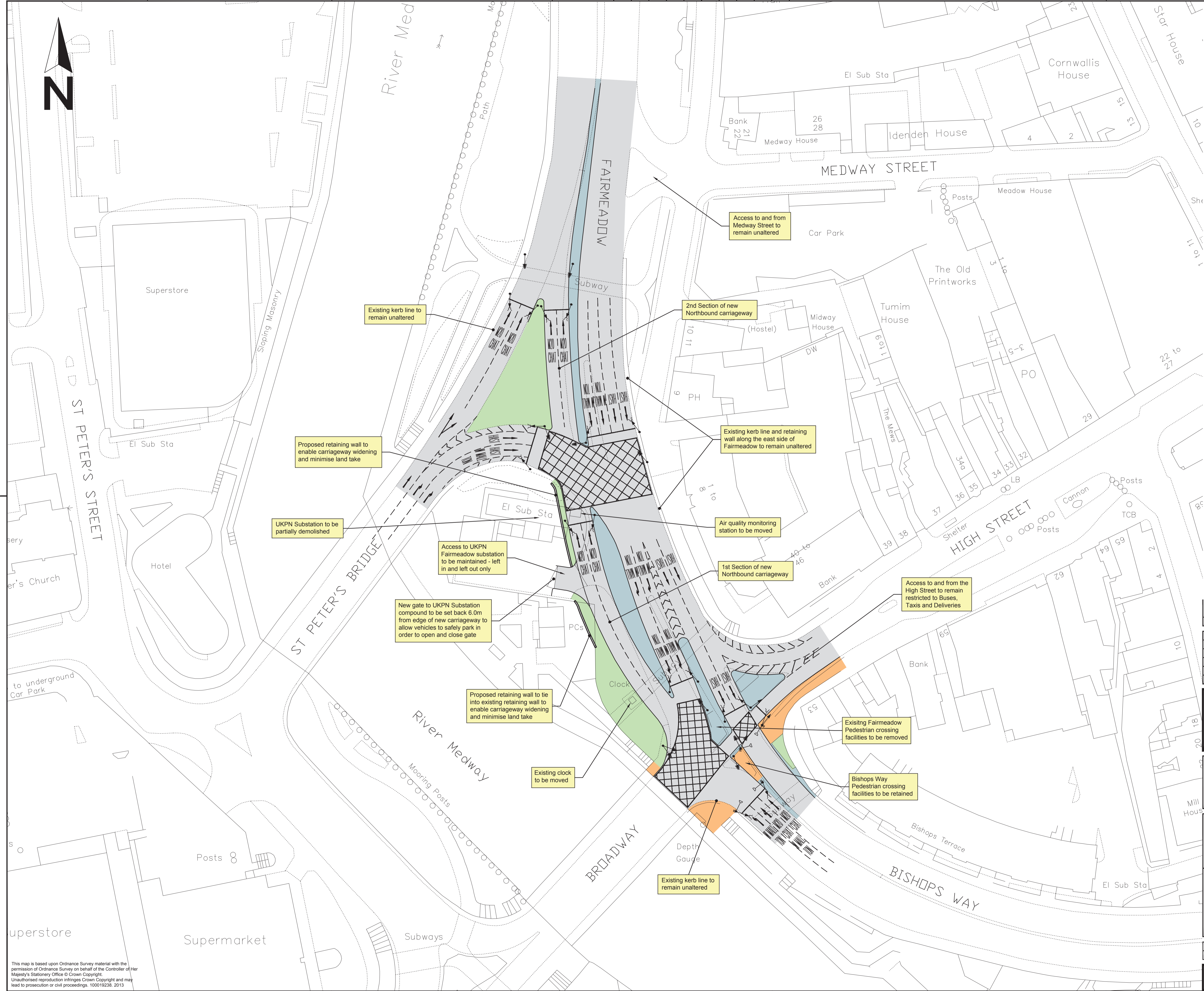
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KEY

- Carriageway Improvement
- Verge / Earthworks / Landscaping
- Footway
- Non Pedestrian Hardstanding

NOTES

- Road markings and traffic signal head positions are indicative only
- Layout is based upon nominal lane widths of 3.5m measured at new traffic signal stop lines.



Rev	Revision details	Chkd	Appd	Date

Drawn: JAP	Preliminary
Design: JAP	For comment
Chkd: API	For tender
Appd: IC	For construction
Date: 23 July 2013	As constructed
	For consultation



Client
MAIDSTONE BRIDGES GYRATORY

Drawing Title
SCHEME PLAN

Original Drawing Size : A1 Dimensions : m
 Scale : 1:500 Copyright © Amey

Drawing No
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Agenda Item 11

To: Maidstone Joint Transportation Board

By: Michael Hill, Cabinet Member, Community Services

Date: **3rd September 2014**

Subject: Christmas / New Year 2013-14 Storms & Floods

Classification: Information only

Summary: This report outlines the lessons learnt from the previous storms and floods that KCC experienced in Christmas and New Year 2013-14.

Contact officer: Michael Hill

Tel: 03000 41 81 81

From: **Michael Hill, Cabinet Member, Community Services**
To: **Environment & Transport Cabinet Committee – 22 July 2014**
Decision No: **N/A**
Subject: **Christmas / New Year 2013-14 Storms & Floods – Final Report**
Classification: **Unrestricted**
Past Pathway of Paper: **Cabinet – 7th July 2014**
Growth, Economic Development & Communities Cabinet Committee – 8th July 2014
Future Pathway of Paper:
Electoral Division: **N/A**

Summary: This report provides the Cabinet Committee with a full review of lessons learned from the Christmas / New Year 2013-14 storms & flooding (and previous severe weather events) and makes recommendations for how the County Council, in collaboration with its partners, can be better prepared to manage such future events and flood risk.

Recommendations: The Cabinet Committee is asked to a) note and endorse the recommendations outlined in the Action Plan in **Annex 1**; and b) once approved, receive further options papers / progress reports on delivery against the Action Plan.

1. Introduction

- 1.1 Members will be aware that the extreme severe weather experienced over Christmas and New Year was unprecedented and presented an exceptionally challenging time for all concerned.
- 1.2 Indeed, in the Government's 'Flood Support Schemes Guide' sent to Local Authority Chief Executives in flood affected areas by Sir Bob Kerlake, Permanent Secretary, Department for Communities & Local Government (DCLG) and Head of the Civil Service stated:
'On 5th and 6th December 2013, the worst tidal surges in 60 years struck the east coast of England, leaving a trail of destruction and flooded properties. In addition to the December tidal surges, the country has experienced the wettest winter in over 250 years. This has resulted in many areas of the country remaining on high alert for extended periods as the emergency services, supported by local authorities, statutory agencies and local residents have battled to protect communities'.
- 1.3 Notwithstanding that the initial severe storms and rainfall occurred during the Christmas Bank Holiday with many staff on leave and out of county, KCC deployed all its available staff throughout this period to support those communities across the County that were affected, not only by flooding, but by storm damage and power outages.
- 1.4 Kent was one of the most severely affected areas in the country with some 28,500 properties without power on Christmas Eve and 929 homes and business flooded over the following 8 week period. See **supporting Appendix 1 sections A1 and A2** for a detailed breakdown of properties flooded and other key facts and statistics.
- 1.5 It is recognised that these unprecedented severe weather events strained not only KCC resources but all other emergency and public services and priority decisions had to be made in order to ensure support to those communities, residents and businesses affected by these events.

1.6 This report provides:

- A summary of the storms & floods that affected Kent between December 2013 and February 2014 & the actions taken by KCC & its multi-agency partners in response;
- Good practice and lessons learned to inform how KCC and its partners can better respond to such emergencies in the future;
- A review of options for managing flood risk in the long-term; and
- Draft Action Plan for taking forward proposed recommendations – see **Annex 1**.

1.7 Whilst this report will focus on the events from 23rd December 2013 onwards, to provide further background and context, reference is also made to the preceding severe weather events on 28th October (St Jude storm) and 5th & 6th December (east coast tidal surge).

1.8 Contributions from the following have been used to inform the content of this report:

- Internal KCC and multi-agency debriefs;
- Key internal departments & partner agencies e.g. KCC Flood Risk Management, Environment Agency (EA) and Kent Police;
- Individual responses from residents, businesses and elected representatives; and
- Public consultation meetings and ‘flood fairs’ in affected communities¹.

1.9 Details of key meetings & event dates are provided in **Appendix 1 section A3**.

2. Managing Emergencies

2.1 The Civil Contingencies Act 2004 establishes a clear set of roles & responsibilities for those involved in emergency preparedness & response at the local level. The Act divides local responders into 2 categories, imposing a different set of duties on each.

2.2 ‘Category 1 Responders’ are organisations at the core of the response to most emergencies (e.g. the emergency services, local authorities, NHS bodies and the EA) and have statutory responsibilities for the ensuring plans are in place to deal with a range of emergency situations, including flooding. ‘Category 2 Responders’ (e.g. the Health & Safety Executive, transport and utility companies) are ‘co-operating bodies’. They are less likely to be involved in the heart of planning work, but are heavily involved in incidents that affect their own sector. Category 2 Responders have a lesser set of duties - co-operating and sharing relevant information with other Category 1 & 2 Responders.

2.3 Category 1 & 2 Responders come together to form ‘Local Resilience Forums’ (based on police force areas) which helps co-ordination and co-operation between responders at the local level. In Kent, this is known as the Kent Resilience Forum (KRF), which is chaired by Kent Police who adopt the lead organisation role in most emergency situations.

3. Management of the Emergency

3.1 Kent Police undertook the role of lead organisation in the ‘emergency response’ phases, with each declared emergency given an operational name - see **Appendix 1 section A4** for details.

3.2 During the ‘emergency response’ phases, a multi-agency ‘Gold’ Strategic Co-ordinating Group (SCG) and ‘Silver’ Tactical Co-ordinating Group (TCG) were hosted and chaired by Kent Police at Kent Police Headquarters and Medway Police Station respectively.

¹ Public meetings with residents / businesses were co-ordinated by the EA via the Parish / Town Councils & the Tonbridge Forum, with attendance from elected members and officers from KCC, District / Borough Councils, Kent Police and Southern Water. Flood fairs are a joint initiative between District / Borough Councils, EA, KCC, Parish / Town Councils & the National Flood Forum - a charity that raises awareness of flood risk & helps communities to protect themselves & recover from flooding.

- 3.3 Multi-agency 'Bronze' Operational teams were deployed across the County in specific affected communities (e.g. Yalding, Bridge and the Brishing Dam) and undertook work such as door-knocking, evacuations, sandbagging and public reassurance.
- 3.4 Led by the Kent Police Gold Commander, the SCG agreed upon a Gold Strategy to guide the response, with the central aim of:
- 'Saving and protecting life and property risks to people in Kent and Medway by coordinating multi-agency activity to maintain the safety and security of the public'.*
- 3.5 The core roles undertaken by KCC were as follows:
- Supporting and, at times, leading multi-agency co-ordination;
 - Responding to the effects on the highway network throughout the period dealing with fallen trees, damaged roads, surface water flooding, blocked gullies and more;
 - On-scene liaison with partners and affected communities;
 - Working with District / Borough Councils to provide temporary accommodation to those who were flooded, with transport arranged to take people from flooded areas to safety;
 - Provision of welfare support to those evacuated or in their own homes²;
 - Co-ordinating support from the voluntary sector³; and
 - Logistics management of countywide resources such as sandbags.

4. Recovery Management

- 4.1 As of 18th February, KCC has been the lead organisation in managing the long-term recovery process and has developed a Gold Recovery Strategy with the central aim of:
- 'Ensuring partnership working to support the affected individuals, communities and organisations to recover from the floods and return to a state of normality'.*
- 4.2 To manage the recovery, five task-focused teams have been established with representatives from all appropriate authorities and organisations involved
- Health, Welfare & Communities: KCC Public Health led;
 - Environment & Infrastructure: EA led;
 - Business & Economy: KCC Business Engagement & Economic Development led;
 - Finance, Insurance & Legal: KCC Finance led; and
 - Media & Communications: KCC Communications led.
- 4.3 Central Government are taking a keen interest in progress and key issues, with regular reporting to DCLG and the office of Greg Clark MP, the Flood Recovery Minister for Kent.

5. Lessons Learned

- 5.1 The following are the main points raised during the relevant debriefs, meetings & individual responses received, which have been used to inform a set of recommendations which are summarised in the Draft Action Plan in **Annex 1**.
- 5.2 For reference, the draft lessons learned from the KRF multi-agency debrief held on 21st March 2014 can be found at **Appendix 1 section A5**.

² This included vulnerable person checks and provision of food, clothing and other practical support, such as arranging electrical contractors to ensure safety within people's flooded homes and hiring dehumidifiers to support the clear up.

³ This included undertaking community liaison roles and provision of equipment, practical support (such as first aid, transportation, or provisions for responders) and psycho-social support.

Pre-Planning & Resilience

Identified Successes

- 5.3 Overall, KCC and its KRF partners, with joint planning for responding to and management of emergencies, were able to deliver support and assistance to the many communities, individuals and businesses in Kent affected by the severe weather events.
- 5.4 Staff, systems & procedures coped well when one considers the unprecedented scale, complexity and protracted nature of the events that took place
- 5.5 There were numerous examples of the commitment & resourcefulness of staff, partners, volunteers and communities to help others in need and to provide practical solutions to real problems for those affected.

Areas for Improvement

- 5.6 In the early stages of the response, staffing levels were affected by the timing of the emergencies, which occurred over the Christmas Bank Holiday period. Coupled with the sustained and complex nature of the emergency, on occasions considerable demands were placed upon a small number of individuals & teams undertaking crucial emergency response roles. Increased resilience should be established across KCC to be better prepared in the future.
- 5.7 Although there is no legal obligation on any organisation to provide sandbags and other practical support (e.g. pumps, dehumidifiers), public expectation was, understandably, to the contrary. This was exacerbated throughout the response by a general lack of awareness, mis-communications & inconsistency of approaches adopted.
- 5.8 Linked to this last point, it has been observed and reported of a general lack of flood awareness and individual / community resilience. For example, in some parts of Kent, 40-50% of the homes and businesses at risk of flooding in Kent are not signed-up to the EA's Floodline Warnings Direct (FWD) Service and so are unlikely to receive any prior warning of flooding – see **Appendix 1 section A6** for more details.

Recommendations

REC1: Undertake a fundamental review & update of key KCC and partnership plans to ensure they are fit-for-purpose for even the most complex and protracted of incidents.

REC2: Provide Cabinet with an options paper for enhancing KCC's resilience, including training a cadre of 'emergency reservists'. Once approved, implement a programme to train, equip & support relevant personnel in readiness for Winter 2014.

REC3: Develop a consistent countywide policy & plans for maintaining & providing sandbags and other practical support to individuals & communities at risk of flooding.

REC4: Implement a strategy to encourage greater flood awareness & individual / community resilience, including improving sign-up for the EA's Floodline Warnings Direct (FWD) Service and training local volunteers as Flood Wardens.

Command, Control, Co-ordination & Communications

Identified Successes

- 5.9 Actions by KCC and our partners undoubtedly saved and protected life, livestock and properties.

- 5.10 As the emergency progressed, joint plans, procedures and working arrangements matured, informed by the experiences of previous events.
- 5.11 When established, multi-agency co-ordination was effective, particularly when this was co-located. Specifically, Bronze / Operational teams deployed on the ground provided an effective and invaluable link into affected communities, particularly when communication and transport links were disrupted
- 5.12 Throughout the sequence of events, the voluntary sector provided extremely valuable support, demonstrating a high level of professionalism, dedication and capability.

Areas for Improvement

- 5.13 Feedback from debriefs, public consultations & flood fairs suggest that the EA's flood warnings were not always received or there was difficulty in receiving warnings, particularly as power supplies were disrupted. Additionally, many residents received conflicting warnings, were unsure of the level of risk & therefore the relevant actions they should take.
- 5.14 KCC and its partners responded to emergency calls throughout Christmas Eve, Christmas Day & Boxing Day. However, pressure on staffing levels due to the Bank Holiday & sheer volume / complexity of incidents that were being reported led to delays in establishing co-ordinated multi-agency support structures in key affected communities (e.g. Tonbridge, Hildenborough, East Peckham, Yalding & Maidstone) until the following weekend which, understandably, has angered many residents & businesses.
- 5.15 Additionally, partner agencies, residents & businesses alike all suffered from a lack of / poor quality engagement & support from the utilities companies, particularly the power, water & sewerage providers.
- 5.16 Information management was a continual challenge – difficulties in obtaining critical information when it was need and, vice versa, information overload at times of intense pressure.

Recommendations

REC5: Undertake a fundamental review & update of the EA's Floodline Warnings Direct (FWD) Service for communities with high / complex flood risk.

REC6: Develop enhanced arrangements for warning & informing the public in flooding / severe weather scenarios, including contingency arrangements in the event of power outages and greater usage of social media.

REC7: Develop multi-agency arrangements to provide critical 'on scene' liaison & support to affected communities e.g. via multi-agency 'Bronze' / Operational teams.

REC8: Work with DCLG and the Flood Recovery Minister for Kent to bring pressure to bear on utilities companies to improve their arrangements for engaging with & supporting partners & customers.

REC9: Streamline & enhance existing multi-agency information management protocols & systems for sharing critical data in the planning for & management of emergencies.

Escalation, De-Escalation & Recovery

Identified Successes

- 5.17 Central Government colleagues have commended KCC and our partners for our approach in a number of key areas, and are promoting these as good practice e.g. early identification & monitoring of warnings / developing situations and a flexible / proportionate approach; and recovery management arrangements developed during Operation Sunrise 4.

Areas for Improvement

- 5.18 Some partners felt that, at times, there were delays in 'standing up' the co-located multi-agency emergency response co-ordination arrangements and, conversely, that these were occasionally stood-down too soon, declaring the 'emergency' over and handing-over to the 'recovery' phase.
- 5.19 Delays in involvement / support from Central Government caused difficulties for partners and the public over Christmas / New Year period. Conversely, once Central Government command & control was put in place, requests for detailed information at very short notice placed an additional burden on local responders.
- 5.20 The financial support schemes brought in by Central Government have also been difficult to interpret and implement at the local level, and do not adequately reflect the significant burdens placed on County Councils e.g. most schemes are focussed towards the Districts / Borough Councils, with significant cost incurred by KCC currently unlikely to qualify for central support.

Recommendations

REC10: Formalise the recovery management structures developed during Operation Sunrise 4 and adopt these as good practice.

REC11: Develop protocols to support emergency responders in deciding when to escalate / de-escalate to / from the 'emergency response' & 'recovery' phases.

REC12: Influence Central Government to secure additional financial support in recognition of the severe burden that these incidents have placed on KCC.

6. Flood Risk Management

- 6.1 As well as lessons learned to improve how KCC prepares for and manages flooding emergencies in the future, consideration must also be given to roles of each organisation and the broader flood risk management options available for preventing or reducing the likelihood and / or impacts of flooding occurring.

Roles & Responsibilities

- 6.2 **EA:** Responsible for taking a strategic overview of the management of all sources of flooding and coastal erosion. This includes, for example, setting the direction for managing the risks through strategic plans; working collaboratively to support the development of risk management and providing a framework to support local delivery including the administration of Flood Defence Grant in Aid (FDGiA). The Agency also has operational responsibility for managing the risk of flooding from main rivers, reservoirs, estuaries and the sea, as well as being a coastal erosion risk management authority.
- 6.3 **KCC:** Lead Local Flood Authority (LLFA) for Kent as defined by the Flood and Water Management Act (2010) and has a role to provide strategic overview of local flooding, which is defined as flooding from surface water, groundwater and ordinary watercourses (watercourses that are not main rivers). As part of its role as LLFA KCC has prepared and adopted the Kent Local Flood Risk Management Strategy, which sets out the objectives for managing local flood risks in Kent. All risk management authorities must act consistently with the local strategy.

Highway Authority for Kent - has a role to maintain safe conditions on the roads by taking appropriate actions that may include the provision of temporary flood warning signs, clearance of flood water, reactive cleansing of the highway drainage system and the organisation of road closures and traffic diversions when roads become flooded.

- 6.4 District / Borough Councils: Key partners in planning local flood risk management and can carry out flood risk management works on minor watercourses, working with LLFA and others, including through taking decisions on development in their area which ensure that risks are effectively managed. Districts / Boroughs and Unitary Authorities in coastal areas also act as coastal erosion risk management authorities.
- 6.5 Internal Drainage Boards: Independent public bodies responsible for water level management in low lying areas, also play an important role in the areas they cover (approximately 10% of England at present), working in partnership with other authorities to actively manage and reduce the risk of flooding.
- 6.6 Water and Sewerage Companies: Responsible for managing the risks of flooding from water and foul or combined sewer systems, providing drainage from buildings and yards.

Effectiveness of River & Flood Management Assets

- 6.7 Partners, residents & businesses alike have raised a number of queries & concerns regarding the effectiveness of river & flood management systems / assets operated by the EA and Southern Water, including:
- EA: dredging of rivers and the operation of the Leigh Barrier and sluice gates at Yalding & Allington; and
 - Southern Water: lack / effectiveness of non-return valves in preventing sewage flooding, particularly in the Tonbridge area.

Recommendations

REC13: EA / Southern Water to respond to queries / concerns regarding the perceived lack / effectiveness of their management of rivers & flood management systems / assets.

Potential Flood Defence Schemes – information supplied by the EA

- 6.8 Approximately 65,000 homes and businesses are at risk of fluvial or coastal flooding in Kent, of which 38,000 currently benefit from flood defences with 27,000 not benefitting from defences. The EA has identified a further £194m of investment which would protect an additional 17,000 properties, between now and 2021. It has also identified further schemes identified for 2021 and beyond through its pipeline development programme.
- 6.9 The EA has worked successfully in the past with KCC and the private sector to implement flood risk management schemes such as the Sandwich Town Tidal Defence Scheme. It has also attracted additional partnership funding from a range of contributors including private businesses, developers and other government departments. There is a need to continue to work together to secure funding for priority schemes.
- 6.10 The recent flooding across the County has reinforced the need to accelerate this investment to reduce the risk of flooding. The EA in Kent & South London has secured £27.4m FDGiA for 2014-15. This will allow the EA to progress schemes including:
- Broomhill Sands Sea Defences
 - Sandwich Town Tidal Defences
 - Leigh Barrier Mechanical / Electrical Improvements
 - Study into Yalding Storage on the Beult
 - East Peckham (Medway) Flood Alleviation Scheme (FAS)
 - Aylesford Property-Level Protection Scheme (£50k contribution from KCC)
 - Repairing assets damaged in the recent coastal surge and fluvial floods

- Denge shingle re-nourishment

Flood Defence Grant in Aid (FDGiA)

6.11 In order to protect areas at Kent at risk of flooding investment is required in flood defences. The government will contribute to flood defences through FDGiA. However, current rules mean that schemes are rarely fully funded through this grant. Additional contributions or partnership funding is required to make up the shortfall. Without partnership funding flood defence schemes cannot be delivered.

6.12 The Government's partnership funding mechanism means that each scheme must have a minimum cost benefit of 8 – 1 and a partnership funding score of more than 100% in order to achieve Government allocated FDGiA. The EA has identified priority locations for accelerating flood defence projects based on people at risk and economic development including Yalding and Tonbridge that do not currently meet FDGiA criteria.

6.13 Areas that require investment to deliver flood defences in Kent include:

- The Leigh Flood Storage Area (FSA) and Lower Beult;
- East Peckham;
- Five Oak Green;
- South Ashford;
- Dover;
- Whitstable & Herne Bay;
- Folkestone; and
- Canterbury.

6.14 See **Appendix 1 section A7.4** for a detailed financial breakdown of each scheme.

Recommendations

REC14: Explore all possible opportunities with partners and beneficiaries to contribute to the priority flood defence schemes required in Kent, including influencing the EA, Defra & HM Treasury to secure funding to deliver the schemes that do not currently receive sufficient FDGiA funding even with substantial partnership contributions.

6.15 Highway Drainage Improvements

The County Council is responsible for the maintenance of 5,400 miles of public highway including 250,000 roadside drains and associated drainage systems. The weather this winter highlighted numerous pinch points in the drainage network. Some of these are being addressed by the implementation of an enhanced cleansing regime however in a large number of cases work is required to improve the functionality of the system.

In response, the County Council is investing an additional £3m to enable the delivery of 120 drainage improvement schemes in 2014/15. Renewals and improvements are being prioritised on the basis of the frequency of flooding and the risk posed to highway safety, properties adjacent to the highway and network disruption.

Other Flood Risk Management Options

6.16 Work is also currently on-going in the county by the EA and KCC to improve our understanding of flood risk and investigate options to provide protection. These include:

- Spatial & land-use planning & drainage;

- Personal flood resilience;
- High / complex flood risk communities; and
- Surface water management.

In most of the above areas, existing strategies and programmes of work are maintained by the relevant authorities. However, in light of recent events and the issues / opportunities highlighted in **Appendix 1 section A8** the following recommendations are made.

Recommendations

REC15: Ensure the consequences of flood risk are fully considered before promoting development in flood risk areas by consulting all organisations with a role in flood risk management and emergency management.

REC16: Implement a strategy to encourage greater awareness & take-up of individual & community flood protection measures e.g. property-level protection, sandbags.

REC17: Support awareness & implementation of key initiatives to support communities with high / complex flood risk, particularly e.g. Surface Water Management Plans (SWMPs), Multi-Agency Flood Alleviation Technical Working Groups

7. Recommendations

Recommendations: The Cabinet Committee is asked to a) note and endorse the recommendations outlined in the Action Plan in **Annex 1**; and b) once approved, receive further options papers / progress reports on delivery against the Action Plan.

8. Supporting Information

8.1 Annex 1. Draft Action Plan

8.2 Appendix 1 – Christmas & New Year 2013-14 Storms & Floods Final Report

Sections as follows:

- A1. Numbers of Properties Flooded;
- A2. Key Facts & Statistics;
- A3. Key Meeting & Event Dates
- A4. Summary of Emergency Response Operations;
- A5. Kent Resilience Forum (KRF) Multi-Agency Debrief - Draft Lessons Learned;
- A6. Floodline Warnings Direct (FWD) Service;
- A7. Potential Future Flood Defence Schemes; and
- A8. Other Flood Risk Management Options.

8.3 Background Documents

Christmas / New Year Storms & Floods Update Report to KCC Cabinet (22nd January 2014)

<https://democracy.kent.gov.uk/mgConvert2PDF.aspx?ID=44733> (Report & <https://democracy.kent.gov.uk/mgConvert2PDF.aspx?ID=44762> Appendices)

Kent Local Flood Risk Management Strategy

<http://www.kent.gov.uk/about-the-council/strategies-and-policies/environment-waste-and-planning-policies/flooding-and-drainage-policies/kent-flood-risk-management-plan>

Local Surface Water Management Plans

<http://www.kent.gov.uk/about-the-council/strategies-and-policies/environment-waste-and-planning-policies/flooding-and-drainage-policies/surface-water-management-plans>

Revenue & Capital Budget Monitoring Report to KCC Cabinet (28th April 2014)

<https://democracy.kent.gov.uk/mgConvert2PDF.aspx?ID=46275>

Flood Support Schemes – Funding Available from Central Government

[https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/304805/Flood Recovery - Summary of Support Guide.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/304805/Flood_Recovery_-_Summary_of_Support_Guide.pdf)

DfT Pothole Challenge Fund

<https://www.gov.uk/government/news/councils-urged-to-apply-for-168-million-pothole-repair-fund>

Severe Weather Impacts Monitoring System (SWIMS)

<http://www.kent.gov.uk/business/Business-and-the-environment/severe-weather-impacts-monitoring-system-swims>

9. Contact Details

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Annex 1. Draft Action Plan

No.	Recommendation	Lead / Supporting Action Owner(s)	Start Date	End Date
REC1	Undertake a fundamental review & update of key KCC and partnership plans to ensure they are fit-for-purpose for even the most complex and protracted of incidents.	KCC / KRT	Jun 2014	Nov 2014
REC2	Provide Cabinet with an options paper for enhancing KCC's resilience , including training a cadre of 'emergency reservists'. Once approved, implement a programme to train, equip & support relevant personnel in readiness for Winter 2014.	KCC	Aug 2014	Nov 2014
REC3	Develop a consistent countywide policy & plans for maintaining & providing sandbags and other practical support to individuals & communities at risk of flooding.	KRT / Districts & Boroughs / EA	July 2014	Nov 2014
REC4	Implement a strategy to encourage greater flood awareness & individual / community resilience , including improving sign-up for the EA's Floodline Warnings Direct (FWD) Service and training local volunteers as Flood Wardens.		Apr 2014	Nov 2014
REC5	Undertake a fundamental review & update of the Floodline Warnings Direct (FWD) Service for communities with high / complex flood risk.	EA / KRT	July 2014	Nov 2014
REC6	Develop enhanced arrangements for warning & informing the public in flooding / severe weather scenarios , including contingency arrangements in the event of power outages and greater usage of social media.			
REC7	Develop multi-agency arrangements to provide critical 'on scene' liaison & support to affected communities e.g. via multi-agency 'Bronze' / Operational teams.	KRT	July 2014	Nov 2014
REC8	Work with DCLG and the Flood Recovery Minister for Kent to bring pressure to bear on utilities companies to improve their arrangements for engaging & supporting partners & customers.	KRT / KCC / EA	Ongoing	
REC9	Streamline & enhance existing multi-agency information management protocols & systems for sharing critical data in the planning for & management of	KRT	July 2014	Nov 2014

No.	Recommendation	Lead / Supporting Action Owner(s)	Start Date	End Date
	emergencies.			
REC10	Formalise the recovery management structures developed during Operation Sunrise 4 and adopt these as good practice.			
REC11	Develop protocols to support emergency responders in deciding when to escalate / de-escalate to / from the 'emergency response' & 'recovery' phases.	KRT	July 2014	Nov 2014
REC12	Influence Central Government to secure additional financial support in recognition of the severe burden that these incidents have placed on KCC.	KCC	Ongoing	
REC13	EA / Southern Water to respond to queries / concerns regarding the perceived lack of / effectiveness of their rivers & flood management systems / assets	EA / Southern Water	July 2014	Sept 2014
23 REC14	Explore all possible opportunities with partners and beneficiaries to contribute to the priority flood defence schemes required in Kent , including influencing the EA, Defra & HM Treasury to secure funding to deliver the schemes that do not currently receive sufficient FDGiA funding even with substantial partnership contributions.	KCC & Districts & Boroughs	Ongoing	
REC15	Ensure the consequences of flood risk are fully considered before promoting development in flood risk areas by consulting all organisations with a role in flood risk management and emergency management.	Districts / Boroughs / KCC, EA & KRT	Apr 2014	Mar 2015
REC16	Implement a strategy to encourage greater awareness & take-up of individual & community flood protection measures e.g. property-level protection, sandbags.	KRT / Districts / Boroughs / EA		
REC17	Support awareness & implementation of key initiatives to support communities with high / complex flood risk, particularly e.g. Surface Water Management Plans (SWMPs), Multi-Agency Flood Alleviation Technical Working Groups	Various leads, determined by nature of flood risk	Ongoing	

* Action Owners listed here are illustrative and these lists are not exhaustive. Work will need to involve a broader range of organisations with flood risk management responsibilities.

Christmas & New Year 2013-14 Storms & Floods Final Report

Appendix 1

A1. Numbers of Properties Flooded

A1.1 As of 15th May 2014, the following are the latest figures provided by the EA and Districts / Boroughs to the Department of Communities & Local Government (DCLG).

County	Residential	Commercial	Total
Surrey	1,971	342	2,313
Thames Valley	635	295	930
Kent	731	198	929
Lincolnshire	662	106	768
Wiltshire	484	56	540
Cornwall (incl. the Isles of Scilly)	267	144	411
North Lincolnshire	339	70	409
Dorset	252	81	333
Norfolk	215	69	284
Devon	121	85	206
West Sussex	112	18	130
East Sussex	81	16	97

A1.2 Detailed breakdown of properties flooded in Kent.

Authority Area	Residential	Commercial	Total
Ashford	-	1	1
Canterbury	40	4	44
Dartford	10	3	13
Dover	30	6	36
Gravesham	2	-	2
Maidstone	207	55	262
Medway	3	2	5
Sevenoaks	30	6	36
Shepway	8	1	9
Swale	36	17	53
Thanet	-	-	0
Tonbridge & Malling	335	101	436
Tunbridge Wells	30	2	32
Total	731	198	929

Important Note: These figures presented are likely to be an underestimate as they mainly consist of properties known to have been flooded by rivers, groundwater or groundwater-fed rivers. Information on numbers of properties flooded by surface water or sewage is less certain. Additionally, many hundreds

more properties were indirectly affected by flooding (loss of utilities, access etc.) e.g. Tonbridge & Malling Borough Council (TMBC) estimate 720 businesses indirectly affected in their area.

A2. Key Facts & Statistics

A2.1 The following is a snapshot of key facts & statistics from Operation Vivaldi and Operations Sunrise 2, 3 & 4.

A2.2 A comprehensive report into the key facts & statistics, costs & demands (collated using the Severe Weather Impact Monitoring System - SWIMS) from all the severe weather events experienced over Winter 2013-14, will be tabled by KCC Sustainability & Climate Change Team later in the coming months.

- **4.7m** – peak sea levels in Dover on 5th & 6th December, the highest recorded since 1905. The Environment Agency (EA) estimates that the tidal impacts in Sandwich were equal to a 1 in 200 year event and the biggest tidal event to impact Kent since the devastating event of 1953.
- **120mm** of rainfall falling between 19th to 25th December on already saturated ground on the Upper Medway catchment. December 2013 was the wettest December for 79 years.
- **342m³ / second** – the highest ever peak flows upstream of Leigh Barrier Flood Storage Area (FSA) were recorded on Christmas Eve.
- **91** x Flood Alerts, **73** x Flood Warnings and **5** x Severe Flood Warnings issued by the EA for Kent since December.
- **28,500** properties without power in Kent on Christmas Eve.
- **929** properties flooded in Kent since Christmas Eve. In the 2000 floods, approximately 1000 properties were flooded in Kent.
- **50,000** sandbags provided by KCC, District / Borough Councils and the EA to help protect at risk communities.
- **6,400** hours worked by KCC Emergency Planning staff since 20th December in response to the storms & floods, including 1,300 out-of-hours and sustained periods where the County Emergency Centre (CEC) was operating 24 hours a day.
- **88** flood victims supported by Kent Support & Assistance Service (KSAS) with essential cash, goods and services.
- **32,000** calls received by KCC Highways & Transportation in January, a 150% increase in normal call volumes.
- **6km** of public rights of way in need of repair.
- **£8.6m** central government grant received by KCC under the 'Severe Weather Recovery Scheme' to help repair damaged highways infrastructure¹.
- **£3m** new investment by KCC Highways & Transportation into significant drainage schemes to improve existing infrastructure that was impacted by the floods.

¹ KCC Finance is exploring the potential for additional central funding being progressed by KCC Finance, under the Bellwin Scheme and the 'Pothole Challenge Fund'.

A3. Key Meeting & Event Dates

A3.1 The following is a summary of key debriefs, public consultation meetings and flood fairs, feedback from which has been used to inform this report.

Date	Details	Location
3 rd December 2013	Kent Resilience Forum (KRF) multi-agency debrief for Op. Sunrise 1	Kent Police HQ
4 th February 2014	Public consultation meeting	Hildenborough
	Public consultation meeting	Faversham
5 th February 2014	Public consultation meeting	Danvers Road, Tonbridge
12 th February 2014	Public consultation meeting	East Peckham
17 th February 2014	Public consultation meeting	Tonbridge Forum
19 th March 2014	Public consultation meeting	Collier Street
21 st March 2014	KRF multi-agency debrief for Op. Vivaldi and Ops. Sunrise 2, 3 & 4	Kent Police HQ
28 th March 2014	KCC internal debrief for Op. Vivaldi and Ops. Sunrise 2, 3 & 4	KCC
5 th April 2014	Flood fair	East Peckham
12 th April 2014	Flood fair	Hildenborough
8 th , 13 th & 19 th April 2014	Flood fair	Yalding
26 th April 2014	Flood fair	Little Venice Caravan Park & Tovil
27 th April 2014	Flood fair	Maidstone
3 rd May 2014	Flood fair	Tovil & East Farleigh
4 th May 2014	Flood fair	Clifford Way, Maidstone
10 th May 2014	Flood fair	Yalding
11 th May 2014	Flood fair	Little Venice Caravan Park

A4. Summary of Emergency Response Operations

A4.1 Important Notes

- The sequence of severe weather events, which necessitated complex & protracted multi-agency emergency operations are summarised below.
- The date ranges and operational names outlined above refer specifically to the 'emergency phase' of these events, where the situation is deemed to present a risk to life. For several days and weeks preceding and superseding each event, a significant multi-agency effort in the pre-planning for, and recovery from, each incident was put in place throughout and beyond these periods.
- Indeed, to date the recovery operations are still ongoing for the Christmas / New Year events, some 4 months later.
- A range of additional complex and challenging events also occurred during this period, including:
 - Significant operations to prevent flooding from Brishing Dam at Boughton Monchelsea;
 - Widespread surface water flooding in Eynsford (17th to 19th January);
 - A 'mini tornado' on 27th January; and
 - A number of sink-holes causing disruption, including a 15ft deep hole on the M2 central reservation (11th February).

A4.2 'Operation Sunrise 1': 28th October 2013

- St Jude Storm – Winds speeds in excess of 90mph hit the County causing widespread disruption to travel & power supplies and, tragically, one fatality.

A4.3 'Operation Vivaldi': 5th & 6th December 2013

- Spring tides combined with a tidal surge caused flooding along the East and South UK coastline impacting much of Kent coastline. The EA issued 5 x Severe Flood Warnings, 3 x Flood Warnings & 6 x Flood Alerts to homes and businesses. 41,000 properties were protected by flood walls, banks and other flood risk management assets along the Kent coast and estuaries. 58 properties were flooded.

A4.4 'Operation Sunrise 2': 23rd to 27th December 2013

- Storm force winds (60-70mph) leave 28,500 properties without power. Heavy rainfall on already saturated catchments causes river, surface water and sewage flooding across Kent, particularly in the north and west of the county. Numerous communities suffered flooding, with hundreds of homes and many businesses affected. Edenbridge, Tonbridge and Hildenborough, East Peckham, Yalding, Collier Street and surrounding communities, Maidstone, and South Darenth, amongst other locations, were all significantly affected.

A4.5 'Operation Sunrise 3': 4th to 6th January 2014

- A sudden deterioration in weather conditions threatened to bring further flooding of severity akin to that experienced over Christmas to already affected communities, and elsewhere. A significant multi-agency operation was put in place (including Military assistance) to provide thousands of sandbags for communities at risk.

A4.6 'Operation Sunrise 4': 6th to 18th February 2014

- Heavy rainfall continued into February 2014. As the rainfall soaked into the ground we experienced extremely high groundwater levels. In some locations groundwater flooding exceeded previously recorded levels by over 1 metre. The peak of the event was experienced towards the end of February and communities were subject to both groundwater flooding and flooding from groundwater fed rivers. The impacts of groundwater flooding in Kent were widespread with particular concentration along the Elham Valley. A multi-agency response to the groundwater flooding and pre-planned measures were deployed to reduce the damage to communities vulnerable to groundwater flooding, including over-pumping of sewage by Southern Water and a significant sand-bagging operation.

A5. Kent Resilience Forum (KRF) Multi-Agency Debrief – Draft Lessons Learned

A5.1 Important Note

- The following are initial draft lessons identified through the KRF multi-agency debrief process hosted by Kent Police on 21st March 2014.
- At time of writing these have yet to be agreed with partners, but Kent Police will shortly be circulating a draft debrief report to all partners for consultation.

A5.2 Pre-Planning & Resilience

- Kent Resilience Team (KRT) to develop guidance for the public in a range of situations advising them of which agencies are responsible for which issues within their areas, and who will provide what information.
- Pan-Kent flood response plans to be reviewed to ensure they are cognisant of arrangements and contingencies across all levels, including Parish, District / Borough and County.
- Review of emergency plans to ensure use of social media for warning and informing purposes is included.
- A number of respondents cited the benefit of taking part in Training & Exercising programmes at National and Regional level which left us better placed than in previous flooding events.
- It was suggested that adoption a similar programme focussed at district level would have eased some of the more local issues and built working relationships. The KRT should work with local partners to deliver a number of District / Borough based exercises focussed on civil emergency type scenarios.
- KRF to maximise training & exercising opportunities for staff attending the multi-agency Tactical Co-ordination Centre (TCC) / Strategic Co-ordination Centre (SCC), including the College of Policing's Multi-Agency Gold Incident Command (MAGIC) training course.
- Resilience in a number of partner agencies was stretched, particularly Category 2 responders and those with regional responsibilities.
- This impacted on maintaining a physical presence at the TCC and participation in the TCG process.
- Some agencies not present on the ground outside normal working hours.
- Bank holiday staffing particularly over Christmas period was lacking.
- Sustained nature of the operation presented problems for maintaining staffing at TCC / SCC.

A5.3 Command, Control, Co-ordination & Communications

- The operation was acknowledged as being tactically led, those Districts / Boroughs which involved an Operational Coordination Group at Bronze level reported a higher level of multi-agency understanding and coordination at ground level.
- Commonly Recognised Information Picture (CRIP) template to include location maps in future.
- Teleconferencing facilities in the SCC have now been upgraded to allow a greater volume of dial-in from partner agencies.
- The multi-agency room within the TCC at Medway has also been upgraded to allow hardwiring of partners IT systems, to allow a quicker transfer of information.
- It was considered that Airwave radio interoperability was not used to full effect on ground.
- Single countywide Silver control was acknowledged as being fit for purpose, non-blue light agencies would not have been able to cope with multiple TCCs.
- Decision to locate the Scientific & Technical Advice Cell (STAC) at TCC was considered sound, in view of the operation being tactically driven.
- Confusion about who the key decision maker should be for ordering evacuation.
- Clearer command protocols need to be developed between responsibilities of County / District / Parish councils e.g. evacuation, sandbag distribution.
- KRT to develop clear guidance for partner agencies to understand decision making process and responsibilities of each agency in a range of civil emergency situations.

A5.4 Escalation, De-Escalation & Recovery

- Escalation from Severe Weather Advisory Group (SWAG) with a proportionate Silver Control, set-up to flex into a functional TCC was identified as good practice.
- Need to ensure understanding of status of incident to each agency.
- Clear and distinct lines of communication are needed to ensure dissemination of escalation / de-escalation of operations. It is not sufficient to only include this in CRIP or minutes from meetings.
- KRT to develop protocols for establishing tipping points at which point an event or situation escalates into an emergency and when the 'response' phase may be safely de-escalated into the 'recovery' phase.
- The relationship between the Recovery Working Group (RWG) and the SCG during the 'emergency' phase was unclear. However, recovery structures subsequently developed during Operation Sunrise 4 to be formalised and adopted by KRT as best practice.
- Menu of capabilities of agencies / organisations to be developed by KRT for assets available for on-going deployment during 'recovery' phase.

A6. Floodline Warnings Direct Service (FWD) – information supplied by the EA

- The EA will be working with affected communities, KCC and other partners, to learn the lessons of the flooding and how it can make its FWD service even more effective. This will include providing warnings to communities that were not able to receive a warning, making warnings more focussed on particular communities, and developing Flood Warden schemes in at risk communities.

- One of the challenges during the flooding was providing consistent and trusted information to communities prompting appropriate action. Where Flood Wardens or community leaders were able to be involved in this activity it proved effective. The EA is working with Parish Councils, District / Borough Councils and KCC to establish Flood Warden Schemes in communities, especially those with a complex flood risk where the benefit can be greatest. Amongst others, the communities of central Tonbridge and Hildenborough are communities where we are supporting flood wardens.
- Registering with FWD allows customers to register multiple contact details (mobile, e-mail etc) and manage which messages they receive e.g. Flood Alerts, Flood Warning no-longer in force etc. This increases our ability to get a message through, and provide a good level of service. In areas of relatively low take-up e.g. where fewer people have registered) the EA has automatically registered properties. This is a positive step because it allows the EA to provide a service and warning to those who wouldn't otherwise have received one. However, it only uses home landline contact details (provided by BT). This therefore has a higher message failure rate, and because people haven't chosen to register, there is a lower level of engagement with the service
- The importance of receiving Flood Warnings means that a partnership effort is needed to encourage people to:
 - Sign-up:
In some parts of Kent, take-up is as low as 51% of those properties for whom the EA is able to alert via the FWD Service.
 - Keep their details up to date and provide multiple contact numbers:
The most common reason for warning messages not being received is out of date contact details. 1 in 4 people have been automatically signed-up to receive Flood Warnings, meaning that only basic contact details are available e.g. landline telephone.
 - Act: When they receive a Flood Warning: we have received some feedback that people were waiting for a Severe Flood Warning to be issued before acting, when a Flood Warning indicates immediate action required.

Take-Up of the FWD Service Across Kent²

Percentage of 'at risk' properties offered the FWD Service	91%
Percentage of Flood Zone 2 properties registered	76%
Percentage of Flood Warning Area properties registered	84%

Take-up of the FWD Service by District / Borough Council Area

Authority Area	Nos. of Properties Offered FWD Service	Take-up of FWD Service (Fully Registered)	Take-up of FWD Service (Automatically Registered)	% Take-up of Properties (Fully or Automatically Registered)
Ashford	2,360	1,459	1,012	104.70%
Canterbury	7,770	4,728	1,850	84.66%

² Data correct as of 31/03/14

Authority Area	Nos. of Properties Offered FWD Service	Take-up of FWD Service (Fully Registered)	Take-up of FWD Service (Automatically Registered)	% Take-up of Properties (Fully or Automatically Registered)
Dartford	3,198	844	1,365	69.07%
Dover	7,591	5,424	1,241	87.80%
Gravesham	2,125	554	808	64.09%
Maidstone	2,966	1,440	917	79.47%
Sevenoaks	1,738	1487	467	112.43%
Shepway	133,80	8,741	3,092	88.44%
Swale	9,981	3,686	3,788	74.88%
Thanet	671	133	215	51.86%
Tonbridge & Malling	3,715	2,200	972	85.38%
Tunbridge Wells	542	276	149	78.41%

A7. Potential Future Flood Defence Schemes in Kent – information supplied by the EA

A7.1 Leigh Flood Storage Area (FSA)

- The EA is working hard to communicate better the purpose of the Leigh FSA and its operation³. On 24th December, 5.5million cubic metres of water were stored at the Leigh FSA. By operating the Leigh FSA the EA was able to reduce the 342m³ / second of water entering the FSA reservoir down to 160m³ / second flowing downstream and continued to moderate the persistently high water levels during 25th and 26th December.

A7.2 East Peckham

- The EA will use its analysis of the event to test the proposed River Medway and Bourne East Peckham Flood Alleviation Scheme (FAS). It discussed this proposed scheme with East Peckham Parish Council in summer 2012 and, if constructed, it would protect all developed areas of East Peckham and Little Mill. The EA hopes to start the scheme design in November 2014.
- The EA's review of the event will also cover the operation of its existing assets (including the Coult Stream FSA), to see if there is anything more can be done to maximise their performance.

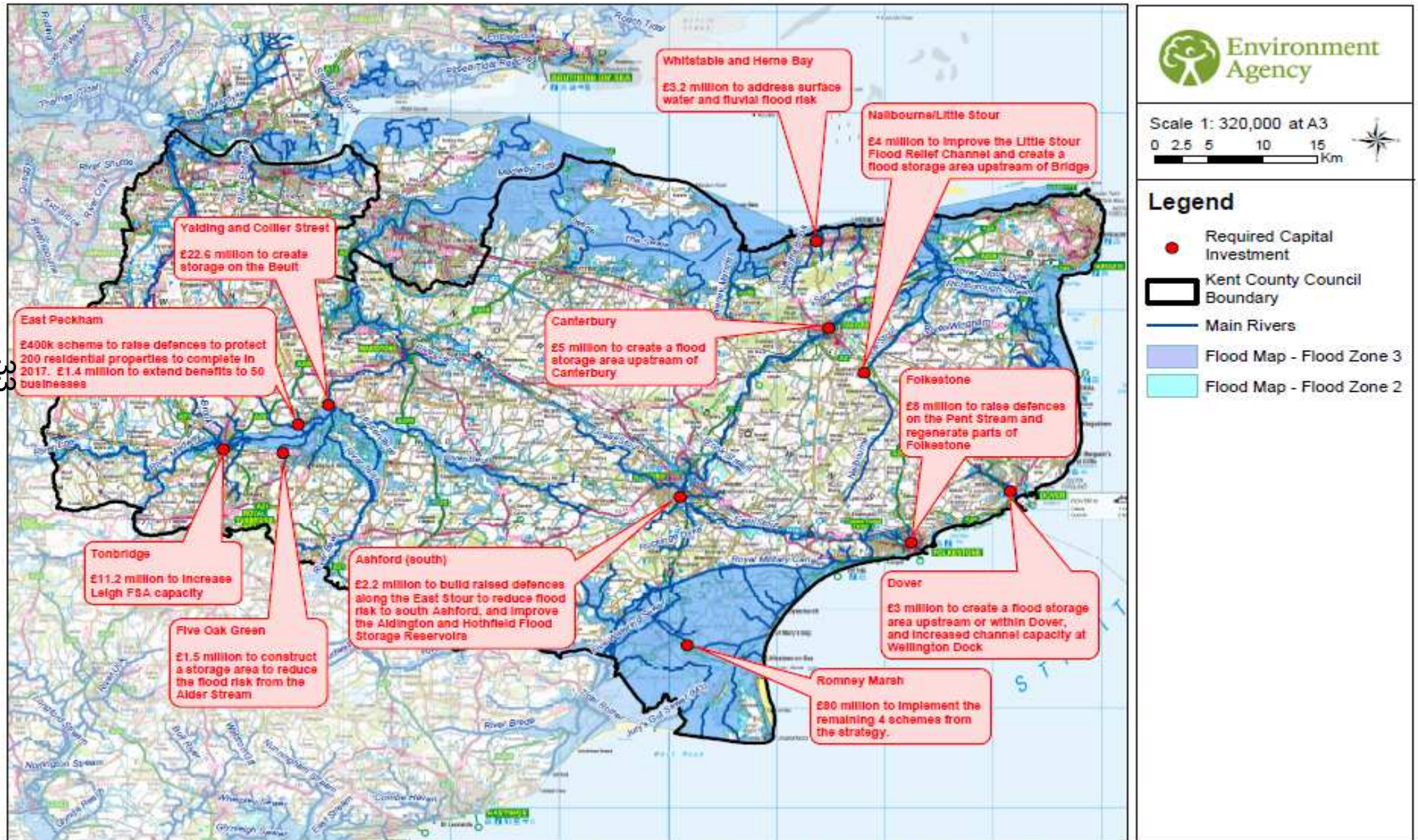
A7.3 Yalding

- Yalding is a particularly vulnerable location. 197 properties were flooded when river levels peaked on 24th December 2013. This flooding was comparable to the 1968 flood and worse than in 2000, when 119 properties flooded.

³ <http://m.youtube.com/watch?v=336-6IN-J2I>

- The EA is urgently investigating whether it can accelerate projects to reduce the risk of flooding in Yalding. There is no single solution that will benefit the whole community because of the way the homes and businesses are spread out. It is using the data it has collected from the recent flooding to review our understanding of the way floods happen in the catchment. This will help present the best case to gain funding for future schemes.
- The EA is investigating if it can further localise the current Floodline Warnings Direct (FWD) Service for Yalding. The data it is currently collecting from a project to improve the flood risk modelling for the River Medway will help the EA to improve further its forecasting and flood warning.
- Future works to reduce the risk of flooding are set out in the Middle Medway Strategy which was developed in 2005 and updated in 2010. The EA has considered a number of potential schemes to reduce flooding in Yalding.
- An option that residents are keen to progress is to find a suitable location to store water on the lower reaches of the River Beult.
- The Middle Medway Strategy also recommended that the Leigh FSA be raised by 1m giving an additional 30 per cent storage capacity.
- However, under Government funding rules, most of the schemes will need substantial contributions from external partners in order to proceed – see A6.4 and A6.5 for details.
- The EA has secured funding to progress a feasibility study into both options. It is anticipated this work will be completed by summer 2015. KCC has offered to part fund an additional FSA on the River Beult at Stile Bridge and an increase in the capacity at the Leigh FSA. The EA has submitted its funding bid to secure the additional £17.6m needed to complete both schemes. If this is successful, the earliest construction could start would be in the financial year 2017-2018.
- The EA will continue to work with KCC, Maidstone Borough Council (MBC), Tonbridge & Malling Borough Council (TMBC) and other professional partners to identify partnership funding opportunities which will increase the likelihood of the above works going ahead.

A7.4 Future Capital Investment Requirements for Potential Future Flood Defence Schemes



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A7.5 Priority Schemes Currently Not Qualifying for FDGiA Without Partnership Contributions

Scheme	Estimated cost	Nos. of properties to which flood risk would be reduced	Raw partnership funding score	Required partnership contribution	Final partnership funding score (including contribution)	Planned completion
Lower Beult Storage	£22.6m	1,151	36%	£16m	125%	2020
Increased Storage at Leigh	£11.2m	2,151	74%	£5m	130%	2019
Five Oak Green Flood Alleviation Scheme	£1.5m	266	46%	£900k	100%	2018 (only achievable with contributions)
South Ashford Flood Alleviation Scheme	£2.2m	282	24%	£1.7m	100%	2019 (only achievable with contributions)
Canterbury	£5m	1364	144%	N/A	N/A	2020 (dependant on investigations and consultations)
Romney Marsh	£80m	14,500	119%	£3m	N/A	2022
Whitstable & Herne Bay	£3.2m	Projects in early stages of development				
Dover	£3m					
Folkestone	£8m					
East Peckham	£400k					
	£1.4m	50 businesses	50%	£1m	100%	This scheme will currently only defend homes in East Peckham. Additional funding required for an extension of the protection to businesses.

A8. Other Flood Risk Management Options – information supplied by EA and KCC

A8.1 Summary of Ongoing EA Work

- The EA is keen to learn with communities, and gain a clearer understanding of the impacts of these events on people, its assets and the environment. Also to discuss how, collectively, it can improve its preparations for and response to future events.
- The EA has worked with partners to visit affected communities and attended public meetings across the County. These meetings were an opportunity for people to learn about the risks associated with flooding, to share their experiences and to find out what they can do to better prepare themselves for flooding.
- It was also an opportunity to discuss how flood protection assets, such as the Leigh Flood Storage Area (FSA), are operated to reduce the impact of flooding.
- Attending community events, including flood fairs, hosted by Parish and District / Borough Councils taking place in communities impacted by the recent flooding.
- Holding one-to-one meetings with residents.
- Planning to give residents the opportunity to visit the Leigh FSA.
- A review of the Flood Warnings issued will help the EA to understand if their warnings were timely, appropriate and relevant to those who were affected.
- Identify that new or improved warning areas are required in Hildenborough and Yalding and are investigate how the EA can localise the current Flood Warning Service.
- Work with partners to set up and support a number of Flood Warden schemes.
- Distribute questionnaires to affected communities to find out more about the extent and impact of the flooding to improve EA flood maps and Flood Warning areas.

A8.2 Spatial & Land-Use Planning & Drainage

- The EA's role as a statutory planning consultee is to provide advice to local planning authorities to manage flood and environmental risks and enable sustainable growth. We do not receive government funding to protect development built after 2012. It is therefore vital that flood risk is managed within the planning system. The EA works with partners to seek solutions to overcome these risks. Where risks cannot be overcome and development is contrary to the National Planning Policy Framework (NPPF), the EA recommends planning authorities refuse applications.
- In line with the NPPF we recommend that development is outside the flood plain. If this is not feasible the EA provides advice to Local Planning Authorities (LPAs) to ensure that people are not put at risk and that flood risk is not passed downstream.
- LPAs must ensure that Emergency Plans are fit for purpose to ensure that access and egress is still possible in flood conditions. In all circumstances where warning and emergency response is fundamental to managing flood risk, the EA advise LPAs to formally consider the emergency planning and search & rescue implications of new development in making their decisions.
- It is Local authority responsibility to ensure that flood resilience measures are incorporated into building design. The EA still advise on surface drainage at sites over 1 hectare. The future implementation of Sustainable Drainage Systems (SuDS) Approving Bodies (SABs) will mean that KCC and Local authorities will need to manage surface water risks, groundwater flooding and access and egress within the planning process.

A8.3 Personal Flood Resilience

- A 'Property-Level Protection Scheme' is already in place in Lamberhurst. In response to Flood Warnings these measures were deployed by residents, and greatly reduced the flood impact. Funding is also now in place to adopt similar measures in Aylesford.
- District / Borough Councils have been proactively promoting the Central Government 'Repair & Renew Grant'⁴ but take-up across the County has been patchy. However, as at 10th April 2014, T&MBC had received 49 requests for further information, 20% from businesses.
- The EA and KCC have also been supporting flood fairs in various locations around the County (see **section A3 of this appendix** for further details) where residents have been investigating their personal flood resilience options.

A8.4 Investigating & Improving Support to Communities with High / Complex Flood Risk Profiles

- The EA has heard from affected communities that there are often multiple sources of flooding and that the appropriate flood risk management options required are complex to determine.
 - The EA has therefore promoted the formation of Multi-Agency Flood Alleviation Technical Working Groups across the County to explore future options.
 - Groups that have already met (including existing groups):
 - Tonbridge & Malling (Hildenborough, Tonbridge & East Peckham)
 - Forest Row
 - Lamberhurst
 - Five Oak Green
 - Staplehurst
 - Aylesford
 - Headcorn
 - Edenbridge
 - Faversham
 - Yalding
 - Westerham
 - Collier Street
 - Sundridge & Brasted
 - Canterbury – Nailbourne
 - New groups still to meet:
 - Maidstone
 - Eynsford*
 - South Darent & Horton Kirby*
- Key:**
* Still to be established if wider group needed

A8.5 Surface Water Management Plans (SWMPs)

- In order to understand the risks from local flooding KCC has undertaken a number of studies across the county to collect and map data on these floods. These studies are known as Surface Water Management Plans (SWMPs). These documents vary in their nature, some are high-level assessments of the risks, while others are in-depth studies of the causes and potential solutions to local flooding. SWMPs can be found on the KCC website.

⁴ A scheme providing up to £5,000 per flood-affected home or business to contribute to the costs of additional flood resilience or resistance measures.

- During 2014-15 KCC will continue to develop SWMPs, and will undertake studies in Marden, Staplehurst, Headcorn and Paddock Wood (all areas impacted by varying degrees of local flooding during the winter). KCC will also be exploring the opportunities to manage local flooding identified by the recently completed SWMPs in Folkestone, Margate and Dartford. SWMPs include an Action Plan of measures that can be used to manage local flooding identified by the study. However, many options require funding in order to be delivered, this funding is drawn from the same Defra fund, which is administered by the EA, as all other flood risk management investment, and each scheme must compete for funding.
- Additionally, KCC is currently co-ordinating the development of local flood risk documents that provide local communities with a simple overview of the range of flood risks in their area. KCC is working with the EA, Internal Drainage Boards (IDBs), Local authorities and water companies to prepare a pilot document. The document will show what the main flood risks are, where significant assets are, which authorities exercise risk management functions in the area, any plans or strategies they may have in hand to manage flood risks in the future and who to get in touch with for more information. Initially, the pilot will focus on the Canterbury City Council (CCC) area. If this proves successful it will be rolled out across the County, with TMBC and MBC areas likely to be considered next.

A8.6 Little Stour, Nailbourne & Petham Bourne Flood Management Group

- The EA, KCC, CCC, Shepway District Council, Southern Water, and representatives from key Parish Councils are investigating the causes and effects of the flooding experienced during the winter of 2013/14 in the Nailbourne, Little Stour and Petham Bourne valleys. These partners are working together to assess the options to manage this winter's flooding, and are seeking to reduce the potential for disruption in the future.
- The Nailbourne, Petham Bourne and parts of the Little Stour are groundwater fed watercourses. This means that they are dry for long periods of time. However, following periods of prolonged rainfall groundwater levels in the underlying aquifers rise to a point where water emerges through springs throughout the length of these valleys, and the streams begin to flow.
- The Nailbourne has been flowing since mid-January and has approached near-record levels. There has been extensive flooding of farmland, with internal property flooding reported in Bridge, Patribourne, Bishopsbourne and Barham. The Petham Bourne, which typically flows less frequently than the Nailbourne, has also been active over the winter causing flooding and disruption. The Little Stour has burst its banks in a number of locations, also flooding farmland properties and roads.
- Owing to the high flows experienced this winter, many culverts have been overwhelmed in these valleys. At its peak, portable pumps were used to help move water over the culverts in some places, and sandbags were used extensively to protect many properties.
- The group will be undertaking three main activities:
 1. Survey the measures put in place over the course of this winter to manage and reduce flooding. This will provide a blueprint for future events, and will help enable us to mobilise and deploy necessary equipment in time if the groundwater levels rise again.
 2. Identify any opportunities that can be delivered as quickly as possible to reduce the impact of flooding should these watercourses flow again next winter.
 3. Identify opportunities to reduce the impact of flooding that can be delivered over a longer timeframe. These measures will require further investigation, more detailed design work and an application for additional funding.

Agenda Item 12

To: Maidstone Joint Transportation Board

By: Kent Association of Local Councils

Date: 3 September 2014

Subject: Christmas and New Year storms and flooding

Classification: Information only

Summary: This report will provide a summary of the views received from Kent Association of Local Councils concerning the impact of the Christmas and New Year storms and floods.

CHRISTMAS AND NEW YEAR STORMS AND FLOODING

Introduction

This report provides a summary of the views received from KALC member Councils regarding the impact of the Christmas and New Year storms and floods across Kent. It focuses on the response and what improvements need to be made to make us all better prepared for future extreme weather events. The UN Intergovernmental Panel on Climate Change's latest report in March 2014 indicates that global warming is leading to more volatile weather patterns, so the experience this winter is unlikely to be a one-off. This report will be shared with the Kent Recovery Group members such as Kent County Council, Kent Resilience Team, Kent Fire & Rescue Service, Kent Police and the Environment Agency.

Background

Kent and the rest of the country experienced extreme winter weather, which started on 5 and 6 December with the worst tidal surges in 60 years that struck the east coast of England. Kent and the rest of the country was then hit by a storm that started on Monday 23 December and downed trees and power lines and resulted in surface water flooding over Christmas and the New Year. The extreme weather continued during January and February with gale force winds and exceptionally heavy rain with many rivers bursting their banks as river levels soared. The impact of the extreme winter weather affected all parts of Kent both on the coast and inland. There were a number of areas seriously impacted by the floods, for example, Yalding, Bridge, Littlebourne and around the Sevenoaks and Tunbridge Wells areas, with Yalding making the national media and receiving a visit from the Prime Minister on 27 December.

There was strong criticism nationally of the initial Government response, with over 7,800 homes and nearly 3,000 commercial properties flooded. According to DCLG, about £14 million has been paid out to help communities recover and to meet the costs of protecting lives and properties in the future, with a further £183.5 million due to be paid by local authorities by the end of March.

We recognise that a significant amount of work is already being undertaken by the Environment Agency and the emergency and resilience teams in Kent to address some of the worst affected places such as Yalding and Bridge and coastal towns such as Sandwich. This summary therefore touches on some of these but focuses on other areas in Kent.

Issues across Kent

The following issues/problems arose across the County as a result of the extreme weather:

- Main roads and side roads were flooded, both in towns and village centres and in rural areas;
- Falling trees and telegraph poles blocked main and side roads, some for a considerable time in the rural areas;
- Power outages were widespread with the majority in West Kent and smaller numbers in East Kent, with some prolonged outages.

What was the response?

Given the widespread and extreme nature of the weather that affected all parts of Kent, it is recognised that Kent's emergency and resilience resources were very stretched and put under significant pressure and therefore, as a result, responses varied across Kent, which produced both praise and criticism. There was universal acknowledgement and praise for the determination, dedication and professionalism shown by officers from the multi-agency response teams, particularly with regard to the response along the Nailbourne through Bridge and Littlebourne, which also involved the Armed Services and the British Red Cross.

There was also considerable support from local business and volunteers, with many helping with Kent Police to clear fallen trees from the highway and alleviate the worst effects of the storm. In other areas KCC Highways were on hand to remove fallen trees.

There was praise for Dartford Borough Council who sent in pumping equipment when the River Darent was rising and had a visible presence on site. Tunbridge Wells Borough Council was also praised for the way it responded to requests. There did appear however to be confusion, concern and frustration in other areas over the availability of sandbags. For example it appeared that Sevenoaks District Council was unaware that there was a flood warning on the River Darent on 17 January and residents were being advised that they could not have

sandbags. Sandbags were then made available but it was not readily communicated to the public.

There was also praise for the Environment Agency from many Councils, with officers calling door-to-door in Lamberhurst, which was significantly affected by power cuts and flooding.

Whilst there were a lot of positives, there are also a number of areas where improvements should be made to help us all be better prepared for future extreme weather events, both at national, county and local level.

A key area for improvement is in communication between all key partner organisations.

What improvements should be made?

We have grouped these issues in to a number of key themes below:

Theme & Issue	Parish/Town Council	Action
Emergency		
Communication Issues:		
Improved lines of communications between tiers of Local Government & the Environment Agency	CLeFPC (13) DTC (14)	KRU & EA
Improved information and updates and greater resource allocated from power suppliers to providing quicker responses to enquiries	MPC (15)	KRU & UK PN
Real time plotting of information of river levels	LaPC (16)	EA
Improvement of EA and UKPN websites to make them more easily accessible to relevant and up-to-date information	Yalding	EA & UKPN
Roll out of the Flood Warden Scheme	Yalding	EA
Emergency actions:		
Rapid deployment of sandbags	HK&SBPC & SwTC & LPC (18)	PA & EA & KRU
Supply of emergency signage	LaPC (17)	PA & EA & KRU
Strategic		
Funding Issues:		
More resources for monitoring and advice systems	EPPC (1)	EA & KRU
A defined capital expenditure programme	NRoTC (2)	EA & UK PN
Infrastructure Issues:		
Siting of substations and cables to improve resilience	LPC (3)	UK PN
Improved coastal defences: assessment and upgrading	NRoTC (4)	EA
Improved pumping station capacity & improved longer term resilience	NRoTC (5)	SP & EA
Investment in canals, dykes & sewers to allow pumping stations to drain to sea	NRoTC (6)	EA & SP
Investment in dredging of water courses where appropriate and investment in greater maintenance of the rivers, i.e. removing fallen trees and other obstructions, removing vegetation growths from river banks, removing landowners' increase of river bank to the detriment of river flow	CapPC (7) Yalding	EA
Tactical		
Maintenance issues:		
Improving drains, gullies & grips with a programme of clearance. Greater monitoring of ditches in private ownership that are not maintained. When a ditch is piped, there seems to be no method of ensuring a correct size pipe is installed until after the work is completed and complaints received.	AyPC (8), SwTC (9), MPC (10), Yalding	EA & KCCH
Improved tree maintenance and removal of ivy from roadside trees	OfPC (11) & BPC (12)	KCCH/ landowner

EA Environment Agency ; UK PN UK Power Networks; KRU Kent Resilience Unit; SP Statutory Provider; KCCH Kent County Council Highways; PA Principal Authority

Examples of Parish and Town Council responses

<p align="center">East Peckham PC</p>	<p>Very heavy flooding. Poor responses on sandbags, road closures and clearance & trees: poor communication.</p>
<p align="center">New Romney TC</p>	<p>Low lying area. Need for capital investment in sea defences: dykes, drains and sewers. Those that have fallen from use need to be reactivated.</p>
<p>(3) Lamberhurst PC</p>	<p>Vulnerable. The assessment of sub stations with regard to capacity, the reciting of vulnerable cables and over reliance on tidal and gravity schemes.</p>
<p>(4) New Romney TC</p>	<p>The movement and displacement of shingle and the need to reduce the need for continuous upgrading of shingle.</p>
<p>(5) New Romney TC</p>	<p>The need to invest in pumping stations to ensure capacity after an adequate assessment of the present and future</p>

	demands.
(6) New Romney TC	The greater coordination of defences to allow the flow of excess water to the pumping stations for evacuation to the sea
(7) Capel PC	General drainage issues and sewer problems and concerns over water courses not being maintained causing local flooding. Over reliance on ponds.
(8) Aylesham PC & (9) Swanley TC	General road flooding issues: lack of assessment and maintenance despite local monitoring and reporting. Drains blocked on roads resulting in localised flooding particularly roads and housing.

(10) Molash PC	Failure to clear gullies and problems with soakaways and silting up of verges. Regular maintenance poor and communication to date slow.
(11) Offham PC	Many fallen trees and telegraph poles blocking roads. Positive response from PC and local volunteers.
(12) Burham PC	Numerous tree problems with poor clearance follow up issues which may have made issues worse.
(13) Capel LeFerne PC	Lack of information and general feeling of lacking emergency training: lack of exchanges of information between bodies.
(14) Deal TC	Significant confusion over sandbags and availability and communication with other tiers of LG poor.
(15) Molash PC	Lack of information from power suppliers: the need for dedicated telephone numbers with a real person responding. An isolated parish

	with vulnerable infrastructure like overhead power cables and prolonged blackouts.
(16) Lamberhurst PC	Flooding fears and perception of cuts undermining confidence in authorities: need for investment in real time monitoring of river levels and data. Investment in keeping water courses clear.
(17) Langdon PC	Problems with roads and fallen trees and resulting lack of signage caused chaos on the roads. Enthusiasm for local input and manpower. The need to reactivate a list of local people with skills and equipment to support community.
(18) Horton & Kirby PC & Swanley TC & Lyminge PC	Poor distribution of sandbags in time: problems accentuated by lack of information and poor command structure. Confusion over responsibilities and telephone priorities and distribution of emergency contact lists: perception of lack of updates and sense of panic.

Working with the Parish and Town Councils

The importance of the multi-agency response teams working closely with the Parish Councils who have local knowledge is essential. A number of Parish and Town Councils have already developed an emergency plan, which were used to good effect during the storms and floods, for example, Yalding.

KALC has been working closely with both KCC's Emergency Planning and Resilience Team and Kent Fire & Rescue Service over the last year on emergency planning and community reassurance and resilience and has held a number of joint workshops, which cover self-help plans, providing emergency centres, contact points etc.

KALC held a Community Resilience and Reassurance Conference on 8 February and was delighted that Kent Fire & Rescue Service, Kent Police and KCC Emergency Planning/Resilience were able to take part given that the event was in the middle of the flooding. The event was very successful and generated significant interest from many Parish Council in developing Emergency Plans.

Another key message from the February event was the recognition that whilst the emergency services and emergency planning/resilience teams from the County and District Council have statutory emergency response roles, more needs to be done both nationally and at county level on personal resilience, as people should also take responsibility for looking after themselves and their families to make themselves more resilient.

KALC will continue to work with KCC to run further workshops during 2014 on Emergency Planning and with Kent Fire & Rescue Service on Community Resilience and Reassurance.

Contact officer: Terry Martin/ Kent Association of Local Councils

Agenda Item 13

To: Maidstone Joint Transportation Board

By: Behdad Haratbar, Head of Programmed Works, Highways, Transportation and Waste, Kent County Council

Date: 3 September 2014

Subject: Reconstruction of Willington Street

Classification: Information only

Summary: This report provides an update to Board members on Phase 1 of the reconstruction of Willington Street.

Background:

1. Over the next 12 months we are investing £1.2m in reconstructing and resurfacing two kilometres of Willington Street in Maidstone. This is a major project involving the complete removal of the existing road construction layers down to about 250mm, excavating deeper where necessary to address any soft spots and relaying a new stronger road surface.
2. The improvements are being delivered in 3 phases. Phase 1 is between A274 Sutton Road and Denton Close and it taken place during the summer school holiday period. Phase 2 (between Denton Close and Otterbourne Place) will be delivered next Easter and Phase 3 (between Otterbourne Place and Deringwood Drive) during the school summer holidays of 2015.
3. Phase 1 has progressing well and, at the time of writing this report, we are on course to complete works before the end of the school holiday period. The current phase is being delivered in four 250 metre sections. After setting up the site during the first few days, we have generally followed a weekly pattern for each section, with the existing road surface being removed and localised soft spots addressed during week days, and the new surface being construction during weekends.
4. Excavation works have led to some damage to utility services, although the number is not exceptional for a project of this type. We have worked very closely with the relevant utility companies to resolve these as soon as practicable.
5. There have been several instances of HGVs getting stuck in neighbouring lanes – principally Church Road – despite the presence of numerous 'Unsuitable for HGVs' signs. We deployed additional temporary signs to help mitigate this risk, and have continued to monitoring the situation. We have also been regularly patrolling diversion routes and other roads to identify any

problems. So far, these works do not appear to have had a significant impact on Maidstone traffic levels.

6. We have had an officer on site 7am to 7pm Monday to Sunday to keep on top of any issues and more importantly to liaise directly with local residents should any issues occur.

Recommendations

7. Members are asked to note that the works to reconstruct Willington Street are progressing well and Phase 1 is expected to be completed and the road re-opened before the end of the school holiday period.

Appendices

None

Contact officer:

Alan Casson
Resurfacing Manager
Programmed Works
Highways, Transportation and Waste
03000 418181

Agenda Item 14

To: Maidstone Joint Transportation Board

By: Tim Read, Head of Transportation

Date: 3rd September 2014

Subject: Schemes Report

Classification: For Information

Summary: The purpose of this report is to provide members with a progress report on traffic and safety schemes currently being progressed by KCC Highways and Transportation

1. A229 Running Horse Roundabout

The scheme to resurface and apply the new road marking lay-out was completed as planned in April. The roundabout is complex and clearly highly sensitive to any changes made. Drivers are still adapting to the new lay-out, we are continuing to monitor driver behaviour and plan to undertake video surveys to compare behaviour now, compared with surveys undertaken prior to the works.

2. A229 Stile Bridge to Knoxbridge

The route study is complete and revealed there was no overall pattern to the crashes at many off the sites looked at. A number of the more serious crashes had extenuating circumstances, which could not be addressed with engineering measures. There have been a high percentage of crashes occurring during hours of darkness and for this reason we are considering the use of high specification cats-eyes, improved signage, together with extensive vegetation clearance at existing signage.

3. 2014-15 Crash Remedial Measure Schemes

The following sites have been identified as part of our annual analysis of crash cluster sites. These are currently being developed into detailed schemes

- A249 Sittingbourne Road junction with M20 roundabout – High friction surfacing is planned.
- A249 Bearsted Road junction with M20 roundabout – Lane destination road markings and high friction surfacing
- Willington Street junction with Derringwood Drive – improved warning signage on both approaches and extended high friction surfacing
- Lidsing Road junction with Yelsted Lane – proposed new interactive warning sign
- A274 Sutton Road junction with Northumberland Road – new warning signs
- B2163 Penfold Hill and Ash Bank Cottages bends – high friction surfacing and signage
- A20 Ashford Road junction with Roundwell - signage improvements

Contact Officer: Michael Heath

Tel: 03000 418181

To: Maidstone Joint Transportation Board

By: KCC Highways and Transportation

Date: 3rd September 2014

Subject: Highway Works Programme 2014/15

Classification: Information Only

Summary: This report updates Members on the identified schemes approved for construction in 2014/15

1. Introduction

This report provides an update and summarises schemes that have been programmed for delivery in 2012/13

Footway and Carriageway Improvement Schemes – see Appendix A

Street Lighting – see Appendix B

Bride Works – see Appendix C

ITS – see Appendix D

Conclusion

1. This report is for Members information.

Contact Officers:

The following contact officers can be contacted on **0845 8247 800**

Carol Valentine	Highway Manager (West)
Richard Emmett	Maidstone District Manager
Mary Gillett	Major Capital Project Manager
Russell Boorman	Resurfacing Manager
Sue Kinsella	Street Lighting Manager
Katie Lewis	Drainage Manager

Appendix A – Footway and Carriageway Improvement Schemes

The delivery of these schemes is weather dependent; should it prove not possible to carry out these works on the planned dates, new dates will be arranged and the residents will be informed by a letter drop to their homes.

Surface Dressing – Contact Officer Mr Neil Tree			
Road Name	Parish	Extent of Works	Current Status
Spenny Lane	Marden	From its junction with Maidstone Road to 100m north of Martins Fruit Farm	Completed
Sheephurst Lane	Marden	From its junction Goudhurst Road to its junction with Maidstone Road	Completed
Royal Engineers Road/Chatham Road	Maidstone	Springfield Roundabout to Aylesford slip road	Completed
Royal Engineers Road	Maidstone	From its junction with Stacey Street to its junction with Springfield roundabout	Completed
Liverton Hill	Boughton Malherbe	From its junction with Park Road crossroads to its junction with Woodcock Lane	Completed
Hollingbourne Hill	Hollingbourne	From its junction with Ringlestone Road to its junction with Pilgrims Way	Completed
Heath Road	Boughton Monchelsea	From its junction with Brishing Road to its junction with Linton Road	Completed
Dean Street	East Farleigh	From its junction with Heath Road to outside 47 (red gateway)	Completed
Chegworth Road	Ulcombe	150m North of Chegworth Lane to its junction with Lenham Road	Completed
Ashford Road	Bearsted	From its junction with Roundwell to 'Gainsborough'	Completed
Micro Asphalt Schemes – Contact Officer Mr Neil Tree			
Road Name	Parish	Extent of Works	Current Status
Thurnham Lane	Thurnham	From its junction with Ware Street to its junction with Pilgrims Way	Completed
Hartnup Street	Maidstone	From its junction with Hackney Road to its junction with Tonbridge Road	Completed

Gravelly Bottom Road	Broomfield & Kingswood	From its junction with Pitt Road to Its junction with Chartway Street	Works programmed to start 24/07/2014
Eyhorne Street & Upper Street	Hollingbourne	From its junction with Pilgrims Way to its junction with Greenway Court Road	Completed
Dickens Road	Maidstone	From its junction with Calder Road to its junction with Chatham Road	Completed
Caring Lane	Thurnham	From its junction with Ashford Road to its junction with Forge Lane	Part Completed, Remainder to be re-programmed and published.
Boxley Road	Boxley	From its junction with Grange Lane to its junction with The Street (village gateway)	Works programmed to start 19/08/2014
Machine Resurfacing – Contact Officer Mr Russell Boorman			
Road Name	Parish	Extent of Works	Current Status
A26 Tonbridge Road	Maidstone	At the junction with Fountain Lane/Farleigh Lane	Completed
Willington Street	Maidstone	From its junction with Sutton Road to its junction with Deringwood Drive	Works programmed to start 24/07/14 - 31/08/14
A274 Sutton Road	Langley	Plough Wents Road to Horseshoes Lane	Works programmed to start 06/10/14 - 08/10/14
A274 Sutton Road	Maidstone	Wheatsheaf PH to Longfield Place	Works are programmed to start Summer/Autumn 2014
A249 Sittingbourne Road	Boxley	Southbound approach to M20 J7 Roundabout	Works programmed to start 26/08/14 - 27/08/14
A249 Detling Hill	Detling	Between Pilgrims Way and Scragged Oak Road	Works programmed to start 28/08/14 - 01/09/14
Teston Lane	Teston	From its junction with Lower Road to end of bridge	Works programmed to start Summer/Autumn 2014
Claygate Road	Marden	From its junction with Jarmans Lane to the entrance of CMS co Ltd	Works programmed to start Summer/Autumn 2014

Footway Improvement - Contact Officer Mrs Wendy Boustead

Road Name	Parish	Extent and Description of Works	Current Status
Sutton Road	Maidstone	From its junction with Cranbourne Avenue to its junction with Mangravat Avenue. This scheme is still in the design stages.	Programmed to start 01/09/14 for nine weeks
Mill Street	Maidstone	From its junction with Bank street to its junction with Bishops Way. This scheme is still in the design stages.	Programmed to start 29/09/14 for four weeks
Eyhorne Street	Hollingbourne	From its junction with Hasteds to its junction with Musket Lane. This scheme is still in the design stages.	Programmed to start 28/07/14 for four weeks
Ashford Road	Thurnham/Hollingbourne	From its junction with Roundwell to its junction with Musket Lane. This scheme is still in the design stages.	Programmed to start 25/08/14 for eight weeks
Lower Road	West Farleigh	From its junction with Kettle Corner to its junction with Teston Lane. Slurry Surfacing	Programmed to start 02/10/14 for ten days
Ashford Road	Hollingbourne	From its junction with Eyhorne Street to outside of property Park Mill House. Slurry Surfacing	Programmed to start 05/09/14 for three days
Ashford Road	Weaving	From its junction with Willington Street to its junction with New Cut Road. Slurry Surfacing	Programmed to start Summer 2014 (tbc)

Appendix B – Street Lighting

Following the results of the programme of structural testing, the following columns have been identified as requiring replacement. Work is due to commence in October and dates are currently being programmed.

Street Lighting Column Replacement – Contact Officer Sue Kinsella			
Road Name	Column Ref	Location	Status
ACORN PLACE	KAAC004	R/O 6 WALLIS AVENUE	Awaiting programme date
ACORN PLACE	KAAC005	ADJ 23/24	Awaiting programme date
ALLINGTON WAY	KAAR001	O/S 1	Awaiting programme date
ALLINGTON WAY	KAAR004	O/S 6/8	Awaiting programme date
ALLINGTON WAY	KAAR007	O/S 24/26	Awaiting programme date
ALLINGTON WAY	KAAR008	OPP 32	Awaiting programme date
BEARSTED ROAD	KBBB513	J/W NEWHAM COURT R-A-B	Awaiting programme date
BEDGEBURY CLOSE	KBBK007	O/S 31	Awaiting programme date
BEDGEBURY CLOSE	KBBK012	OPP 58	Awaiting programme date
BICKNOR ROAD	KBCG014	O/S 85	Awaiting programme date
BIRCHOLT ROAD	KBCP016	OPP J/W HERONDEN RD	Awaiting programme date
CHAPMAN AVENUE	KCBG017	O/S 81	Awaiting programme date
CHATTENDEN COURT	KCBZ003	O/S 20	Awaiting programme date
COLLEGE ROAD	KCFC002	O/S 27	Awaiting programme date
COLLEGE ROAD	KCFC013	O/S 97	Awaiting programme date
COLLEGE ROAD	KCFC010	O/S 75A	Awaiting programme date
COLLEGE ROAD	KCFC007	O/S 76 SUTTON HOUSE	Awaiting programme date
COLLEGE ROAD	KCFC006	O/S 53	Awaiting programme date
COLLEGE ROAD	KCFC004	O/S 39	Awaiting programme date
COLLEGE ROAD	KCFC001	J/W HAYLE ROAD	Awaiting programme date
CROSS KEYS	KCGT008	OPP 58	Awaiting programme date
EVERSLEY CLOSE	KEBD001	O/S 2	Awaiting programme date
FELDERLAND CLOSE	KFAU003	O/S 66/67	Awaiting programme date
FELDERLAND DRIVE	KFAV001	R/O 49/50	Awaiting programme date
FOREST HILL	KFBN002	OPP 8	Awaiting programme date
GREENWAY	KGBZ002	O/S 59	Awaiting programme date
GREENWAY	KGBZ004	O/S 49/51	Awaiting programme date
HEATH GROVE	KHCE003	O/S 21/21a	Awaiting programme date
HEVER CLOSE	KHDI003	O/S 21	Awaiting programme date
HEVER CLOSE	KHDI006	O/S 22	Awaiting programme date
HILLDEN SHAW	KHEA001	S/O 64 BROADOAK AVENUE	Awaiting programme date
HOWARD DRIVE	KHFD003	O/S 22	Awaiting programme date
JOHN STREET	KJAG005	OPP J/W HARDY STREET	Awaiting programme date

LEICESTER ROAD	KLAV005	OPP J/W LANCASHIRE ROAD	Awaiting programme date
LINTON ROAD	KLBS011	ADJ 23	Awaiting programme date
LINTON ROAD	KLBS007	ADJ BRIDGE	Awaiting programme date
LINTON ROAD	KLBS002	ADJ 3 HONEYSUCKLE MEWS	Awaiting programme date
LOOSE ROAD	KLCQ090	O/S 488/490	Awaiting programme date
LOOSE ROAD	KLCQ092	O/S 496/498	Awaiting programme date
LOOSE ROAD	KLCQ067	OPP 372	Awaiting programme date
LOOSE ROAD	KLCQ063	O/S 347	Awaiting programme date
LOOSE ROAD	KLCQ205	ADJ FOOTBRIDGE S/O 48	Awaiting programme date
LOOSE ROAD	KLCQ204	ON FOOTBRIDGE S/O 81	Awaiting programme date
MADGINFORD ROAD	KMAB001	O/S 3	Awaiting programme date
MAXWELL DRIVE	KMBW007	O/S 32	Awaiting programme date
MAXWELL DRIVE	KMBW010	O/S 73	Awaiting programme date
MAXWELL DRIVE	KMBW005	O/S 16	Awaiting programme date
MAXWELL DRIVE	KMBW003	OPP J/W Howard Road	Awaiting programme date
MAXWELL DRIVE	KMBW001	OPP 2	Awaiting programme date
ODIHAM DRIVE	KOBM007	ON FP S/O 14 LULLINGSTONE RD	Awaiting programme date
PICKERING STREET	KPBK005	ON FP S/O 45A OR 47 NEW HOUSE	Awaiting programme date
POSTLEY ROAD	KPDB015	OPP 132/134	Awaiting programme date
POSTLEY ROAD	KPDB008	O/S 76	Awaiting programme date
QUEENS ROAD	KQAG005	OPP J/W Queens Ave	Awaiting programme date
QUEENS ROAD	KQAG008	OPP 314	Awaiting programme date
QUEENS ROAD	KQAG010	O/S Langlands/Cantermerle	Awaiting programme date
QUEENS ROAD	KQAG016	OPP J/W Warden Close	Awaiting programme date
QUEENS ROAD	KQAG020	OPP 275	Awaiting programme date
QUEENS ROAD	KQAG029	O/S 231/233	Awaiting programme date
QUEENS ROAD	KQAG031	O/S 211/213	Awaiting programme date
QUEENS ROAD	KQAG041	BTW 189/199 FLATS & 96/98	Awaiting programme date
QUEENS ROAD	KQAG042	BTW 189/199 FLATS & 96/98	Awaiting programme date
QUEENS ROAD	KQAG044	BTW 189/199 FLATS & 96/98	Awaiting programme date
QUEENS ROAD	KQAG049	O/S 70/72	Awaiting programme date
QUEENS ROAD	KQAG050	O/S 62	Awaiting programme date
QUEENS ROAD	KQAG006	O/S 333/335	Awaiting programme date
RANDALL STREET	KRAC002	O/S 18	Awaiting programme date
RANDALL STREET	KRAC003	O/S 39	Awaiting programme date
RANDALL STREET	KRAC004	O/S 51	Awaiting programme date
RANDALL STREET	KRAC005	J/W FISHER STREET	Awaiting programme date
REDE WOOD ROAD	KRAN010	O/S 56	Awaiting programme date
ROMNEY CLOSE	KRBI002	S/O 94 ASHFORD RD	Awaiting programme date
RUSHMEAD DRIVE	KRCB001	J/W LOOSE ROAD	Awaiting programme date
RUSHMEAD DRIVE	KRCB004	OPP ADJ 6	Awaiting programme date

SHIRLEY WAY	KSBP901	O/S 19	Awaiting programme date
SUTTON ROAD	KSGG021	O/S 24	Awaiting programme date
SUTTON ROAD	KSGG022	OPP J/W LONGFIELD PLACE	Awaiting programme date
SUTTON ROAD	KSGG024	OPP 52/54	Awaiting programme date
SUTTON ROAD	KSGG025	O/S 60	Awaiting programme date
SUTTON ROAD	KSGG026	OPP 68	Awaiting programme date
SUTTON ROAD	KSGG027	OPP 76/78	Awaiting programme date
SUTTON ROAD	KSGG028	OPP 86	Awaiting programme date
SUTTON ROAD	KSGG029	OPP 1-10 VALENCE HOUSE	Awaiting programme date
SUTTON ROAD	KSGG030	OPP J/W MANGRAVET AVENUE	Awaiting programme date
SUTTON ROAD	KSGG031	ADJ J/W MANGRAVET AVENUE	Awaiting programme date
SUTTON ROAD	KSGG032	OPP OAK TREES SCHOOL	Awaiting programme date
SUTTON ROAD	KSGG033	OPP J/W NORTHUMBERLAND ROAD	Awaiting programme date
SUTTON ROAD	KSGG034	O/S 94/96	Awaiting programme date
SUTTON ROAD	KSGG035	O/S 104	Awaiting programme date
SUTTON ROAD	KSGG036	O/S 207/209	Awaiting programme date
SUTTON ROAD	KSGG037	OPP J/W GROVE ROAD	Awaiting programme date
SUTTON ROAD	KSGG038	ADJ J/W GROVE ROAD	Awaiting programme date
SUTTON ROAD	KSGF003	ADJ POLICE HQ	Awaiting programme date
TICHBORNE CLOSE	KTBK004	O/S 18	Awaiting programme date
TICHBORNE CLOSE	KTBK005	O/S 25/26	Awaiting programme date
TREVOR DRIVE	KTCI015	O/S 135	Awaiting programme date
WALLIS AVENUE	KWAD010	J/W BRISHING CLOSE	Awaiting programme date
WHARF ROAD	KWEM002	S/O 1 BEACONSFIELD RD	Awaiting programme date

Appendix C – Bridge Works

Bridge Works – Contact Officer Tony Ambrose			
Road Name	Parish	Description of Works	Current Status
Chart Hill Road	Staplehurst / Boughton Monchelsea	Hertsfield North bridge repairs	Completed

Appendix D – ITS

There is a programme of scheduled maintenance to refurbish life expired traffic signal equipment across the county based upon age and fault history. The delivery of these schemes is dependent upon school terms and holiday periods; local residents, businesses and schools will be informed verbally and by a letter drop of the exact dates when known.

Traffic Systems - Contact Officer: Toby Butler		
Location	Description of Works	Current Status
A229 College Road/Knight rider Street Site ref: 11/0404	Refurbishment of traffic signal controlled Junction. Works to coincide with resurfacing.	Works date to be agreed with Roadworks Estimate new year start
A249 Sittingbourne Road/Holland Road Site ref: 11/0454	Refurbishment of traffic signal controlled Junction.	Works date to be agreed with Roadworks Estimate new year start

1.1 Legal Implications

1.1.1 Not applicable.

1.2 Financial and Value for Money Considerations

1.2.1 Not applicable.

1.3 Risk Assessment

1.3.1 Not applicable.

Contact: Carol Valentine / Richard Emmett 08458 247 800

Member Highway Fund

Member Highway Fund programme update for the Maidstone District.

The following schemes are those which have been approved for funding by both the relevant Member and by John Burr, Director of Highways and is up to date as of 11 August 2014.

The details below are for Highway Schemes only and do not detail contributions Members have made to other groups such as Parish or District Councils.

More detail on their schemes can accessed by each Member via the online database or by contacting their Member Highway Fund Engineer.

Overview of 2012/13 Schemes

Gary Cooke – Maidstone South East

Scheme	Status
B2163 Leeds – Gateway Improvements	Complete

Dan Daley – Maidstone Central

Scheme	Status
Newbury Ave & Allington Way – Installation of warning signage and associated carriageway markings	Complete

Eric Hotson – Maidstone Rural South

Scheme	Status
Marden Road, Staplehurst – Extension of 30Mph Speed Limit	Programmed August 2014

Rob Bird – Maidstone Central

Scheme	Status
Newbury Ave & Allington Way – Installation of warning signage and associated carriageway markings	Complete

Paulina Stockell – Maidstone Rural West

Scheme	Status
St Margaret's School, Collier Street – Installation of Interactive Sign and parking restrictions in the vicinity of St Margaret's School	Consultation now complete. Awaiting programming

Overview of 2013/14 Schemes

Brian Clark

Scheme	Status
To plant 1 mature tree to replace one which was felled - Parkway	Complete
KB49 Pathway resurface Old Drive to Anglesea Avenue	Complete
Installation of 2 no. timber bollards – Cripple Street	Complete
To reconstruct ramps either side of table top plus a 3m length of carriageway in the landing area either side of ramp feature.	Complete
York Road – Replacement of post rail and fencing	Complete
Straw Mill Hill – 4 no. bollards	Complete
Bus Shelter replacement – Tovil Hill	Awaiting Installation by MBC
Installation of 'SLOW' road markings – Burial Ground Lane	Complete

Dan Daley

Scheme	Status
To install pedestrians in road ahead lit warning signs on lamp columns either side of existing informal crossing point -Buckland Hill	Works Completed
Carry out improvements to signing – Marigold Way	Works Completed
Provide down-lighting at crossing point and warning sign for traffic coming round bend from Tonbridge Rd	Handed over for Delivery
Provide Warning Sign on Upper Fant Rd for traffic travelling westwards into Hackney Rd together with SLOW marking on roadway	Installation of SLOW marking – Complete Installation of Warning Sign - ongoing
Buckland Road – Consultation with residents to improve access for emergency vehicles	Consultation On-going
Palace Wood School, Ash Grove – Traffic regulation order to amend the markings outside the school	TRO complete, awaiting installation of associated lining works
Bower Lane – Remove a section of parking restrictions and install further parking bays	TRO complete, awaiting installation of associated lining works

Eric Hotson

Scheme	Status
New 30mph interactive speed sign – A229 by Church Green	Completed
To install timber bollards to prevent parking on the footway – Gybbon Rise	Completed
Church Hill outside Boughton Monchelsea CPS – New footpath	On Site
A229 Sutton Valance – Commission to carry out a feasibility study for a pedestrian crossing and footway link to Haven Farm	Complete and with Eric Hotson for review

Gary Cooke

Scheme	Status
Installation of timber bollards to prevent inconsiderate parking at school pick up and drop off times – Wexford Place	Completed
An additional parking bay in Buckingham Row	Completed
To install Unsuitable for HGVs signage in Downswood	Completed
To investigate and implement a reduced weight limit restriction of 7.5 tons on the B2163 Leeds	Traffic survey and consultation complete. Analysis of the consultation responses currently on-going

Ian Chittenden

Scheme	Status
Contribution for the replacement of 2 flower beds, including new trees and shrubs – Heathorn Street	Completed
To install a directional sign for Maidstone Football Club	Completed
To replace or remove trees within this division	Completed
St Paul’s School, Hatherall Road – Extension of school keep clear zig zag markings	Consultation Complete. Awaiting Installation

Jenny Whittle

Scheme	Status
To install Unsuitable for HGVs signage – Rayners Hill	Completed
To install Unsuitable for HGVs signage – A20 before the Broomhill Road junction	Completed
Five Wents and Chegworth Road – Installation of signage	Handed over for Delivery
To install 'Unsuitable for HGVs' signs in Broomfield Road and the A20	Completed
Lenham Road, Kingswood – Installation of 2 no. bend warning signs	Awaiting Completion

Paul Carter

Scheme	Status
Installation of 'Cyclists Dismount' signs – Ragstone Road	Completed
To make a contribution to PROW for resurfacing the top 20 metres of path - Pathway KM79 in Bearsted by the BP Garage.	Completed
Boxley Road – Lining refreshment	Handed over for Delivery
Dunn Street Road – Lining refreshment	Completed
Yeoman Lane – Concrete post and rail replacement	Completed
Bearsted, Boxley and Bredhurst – Various works by Community Operations	Handed Over for Delivery

Paulina Stockell

Scheme	Status
To install village gateway with welcome to Hunton sign, remove redundant posts, relocate existing footpath sign and install marker posts	Handed over for Delivery
Installation of School Warning signs – Lower Road, near St Helens school	Completed
Road marking improvements – various locations in East Farleigh	Awaiting completion of road markings at Forge Lane / Dean Street.
Contribution towards the remedial works carried out by the Traffic Schemes Team	Handed over for Delivery
Replacement of a multi-lingual sign in East Farleigh	Completed
Sheephurst Lane – To reduce the speed limit along the entire length to 40 mph.	Awaiting Completion
Dean Street – To extend the existing 30 mph.	Design and costing of additional measures underway

Rob Bird

Scheme	Status
To install pedestrians in road ahead lit warning signs on lamp columns either side of existing informal crossing point -Buckland Hill	Works Completed
Carry out improvements to signing – Marigold Way	Works Completed
Provide down-lighting at crossing point and warning sign for traffic coming round bend from Tonbridge Rd	Handed over for Delivery
Provide Warning Sign on Upper Fant Rd for traffic travelling westwards into Hackney Rd together with SLOW marking on roadway	Installation of SLOW marking – Complete Installation of Warning Sign - ongoing
Buckland Road – Consultation with residents to improve access for emergency vehicles	Consultation On-going
Palace Wood School, Ash Grove – Traffic regulation order to amend the markings outside the school	TRO complete, awaiting installation of associated lining works
Bower Lane – Remove a section of parking restrictions and install further parking bays	TRO complete, awaiting installation of associated lining works