

AGENDA

MAIDSTONE JOINT TRANSPORTATION BOARD MEETING



Date: Wednesday 20 October 2010

Time: 5.00 pm

Venue: Town Hall, High Street,
Maidstone

Membership:

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

Page No.

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

Continued Over/:

Issued on 12 October 2010

The reports included in Part I of this agenda can be made available in **alternative formats**. For further information about this service, or to arrange for special facilities to be provided at the meeting, **please contact JANET BARNES on 01622 602242**. To find out more about the work of the Committee, please visit www.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 Janet Barnes on 01622 602242 by 3.30pm on the day of the meeting. You will also need to inform us of the topic you wish to speak on. Please note that slots will be allocated on a first come, first served basis up to a maximum of ten speakers.

MAIDSTONE BOROUGH COUNCIL

MAIDSTONE JOINT TRANSPORTATION BOARD

MINUTES OF THE MEETING HELD ON **WEDNESDAY 28 JULY 2010**

PRESENT:

Maidstone Borough Council

Councillors Mrs Blackmore, English, Marchant, Parr, Ross, J E Wilson and J.A. Wilson (Vice-Chairman)

Kent County Council

County Councillors Cooke (Chairman), Carter, Chell, Chittenden, Daley, Robertson, Mrs Stockell and Whittle

ALSO PRESENT:

Councillor Nelson-Gracie

1. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors Beerling, Hinder and Hotson.

2. NOTIFICATION OF SUBSTITUTE MEMBERS

There were no Substitute Members.

3. NOTIFICATION OF VISITING MEMBERS

Councillor Nelson-Gracie indicated his wish to speak on Agenda Item 15 – Objections received for Traffic Regulation Orders submitted to Kent Highway Services.

Councillor Mrs Gooch had requested the Democratic Services Officer to read out a statement with regard to Agenda Item 15 – Objections received for Traffic Regulation Orders submitted to Kent Highway Services.

4. DISCLOSURES BY MEMBERS AND OFFICERS

There were no disclosures by Members or Officers.

5. DISCLOSURES OF LOBBYING

All Members disclosed that they had been lobbied with regard to Agenda Item 8 – speed limit reduction for Liverton Hill.

Councillor J E Wilson disclosed that he had been lobbied with regard to Agenda Item 7 point 2 – Petition for a 20mph speed limit in the area around schools.

Councillor Marchant disclosed that he had been lobbied with regard to Agenda Item 7 point 1 – Petition to reinstate the Cobtree bus stop.

6. MINUTES

RESOLVED: That the Minutes of the Meeting held on 28 April 2010 be approved as a correct record and signed, subject to the inclusion of the following under Minute 57:-

“Officers were requested that the surveys are done outside of the school holidays”.

7. PETITIONS

- i) Mr Peter Connolly addressed the Board regarding a petition to “Reinstate Cobtree Bus Stop”. He stated that the bus stop is predominantly used by schoolchildren for their journey home from school and alternative walking routes are only single track roads with no street lighting.

Mr Connolly stated that Arriva have said that it is difficult to stop and start the buses from this bus stop due to the fast flow of traffic on the A229. Mr Connolly suggested that the 50mph speed limit signs are moved 50 metres further down the road and for additional signs to be put up warning drivers that buses will be slowing down and joining the road at this point. He also stated that Arriva only gave 4 days notice that the service 101 would no longer stop at this bus stop.

Mr Connolly then presented the petition to the Local Transport and Development Manager from Kent County Council.

- ii) Mrs Janetta Sams addressed the Board regarding a petition to review the policy on speed limits around schools. Mrs Sams stated that Harrietsham and Lenham Parish Council supported the petition, together with 4 schools in the area, Head Teachers, Parents, Borough Councillors and County Councillors. She said that a resident of Lenham had brought the idea of the petition to their attention as this had been done in other parts of the country and would be a great initiative for community engagement.

Mrs Sams then presented the petition to the Local Transport and Development Manager from Kent County Council.

8. QUESTIONS/STATEMENTS BY MEMBERS OF THE PUBLIC

- i) Miss Anna Farley addressed the Board on behalf of the residents of Liverton Hill requesting that the speed limit through Liverton Hill is

reduced from 60 mph to 30mph. Miss Farley thanked the Borough and County Councillors who have supported them. Miss Farley explained that Liverton Hill is on the main link road between Headcorn and Lenham. Heavy freight and normal traffic has increased dramatically over recent years. The road that Liverton Hill is on is very narrow, has a number of bends and a steep and windy hill. Miss Farley asked that a 30mph speed limit be introduced between Platts Heath and Grafty Green to incorporate Liverton Hill. Miss Farley stated that the residents of Liverton Hill understand that having a pavement in this area is not feasible as it will narrow the road further.

- ii) Mr Paul Linaker addressed the Board regarding Clapper Farm Lane. Mr Linaker stated he was speaking as a resident of Staplehurst and represented equestrians and walkers in the area. Mr Linaker explained that Clapper Farm Lane was still work in progress and he was disappointed that the agreed plan of action to unblock the lane had still not happened. He was aware that a new action plan was revealed in April 2010, but this was also delayed due to residents taking matters to the Local Government Ombudsman, who had no powers to deal with this matter. Mr Linaker requested the Board to ensure that the action to unblock Clapper Farm Lane is proceeded with urgently.
- iii) Mr Richard Adam addressed the Board regarding Clapper Farm Lane. He stated that he was speaking on behalf of Marden Footpath Group and Marden Parish Council who fully support the re-opening of the Lane. He stated that walkers in Marden are eager to see this matter progressed. He reiterated that both Marden and Staplehurst Parish Councils support the plan that the Board agreed last year. Mr Adam said he had attended this evening to implore Kent County Council to get on with the work urgently.
- iv) Mr Atkins addressed the Board regarding Agenda Item 15 – Objections to Traffic Regulation Orders. Mr Atkins said he was speaking in support of the proposal for double yellow lines in Boughton Lane outside the shared entrance to Five Acre Wood School and New Line Learning School. Mr Atkins stated that he lives opposite the entrance to the schools and the houses do not have the benefit of a pavement. There was a lay-by on the other side of the road where visitors to the school or the fruit farm parked. However this was removed and now visitors park their cars outside his and his neighbour's homes as there are no road restrictions at this point. This is unsatisfactory as the cars block the driveways of the properties.

9. HIGHWAY IMPROVEMENT SCHEMES

The Board considered the report of KCC's Head of Countywide Improvements regarding Highway Improvement Schemes.

Councillor Hewitt, Chairman of Bredhurst Parish Council, addressed the Board. He stated that Bredhurst Parish Council were in full support of the physical chicane being made permanent and had allocated £4,500 towards the cost of this project. Councillor Hewitt said that Councillor Greer had indicated he may be able to contribute £1,000 and Councillor Hewitt has written to Councillor Carter requesting financial help. Councillor Hewitt requested that as the cost of the closure of the road exceeded the cost of the work required, could the work not be done with only a partial closure of the road.

Officers answered a number of queries raised by Members of the Board on the various schemes in the report.

RESOLVED:

1. That the progress of the highway improvement programme and the withdrawal of funding from two schemes that were to be delivered in 2010/11 be noted.
2. That no additional permanent chicane is installed in Dunn Street, Bredhurst, at the County Council's expense be endorsed.

10. UPDATE ON PETITIONS SUBMITTED TO KENT HIGHWAY SERVICES

The Board considered the report of the Head of Transport and Development regarding updates on petitions submitted to Kent Highway Services.

A problem was raised regarding the temporary bollards at Pheasant Lane and Officers informed Members that improvements were scheduled to start on the following Monday.

RESOLVED: That the report be noted.

11. UPDATE ON SPEED LIMIT REVIEW

The Board considered the report of the Head of Transport and Development regarding the Speed Limit Review.

Members welcomed the suspension of this review, however, there was some concern raised regarding the 6 month reviews that were due to take place.

Officers will be reporting back to the Board once the full implication of the suspension of the review is known.

RESOLVED: That the report be noted.

12. DRAFT MAIDSTONE BOROUGH TRANSPORTATION STRATEGY

The Board considered the report of the Head of Transport and Development regarding the draft Maidstone Borough Transportation Strategy.

Members of the Board felt it was important that the transport infrastructure was linked with the housing targets and that KCC and MBC should work closely together regarding this.

RESOLVED: That the report be noted.

13. THE WITHDRAWAL OF THE ARRIVA 101 SERVICE FROM BUS STOPS AT COBTREE GOLF COURSE AND SALISBURY ROAD, KITS COTY

The Board considered the report of the Head of Transport and Development regarding the withdrawal of the Arriva 101 service from bus stops at Cobtree Golf Course and Salisbury Road, Kits Coty.

Officers thanked Mr Connolly for the petition and read out a statement from Arriva, who apologised that a representative was not available to attend the meeting.

Members felt that alternative and cheaper ways could be found to resolve this issue and that the suggestion by Mr Connolly to move the restriction signs should be investigated and a report with a full scheme and costings should be brought to the next meeting.

RESOLVED: That Councillor Carter and Officers work together to produce a scheme and specification that is legal, cost effective and allows the Arriva 101 service to resume using the bus stops at Cobtree Golf Course and Salisbury Road, Kits Coty as soon as possible.

14. MAIDSTONE QUALITY BUS PARTNERSHIP

The Board considered the report of the Head of Transport and Development regarding the Maidstone Quality Bus Partnership.

RESOLVED:

1. That the re-launch of the Maidstone Quality Bus Partnership be supported.
2. That Councillor Robertson (County Member) and Councillor J A Wilson (Borough Member) be appointed to sit on the Maidstone Quality Bus Partnership as the representatives of the Joint Transportation Board.

15. OBJECTIONS RECEIVED FOR TRAFFIC REGULATION ORDERS SUBMITTED TO KENT HIGHWAY SERVICES

The Board considered the report of the Head of Transport and Development regarding objections received for Traffic Regulation Orders submitted to Kent Highway Services.

Mrs Brown, Chairman of Yalding Parish Council, asked members to support the introduction of the reduced speed limits for Laddingford.

RESOLVED TO RECOMMEND TO THE KCC CABINET MEMBER FOR
ENVIRONMENT, HIGHWAY AND WASTE

1. That the 30mph and 40mph Traffic Regulation Orders advertised should be implemented as they accord with national guidance.
2. That the Belmont Close School Keep Clear entrance marking be implemented whilst the North Lane site is abandoned as few children tend to cross at this location.
3. That the waiting restrictions in Boughton Lane as advertised be implemented.

16. POTHLES

Mr Moreton of Kent Highway Services updated the Board on the "Find and Fix" project for potholes. The project started with 7 contractors across the County. Each had 3 crews per district. This was increased to 5 crews and they are monitored daily.

Work initially focussed on major roads and rural areas and started on 13 April 2010. Over the County 1,100 roads were completed between April and July 2010. The amount of patching done equates to 75,000 sq metres. The next two months will see another 1,500 roads completed and this is weather related damage.

All the roads in Maidstone Borough were surveyed for weather related damage. 400 roads were identified. In addition, a good patching crew has been brought in which works well in the rural networks and the Project Manager and Engineer are confident that the work will be completed by the autumn.

Members gave their congratulations to officers and Members have been receiving good comments from parishes and the public on the good quality work that has been undertaken.

A member requested a report on the gulley situation for the next meeting and officers agreed to speak to their colleagues about this.

17. DURATION OF MEETING

5.00 p.m. to 7.40 p.m.

Policy for Obstructions and Temporary Items on the Highway - Update Information

A report by the Director of Kent Highway Services.

The Policy for the Management of Obstructions and Temporary Items on the Highway was signed by Nick Chard in early (8th) September and the Policy is now being introduced and implemented across the county.

Following a request to the Chairman of this Board the attached report is an update to Members for information and discussion.

Accountable Officer:

Claremarie Vine 08458 247 800

Policy for Obstructions and Temporary Items on the Highway - Update Information

The Policy for the Management of Obstructions and Temporary Items on the Highway was signed by Nick Chard in early (8th) September and the Policy is now being introduced and implemented across the county.

The Policy updates our licensing of Tables and Chairs and introduces A-board licensing along with enforcement processes to control the temporary items placed on the highway - whether or not they are licensed at that time.

In addition to the Press release for Radio, TV, newspapers and magazines, the following information has gone out to Districts and Chambers of Commerce, hoping to get to as many businesses as possible. The letter referred to on the links is being hand delivered to town centre shopping areas across Kent to boost the message. We aim to visit the main town centre highway shopping areas in all 12 district, borough and city councils before Christmas, to get this message out thoroughly, by Christmas. Maidstone has already received letters and licences are already being applied for.

Managing Obstructions and Temporary Items on the Highway

Please note that EHW Policy Overview Scrutiny Committee has approved the 'Policy for the Management of Obstructions and Temporary Items on the Highway' for Kent Highway Services on the 25th May. This introduces formal licensing of Advertising Boards (A- Boards) within Kent County Council Council 's jurisdiction. Any business wishing to place an A- Board on the public highway, must now seek permission from Kent Highway Services (KHS). Once agreed by KHS, the business will receive a permit which will need to be displayed in the premises shop window.

The licensing of A- Boards seeks to improve highway safety for pedestrians, reduce the appearance of clutter and obstructions in streets . KHS does

appreciate the current financial climate; and its impact on business. Therefore the policy has been designed to be straight forward and inexpensive; taking a balanced view from the business and pedestrian perspective.

The link below directs you to the page containing the a letter from KCC Cabinet Member for Environment, Highways and Waste, Nick Chard introducing the policy and answering some frequently asked questions, the Application Form, (including Terms & Conditions) and alternative advertising examples; these should be considered before applying for the licence . Advertising may require planning permission and you will need to contact your Local Planning Authority.

http://www.kent.gov.uk/roads_and_transport/highway_maintenance/applications_and_licences/licence_for_a_boards.aspx

The following link is the full policy which also includes details of the current charges:

[http://democracy.kent.gov.uk/Published/C00000529/M00003329/AI00012564/\\$ItemB4Appendix.docA.ps.pdf](http://democracy.kent.gov.uk/Published/C00000529/M00003329/AI00012564/$ItemB4Appendix.docA.ps.pdf)

This replaces the existing Tables and Chairs Policy, to now include the Licensing of A-Boards. Licences for both will be issued by the KHS Roadwork's Teams .

We aim to visit all 12 districts over the coming months, lettering as many businesses as possible in the town centres who will be affected. We will be working with District , Borough and City Councils regarding the implementation of this policy and any other associated issues, so that we work for a consistent but locally appropriate approach to licensing across the whole of Kent.

If you need any further information, please call on 08458 247800 or email KHS Enforcement Team on KHSEnforcementTeam@kent.gov.uk

Agenda Item 10

Joint Transportation Board Update

A report by the Director of Kent Highway Services.

The Policy and Overview Scrutiny Committee (POSC) met on 14 September 2010 and the following are summaries of relevant reports discussed at the meeting.

1. Signs and Lines Policy and Technical Directive

The attached report informs members of the new policy for signs and road markings. To assist with the implementation of the policy a Technical Directive has been developed which provides further detailed information on signing and road marking. This has also been produced to assist in bridging the skills shortage Kent Highway Services (KHS) has with sign and road marking design.

2. Revision of the Scheme Prioritisation System

The attached report is presented in two parts. The first part outlines proposed changes to the mechanism by which the Integrated Transport budget is allocated during the period of Kent's third Local Transport Plan (2011-2016). The second part sets out proposals for replacing the existing Scheme Prioritisation System (SPS) with a formal value for money assessment of Integrated Transport Schemes, to be recommended for approval by the Cabinet Member for Environment, Highways and Waste.

3. Winter Service

Following the worst winter in over 30 years, a consultation exercise was carried out of the winter service delivered by Kent Highway Services. The final consultation report was produced by Ipsos MORI on 12 June. Additionally the views of Members of this committee and Joint Transportation Boards were sought and the results thereof have been added to the consultation report to produce a revised draft Winter Service Policy 2010/11.

Further to the POSC meeting on 29 July 2010, the attached report informs Members of the key points from the Consultation report and also includes the revised Winter Service Policy Document.

Accountable Officer:

Andy Moreton 08458 247 800

From: Nick Chard, Cabinet Member – Environment, Highways & Waste
John Burr – Director of Kent Highway Services

To: Environment, Highways & Waste Policy Overview & Scrutiny
Committee – 14th September 2010

Subject: Signs and Lines Policy & Technical Directive

Classification: Unrestricted

Summary: This report informs members of the new policy for signs and road markings. To assist with the implementation of the policy a Technical Directive has been developed which provides further detailed information on signing and road marking. This has also been produced to assist in bridging the skills shortage Kent Highway Services (KHS) has with sign and road marking design.

1. Introduction

- 1.1 Kent Highway Services (KHS) provides and maintains traffic signs, road markings and road studs to assist with road safety and provide guidance and information to road users on how to use the road network.
- 1.2 Signs and road markings have to be easily understood by all road users regardless of their age and nationality. Kent has a significant volume of non local traffic, especially foreign vehicles therefore it is essential that KHS bases its standards within the national framework and is consistent with its implementation of them.

2. Background

- 2.1 The existing signing policy has been reviewed as it is over five years old. It was developed when the districts and boroughs had their own highway units. As these highway units have been brought back into Kent County Council the policy needs to be able to manage public and Member expectations and be delivered in one consistent way.
- 2.2 There is no existing policy relating to road marking and road studs.

3. Aims and Objectives

- 3.1 This policy aims to contribute in achieving the highway related subjects of Kent County Council's Local Transport Plan 2006 - 2011 (LTP) by providing traffic signs and road markings using the most appropriate materials affordable, to assist improving road safety by making the signs and road markings more visible in all conditions.
- 3.2 A Technical Directive document has also been produced to ensure all involved in design of this asset group (internal and external) are able to consistently apply the policy. It provides further detailed information regarding why a policy statement has been formulated, background information detailing how the policy statement was generated and how the policy should be applied to our road network.
- 3.3 Adherence to the policy and Technical Directive will assist in enhancing the appearance of the urban and rural environment through removal of sign clutter and the use of innovative design and materials. It will enable KHS to contribute to environmental and climate control policies.

It will assist in enabling cost efficiencies to be gained through specification of materials and number of signs required to be kept to a minimum.

4. Consultation and Data

- 4.1 This policy reviews existing policy relating to signs and also includes new policy in relation to road marking and road studs.
- 4.2 Both the policy and the Technical Directive have used the KHS Document toolkit. This has been developed by KHS Business Performance team and clearly sets out how all KHS documents will be approved and published. Documents are often a legal requirement and may be used, for example, in insurance claims or other legal proceedings to show how we use our council powers to carry out approved tasks.
- 4.3 The document has been forwarded to KCC Finance for comment to ensure the Council is able to afford policies made. Internal consultation within KHS and also with Kent Police was undertaken on 14 June 2010. All responses and action taken is reported in Appendix 3. A further meeting relating specifically to illumination of traffic signs was undertaken on 24th August 2010 and the policy has been amended accordingly.
- 4.4 The Customer Impact Assessment has been completed and waiting on a decision from the CIA Group if further action is required. Initial findings suggest that this will not be required.

5. Recommendation

- 5.1 It is recommended that the Cabinet Member for Environment, Highways and Waste:
 - a. **Support the Signs and Road Marking policy**
 - b. **Support the Technical Directive**
 - c. **Note the comments made during the internal consultation**

Appendices

Hard copy of the appendices will be available on the date of the meeting. Electronic versions are available on request from the reporting officer.

Appendix 1 – Signs and Road Marking policy

Appendix 2 – Technical Directive

Appendix 3 – Consultation Responses and Actions

Officer contact details:

Rachel Best, Kent Highway Services, Invicta House

Tel: 08458 247 800

From: Nick Chard – Cabinet Member, Environment, Highways & Waste
Paul Crick - Interim Director of Integrated Strategy and Planning

To: Environment, Highways & Waste Policy Overview & Scrutiny Committee – 14 September 2010

Subject: Revision of the Scheme Prioritisation System

Classification: Unrestricted

Summary: This report is presented in two parts. The first part outlines proposed changes to the mechanism by which the Integrated Transport budget is allocated during the period of Kent's third Local Transport Plan (2011-2016). The second part sets out proposals for replacing the existing Scheme Prioritisation System (SPS) with a formal value for money assessment of Integrated Transport Schemes, to be recommended for approval by the Cabinet Member for Environment, Highways and Waste.

1. Introduction

- 1.1 The Local Transport Act 2008 places a statutory duty on local authorities to prepare a Local Transport Plan (LTP), which must be in place by 1st April 2011. The LTP should contain a 'strategy', setting out the authority's key transport objectives, and an 'implementation plan', containing details of the Integrated Transport schemes it intends to deliver in order to meet those objectives. The County Council's Transport Policy Team is currently in the process of preparing Kent's draft LTP, which will be issued for public consultation later this month.
- 1.2 The Department for Transport (DfT)'s 'Guidance on Local Transport Plans', published in July 2009, states that local authorities should prepare LTP implementation plans which will make a demonstrable contribution to the National Goals for Transport.¹ The Coalition Government has yet to endorse these Goals; however they align well with the strategic challenges facing Kent and hence the proposed LTP objectives, outlined below, are closely related to them:-
- Growth Without Gridlock;
 - A Safer and Healthier County;
 - Supporting Independence;

¹ The National Goals for Transport, as defined in the previous Government's Delivering a Sustainable Transport System (DaSTS) strategy, are to: Support Economic Growth, Tackle Climate Change, Promote Equality of Opportunity, Contribute to Better Safety, Security and Health, and Improve Quality of Life.

- Tackling a Changing Climate; and,
- Enjoying Life in Kent.

- 1.3 Local Transport Plan Guidance makes clear that the overall quality and delivery of an authority's LTP will be taken into account by the DfT in decisions on bids for challenge funding and/or major projects. It is vital, therefore, that authorities have effective mechanisms in place for allocating Integrated Transport block funding to those schemes and areas which will make the greatest contribution to local and national objectives, and which represent the highest possible value for money.

2. Allocation of Integrated Transport block funding

- 2.1 The existing Scheme Prioritisation System (SPS) methodology has proved a useful guidance tool for apportioning the Integrated Transport block allocation from Government. SPS enables officers to assess every scheme proposed resulting in a score. This allows comparison between one scheme and another, with the highest scoring schemes being the ones that contribute the most to national and local transport objectives.
- 2.2 Whilst the SPS methodology generally produces a balanced Integrated Transport programme in terms of the geographical spread of schemes across the County, there are concerns that this 'jam-spreading' approach does not always focus investment in areas where the economic, social and/or environmental challenges are greatest. It also fails to incentivise the design and delivery of complementary packages of schemes which can collectively deliver greater benefits than the sum of their constituent projects (e.g. bus priority measures, together with improved bus stop infrastructure and information).
- 2.3 Given the significant reduction in capital funding for transport that is anticipated over the next five-year LTP period, it is proposed that the SPS methodology is revised to achieve better value for money from the limited Integrated Transport budget. The preferred option consists of a two-stage budget allocation process, combining the objectives-led approach of SPS with a spatial element. The first stage of the process would involve dividing the annual Integrated Transport block allocation according to the proposed weightings to be applied to the Kent LTP objectives (above). The proposed weightings are illustrated in Table 1 below:-

Table 1: Proposed weighting of LTP objectives

Kent LTP objectives	Weighting
Growth Without Gridlock	45%
A Safer and Healthier County	15%
Supporting Independence	15%
Tackling a Changing Climate	15%
Enjoying Life in Kent	10%

- 2.4 Growth Without Gridlock is given the highest weighting. This is primarily on account of the pressing economic challenges facing Kent, in common with the rest of the UK, as well as the local and sub-regional challenges

associated with substantial housing and employment growth in Thames Gateway Kent, Ashford, Dover and Maidstone. The low weighting for Enjoying Life in Kent reflects the fact that virtually all Integrated Transport schemes contribute to this quality of life objective.

- 2.5 The second stage of the budget allocation process would involve distributing the funding assigned to each of the Kent LTP objectives to different areas of the County, as proposed in Table 2 below:-

Table 2: Proposed spatial distribution of Integrated Transport block funding

Kent LTP objectives	Priority Area(s)
Growth Without Gridlock	Prioritise spending in the Growth Areas and Growth Points (Thames Gateway Kent, Ashford, Dover and Maidstone)
A Safer and Healthier County	Prioritise spending to tackle problem sites including Air Quality Management Areas, accident black spots, and areas with high levels of health deprivation
Supporting Independence	Prioritise spending in deprived areas (principally Dover, Gravesham, Shepway, Swale and Thanet)
Tackling a Changing Climate	Prioritise spending in the County's urban areas , particularly those with Air Quality Management Areas and congestion hotspots (principally Canterbury, Dartford, Gravesend, Maidstone, Sevenoaks and Tunbridge Wells)
Enjoying Life in Kent	Mitigate the impact of motorised transport across the County in order to reduce the number of people exposed to high levels of pollution and noise and to enhance well-being and community cohesion

- 2.6 This budget allocation methodology would better enable KCC to prioritise investment in areas with the most acute transport challenges and where good value for money can be attained from the limited funding available. The methodology is presented graphically in Appendix 1.

3. Value for Money Assessment

- 3.1 As described in Paragraph 2.1 (above), SPS currently prioritises Integrated Transport schemes purely on the basis of their alignment with policy objectives. The cost of a scheme does not influence its SPS score. As a consequence, Members have expressed concern that high cost schemes which are able to deliver against a number of policy objectives are able to achieve higher scores than smaller, lower cost schemes which may have important local impacts and deliver better value for money. It is therefore proposed that Integrated Transport schemes are subjected to a Cost Benefit Analysis in place of the existing SPS assessment process.

- 3.2 Cost Benefit Analysis involves:

- Identifying the costs of a scheme (incorporating build cost, maintenance cost and external funding);
- Assessing the geographical extent of the scheme's impact, its distributional effects (i.e. which social groups are affected by the scheme), and its public acceptability; and,
- Assigning the scheme a score based on relative costs and benefits (Cost Score + Impact Score = Cost Benefit Analysis Score).

3.3 It is not feasible to calculate a fully Benefit Cost Ratio (BCR) for Integrated Transport schemes due to the cost and complexity of assigning monetary values to their wide-ranging impacts. These include health and environmental impacts for which robust monetary values do not currently exist. Instead, DfT guidance on the prioritisation of small transport schemes recommends the use of proxy measures for scheme benefits and costs, which places greater emphasis on professional judgement and debate.

4. Calculating the Cost Score

4.1 Build Cost

It is proposed that schemes would be scored according to the magnitude of their total construction costs (including allowances for design work, contingency and, where necessary, land purchase) as follows:

Build Cost Magnitude		Score
Low	Less than 1% of total budget	3
Medium	1%-2% of total budget	2
High	More than 2% of total budget	1

4.2 Maintenance Cost

It is strongly recommended that a Whole Life Costing approach is taken to the calculation and appraisal of scheme maintenance costs. This would provide a realistic forecast of the scale of both revenue and capital commitments over a defined number of years. It is proposed that schemes would be scored according to the magnitude of their total maintenance costs over a ten-year period as follows:

Maintenance Cost Magnitude		Score
Low	Maintenance cost is zero	3
Medium	Maintenance cost is between 0% and 50% of build cost	2
High	Maintenance cost is more than 50% of build cost	1

4.3 External Funding

The part-funding of Integrated Transport schemes by third-parties, including developers and bus operators, can significantly improve their value for money.

The Members' Highway Fund may also qualify as external funding where appropriate in order to add value to schemes proposed by Kent Highway

Services. It is proposed that schemes would be scored according to the magnitude of any third-party contribution to their overall construction cost as follows:

Third-Party Contribution Magnitude		Score
High	Third-party contribution is 50% or more of build cost	3
Medium	Third-party contribution is between 25% and 49% of build cost	2
Low	Third-party contribution is less than 25% of build cost	1

- 4.4 The combined scores for build cost, maintenance and external funding will give the overall Cost Score.

5. Calculating the Impact Score

5.1 Geographical extent of impact

This measure relates to the broad number of people affected by a scheme. It is proposed that schemes would be scored according to the geographical extent of their impact as follows:

Geographical Extent of Impact		Score
High	District/Countywide impact (e.g. Urban Traffic Management and Control System, bus stop improvements along a strategic corridor)	3
Medium	Community level impact (e.g. provision of local cycle network, junction improvements)	2
Low	Street level impact (e.g. interactive speed sign, footway improvements)	1

5.2 Distributional impact

Distributional impacts describe the differential impact a scheme might have on individuals, according to their income, gender, ethnic group, age, geographical location, or disability. These impacts are often overlooked due to the tendency of scheme prioritisation methodologies to focus on national LTP objectives. However, they can be an important factor in delivering local and sub-regional objectives, including reducing disparities between districts and social groups. It is therefore proposed that schemes would be scored according to their impact on the County's most deprived Lower Super Output Areas (LSOAs), as measured by the Index of Multiple Deprivation, as follows:

Distributional Impact		Score
High	Scheme has direct impacts in an area which falls within one or more of Kent's 20% most deprived LSOAs	3
Medium	Scheme has direct impacts in an area which falls within one or more of Kent's 20-60% most deprived LSOAs	2
Low	Scheme has no direct impacts in an area which falls within one or more of Kent's 60% most deprived LSOAs	1

5.3 Public acceptability

This measure captures the extent of public support for a scheme. It is proposed that Integrated Transport schemes would be scored according to the magnitude of their public acceptability as follows:

Public Acceptability		Score
High	Scheme has been proposed and/or endorsed by a Member of the County Council or District Council	3
Medium	Scheme has been proposed and/or endorsed by a Parish Council	2
Low	Scheme has been proposed and/or endorsed by Members of the Public	1

5.4 The combined scores for geographical extent of impact, distributional impact and public acceptability will give the overall Impact Score.

6. **Calculating the Cost Benefit Analysis Score**

6.1 The Cost Benefit Analysis Score is calculated by adding the Cost Score to the Impact Score. The maximum score achievable would be 18 (Cost Score of 9 added to an Impact Score of 9).

6.2 Appendix 2 provides a graphical representation of the proposed Integrated Transport budget allocation and scheme assessment process, along with its interaction with the County Council's existing scrutiny and approval procedures.

7. **Recommendations**

Members of the POSC are asked to:

1. Consider the proposed weightings to the Kent LTP objectives
2. Consider the proposed approach to allocating Integrated Transport block funding
3. Consider the proposed approach to assessing the value for money of Integrated Transport schemes

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Background Documents:

Department for Transport/Atkins, *Advice on the Prioritisation of Smaller Transport Schemes*, 2008

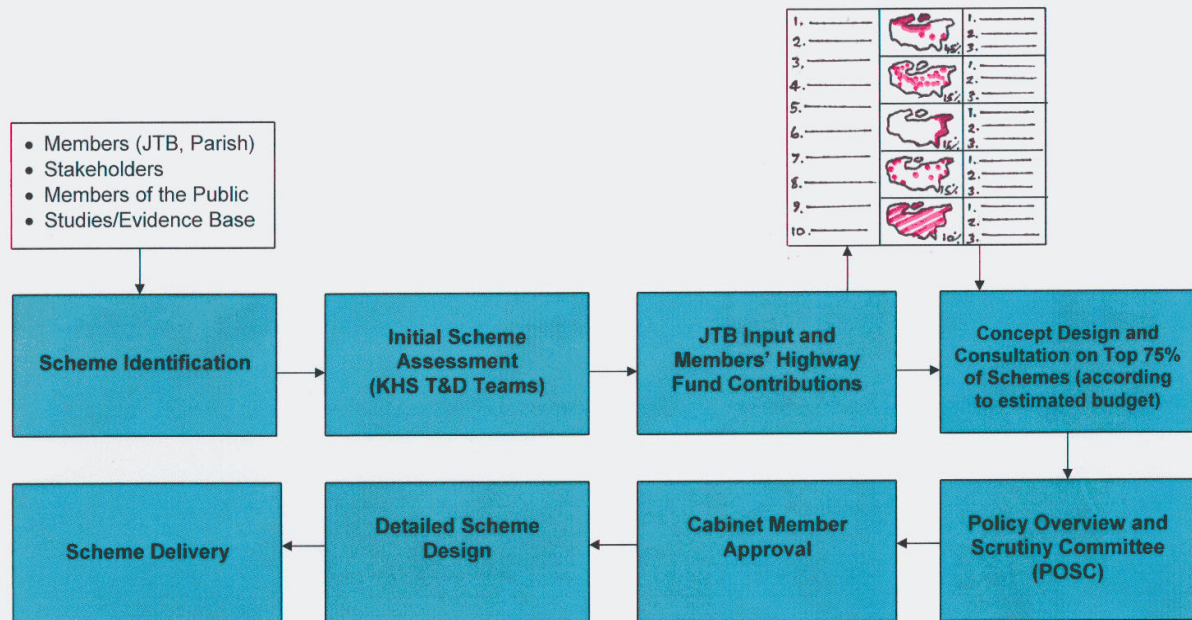
Department for Transport, *Guidance on Local Transport Plans*, 2009

Appendix 1: Proposed Integrated Transport budget allocation methodology

Spatial and Budget Allocation	Value for Money Ranking by Kent LTP Objective
 45%	<i>Growth Without Gridlock</i>
	1 – Dartford UTM
	2 – Dover bus priority junction
	3 – Gravesend pontoon
 15%	<i>A Safer and Healthier County</i>
	1 – River Dour cycle route, Dover
	2 – Sutton at Hone footpath
	3 – Norton Knatchbull SRTS
 15%	<i>Supporting Independence</i>
	1 – Margate Station access
	2 – Folkestone West access
	3 – New Romney ped. crossing
 15%	<i>Tackling a Changing Climate</i>
	1 – Canterbury QBP infrastructure
	2 – Tonbridge cycle network
	3 – Ashford bus gate enforcement
 10%	<i>Enjoying Life in Kent</i>
	1 – Canterbury-Chartham cycleway
	2 – Dane Valley cycle routes
	3 – Dartford pedestrian crossings

Growth Without Gridlock	
<i>Value for Money Ranking</i>	
1 – Dartford UTM	£230,000
2 – Dover bus priority junction	£100,000
3 – Gravesend pontoon	£500,000
Non-funded schemes	
4 – Northfleet traffic calming	£172,500
5 – Sittingbourne bus stops	£100,000

Appendix 2: Proposed Integrated Transport budget allocation and scheme assessment process



By: Nick Chard, Cabinet Member – Environment, Highways and Waste

To: Environment, Highways & Waste Policy Overview & Scrutiny Committee – 29 July 2010

Subject: Winter Service Consultation 2010

Classification: Unrestricted

1. Background

Following the worst winter in over 30 years, a consultation exercise was carried out of the winter service delivered by Kent Highway Services. The final consultation report was produced by Ipsos MORI on 12 June. Additionally the views of Members of this committee and joint transportation boards were sought and the results thereof have been added to the consultation report to produce a revised draft Winter Service Policy 2010/11.

2. Key findings

The key findings of the MORI report were reported to the EHW POSC in May of this year and the recommendations of the report are attached as Appendix 1 to this report. A full version of the report has been sent to Members of this committee. Additional copies can be requested from KHS.

3. Proposed policy revisions

As a result of the comments received a number of changes are proposed to the existing Winter Service Policy Statement (Appendix 2). These are summarized below:

3.1 District arrangements – District councils have made it clear that they wish to be more involved in assisting with the provision of the winter service in their local areas. On a practical level this will include pre and post winter meetings with them and more formalised arrangements for snow and ice clearance in agreed areas. This is reflected in sections 2 and 6 of the policy. Community Delivery Team Leaders will review their local winter service plans in consultation with their district council colleagues.

3.2 Salt bins (Section 8.1)

The provision of salt bins is of concern to parish councils in particular. They are seen as a community resource and a considerable number of requests have been made to KHS for new salt bins to be placed for the next winter season. There are currently 1803 salt bins placed around the county.

The proposal in the revised policy is for the existing scoring system to continue and that from now on salt bins are filled with a mixture of sharp sand or grit and salt. The provision of bags of a sand/salt mix to be made available to parishes is also recommended to be trialled next winter. Additionally last year Members were able to use their Member Highway Fund money to purchase salt bins.

3.3 Footway clearance (Section 6.3)

Footway clearance was a key concern of most of the stakeholders consulted. The key to improvement in this area is utilising district council staff and having clear plans in

place to do so. This will be set out in the Winter Service Plan for 2010/11 and the local winter service plans. Work is also being done with other stakeholders such as the health service to explore how joint working with them could improve footway clearance across the county.

3.4 Communications (Section 10)

Communications will be improved for communities, businesses and the emergency services. Regular detailed briefings will be given to the contact centre and the website and traffic management centre will be updated regularly as needed. The existing leaflet will be revised and district councils will be included in daily briefings as necessary. Key KHS staff have received media training and media contact will be developed prior to and during the winter season. A snow desk arrangement will be put in place as soon as snow conditions are experienced. This will coordinate activities, including emergency service and district councils and other KCC departments, including education.

3.5 Salt (Section 3.3)

The supply of salt across the country is limited and KHS is continuing to secure stocks in the UK and from abroad. The use of pre wet salt is being extended next season to another two depots. Some district councils have requested stocks of salt for their own use to treat footways in their areas. Consideration needs to be given to these requests when drawing up agreements with them.

4. Other areas

Meetings have been held between KHS and the Children, Families and Education Department and discussions are ongoing to improve schools responses to snow and icy conditions. A meeting has also been held with the leading bus operators in the county in regard to gritting bus routes and increasing the communications between KHS and those companies during the winter.

6. SEASIG Winter Service Group

The inaugural meeting of the South East Authorities Winter Service Group was held at the Ashford Highway Depot in June. The group is chaired by KHS and is a useful forum for sharing ideas. Practical arrangements for mutual aid across the region in future and joint procurement arrangements are being considered and will be reported to this committee in due course.

5. Recommendations

It is recommended that the Cabinet Member for Environment Highways and Waste:

- a. Approve the policy changes recommended above**
- b. Develop formal agreements for winter service with District councils across the county, including the provision of salt**
- c. Approve the trial of salt bags in selected parish council areas**

Background documents:

Ipsos MORI 'The Winter Service Policy Consultation 2010 Final report for Kent Highway Services' June 2010
Joint Transportation Board notes

Appendices

Appendix 1 - Recommendations from Ipsos MORI report

Appendix 2 - Draft Winter Service Policy Statement 2010/11\

Officer contact details:

Carol Valentine, Kent Highway Services, Ashford Highway Depot

Tel: 08458 247800

Recommendations from Ipsos MORI report

Recommendations

Based on our analysis of the findings from the online survey and depth interviews, as set out in this report, we have developed the following recommendations for the development of the Winter Policy Statement 2010/11, and for KHS's relationship with district authorities more generally.

It is clear from the online survey and the depth interviews that there were significant issues for KHS over the past winter. However, the depth interview respondents, in the main, felt that learning had taken place between the two phases of extreme weather, and the service provided by KHS had improved. Consequently, this experience must be used to improve the relationship between KHS and the districts, and to improve the future delivery of the winter service for Kent residents.

The wider impact for Kent County Council

Our recent NHT survey of Kent residents² found that 55% are satisfied with the work that the authority undertakes on cold weather gritting, this is comparable to an average for the residents of the 76 local authorities that took part of 54%, which is positive. However, it suggests that more can be done. Ipsos MORI's analysis of the data from the 76 authorities participating in the NHTS, in the report *from A to B*³, has found that there has been an upward trend in the proportion of the public who want to see extra investment in road and pavement maintenance at a time when the volume of traffic has increased in recent years and when, according to the Highway Condition Index, 11% of all 'B' and 'C' roads were not in 'good' condition before the harsh winter of 2009-10.

It is important to pause to consider resident satisfaction with road and pavement maintenance as there are wider implications for the Council. Our evidence from the NHTS shows that addressing road and pavement conditions, and perceptions of them, are vital pre-conditions to improving public views of transport and highway services. After aggregating the NHTS data collected in 76 local authority areas, we can see that the condition of highways is unlike most transport and highway services in attracting more resident dissatisfaction than satisfaction: half (49%) are critical against a third who are satisfied (36%). A quarter, (24%), are very dissatisfied.

Furthermore, we have found that half of residents wish to be more informed about transport issues. This has implications for the impact of improving communications to residents during periods of extreme weather, as in our

² National Highways Transport Survey <http://www.nhtsurvey.org/> Kent County Council was one of 76 authorities to conduct this postal survey in 2009.

³ March 2010, *From A to B*, Ipsos MORI, http://www.ipsos-mori.com/DownloadPublication/1342_sri-transport-from-a-to-b-2010.pdf

wider local government work we have found that more informed residents are more satisfied.

Involving stakeholders in the development of the Winter Policy Statement

To develop a more useful Winter Policy Statement and improve the delivery of the work of KHS during periods of extreme weather, it will not be necessary to restructure the service, or indeed return to pre-2003 ways of working. However, including the district authorities in the planning process and ensuring that they and residents are informed will be essential.

The depth interviews with districts identified very clearly that poor communications shaped the perception of the planning and management of the KHS response to extreme weather. It was felt that this was the case in the lead up to the winter period and during the extreme weather, where prior consultation would have been beneficial.

It is possible to identify a link between the poor communication among individual districts and KHS and the satisfactory clearance of roads and pavements. Those districts who lauded their contact for their responsiveness and flexibility were more understanding of the pressures faced by KHS.

The district authorities want to be involved in helping KHS designate the priority routes in their local area. Therefore it might be appropriate to consult the districts on district-specific sections of the Winter Service Policy Statement 2010/11. There is no desire to make this an unwieldy document that details the approach for every side-street, but the districts would like to be able to highlight essential junctions and services such as local crematoria, which might ordinarily be designated as a low priority.

County Councillors, who represent stakeholders such as schools, felt that in the future the needs of such local organisations should be considered more comprehensively than was the case in 2009/10. The County Councillors, themselves felt well informed of the work conducted by KHS, however a high proportion would prefer to receive information about the Policy via email, rather than in the current report document.

Improving the relationship between KHS and district authorities

Furthermore, during the extreme weather those authorities who had good access to a key contacts and information, and could feed into the local delivery of salting and snow clearance were much more understanding of the issues faced by KHS. Allowing and perhaps encouraging communication between key KHS contacts and district authorities, so that urgent, unexpected, problems can be treated is highly desired.

There is a need to be systematic in the relationships between individual districts and KHS key contacts. It is clear that at the moment there are some very good relationships and some less so. However, it appears that the better

relationships exist because of the personal relationships that existed from before the re-organisation. A minimum standard of contact could be outlined, perhaps in a Service Level Agreement, so that those with poorer relationships can benefit for renewed attention.

In terms of ongoing consultation, it may be useful to use current existing fora, such as the technical officers group or JTBs for prior consultation around priorities.

There are also lessons to be learned from working with staff employed by the district authorities to clear local pavements. A key issue for the councillors and parish councils was the clearing and salting of local pavements, which could be eased if there was more joint-working between the districts and KHS, employing district employees who are otherwise unable to work during extreme weather. Similarly, the interviews with county councillors indicate a desire to utilise local knowledge and resources, especially in the treatment of pavements and rural roads.

The online survey has shown that there is a desire from districts and parishes for residents to be more involved in helping their local areas cope with extreme weather. However, greater clarity around what help districts and parishes can give is desired by online respondents, district/borough councillors and county councillors alike. This might simply involve encouraging districts to involve their parishes in discussions over the prioritisation of local roads and footpaths, or might involve a greater provision of grit or salt for parishes.

Treating pavements

The online survey clearly identified a concern about the treatment and clearance of pavements, with a more positive perception of the work of KHS to clear main roads. This may be a reflection of the Winter Statement focusing on gritting rather than snow and ice clearance, as some interviewees perceived.

It is possible that improved relationships with districts and the delegation of cleansing staff could help here. However, the desire of local stakeholders for you to increase the priority placed on clearing pavements will present financial challenges. Therefore, if you do not already it may be worth developing partnerships with local businesses, LSP members – particular PCTs – and local public services across the county to identify whether the work of clearing pavements and footpaths may be made less onerous and costly for KHS. If, as the feedback from one depth interview suggests, there are cost savings to be made in the health sector if greater priority is given to pavements.

Communicating with residents

Improving the provision of information for local residents on the roads that will be cleared and gritted is clearly required. Over the winter 2009/10, when district authorities and councillors were contacted they had to recommend that

residents speak to the county as they did not have enough information to answer questions. Perhaps if the districts were better informed this could relieve some of the pressure from the KHS Contact Centre.

Some of the depth interviewees identified that residents had had a poor experience of trying get through to the contact centre, with calls unanswered and messages left unanswered. This suggests that the contact centre was also not prepared for the extreme weather, whether because staff were unable to get to work, or the volume of calls was so great that staff could not cope. It is important that communications to residents are addressed, and perhaps minimum staff coverage should be agreed to ensure that residents are dealt with more effectively.

It may also be useful to review the information that you published on the KHS website over the Winter 2009/10. Improving the information made available online for districts and residents may reduce the volume of calls to the KHS contact centre. Perhaps a portal where districts could access the schedule for salting and snow clearing plans for there areas and the most up-to-date weather predictions, and a less detailed version made available on your main website would be a useful resource. Indeed, one county councillor interviewed by KHS suggested that methods of informing the public of KHS measures during extreme weather might be outlined in a future Winter Service policy statement.

Interviews with county councillors

The third phase of research, conducted by KHS, largely mirrors the findings from the interviews and discussions with parishes and districts. However, county councillors were more satisfied that KHS treated the main roads quickly and efficiently. The working relationship between KHS and the districts was thought to have improved over the two phases of extreme weather, and it was noted that this learning should be used to improve the future delivery of winter provision for Kent residents.

The, county councillors felt that greater collaboration between KHS and the district authorities would improve future winter service provision, especially the treatment of rural roads and pavements.

KENT HIGHWAY SERVICES

WINTER SERVICE

POLICY STATEMENT

2010/11

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1. INTRODUCTION

1.1 Winter Service - Statutory Duty

- 1.1.1 The legal position relating to the highway authority's responsibility in respect of winter service is set out in an amendment to section 41(1) of the Highways Act 1980 (c.66) (duty of highway authority to maintain highway): -

“(1A) In particular, a highway authority is under a duty to ensure, so far as is reasonably practicable, that safe passage along a highway is not endangered by snow or ice.

- 1.1.2 The County Council recognises that the winter service is essential in aiding the safe movement of highway users, maintaining communications, reducing delays and enabling everyday life to continue. It is very important to both road safety and the local economy. The winter service that the County Council provides is believed to be sufficient so far as is reasonably practical to discharge the duty imposed by the legislation.

- 1.1.3 The County Council, as highway authority, takes its winter service responsibilities extremely seriously. However, it is important to recognise that the council has to prioritise its response to deal with winter weather due to the logistics and available resources.

- 1.1.4 The County Council provides the winter service through Kent Highway Services (KHS) which is currently an alliance between Kent County Council, Ringway Infrastructure Services and Jacobs Group and telent.

1.2 Winter Service Standards

- 1.2.1. In order to respond as quickly and efficiently as possible to its responsibilities KHS has adopted policies and standards for each of the winter service activities and these are detailed within this document. The operational details for the winter service activities in Kent are detailed in the Winter Service Plan 2010/11 that complements this Policy Statement.

- 1.2.2 KHS provides a winter service which, as far as reasonably possible will:

- Minimise the loss of life and injury to highway users, including pedestrians, and preventing damage to vehicles and other property
- Keep the highway free from obstruction and thereby avoiding unnecessary hindrance to passage

1.3 **County Council Maintained Highways**

- 1.3.1 Kent Highway Service (KHS) delivers the winter service on Kent County Council maintained highways.

1.4 **Motorways and Trunk Roads**

The Department for Transport (DfT) is the highway authority for motorways and all-purpose trunk roads in Kent and the Highways Agency acts for the DfT in this respect. Responsibility for the operational maintenance of motorways and trunk roads lies with the Highways Agency. KHS therefore has no responsibility for winter service activities on these roads. However, close liaison exists between the Highways Agency consultants over action taken during the winter service operational period within respective areas of responsibilities.

2. **WINTER SERVICE OBJECTIVES**

2.1 **Salting**

2.1.1 Objectives:

- To prevent the formation of ice on carriageways (precautionary salting)
- To facilitate the removal of ice and snow from carriageways and footways (post salting).

2.1.2 Roads to be Included within Primary Precautionary Salting Routes

Routine precautionary salting will be carried out on pre-determined primary precautionary salting routes covering the following roads:

- Class 'A' and 'B' roads
- Other roads included in the top three tiers of the maintenance hierarchy as defined in the Kent Highway Asset Maintenance Plan. These are termed Major Strategic, Other Strategic and Locally Important roads.
- Other roads identified by Community Delivery Managers (based on local knowledge and experience and input from relevant local stakeholders including district and parish councils), that are particularly hazardous in frosty/icy conditions

- 2.1.3 It would be impractical and financially draining to carry out precautionary salting of footways, pedestrian precincts or cycleways and therefore no provision has been made. However, there will be a certain amount of salt overspill onto footways and cycleways when precautionary salting is being carried out on adjacent carriageways.

Post salting of footways and cycleways will be carried out on a priority basis during severe winter weather, as resources permit.

2.2 Snow Clearance

2.2.1 Objectives:

- To prevent injury or damage caused by snow
- To remove obstructions caused by the accumulation of snow (section 150 of the Highways Act 1980)
- To reduce delays and inconvenience caused by snow

2.2.2 Snow clearance on carriageways will be carried out on a priority basis as detailed in paragraph 6.2.

2.2.3 Snow clearance on certain minor route carriageways will be carried out by local farmers and plant operators, who are under agreement to the County Council, using agricultural snow ploughs and snow throwers/blowers. Snow clearance on other minor route carriageways will be carried out as resources permit. Some minor routes and cul-de-sacs will inevitably have to be left to thaw naturally.

2.2.4 Snow clearance on footways and cycleways will be carried out on a priority basis as detailed in paragraph 6.3. utilizing KHS staff and district council staff where agreements exist.

- 2.3

2.4 Roadside Salt Bins

2.4.1 Objective:

- To provide motorists and pedestrians with the means of salting small areas of carriageway or footway, where ice is causing difficulty, on roads not covered by primary precautionary salting routes.

3. WINTER SERVICE GENERAL

3.1 Winter Service Contracts

3.1.1 Winter service in Kent is included within the Term Maintenance Contract awarded to Ringway Infrastructure Services. This contract was awarded in 2006 and is currently in place until 2011.

3.2 Winter Service Season

3.2.1 In Kent the weather can be unpredictable and the occurrence and severity of winter conditions varies considerably through the season, and from year to year. Severe winter weather is most likely to be experienced in December, January and February but ice and snow can occur earlier or later. To take account of all possible winter weather the County Council's Operational Winter Service Period runs from

mid October to mid April. Exact dates for the coming winter are given in the Winter Service Plan.

3.3 Salt usage and **alternatives to Salt**

Pre wetted salt and dry rock salt is used across the county for precautionary and post salting. In cases of severe snowfall, alternatives to salt will be used including sharp sand and other forms of grit.

- 3.3.1 A number of alternative materials to salt are now available which can be used for the precautionary and post treatment of ice and snow. The cost of these is extremely high and there are also environmental disadvantages associated with most of them. Salt will therefore, for the time being, remain in use throughout Kent for the precautionary and post treatment of snow and ice.

4. **WEATHER INFORMATION**

4.1 **Weather Information Systems**

- 4.1.1 An effective and efficient winter service is only possible with reliable and accurate information about weather conditions, at the appropriate times in the decision making progress. KHS utilises the best weather forecast information currently available allied to the latest computer technology to ensure that decisions are based on the most accurate data available at the time.

4.2 **Weather Reports**

- 4.2.1 During the operational winter service period Kent Highway Services will procure detailed daily weather forecasts and reports specifically dedicated to roads within Kent.

4.3 ***Winter Duty Officers***

- 4.3.1 Experienced members of staff from Kent Highway Services will act as *Winter Duty Officers*, throughout the operational winter service period, on a rota basis. The Officer on duty is responsible for the following: -

- Receiving forecast information from the forecasting agency
- Monitoring current weather conditions
- Issuing countywide salting instructions for primary and secondary routes
- Issuing the Kent Road Weather Forecast

- 4.3.2 The Kent Road Weather Forecast will be issued daily containing information about expected weather conditions together with any salting instructions. The *Winter Duty Officer* will also be responsible for issuing forecast updates and any revised salting instructions when necessary. The Kent Road Weather Forecast will be sent to alliance members, contractors, neighbouring highway authorities, and other relevant agencies.

5. SALTING

5.1 Planning of Precautionary Salting Routes

- 5.1.1 Primary precautionary salting routes will be developed from those lengths of highway that qualify for treatment, whenever ice, frost or snowfall is expected. Each primary precautionary salting route will have a vehicle assigned which is capable of having a snowplough fixed to it, when required. In times of severe snowfall and/or extreme ice formation, dedicated vehicles will be assigned to patrol key strategic routes. Secondary precautionary salting routes will also be developed from other important highways for treatment during severe winter weather conditions.

5.2 Precautionary Salting

- 5.2.1 Precautionary salting will take place on scheduled precautionary salting routes on a pre-planned basis to help prevent formation of ice, frost, and/or the accumulation of snow on carriageway surfaces.

5.3 Post Salting

- 5.3.1 Post salting will normally take place on scheduled precautionary salting routes to treat frost, ice and snow that has already formed on carriageway or footway surfaces. Post salting may also be carried out on roads or sections of road beyond the scheduled precautionary salting routes.

5.4 Spot Salting

- 5.4.1 Spot salting will normally take place on parts or sections of scheduled precautionary salting routes either to help prevent formation of ice, frost and/or the accumulation of snow or as treatment to ice, frost and the accumulation of snow that has already formed on carriageway or footway surfaces. Spot salting may also be required on roads and footways, or sections thereof, beyond the scheduled precautionary salting routes.

5.5 Instructions for Salting of Primary Routes

- 5.5.1 Instructions for precautionary salting of primary routes will be issued if road surface temperatures are expected to fall below freezing unless:
- Road surfaces are expected to be dry and frost is not expected to form on the road surface
 - Residual salt on the road surface is expected to provide adequate protection against ice or frost forming
- 5.5.2 Instructions for precautionary salting of primary routes will also be issued if snowfall is expected.
- 5.5.3 The *Winter Duty Officer* will issue routine instructions for precautionary salting of primary routes, for the whole of Kent, by means of the Kent Road Weather Forecast.
- 5.5.4 The *Winter Duty Officer* or Community Delivery Manager may issue instructions for post salting and spot salting.

5.6 Instructions for Salting of Secondary Routes

- 5.6.1 The *Winter Duty Officer* will issue instructions for precautionary salting of secondary routes if heavy frost, widespread ice, or snow, is expected.

6. SNOW CLEARANCE

6.1 Instructions for Snow Clearance

- 6.1.1 The *Winter Duty Officer* and/or the Community Delivery Manager nominated representatives are responsible for issuing snow clearance instructions. Snow clearance will initially take place on scheduled primary precautionary salting routes, based on the priorities given in para. 6.2.1. Subsequently, snow clearance will take place on secondary salting routes and other roads, and footways, on a priority basis.

- 6.1.2 Snow ploughing shall not take place on carriageways where there are physical restrictions due to traffic calming measures, unless it has been deemed safe to do so following a formal risk assessment and a safe method of operation documented.

6.2 Snow Clearance Priorities on Carriageways

- 6.2.1 Snow clearance on carriageways should be based on the priorities given below: -

- A229 between M20 and M2, A249 between M20 and M2, A299 and A289;
- Other “A” class roads;
- All other roads included within primary precautionary salting routes;
- One link to other urban centres, villages and hamlets with priority given to bus routes;
- Links to hospitals and police, fire and ambulance stations;
- Links to schools (in term time), stations, medical centres, doctor’s surgeries, old people’s homes, cemeteries, crematoria and industrial, commercial and shopping centres;
- With the approval of Community Delivery Manager, other routes as resources permit.

6.3 Snow Clearance Priorities on Footways

- 6.3.1 Snow clearance on footways should be based on the priorities given below:

- One footway in and around shopping centres, and on routes to schools (in term time), stations, bus stops, hospitals, medical centres, doctor’s surgeries, old people’s homes, industrial and commercial centres and on steep gradients elsewhere;
 - One footway on main arteries in residential areas and the second footway in and around local shopping centres;
 - With the approval of Community Delivery Managers, other footways, walking bus routes and cycleways as resources permit.
- District council staff will be commissioned to clear agreed priority footways in their local areas. Formalized arrangements will be put in place between the Director of Kent Highway Services and district council Chief Executive Officers.

6.4 Agricultural Snowploughs for Snow Clearance

- 6.4.1 Agreements will be entered into by whereby snowploughs provided and maintained by KHS are assigned to local farmers and plant

operators for snow clearance operations, generally on the more rural parts of the highway.

6.5 Snow Throwers/Blowers for Snow Clearance

- 6.5.1 KHS also has a number of snow throwers/blowers, which are allocated to operators on a similar basis to the arrangements for agricultural snowploughs.

7. SEVERE WEATHER CONDITIONS

7.1 Persistent Ice on Minor Roads

- 7.1.1 During longer periods of cold weather Community Delivery Managers may instruct salting action to deal with persistent ice on minor roads which are not included within the precautionary salting routes and invoke arrangements with district and parish councils to take action in their local area.

7.2 Ice and Snow Emergencies

- 7.2.1 During prolonged periods of severe and persistent icing, or significant snow fall, delegated officers may declare an ice or snow emergency covering all or part of the County. In this event Community Delivery Managers will establish a snow desk and implement a course of action to manage the situation in either of these events.

8.1 Provision of Roadside Salt Bins

- 8.1.1 Roadside salt bins can be sited at potentially hazardous locations for use by the public, to treat ice and snow on small areas of the carriageway or footway.
- 8.1.2 Salt bins will be filled using a mixture of sharp sand or other grit material and salt and will be refilled twice during the winter season. In the event of severe weather further refills will be carried out as time and resources permit.
- 8.1.3 *An assessment criteria for installing a new salt bin has been devised and is shown at Annex 1. The form will be used by Community Operations staff to assess requests.*

8.2 Payment for salt bins

- 8.2.1 *Once a salt bin has been approved by the assessment criteria, the cost of installation, filling and maintenance will be borne by KHS.*

- 8.2.2 *Additionally there will be a trial of bagged salt/sand mix provided to a selection of parish council at the start of the winter season for use in their local area.*
- 8.2.3 *Member Highway Fund*
- 8.2.3.1 *Members are able to purchase salt bins using their Member Highway Fund in line with the usual application process. All requests will be subject to the assessment criteria in section 8.1.3*

9. BUDGETS

9.1 Winter Service Budget

- 9.1.1 The budget for the annual operational winter service period is based on salting the primary precautionary salting routes on 55 occasions. The main budget is managed by the Head of Community Operations as a countywide budget.

9.2 Ice and Snow Emergencies

- 9.2.1 There is no specific budget allocation within KHS for ice or snow emergencies. The cost of dealing with periods of icy conditions or significant snowfalls will be met by virement from other planned programmes of work on the highway or from special contingency funds for emergencies.

10. PUBLIC AND MEDIA COMMUNICATIONS

10.1 Neighbouring Authorities and other Agencies

- 10.1.1 The Kent Road Weather Forecast containing details of the winter service action for Kent will be transmitted daily to neighbouring highway authorities and other agencies so that activities can be co-ordinated regionally.

10.2 The Media

- 10.2.1 Communicating to communities, businesses and emergency services during winter is essential to delivering an effective service. Local media organisations will be informed when instructions for salting of primary precautionary salting are issued. The Kent County Council Internet site will be updated regularly and the Traffic Management Centre will issue road updates.

10.3 Pre-Season Publicity

- 10.3.1 It is important that the public are aware of and understand the KHS approach to winter service. An updated leaflet for drivers and other

road users relating to winter service is available in local libraries and on the Kent County Council website. Advice will be provided on self help for communities, including encouraging local action where appropriate e.g use of salt bins.

10.4. Publicity during Ice or Snow Emergencies

- 10.4.1 Liaison with the news media, particularly local radio stations, is of the utmost importance and links will be established and maintained particularly during ice or snow emergencies.

Annex 1

SALT BIN ASSESSMENT FORM

Location of Salt Bin	Assessment Date	Assessed by

Characteristic	Severity	Standard Score	Actual Score
(i) Gradient	Greater than 1 in 15 1 in 15 to 1 in 29 Less than 1 in 30	75 40 Nil	
(ii) Severe Bend	Yes No	60 Nil	
(iii) Close proximity to and falling towards	Heavy trafficked road Moderately trafficked road Lightly trafficked road	90 75 30	
(iv) Assessed traffic density at peak times	Moderate (traffic group 5) Light (traffic group 6)	40 Nil	
(v) * Number of premises for which only access	Over 50 20 - 50 0 - 20	30 20 Nil	
(vi) Is there a substantial population of either disabled or elderly people	Yes No	20 Nil	
TOTAL			

* N.B. Any industrial or shop premises for which this is the only access is to be automatically promoted to the next higher category within characteristic (V).

Any site for which the summation of the weighing factors equals or exceeds 120 would warrant the siting of a salt bin.

Agenda Item 11

Highway Improvement Schemes & Local Transport Plan

Report of the Head of Countywide Improvement to the Joint Transportation Board

Matters for Information

Summary

1. Progress update on highway improvement schemes in the current year's programme and Member Highway Fund Schemes. The outline process for developing the third Local Transport Plan for Kent 2011-16 including contents of emerging programme and an update on the Scheme Prioritisation System.

Highway Improvement Schemes 2010-11

2. On 25 March 2010, Kent County Council's (KCC's) Cabinet Member for Environment, Highways and Waste announced the programme of works that would comprise the Integrated Transport Strategy 2010-11.
3. On June 29 2010, as a result of the national savings in spending that the Government recently announced, KCC published details of those schemes it expected to be affected by a £4.1 million reduction in this year's integrated transport budget. These savings were confirmed at the meeting of Cabinet on 12 July 2010 and were reported to the last meeting of the Joint Transportation Board.
4. The gas main replacement at Coxheath is now complete and a Stage 3 Safety Audit has been commissioned to review the traffic calming scheme. The outcome from this will be reported once complete.

Member Highway Fund Schemes

5. Some schemes affected by the Government reductions may yet receive partial funding from Kent County Council Members through the dedicated fund that each Member has to spend on roads in their area. Other schemes that have already received funding approval from this budget and are in the process of being designed or constructed are:

Location and request	County Member
Buckland Lane, Maidstone - request for bollards	Dan Daley
Offens Drive, Staplehurst - Request for signs to Health Centre	Eric Hotson
Stoneacre Lane, Otham - Request for salt bins	Gary Cooke
Murrain Drive, Downswood - Request for salt bins	Gary Cooke
Brogden Crescent, Leeds - request for salt bins	Gary Cooke
Penenden Heath Road, Maidstone - concerns over traffic speeds	Ian Chittenden
Malthouse Close, Lenham - request for bollards to protect verge	Jenny Whittle
Romney Pleace, Maidstone - to improve pedestrian access at junction	Malcolm Robertson
Beaver Road, Maidstone - request for salt bins	Malcolm Robertson
Adisham Drive, Maidstone - request to replace diseased highway trees	Malcolm Robertson and Dan Daley

High Street, Maidstone - request for lockable bollard	Malcolm Robertson and Dan Daley
Belmont Close, Barming - request for markings at entrance to Barming Primary School	Paulina Stockell
Livesey Street, Teston - request for salt bins	Paulina Stockell
Gibbs Hill, Nettlestead - request for sign to historic church	Paulina Stockell
Bishops Close, Maidstone - request for salt bin	Paulina Stockell
Tonbridge Road, Teston - contribution to removing condemned trees at edge of carriageway.	Paulina Stockell
Maidstone District - request for O&D HGV surveys	Paulina Stockell

6. Schemes that have been funded from the Kent County Council Members Highway Fund and have been completed are:

Location and request	County Member
The Quarries, Boughton Monchelsea - Request for signs to warn of children playing	Eric Hotson
Station Approach, Staplehurst - Request for dropped kerbs	Eric Hotson
Curzon Road, Maidstone - request for trees	Ian Chittenden
Commodore Road, Maidstone - request to remove tree stump	Ian Chittenden
Pennenden Heath Road, Maidstone - request to remove dead trees and replace	Ian Chittenden
Boxley Road, Maidstone - remove damaged verge posts and replace	Ian Chittenden
Hockers Lane, Detling - request to commission a traffic survey	Jenny Whittle
Lenham Road, Lenham - contribution towards buying speedwatch equipment	Jenny Whittle
Windmill Lane, Hollingbourne - Request to contribute to the resurfacing of PROW	Jenny Whittle
Croft Gardens, Lenham - request for dropped kerbs	Jenny Whittle
Loder Close, Lenham - request for dropped kerbs	Jenny Whittle
Ham Lane, Lenham - request for dropped kerbs	Jenny Whittle
Lenham Road, Lenham - request for dropped kerbs	Jenny Whittle
Smarden Road, Headcorn - request for a duck warning sign to be erected	Jenny Whittle
Dickley Lane, Harrietsham - request for dropped kerbs	Jenny Whittle
London Road, Maidstone - request to fund CCTV camera for UTMIC	Malcolm Robertson
High Street, Yalding - request to contribute to repair of Public Right of Way	Paulina Stockell

Local Transport Plan 3

7. The Local Transport Plan process is the mechanism for funding and delivering local transport improvements. As part of this process, local transport authorities are required to have a Local Transport Plan (known as LTP3) in place by 1 April 2011 which should consist of a Strategy (challenges, vision, objectives, policies etc) and an Implementation Plan (measures and actions to achieve the LTP3 objectives).

8. In March 2006, the KCC Transport Policy Team submitted the "Local Transport Plan for Kent 2006-11" to the Department for Transport (DfT) and the Government Office for the South East (GoSE). Essentially, LTP2 is a bidding document to central government showing how KCC will deliver local transport objectives for the five year period based on the funding levels expected from government. It outlines KCC's policies for transport and shows how they deliver against national transport objectives, with progress being assessed through a range of indicators and targets. Recent guidance from the DfT proposes major changes for LTP3. It is a statutory requirement to have an LTP3 in place on 1 April 2011, which should consist of a separate "strategy" and "implementation plan", but it is up to the local authority to determine the timescales for each, and these can differ for each document. The guidance states that the overall quality of LTP will be taken into account by DfT in decisions on challenge funding or for major projects but clearly states that the new freedoms and flexibilities "places responsibility firmly on individual authorities to consider how to use the Local Transport Planning framework in the way which works best for them".
9. The Guidance also confirms that the government does not intend to link any national performance funding to the quality or delivery of new LTPs. The Government has put in place three year local government settlements and ten year regional funding indicative allocations, and capital funding for both block allocations and major schemes is now subject to Regional Funding Advice. We are awaiting further information on this, which will follow the conclusion of the next Comprehensive Spending Review.
10. Since LTPs only cover a short time period, it is Government's expectation that they are informed by a longer-term transport strategy. The County Council recently launched its vision for a 21st Century Kent, outlining how it will meet the challenges to support housing and economic growth, employment and the skills needed for this century. Supporting this is the ability for the people of Kent to access jobs, services and opportunities and in response, an Integrated Transport Strategy (ITS) titled "Growth Without Gridlock" has been written.
11. This strategy outlines a longer term vision for Kent's transport network and explains how it will meet the demands of housing and economic growth, an ageing population while at the same time reducing our emissions to combat climate change. The Strategy outlines a network that gives greater choice and encourages travel by means other than the private car. Each of the transport modes and their issues and challenges are described with a range of proposals which are then applied to the different areas of the County. The key proposals in the ITS are an integrated bus network, maximising the benefits of high speed rail, key infrastructure and promoting flexible working which reduces the need to travel during the peak.
12. The draft Local Transport Plan 3 is currently out to consultation with a deadline for comments set to the end of the year to allow for the final LTP3 to be adopted by the end of March 2011.

Accountable Officers:

Gary Peak & Andy Corcoran

08458 247 800

The withdrawal of the Arriva 101 Service from Bus Stops at Cobtree Golf Course and Salisbury Road, Kits Coty

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

Introduction & Background

1. On Monday 28 June Arriva withdrew their 101 bus service from serving two bus stops on the A229 at Cobtree Golf Course (A229 northbound) and opposite Salisbury Road, Kits Coty, (A229 southbound). Both withdrawals were on health and safety grounds. Arriva's action was prompted by a number of incident reports from their drivers which highlighted concerns over the location and layout of the stops.
2. This matter was reported to the Maidstone JTB meeting on 28 July (Item 13). The report identified the likely high cost of the engineering works to address Arriva's concerns at the bus stops in question and the fact that the KCC supported Service 150 could accommodate almost all of the limited number of passengers affected. Some 21 passengers per day were recorded alighting at the Cobtree Goff course stop.

Petition for the reinstatement of the 101 Service to the Cobtree Bus Stop area and options

3. A petition was also presented at the July Maidstone JTB. The petition, with some 170 names in support, included a detailed report calling for the reinstatement of the 101 Service to the Cobtree Golf Course Bus Stop. Subsequently, the JTB agreed that officers would investigate alternative solutions, including looking at the potential for modifying the Cobtree Golf Course junction some 300 metres north of the bus stop which may be a more cost effective solution, albeit with a longer walk for passengers.
4. Appendix 1 provides Members with a summary of the three options considered, together with their benefits and disadvantages. At some £44,000 the least costly option is to build a new bus stop/ lane across the mouth of the Cobtree Golf Course junction parallel with the A229 carriageway. This option would also cause least disruption to traffic on the A229 during construction. An outline design has been produced and Arriva have agreed, in principle, that the 101 service would resume serving the area once the scheme is completed. However, concerns remain over the safety of passengers walking the additional distance along the Golf Club access road which has neither a footway nor street lighting, over the loss of the junction direction sign reducing the conspicuousness of the junction and over stationary buses obscuring the visibility of traffic leaving the junction.

Conclusions

5. Members' views are welcome on the proposed scheme outlined above.

Accountable Officer: David Joyner 01622 696852

Appendix 1

Cobtree Bus Stop Layby Improvement Options - A229 Northbound, Tyland Barn Bluebell Hill, Sandling, nr Maidstone

Further to the meeting of the Maidstone JTB in July, officers have been investigating in more detail options to create a stopping facility which would be suitable for Arriva to reintroduce the 101 bus service to the Cobtree Golf Course bus stop.

The report recommended that no action be taken because of the limited number of passengers using the service and the fact that the KCC supported service 150 can accommodate almost all of these passengers. However, if Members are minded to fund improvements, then there are three methods by which an improved northbound bus-stop layby could be introduced. In order of decreasing benefits to passengers these are:

Option 1: Lengthen the existing bus layby to 170metres by extending it northwards (likely to be in excess of £100K).

- Benefits:
- a) passengers would need to walk no further to reach their bus.
 - b) passengers' route to the bus stop would continue to be a lit footway
- Drawbacks:
- a) because the ground slopes away sharply in this vicinity, a full topographical survey (c.£2,800) is required to assess whether this option is even possible let alone affordable.
 - b) construction costs cannot yet be reliably estimated; the western verge of Bluebell Hill is known to have extensive underground services, the diversion/protection of which may make this scheme unaffordable. This could only be ascertained with an outline design estimated to cost £4,000 to prepare.
 - c) land ownership boundaries are unclear and need to be researched
 - d) even if construction were restricted to nights only, the works would have a very significant impact on traffic flows on Bluebell Hill for approximately three weeks.
 - e) there is no assurance that Arriva would agree to reintroduce the 101 service as this would not address one of the key safety concerns raised by their bus drivers (decelerating across an acceleration lane).

Option 2: build a new bus-stop in a new bus lane parallel with the A229 carriageway across the grass island at the mouth of the junction (likely to be in the region of £44K). See example below.

- Benefits:
- a) almost certainly buildable (subject to road safety audit approval, see below).
 - b) construction would have the least disruption to traffic on Bluebell Hill.
- Drawbacks:
- a) passengers would have to walk an additional 300metres to reach the bus stop and would have to walk along the Golf Club access road which has neither a footway nor street lighting. This would be a safety audit concern.
 - b) the bus lane would mean the removal of the junction direction sign on the grass island, which would be a safety audit concern.
 - c) the bus lane would have to give-way to traffic leaving Cobtree Golf Course. A bus waiting at this give way would partially obscure the visibility of drivers trying to merge with traffic on Bluebell Hill having left the Golf Course. This would be a safety audit concern.

Bus Stop arrangement on A2 at Black Prince Interchange, Bexleyheath



Option 3: build a new bus-stop layby at start of the acceleration lane from Cobtree Golf Course together with a bus-lane across the grass island at mouth of junction (likely to be in the region of £80K).

Benefits: a) almost certainly buildable (although a survey of statutory undertakers' plant would be needed to be sure)

Drawbacks: a) the road's alignment is such that a bus driver wishing to pull-out from the bus stop into the acceleration lane would be unable to see any vehicles leaving the Cobtree Golf Course that are about to pass. This would be a safety audit concern.

b) the bus lane would have to be signed to give-way to traffic leaving Cobtree Golf Course. A bus waiting at this give way would partially obscure the visibility of the drivers leaving Cobtree, trying to merge with traffic on Bluebell Hill (although the long acceleration lane significantly reduces the significance of this problem)

c) passengers would have to walk an additional 300metres to reach the bus stop and would have to walk along the Golf Club access road which has neither a footway nor street lighting. This would be a safety audit concern.

To progress any of the above the local County Members would need to commit £1k for outline design from the Member Highway Fund.

Andrew Burton
Kent Highway Services
3 September 2010 V3

Update on Petitions submitted to Kent Highway Services

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

Summary

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

Traffic Calming Measures, Heath Road, Coxheath

2. A petition was submitted in April 2008 by 59 residents, lead by Mr A R Monk of Westerhill Road, Coxheath. It sought action to improve the traffic calming measures installed along Heath Road, Coxheath as the petitioners felt these were dangerous.
3. As previously reported KHS had agreed to carry out a review of the safety record in Coxheath, further speed checks and complete the safety audit of the existing scheme. This work had been delayed due to gas works however, these are now finished and the review can be concluded. On completion of the review it was agreed that a further meeting will be held with the Cabinet for Highways, the local Member and the Parish Council.

Request for the Implementation of a Weight Restriction through Yalding

4. A petition was submitted in September 2008 by Yalding Parish Council with over 570 signatures supporting a previous request for a weight restriction through Yalding and that surveys of lorry movements through Yalding and East Farleigh be undertaken.
5. It was reported at the last meeting of this Board that the surveys would be carried out in September however, due to roadwork's in the area that would have affected the results these have had to be been postponed. A new date is currently being programmed with our consultations Jacobs.

Closure of Pheasant Lane, Maidstone South

6. A petition was submitted in August 2008 by some 120 residents, lead by Mr David Fraiss of Osborne House, Loose Road of the Pheasant Lane Action Group which sought the closure of Pheasant Lane to vehicles other than for residential access. The petitioners felt the lane was being used as a rat run, was too narrow for the volume of traffic has too many blind bends with drivers driving too fast and pedestrians are at great risk.
7. At the October 2009 meeting of this Board it was approved to close Pheasant Lane to all through traffic on an experimental basis and the closure came into operation on Monday 26th July 2010. The legal process requires that a minimum of six months passes before a decision can be made to make the closure permanent.

Road Safety Measures along Walderslade Woods Road

8. Kent Highway Services received a petition from Mrs Gillian Tatnell from Walderslade Woods with 212 signatures requesting a reduction in speed limit with traffic islands and hatching. The petition received the support of Boxley Parish Council although Walderslade Woods Road falls within both Maidstone and Tonbridge and Malling and has been reported to both Joint Transportation Boards.

9. At the last meeting of this Board it was reported that KHS had submitted a bid for funding through the Local Transport Plans Integrated Transport Programme for 2011/12 for a scheme consisting of gateway signage improvements, improvements to the side road junction warning signs and also to provide traffic islands to protect right turning traffic. An update on the Integrated Transport Programme for 2011/12 can not be given until the implications of the Governments Comprehensive Spending Review and the budget for 2011/12 are known.

Residents of Tovil Green Court

10. It was reported to this last meeting of this Board that a petition, containing 31 signatures, had been received from the residents of Tovil Green Court, Maidstone requesting the provision of pedestrian facilities along Burial Ground Lane and Farleigh Hill to enable better pedestrian access to Tesco's and Lidl's.
11. A scheme consisting of a new footway together with an enhancement of the crossing facilities along Tovil Hill has been submitted for funding through the Local Transport Plans Integrated Transport Programme for 2011/12. An update on the Integrated Transport Programme for 2011/12 can not be given until the implications of the Governments Comprehensive Spending Review and the budget for 2011/12 are known.

Penenden Heath Pre-School, Maidstone

12. It was reported to this last meeting of this Board that a petition, containing 99 signatures, had been received from the local residents and parents of children at Penenden Heath Pre-School, Maidstone requesting safety improvements along the road approaching Penenden Heath Roundabout from Boxley Village.
13. A scheme consisting of a crossing on the Boxley Road (between The Bull and the mini-roundabout) has been submitted for funding through the Local Transport Plans Integrated Transport Programme for 2011/12. An update on the Integrated Transport Programme for 2011/12 can not be given until the implications of the Governments Comprehensive Spending Review and the budget for 2011/12 are known.
14. Cllr Chittenden is however funding, via the Member Highway Fund, a scheme to install 30 mph repeater roundels on Boxley Road in the 30mph section without street lighting from the mini roundabout heading west together with a junction warning sign, SLOW road markings and red surfacing at the Boxley Road / Neville Close junction. These improvements should help to reduce traffic speeds in the area.

Pedestrian Crossing on Loose Road between Armstrong Road & The Wheatsheaf

15. This request was initiated following the submission of a petition, supported by 186 signatures, which was first reported to this board in April 2010. Following receipt of this petition KHS commissioned Jacobs to undertake a full pedestrian movement survey. This was funded from Cllr Chell's Member Highway Fund budget and the survey was undertaken on Monday 19th June 2010 and covered the section of Loose Road between Armstrong Road and The Wheatsheaf junction.
16. Kent Highway Services subsequently commissioned Jacob's to undertake a review of both existing pedestrian crossing facilities and the potential to install new pedestrian facilities on the same section of Loose Road. This was to include the potential for upgrading the existing traffic signal junction at Armstrong Road and to identify the cost of any proposed measures. This work is still on going and a further report covering the findings of these studies will be reported to the next meeting of this board.

Parking Issues Tudor Avenue

17. It was reported to this last meeting of this Board that KHS had been passed a petition with 54 signatures from the residents of Tudor Avenue, Maidstone requesting parking restrictions be implemented to deal with commuter parking that the residents feel is causing potential road safety problems.
18. KHS will be advertising a Traffic Regulation Order giving notice of the intention to install double yellow lines at certain points along Tudor Avenue to improve road safety. It is proposed that the existing single yellow lines at the Tudor Avenue / Park Avenue junction be made into double yellow lines and be extended 15m north and double yellow line corner protection be installed at the Tudor Avenue / Norman Close and Tudor Avenue / Sittingbourne Road junctions. If the County Council receive any objections to these proposals they will be reported back to this Board in due course.

Sutton Road Service Road

19. KHS received a petition supported by 55 out of the 66 residents in Sutton Road service road raising concerns over the volume and speed of traffic using the service road to avoid the traffic signals on the A274. At the last meeting of this board it was reported that KHS had commissioned a survey to establish the extent of the volume of traffic which was using the service road section of Sutton Road, bypassing the junction with Nottingham Avenue.
20. A full number plate matching survey was undertaken on Thursday 22nd July 2010. The matching process proved time consuming for Jacob's and unfortunately KHS has only just received the results of this survey. Therefore, it has not been possible to undertake analysis of the findings in time for this meeting and further report will be reported to the next board.

Speed Limit Review on the A20 through Harrietsham

21. As previously reported to this Board KHS had received a petition from residents of Harrietsham and Lenham in response to the review of speed limit on A20. 48 Pages of signatures were received highlighting residents' extreme disappointment of the review carried out by the County Council on the speed limit on the A20 through Harrietsham and Lenham. The petition requested that a new review is carried out which looks at implementing speed reduction measures along the route. The petition was passed to the speed limit review team to respond to the issues raised in the petition.
22. As reported to this Board the Speed Limit Review has recently been suspended due to Government reductions in grant funding. In August 2010 Nick Chard the Cabinet Member for Environment, Highways & Waste wrote to all Members and Parish Councils updating them on the County Councils position with regards to the review of speed limits and a copy of that letter is attached to this report. In the letter it outlines that in cases where a speed limit demonstrates a quantifiable injury crash saving a funding bid will be made accordingly. Therefore, Kent Highways Services are currently reviewing the personal injury crash record on the A20 through Harrietsham to ascertain whether a bid can be made.

20mph Speed Limits Around Schools

23. At the last meeting of this board a petition was received calling upon Kent County Council to review its policy on speed limits starting with those around schools. The petitioners would ideally like a 20mph speed limit in all residential areas, but to start with they called for the Council to pro-actively work with schools, and where there is a request from parents and support from local residents to implement 20mph speed limits in the area around that school. This to be done in full consultation with the community.
24. As reported due to Government reductions in grant funding the County Council has suspended its speed limit review. However, safety remains a priority for the Highway Authority and where a speed limit demonstrates a quantifiable injury crash saving a funding bid will be made accordingly. The County Council reviews the safety record on every road in Kent as part of its annual crash remedial measures programme and where appropriate promotes safety measures including reductions in speed limits. This year's review has just begun and particular attention will be paid on the crash records involving vulnerable road users including children and especially outside schools.
25. The County Council also works with Schools to prepare School Travel Plans which look into the road safety issues arising at the school and recommends safety measures and where appropriate reductions in speed limits. This approach which looks at each school and its individual and specific problems is preferred to a blanket approach and provides better more effective and targeted solutions.
26. The request for a change in the County's speed limit policy has been passed to the Road Safety Policy team to be considered and Kent Highway Services will continue to investigate and promote safety measures for Schools on an individually targeted basis as explained above.

The withdrawal of the Arriva 101 Service from Bus Stops at Cobtree Golf Course and Salisbury Road, Kits Coty

27. At the last meeting of this Board a petition was submitted calling for the reinstatement of the 101 Service to the Cobtree Golf Course Bus Stop. A separate report has been submitted to this Board concerning this issue.

New Petitions Received

Postley Road, Maidstone

28. A petition has recently been received from the residents of Postley Road, Maidstone which raises concern over the dangerous and increasingly unacceptable use of the road by buses including speeding. Kent Highway Services have acknowledged the petition and are investigating the issues raised by the petitioners and will report back with our findings in due course.

Accountable Officer: Andy Corcoran 01622 798378



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Our Ref:
Date: 19 August 2010

Dear Sir / Madam

I wanted to write personally to give you an update on the speed limit review project.

As you will be aware Local Authorities are required to make significant capital and revenue reductions through the comprehensive spending review set by Government. Some specific targeted saving have been set by Government already, this included Road Safety Capital and Resource grants. This recent withdrawal has regrettably led to the suspension of the speed limit review project, which had intended to review speed limits on A and B roads in Kent. This means speed limit changes will not be progressed on an area wide basis.

The A and B roads in the **demonstration area** have benefited from a very thorough examination of the speed limits and the input from the designated Parish Councils has been welcome in making the final recommendations, these speed limit changes have now implemented.

Following review in **Area 1** (Mid Kent) we requested comments from Parish Councils on these initial recommendations. A final report has been compiled to document the observations received and alterations have been made where these are deemed appropriate. A copy of this report in CD format will be available to the relevant Parish Councils for information. The recommendations contained in this report, will however not be taken forward to implementation due the aforementioned funding reductions.

In **Area 2** (East Kent) the relevant roads have been reviewed and initial recommendations made, these recommendations will not now be implemented and consequently we will not be seeking Parish Councils' views on these recommendations.

The review of **Area 3** (West Kent) has not been completed to an initial recommendations stage, requests for speed limit changes in West Kent will be assessed on an individual basis.

We still intend to utilise the work to date. The final recommendations for Area1 and the initial recommendations for Area 2 will act as a basis to respond to any request for speed limit changes.

All speed limit change requests will be handled through your local Kent Highways Service Transport and Development team, using the knowledge gained from the work already completed. These requests will be subject to the same processes and funding availability



of other highway requests, but I do wish to assure you that safety remains a priority for the Highway Authority.

In cases where a speed limit is proposed which demonstrates a quantifiable injury crash saving, this will be treated as a crash remedial measure and funding bid will be made accordingly.

Finally I would like to thank you for your interest and contribution to the speed limit review. The knowledge gained from your input has been welcome and supplied a good basis for future speed management processes.

Yours sincerely

A handwritten signature in black ink, appearing to read "N. Chard", is positioned below the "Yours sincerely" text.

Nick Chard

Update on the Freight Strategy for Kent

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

Matters for Information

Summary

1. It was announced in September that Kent Highway Services has launched a major action programme to tackle the problem of lorries causing disruption and traffic chaos on narrow country lanes and rural roads in Kent. This report outlines these proposals.

Background

2. For many years the issues of Heavy Goods Vehicles in rural areas has been debated at this board particularly in respect to the Yalding area where the issue has been subject to several petitions. In response to these petitions it has been previously reported that Kent County Council will produce a Freight Strategy detailing how it will deal with the issue of Heavy Goods Vehicles in rural areas. In September Kent Highway Services launched a major action programme to tackle the problem of lorries causing disruption and traffic chaos on narrow country lanes and rural roads in Kent.

The Programme

3. The work, which is expected to take between 12-18 months, will involve a complete overhaul of Kent's current lorry-route map, a county-wide review of lorry directional and regulatory signs, a review of Traffic Regulation Orders such as weight, height and width restrictions – which set out where Heavy Goods Vehicles are prevented from driving – and working with satellite navigation firms to ensure this new information is provided to drivers. Kent Highway Services is also in consultation with the two leading industry bodies, the Freight Transport Association and the Road Haulage Association.
4. Due to a dramatic rise in the number of businesses operating out of rural industrial units and farm buildings over the past few years this has contributed significantly to problems with lorries using country roads. District councils are responsible for approving the development of industrial units and the licences that allow them to operate. Kent Highway Services will also look at working more closely with the planning authorities, so that it is consulted on preferred lorry routes when operating licences are granted.
5. Kent Highway Services will also tackle specific, local lorry-related issues by developing tailored plans to fix them.
6. The major strategic issues of Operation Stack, Lorry Road User Charge and Lorry Parking are being covered in new Local Transport Plan for Kent which is currently out for public consultation (Highway Improvement Schemes & Local Transport Plan report refers).

Views of the Cabinet Member for Environment, Highways and Waste

7. On the launch of the action plan Kent County Council Cabinet Member for Environment, Highways and Waste, Nick Chard, said:
8. "Lorries can cause tremendous problems for residents and businesses when they use the wrong road and get stuck. They also rumble through our small villages day in, day

X.1

out, in some cases causing damage to property. Of course, businesses have to use our roads as part of their normal operations, but at the moment we do not have a full picture of the best routes for them.

9. What we want to do is put lorries on the best available routes for them. We will look at where HGVs want and need to travel and map out routes that will minimise disruption to residents and other businesses.
10. Lorry traffic is expected to grow significantly over the next couple of decades. The work we are carrying out will mean we are well prepared in advance to tackle the demands this growth will place on our county.”

Accountable Officers:	Andy Corcoran & James Hammond	08458 247 800
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Highway Drainage

A report by the Head of Technical Services - Kent Highway Services.

The attached document provides the Board with an overview of the Drainage Team, the Officers involved and briefly describes the various drainage systems maintained by the Team.

Routine, emergency and planned works

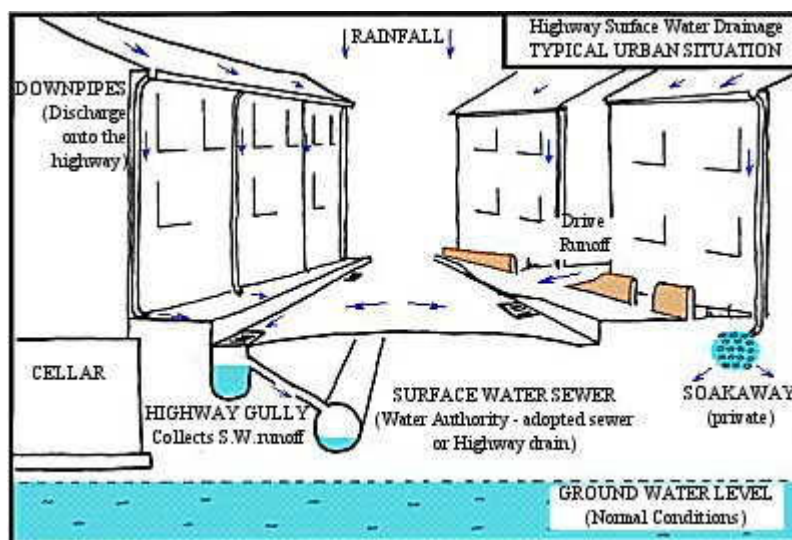
1. The present scheduled gulley cleansing lists have recently been optimised, and are awaiting issue to the Cabinet for approval by members before being issued to Parishes, Members and JTB's on a rolling monthly basis. They will indicate parishes to be done within the next 1 or 2 months and will be adjusted according to output. We are at present also collecting asset data.
2. Emergencies during the day are dealt with by the HUB (Priority response officers) and drainage staff. The emergency callout officers deal with them during the night and at weekends.
3. Longer term drainage defects are collected via CSM enquiries, gulley cleansing and observations from KCC staff, and are investigated via jetting and CCTV surveys to determine remedial works. These are then allocated a priority between 1 (highest) and 5 (lowest) depending on the effect on safety, property damage and nuisance. We carry out approximately 2,500 remedial works each year to cure flooding problems, and in the last 2 years has resulted in callouts being halved.

Accountable Officer:

Marie Lambkin 08458 247 800

Drainage

The Kent Highways Drainage team are responsible for the rain water drainage from our Highways. We maintain the drainage assets that are located under the road surface.



Who's who

Drainage Manager

Peter Bridgman

Drainage Team Leader

Ken Rawson

Drainage Engineer's

The role of the Drainage Engineer is to deal with any issues of maintenance other than routine cleansing. E.g. If there are problems with damage to the system, it is their responsibility to design and action the right solution.

Andrew Young - Major Schemes, Tunbridge Wells

John Swanborough - Thanet, Dover, Shepway

Kevin Gore - Ashford, Canterbury, Swale

Alison Lewis – Sevenoaks, Dartford

Jamie Finch - Gravesend, Maidstone

Sara Fletcher - Tonbridge and Malling

Drainage Parish Connection Officer

Marie Lambkin - Whole of Kent. Marie is the first point of contact between the Drainage team and all County Members, Councilors, Borough and Parish Councils in Kent. She also assists with Technical Support in the absence of other team members.

Technical Support Officers

The TSO's are the first point of contact between the drainage team and the general public. They respond to customer enquiries and raise orders for reactive cleansing works. The role of the TSO is also to assist the Engineers wherever possible.

Emma Philpott - West Kent - Dartford, Maidstone, Sevenoaks, Tonbridge & Malling and Tunbridge Wells

Sophie Ruffer - East Kent - Ashford, Canterbury, Dover, Shepway, Swale, Thanet.

Admin

Jodi Harrison – Jodi keeps all our records up-to-date and issues initial investigational works to the crews.

Ringway Staff

Toni Roberts – Assistant Drainage Manager

Liz Dracup- Works Programmer

Tamsin Reade- Admin

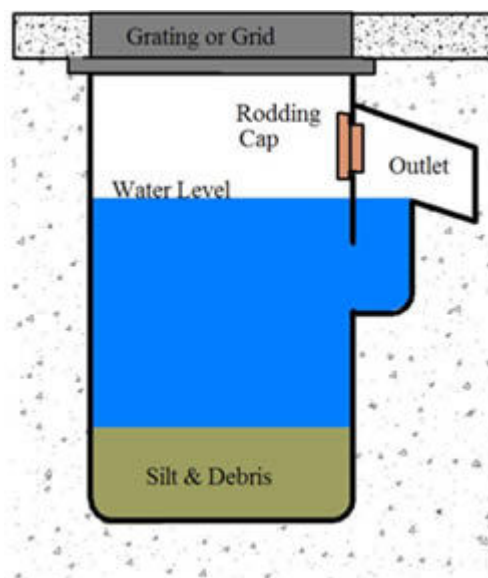
Alexis Hastings-Thorpe – Admin

Drainage

Areas Maintained

Road side gully pots

These are visible from the road surface by means of an iron grate and their function is to take any rain water that lands on the highway down and away from the road. Silt and debris collect at the bottom of the gully pot to prevent the rest of the system getting blocked up, while the water drains out through the outlet. The Drainage team are responsible for maintaining the gully pot which is the section under the ground but not for the metal grid.



Gully

Beany Blocks

Beany blocks are kerb edges that have drainage holes in them to take rain water away from the road. The holes are all joined together by a channel under the surface which then drains into the main drainage system.



Aco Channels

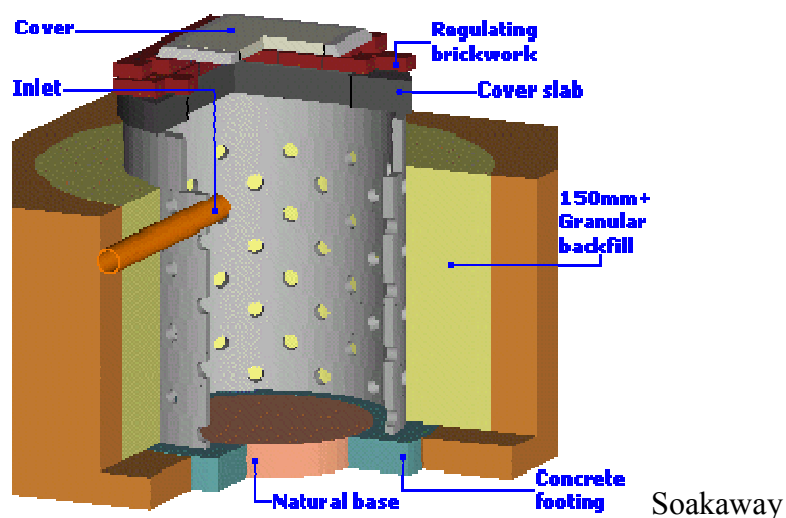
Often found in footpaths or subways, these are shallow channels which collect and direct rain water away and into the under road drainage system.



Soakaways

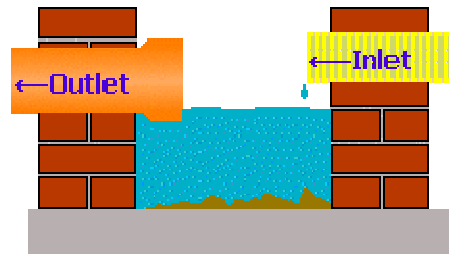
Soakaways are large chambers, often indicated on the surface by a solid cast iron cover. The role of the soakaway is to take all the water from the road side gully system and to gradually release the water back into the ground. These chambers can be vast, the average being 9 metres deep and 3 metres wide.

As in the case with gully pots, the drainage team are only responsible for maintaining the system under the ground and not the cover.



Catch Pits

Catch pits work in a similar way to a gully but with an inlet and an outlet pipe. They are designed to catch any silt or debris in the water, but let the water drain away. These are located from the surface by a cast iron manhole cover, much like that of the soakaway. Again, the drainage team are responsible for the catch pit, but not the cover.



Culverts

Culverts are large pipes that take water under the road, normally from drainage ditches. Ditches are the responsibility of the land owner and a culvert going under private property is also the land owner's responsibility, but if it goes under the road, it is likely to be owned and maintained by us.

Drainage Lagoons

Lagoons work on the same bases as a Soakaway in that they collect the highways water, and realise it slowly into the ground. Lagoons are often found in rural locations and from the surface can look like a large pond or lake. These are very deep and generally are only maintained by us if they only take highways water.