



AGENDA

HIGHWAYS ADVISORY BOARD

Tuesday, 8th July, 2008, at 10.30 am
Darent Room, Sessions House, County Hall,
Maidstone

Ask for: **Karen Mannering**

Telephone **(01622) 694367**

Tea/Coffee will be available 15 minutes before the start of the meeting.

UNRESTRICTED ITEMS

(During these items the meeting is likely to be open to the public)

1. Substitutes
2. Declarations of Interests by Members in items on the Agenda for this meeting.
3. Minutes (Pages 1 - 18)
4. Kent Highway Services - The Director's Update (Oral report)
5. Mitigating against the impact of Operation Stack (Pages 19 - 22)
6. Quiet Surfacing Prioritisation Methodology (Pages 23 - 26)
7. Traffic Regulation Order - Electronic Consultation (Pages 27 - 28)
8. Kent Highway Services, Capital Works for 2008/09 Assessment, Strengthening and Structural Maintenance of Structures (Pages 29 - 34)
9. 20mph Speed Limits Outside Schools (Pages 35 - 38)
10. 2007 End of Year Crash and Casualty Numbers and Progress against National 2010 Casualty Targets (Pages 39 - 46)
11. National Rail Station Travel Plan Pilot (Pages 47 - 50)
12. Smarter Choices - 2008 Progress Report (Pages 51 - 54)
13. Magnolia Avenue, Cliftonville, Road Noise Complaint (Pages 55 - 62)
14. Proposed Prohibition of Driving Traffic Order - Mill Lane, Beltinge, Herne Bay (Pages 63 - 70)

EXEMPT ITEMS

(At the time of preparing the agenda there were no exempt items. During any such items which may arise the meeting is likely NOT to be open to the public)

Peter Sass
Head of Democratic Services and Local Leadership
(01622) 694002

Monday, 30 June 2008

Please note that any background documents referred to in the accompanying papers maybe inspected by arrangement with the officer responsible for preparing the relevant report.

KENT COUNTY COUNCIL

HIGHWAYS ADVISORY BOARD

MINUTES of a meeting of the Highways Advisory Board held on Thursday, 8 May 2008 at Sessions House, County Hall, Maidstone.

PRESENT: Mr R F Manning (Chairman), Mr T J Birkett, Miss S J Carey, Mr I S Chittenden, Mr C G Findlay, Mr C J Law, Mr R A Marsh, Mr J I Muckle, Mr A R Poole, Mrs P A V Stockell, Mr R Tolputt, Mr R Truelove and Mrs E M Tweed (substitute for Mr J R Bullock, MBE).

OTHER MEMBERS PRESENT:- Mr L Christie and Mr M V Snelling.

IN ATTENDANCE: Mr G Mee, Director, Kent Highway Services; Mr D Hall, Head of Transport and Development; Mrs C Bruce, Head of Network Management; Mr B Haratbar, Head of Countrywide Improvements; Mr L Holliday, Network Performance Manager; Mr C Martin, Transportation Engineer; Mr J Martin, Ringway; and the Head of Democratic Services (represented by Mrs K Mannering).

UNRESTRICTED ITEMS

Petition

Mr D Hall formally reported receipt of a petition relating to improvements to the traffic calming measures in Coxheath. The matter had been referred to the Maidstone JTB.

1. Minutes
(Item 3)

(1) Members were assured that the next meeting of the Board on 8 July 2008 would include reports relating to:-

- (a) New Quiet Surfacing – policy and priority system;
- (b) No waiting restrictions on London Road, Sittingbourne; and
- (c) the provision of 20 mph zones in the vicinity of schools.

(2) Further to paragraph 2(16), the Chairman informed the Board that the Leader of the Council and the Chief Executive had written to the Chief Executive of EDF. No response had yet been received.

(3) RESOLVED that the Minutes of the meeting held on 4 March 2008 are correctly recorded and that they be signed by the Chairman.

Following a proposal by the Chairman, Members agreed to consider Items 12 and 13.

2. Gate on Manor Road (Gravesend Town Centre)

(Item 12 – Report by Head of Transport and Development)

(Mr L Christie and Cllr W Dyke, Chairman of Gravesham JTB, were present for this item)

(1) Gravesham Borough Council sought to introduce a gate on the highway at the entrance to Manor Road. Manor Road was on the periphery of the pedestrian zone in Gravesend town centre. The plan in Appendix 1 of the report showed the road in relation to the town centre. The Joint Transportation Board resolved at its meeting on 26 March that 'the County Highways Board be requested to consider the installation of an unmanned gate at the entrance to Manor Road in order to ensure highway safety'.

(2) A major extension of the town centre pedestrian zone was introduced in 1990, the restrictions in the town centre (including Manor Road) included restrictions on the times of day when vehicles could enter roads and the class of vehicle permitted to enter the roads, and permission to enter for access or loading/unloading purposes. The conditions had remained unchanged during this period with the exception of a small variation in the time during which access was permitted.

(3) The restrictions in Manor Road were however complex. All vehicles were prohibited between 10.30 am and 4.30 pm except for access to small private off-street car parks and access for loading by goods vehicles. The exceptions were necessary to ensure the viability of small businesses in the road.

(4) The complex nature of the restrictions had resulted in the restrictions being ignored by some drivers as Manor Road offered an opportunity to travel from west to east across the town centre without using the one-way system. This was however useful to a limited amount of traffic visiting the town centre as there were west to east routes just outside the immediate town centre area.

(5) Surveys of traffic activity were undertaken when Gravesham Borough Council promoted the introduction of the gate, these were included in full in Appendix 2 of the report. In summary, the survey revealed 834 vehicles using the route between 7 am and 7 pm of which 98 appeared to be legitimate. During the busiest hour (17.30 to 18.30) 196 vehicles used the route.

(6) In addition the crash data was reviewed as Gravesham Borough Council had also cited road safety as a reason to provide a gate. The 10 year crash record for Manor Road showed 3 crashes recorded. The three crashes occurred overnight between 11 pm and 1 am, one of which involved a driver who tested positive for alcohol. They occurred in 1998, 2001 and 2006.

(7) Consultation with Kent Police indicated that whilst they acknowledged there was a degree of abuse of the current restrictions, this had been ongoing for many years and enforcement was unlikely to create a significant long term reduction in use. The Police also acknowledged the sign was complex and therefore difficult for drivers to understand, but it must reflect the conditions that applied. If the sign was to be simplified the

restrictions (in the Traffic Regulation Order) must be revised. As had already been indicated, the restrictions reflected the needs of the town centre businesses.

(8) The Police did not support the provision of an unmanned gate as suggested by Gravesham Borough Council. Their concern was that the gate would not be properly managed and that it could be opened when it was meant to be closed and vice versa. Pedestrians could therefore be more vulnerable thinking traffic was not allowed to enter, but in fact had access because the gate had not been closed.

(9) The provision of a gate across a highway was not generally allowed. Any form of 'obstruction' be it a gate or rising bollards had to be risk assessed to ensure it would operate correctly and did not introduce danger to road users or liability to the Highway Authority. The proposal by Gravesham Borough Council i.e. an unmanned gate which might be closed by legitimate users or parking attendants or town wardens was not a robust or safe system. It exposed the Highway Authority to unnecessary risk of claims.

(10) The unauthorised use of the road (and any road) was a matter for Police enforcement – as with speeding or ignoring no entry signs or prohibited turns. In all these cases there were drivers willing to break the law. Sometimes it was possible to introduce physical measures to aid enforcement, sometimes enforcement was the only option. The proposed introduction of an unmanned gate in Manor Road was not acceptable to the Police or Kent Highway Services as it introduced unacceptable risks of liability to Kent Highway Services. The 10 year crash record did not provide evidence to support the Borough Council's contention that the road was not safe.

(11) Although drivers did ignore the restrictions, the Board agreed that there were no overriding safety reasons for a gate to be introduced for safety reasons.

3. Downs Road and Hogg Lane, Northfleet

(Item 13 – Report by Head of Transport and Development)

(Mr L Christie; Cllr W Dyke, Chairman of Gravesham JTB; and Mr M Snelling, Vice-Chairman of Gravesham JTB were present for this item)

(1) Downs Road and Hogg Lane were narrow country lanes linking the hamlet of Northfleet Green and Istead Rise (south of A2) with the Pepperhill and Painters Ash estates in Northfleet; linking residents with the primary school at Painters Ash and local shops and doctors surgery.

(2) The use of the road had been limited to cars and small vans by the presence of a low underpass under the A2, with typically a few hundred vehicles per day. However, because of its remoteness and low use there was a history of dumping and unsocial behaviour in the underpass. At other times of congestion on A2 it had become a rat run between villages south of A2 and Gravesend.

(3) The section of the route from Northfleet Green Road (just south of the Channel Tunnel Rail link) to just north of the A2 had been realigned in two stages, once for the CTRL and now for the A2 widening works. For the later scheme, the underpass had been replaced by a bridge, hence removing the physical height restriction. The road had been closed since August 2006 and under the A2 widening permission it was due to reopen in October this year with no restrictions as to its use.

8 May 2008

(4) It was appreciated at the time of the Public Inquiry into the A2 scheme that this was an opportune time to debate the future of the Downs Road/Hogg Lane link and this should be carried out by the relevant Local Authorities.

(5) Attached as Appendix 1 to the report was a paper, written by the Gravesham Engineering Services Manager, and submitted to the Gravesham Joint Transportation Board on 26 March 2008, which explained the options considered and consultations carried out to date.

(6) The view of Kent Highway Services was given in paragraph 3.3 of that report, essentially being that the consultation had not proved that the highway was no longer required and to the contrary the needs of the local communities were paramount and that the road should therefore remain open but with weight and physical width restrictions on it.

(7) The Joint Transportation Board resolved to recommend to the County Highways Advisory Board that Downs Road/Hogg Lane be closed to all vehicular traffic but remained open to pedestrian, cycle and equestrian traffic.

(8) To stress the feelings of local residents who would have their most convenient link cut off, there was a 148 signature petition sent to Gravesham Borough Council, an article in the local newspaper of 3 April and a complaint to the Local Government Ombudsman.

(9) The Board:-

(a) supported the proposal for recommendation to the Cabinet Member for Environment, Highways and Waste that approval be given to progress the statutory consultation on Traffic Regulation Orders to place a 3.5 tonne and 7 ft width restriction on the sections of Hogg Lane and Downs Road between Northfleet Green Road and just north of old A2; and, subject to favourable consultation, implement said Orders, appropriate signing and physical width restriction to be in place on the reopening of the road in October this year; and

(b) requested that the use of the road be monitored, together with any abuse of the restrictions, dumping, unsocial behaviour and complaints from the general public, and these be reported back to the Board one year after the road opened in October 2009.

4. Kent Highway Services – The Director’s Update

(Item 4 – Report by Director, Kent Highway Services)

(1) The Director’s update set out some of the key issues and developments in KHS.

(2) A229 Blue Bell Hill – Crews worked 24 hours a day over 28-31 March weekend laying 5,500 tonnes of material using 3 paving machines over the 3km scheme length. We successfully delivered on time and budget and a wash-up meeting had been held to learn lessons for the future and how this type of project delivery could be translated into smaller schemes. This was a great Alliance team effort and demonstrated the value of the long term relationship with Ringway and Jacobs. Behdad Haratbar, Acting Head of Countywide Improvements led on the project.

(3) Accommodation - Wrotham – Following discussions with KCC Planning Team and after seeking Counsel advice we had decided to withdraw from the Wrotham site and look for alternative location for the second major office/depot. As the planning and construction

8 May 2008

process was likely to take 18 months we planned to move to consolidate staff in the Doubleday House complex once the new site at Ashford was completed. This would mean that KHS staff would primarily operate from Ashford, Doubleday and Invicta House. The Director, KHS was taking responsibility for this key project.

(4) Potholes – The effect of last year's wet summer, followed by the wet winter had caused damage to many roads resulting in potholes. To combat this, Kent Highway Services launched a blitz on potholes during April. We had redirected over 24 crews to focus on repairing only potholes and raised a high profile campaign of reporting with the public. At its peak we were repairing over 3000 potholes a week. The media and radio campaign had been successful in raising the awareness of who to report a pothole to and we planned a similar campaign in the Autumn. Kim Hills, Head of Community Operations was leading on this.

(5) New high profile vans – The first order of liveried vans had arrived to raise the profile of our inspectors and help drive the 'keeping Kent moving' target. We would shortly have over 60 vans around the county advertising the 08458 247 800 telephone number and the new red KHS logo.

(6) Re-organising KHS – The new KHS structure was now around 90% populated with on-going recruitment processes both internal and external to fill the remaining posts. We were finding some posts difficult to fill due to the market chasing a small number of people with specialist skills. We continued to use recruitment fairs to attract new talent to the Alliance. Staff were bedding down in their new roles and teams and staff development/training had started to ensure everyone was clear on their roles and how to use the new technology that had started to be rolled out. The changes to the Environment and Regeneration Directorate Resources Division would have an impact on the Business, Performance and Communications Group and the Finance Group and the Director, KHS was working closely with Adam Wilkinson to ensure this did not affect service delivery on the front line.

(7) Highways Agency Area 4 Contract – As previously reported to the Board, KCC, Ringway and Jacobs were creating a joint venture company to bid for the Highways Agency (HA) Area 4 contract. If successful we would be maintaining the motorways and trunk roads in Kent (and parts of West and East Sussex) and take over from the current provider InterRoute. We had a long way to go yet but we had recently been told we had made the tender list and completed the Highways Agency assessment process they called CAT - Capability Assessment Tool. This was a bit like a school 'Ofsted' inspection and was an assessment just of the KCC part of the KHS Alliance. Ringway and Jacobs had already been assessed and had a very good score of their own. We achieved a score of 167.8, the highest score from the 40 contractors and consultants who had gone through the assessment process up to three times was 187. So for our first assessment we were pretty pleased with our score. The assessment was made up of 24 separate parts and the good news was that all our scores were above the 'Operationally Effective' rating with 10 being rated as 'Strategically Valuable' and 3 rated as 'External Differentiator' (and we think two of those were the highest CAT scores recorded). The lead CAT assessor said '*KCC has created a unique alliance structure and this is bringing benefits across the service and access to greater expertise and resources that would be available in a traditionally structured arrangement. Coupled with the inherent focus on social responsibility that comes with being a County Council, this gives a highly distinctive character to KCC compared with other suppliers in the CAT program*'. The assessment report was a very

useful check in the progress of KHS and had some very useful improvement actions that we would be taking forward.

(8) The Board noted the positive progress being made to improve service delivery and supported staff as the organisational changes bedded in.

5. Bluebell Hill Resurfacing Scheme

(Item 5 – Report by Head of Countywide Improvements)

(1) The A229, Bluebell Hill, was a major strategic road and carried around 26,000 vehicles per day. Over thirty years of heavy traffic meant that the surface along the uphill section (northbound) of the road had reached the end of its useful life. The surface had developed deep ruts along wheel tracks and in places the deformation extended beneath the subsurface layer. Detailed investigation showed that 3km of the road between its junctions with M20 (Running Horse Roundabout) and M2 was affected, this was therefore included in the list of 2007/08 schemes to be resurfaced at a cost of £1.0 million.

(2) A number of options for doing the works were considered and chief amongst them were:-

- (a) A series of overnight closures
- (b) Contra-flow operation, and
- (c) A weekend closure

(3) To cope with the large volume of traffic that the road carried and to minimise disruption would have meant restricting the working period to a few hours a night and up to 30 sessions of overnight site possessions would have been needed to complete the works. The cost of introducing and removal of traffic management and site clearance for each possession would have been in excess of £10,000, therefore resulting in £300,000 additional cost to the scheme.

(4) Closing the road over a weekend offered the quickest, cheapest and least disruptive method of surfacing the road; the whole-road possession offered the best opportunity of achieving a top-quality surface. After careful consideration this option was adopted and KHS were given a short window of 55 hours to complete the works.

(5) This was the largest scheme ever undertaken by KHS over such a short period. A scheme of this magnitude and complexity demanded expert planning and execution. KHS Alliance worked as one team with the single aim of getting the job done. We set to work at 9pm on Friday 28 March, completing the transformation of the worn-out road into a high standard highway fit for the 21st century. Using a team of over 200 staff and 50 machine and construction plant, KHS Alliance worked non-stop to ensure that, come 5am Monday morning, the road would be handed back to the tens of thousands of people who used it to travel from Maidstone to the Medway Towns everyday; we completed the works several hours ahead of schedule.

(6) 5,500 tons of surfacing material, 900 cats-eyes and 6 miles of white lining were replaced. The whole route was litter picked and swept and the drains along it were cleaned to complement the recently installed energy saving bulbs in the street lights. The results speak for themselves; the new surface had much better ride quality, was significantly stronger and quieter than the one it replaced. It also suppressed spray in wet weather, making night-time driving much safer.

(7) Extensive advance publicity on the local radios, on-line articles, on-site information signs and the distribution of over 3000 information leaflets to the local communities meant that traffic along the signed diversion routes ran freely, so disruption and inconvenience to the road users was kept to a minimum. Breakdown trucks were on standby throughout the closure period to rescue any vehicle that broke down on any of the diversion routes. This showed KHS's commitment to "Keeping Kent Moving" A poll by the KM group showed that 88% of the community backed this type of approach to resurfacing major roads which backed KHS's ethos of doing it right the first time, to budget and on time.

(8) This was a significant achievement and was the direct result of joined up working amongst the KHS Alliance partners.

(9) The Board noted the report and requested that its thanks be placed on record for the outstanding work carried out by the KHS Alliance team to deliver on time and budget.

6. Operation Stack and the Lorry Park

(Item 6 – Report by Head of Network Management and the Head of Countrywide Improvements)

(1) Operation Stack was a Police led incident that closed the M20 coastbound between junctions 10 and 11 (phase 1) and junctions 8 – 9 (phase 2) when there was disruption at the port of Dover or Eurotunnel through bad weather, industrial action or technical failure.

(2) Between 28 February 2008 and 21 March 2008 Operation Stack was in place for an unprecedented length of time, causing disruption to residents and visitors. For the first time ever, Kent Police made a tactical decision to deploy phase 2 in preference to phase 1 for 2 main reasons:-

(i) Phase 1 had limited capacity and held only 800 lorries whereas phase 2 held 3,300 lorries.

(ii) Police resource issues.

(3) During Operation Stack, staff from Kent Highway Services, Emergency Planning and Corporate Communications staff worked with Kent Police to represent the community's interests and to mitigate against congestion on our own road network. This took the form of attendance at Gold and Silver Command Group meetings and Kent Resilience Forum Policy sub-group, as well as sharing information and intelligence and delivering a joint communication strategy.

(4) Although the prolonged nature of Operation Stack was extremely frustrating for the public, we did find that, in time, people staggered journey times and found alternative routes and forms of transport. There were a number of concerns, shared by the public, such as traffic management on and off the motorway during stack, signage, effects on Maidstone, contingency plans and so on, and these were all being explored further with Kent Police and the Highways Agency. A full update would be submitted to the Board at its July meeting.

(5) The disruption caused by Operation Stack as well as significantly inconveniencing the community had an adverse impact on the national economy, because much of the national trade with Continental Europe passed through Kent. This therefore was a national problem and the County Council had been pressing the Government to resolve the issue.

(6) With no other options on the table and given the effect on Kent's economy and communities of Operation Stack and overnight HGV parking on local roads the Council decided that we must lead the way on finding a permanent solution. Working with other agencies we carried out a study which found that there was a need for a lorry park in Kent and that it should be dual purpose. As well as providing secure overnight parking it should be available in the event of Operation Stack. The Freight Transport Association supported the proposal. We agreed with the Department for Transport that we would identify a preferred site.

(7) The severe shortage of suitable secure overnight parking facilities meant that drivers were forced to stop in unsuitable places such as lay-bys, business estates and some near to residential properties. This led to inconvenience to local communities and environmental problems. This was particularly evident in Dover and Ashford and to a lesser extent in Shepway.

(8) In order for the lorry park to provide an effective and workable alternative to Operation Stack, it had to be along the M20 corridor and fairly close to the Channel crossings. A number of sites were explored before reaching a decision about a preferred location. The preferred site was between junctions 10 & 11 on the south side of the M20 between Sellindge and Aldington.

(9) The site, which covered more than 70 acres, was chosen for its good connectivity and proximity to the Channel Tunnel and Dover Docks and because it was isolated from built-up areas. The site was very close to the M20 keeping access roads to a minimum and therefore reducing the impact on the local environment. It was also shielded from view by the Sellindge Converter Station to the east, the M20 to the north, a railway embankment to the south and woodland to the west. There were no planning designations such as AONB or Special Landscape Area applied to the area. To access the site, we proposed on and off slip roads to and from the M20 on both east and west bound carriageways. The site would link to the eastbound carriageway via an overbridge or a tunnel if ground conditions permitted. The site would not have access on to the A20.

(10) The proposed site would provide 500 secure overnight parking spaces for HGVs and an overflow area for up to 2,500 additional HGVs during Operation Stack. The site would have appropriate security, a properly laid out parking area for HGVs, a canteen providing refreshments, toilets, showers and fuel. The remainder of the site would be kept as green as possible and extensive and sympathetic landscaping would be used to further reduce the visual impact.

(11) The County Council's approach had been that the cost of building a lorry park should not fall on Kent's tax payers. Currently 75% of the lorries crossing the Channel were foreign registered and enjoyed cheaper costs than UK firms. The best way to generate the capital to build and run the site was by introducing a vignette system of charges on HGVs entering the country, similar to systems already operating in Austria and Switzerland, we have proposed this to the Government. UK hauliers could be rebated by a corresponding reduction in Vehicle Excise Duty.

(12) This would mean that overnight HGV parking would be free at the lorry park, encouraging HGV drivers to use it. The current cost a night to park on a licensed site was around £20. The proposal meant that there would be no excuse for HGV drivers to park on local roads overnight. At the same time HGV parking ban on local roads could be

8 May 2008

effectively enforced and there should see an end to lorries parking on verges and lay-bys in many parts of the county. Two further secure overnight lorry parks were also being proposed; one along the M2 corridor and the second along the M25.

(13) During debate Members received a copy of the Campaign to Protect Rural England Kent's reaction to the proposals.

(14) Miss S J Carey moved, Mr C G Findlay seconded as an amendment:-

“That the report which led to the decision to have a lorry park be published, together with the analysis of the alternative sites; and that the Board receive a report on what KCC intended to do short term and long term about transit road freight traffic growth; and that a public consultation be held on the solutions before any planning application on a specific lorry park site is considered.”

Carried (Mr Muckle and Mr Poole abstained and requested it be recorded)

(15) We were in the early stage of the process; we had discussed the aims of the proposal with the Highways Agency, Kent Police, Kent Fire & Rescue Service and Ashford Borough Council. Their comments were expected by the end of April 2008. This would be followed by a detailed planning process which would include a full public consultation.

(16) The Board noted the report.

7. Satellite Navigation Devices and their Impact on Rural Areas *(Item 7 – Report by Head of Network Management)*

(1) The report provided an update on the progress by KCC in dealing with the problems associated with satellite navigation devices and other specific matters relating to HGV movements. The March meeting of the Board considered a reference from the Maidstone JTB relating to heavy goods vehicle management to the south and west of Maidstone. The JTB had requested that the Board recommend the funding of necessary surveys to establish the position with regard to HGVs in Yalding and East Farleigh. It was agreed that a report be considered by this Board in May and was covered in paragraph (7) below.

Freight Quality Partnerships

(2) Over the years the Freight Quality Partnerships facilitated by KCC had looked to address the use of the network by HGVs. Through these partnerships, KCC had engaged with Local Hauliers, National Freight Organisations and other stakeholders, such as business associations, District, Parish and Town Councils and Neighbouring Authorities.

(3) Strategic routes across Kent for HGVs had been agreed with the Freight Quality Partnerships and for most areas maps showing the strategic routes had been generated and made available to hauliers. Additionally, the maps also included other points of interest such as restrictions, rest stops and services, so that the most appropriate selection of route could be made. Unfortunately the maps became out-of-date very quickly due to new developments, regenerations, improved highway links and therefore needed regular updating and re-publishing. KCC were in the process of reviewing the current maps and would be updating and publishing a new set of maps this calendar year.

Sat Nav Data

(4) KCC were collating a comprehensive inventory that would provide accurate data relating to road widths, height restrictions, gradients and traffic orders. The data would be given to Ordnance Survey and the Sat Nav companies in order to introduce this data into their devices. In addition, KCC were encouraging Ordnance Survey to carry out regular driven surveys to record the location of traffic orders (weight limits and one way streets) and supply this information to the sat nav companies.

(5) KCC was keen to see that Sat Nav equipment and data was improved to avoid HGVs being directed down unsuitable roads occurring in future. It was recognised that this was a long term solution due to the complexity of the data that was held by KCC and the method by which data was transferred and utilised by Sat Nav companies. The data was likely to take one to two years to collate and become fully available to the Sat Nav companies.

Route Signage

(6) "Unsuitable for HGVs" signs had been used in Kent for many years to deter drivers from using very minor roads. At present there were no DfT approved "sat nav" signs for use on the public highway in England. There was a concern that the provision of such signs could lead to a proliferation of signs in the countryside, which was in direct conflict with the desire to reduce sign clutter. However KCC would introduce DfT approved multilingual route signing to direct British and foreign lorry traffic to and from commercial premises by the most appropriate routes. The signs would be introduced on the network as and when they had been assessed as a necessity.

HGVs in Yalding and East Farleigh

(7) The Maidstone JTB raised the key issue was the funding of vehicle movement surveys to produce the necessary evidence to instigate a weight limit on Yalding Bridge in order to relieve the area of excessive heavy lorry movements in the area. It was considered that in order to ensure that the imposition of a weight limit and consequent re-direction of lorries did not have an adverse impact on other locations, a Kentwide Freight Strategy would be produced during the current financial year which would consider a number of options. An opportunity would also be taken to up-date the lorry route map which was produced some four years ago and was now out of date. The Freight Strategy, once complete, would be put on a future agenda of this Board. At this point, it was not proposed to take any further action on the imposition of a weight limit on Yalding bridge.

(8) In response to the increasing concerns relating to use of inappropriate routes by HGVs using satellite navigation systems, KCC had been collating complaints received to identify locations that were frequently affected by inappropriate use of minor roads by HGVs.

(9) In response to this KCC were developing the following list of strategies to effectively manage the HGV traffic on its network:-

- Undertake a Kentwide Freight Strategy.

8 May 2008

- Introduce multilingual route signing to direct British and foreign lorry traffic to and from commercial premises by the most appropriate routes.
- Update and publicise a 'Kent Lorry Route Map' for lorry drivers to direct them to principal commercial areas.
- Promoting 'Freight Quality Partnerships' to ensure working in partnership with Freight Associations, the police and other bodies to promote good practice and develop innovative ideas.
- Continue regular liaison with the DfT, Ordnance Survey and Sat Nav companies to improve the accuracy and quality of data being provided.
- Continue to press the DfT to provide some leadership in the development of In-Vehicle Information Systems (IVIS) legislation.

(10) The Board noted the report.

8. HA Tactical Diversion Routes

(Item 8 – Report by Head of Network Management)

(1) The report provided information on the progress of the proposed HA Tactical Diversion Routes. The Traffic Management Act, and its specific Network Management Duties, emphasised the need for adjacent highway Authorities to work together to reduce congestion on the network.

(2) It was the duty of the local traffic authority to manage their road network with a view to securing the expeditious movement of traffic on the authority's road network and facilitating the expeditious movement of traffic on road networks for bordering authorities. This meant that we must proactively manage traffic on the network even if the traffic was a result of an incident caused on any bordering traffic authority's network, and included the Highways Agency motorway & trunk road network.

(3) Over several months we had been working with the HA to identify suitable Tactical Diversion Routes. The success of the work and the progress made over a short period of time had been as a result of each authority's willingness to work harmoniously together to improve how we dealt with the aftermath of congestion as a result of traffic incidents on the motorway and trunk road network.

(4) The Tactical Diversion Routes would be used to divert traffic off the HAs network onto KCC roads to assist in incident management. These would only be used as a last resort. The HA would use its variable message signs to implement Strategic Diversions using its own roads first. In Kent this would involve advance signing from M25 and beyond. When an incident closed a section of motorway at present traffic was given no directions when it was forced to leave the motorway. The purpose of signing a diversion route was to manage the situation. Local traffic might still make its own decision about the route to take but longer distance traffic would be seeking guidance and should be expected to follow the signed route.

(5) The procedure for identifying routes was set out in the National Guidance Framework. This detailed that whilst the HA and local traffic authority would bear their own costs for identifying routes, the HA would fund the introduction of the route, including sign

design and, if appropriate, make a contribution to an improvement on a local road to facilitate the establishment of the tactical diversion. We chose M20 Junctions 2 to 13 to pilot the procedure. There were already a number of de facto diversions in the area and suitable roads linking with M2.

(6) Plans of all the potential routes were drawn up and were then assessed on a risks basis recognising that the potentially high volumes of traffic would be difficult to handle on local roads. We identified certain areas as unsuitable for use, such as A20 through Ditton and all town centre routes in Maidstone, and these had been excluded.

(7) The most suitable route for each section of motorway was then examined in detail. KHS surveyed the routes and made proposals for various improvements that would mitigate the impact of the diverted traffic. The improvements had been agreed and would be funded by the HA. The routes identified were principally on 'A' roads or major strategic routes that were capable of occupying large volumes of traffic at any given time.

(8) KHS and HA were currently preparing costs for the improvements in order to get the necessary funding from the HA. The majority of the work comprised signing the route, with agreed symbols fixed to KHS signs, some carriageway markings, improvements to traffic signal operations to allow special timings to be introduced remotely and some other small measures. Each route would only be available for use once the work was complete.

(9) In the event of an incident on the HA network that required the activation of a Tactical Diversion route, the implementation would only be with the agreement of KHS. We would need to compile information on conditions on the route, including roadworks, events and other conditions which would prevent the use of the route. This would be a responsibility of our Network Management Team. We would look to combine all the factors into a common database and make them available to the HA through a preferred system called eLGIN (Electronic Local Government Information Network).

(10) Once the initial routes had been formally agreed and the process for establishing and operating the routes was understood, it was intended to carry out the same process for the remaining motorway and trunks roads across the County. A proposed implementation timeline was included in the report and would be delivered subject to the authorisation from KHS of the proposed routes and approval from the Highways Agency to implement the recommended route improvements. Further routes would be reported to the Highways Advisory Board in the coming months for information.

(11) The Board noted the report.

9. Proposed KCC Permit Scheme

(Item 9 – Report by Head of Network Management)

(1) Under the Traffic Management Act, Local Highway Authorities (LHAs) had been given the option to operate a permit scheme in accordance with Part 3 of the Act. Permit schemes were designed to give the local authority further control over all works on the highway. It was intended that LHAs would have powers to direct all roadworks with regard to where, when and how they might be carried out.

(2) KCC had made a strategic and political decision to introduce and operate a permit scheme at the earliest possible opportunity. We had been working in partnership with the

8 May 2008

DfT on developing a KCC Permit Scheme and at the present time we were the first County to implement a scheme.

(3) KHS believed that a permit scheme was the right option for KCC for the following reasons:-

- met requirements under TMA Network Management Duty
- assisted towards improving the use of road space by proactively managing roadworks
- satisfied the public desire for KHS to improve the control of roadworks
- improved the ability to minimise disruption from roadworks
- increased KCC's powers to direct and control activities on the highway
- improved co-ordination and planning of activities on the highway
- increased the scope for collaborative working arrangements and best practice.

(4) The report provided an update on the progress of the proposed KCC Permit Scheme and the consultation process. A summary of the key issues within the scheme were detailed in the report.

(5) KHS had decided to introduce a structured timeline for **all** works promoters to adhere to when applying for a permit to ensure that they had sufficient time to review all applications. The proposed timeline forced works promoters to apply to work on the highway up to three months in advanced of the start date.

(6) The report set out the Permit Fees KHS proposed to charge. KHS proposed to introduce reductions in permit fees to encourage best practice amongst works promoters. The fee reductions were:-

- 30% discount for shared sites
- 30% discount for guaranteed extending working hours (e.g. 24 hour working)
- 5% discount for Considerate Contractor Scheme Members who met site safety standards

DfT had stipulated that any permit scheme must be designed to run as 'cost neutral'. The income must be ring fenced to offset the ongoing operating costs for the scheme (e.g. staff, systems).

(7) KHS had decided to introduce fines for certain offences as follows:-

- Working without a permit (£500)
- Contravening the permit condition (£120)

- No information board or permit displayed on site (£120)
- Overrun charges (up to £2500 per day)

(8) KHS were proposing to increase the application period for a Temporary Traffic Regulation Order (road closure) from 6 weeks to 12 weeks. The extension would allow public transport operators the statutory 56 days to inform the Traffic Commissioner of a change of route.

(9) KHS were proposing to introduce restrictions to activities in the highway following substantial roadworks such as resurfacing of up to 5 years. Certain activities would be exempt from the restrictions such as emergency works, service connections, etc.

(10) From the KPIs proposed by the DfT, KHS had decided to introduce four that reflected our approach. These were as follows:-

- KPI 1. The number of permit and permit variation applications received, granted and refused.
- KPI 2. The number of conditions applied by condition type.
- KPI 3. The number of approved extensions.
- KPI 4. The number of inspections carried out to monitor conditions.

Additional performance indicators were being developed within Network Management so that the impact of the permit scheme could be evaluated in qualitative and quantitative terms.

(11) Under Permit Scheme Regulation 13, DfT required that all prospective permit scheme authorities must consult externally for a period of 12 weeks. KHS commenced the external consultation on 12 February 2008 and decided to run the process until 25 April 2008. The consultation had consisted of a consultation seminar held on 10 March 2008 and a consultation questionnaire that consisted of 24 key questions related specifically to parts of the scheme where KHS had made decisions.

(12) The consultees had been carefully chosen to ensure that we were consulting as wide an audience as possible. These included the Emergency Services, Utilities, Transport Operators, Councillors, etc. All comments received through the consultation process had been published on the KHS website along with KHS responses. So far, we had received positive support for the proposed scheme, the consultation process and for the general way in which KHS were dealing with the scheme.

(13) KHS had decided to introduce a Permit Scheme at the earliest possible time. The earliest a Permit Scheme could be introduced was 1 October 2008. KHS planned to implement the permit scheme in three stages. Stage 1 would be introducing permits on KHS works, phase 2 would be permitting utility works on 0, 1, 2 roads and stage 3 would be introducing permits on all works on all roads. There would be a 3 month gap between each stage to ensure that we used the time to improve systems and processes.

(14) In early May, KHS would be submitting a final KHS Permit Scheme to the DfT along with an application to operate such a scheme. The DfT would then be given up to 4 months to review the application and if successful KHS would be given an Order from the Secretary of State to run the Permit Scheme.

(15) The Board gave their support to the Permit Scheme.

10. Management of Footway Parking

(Item 10 – Report by Head of Network Management)

(1) The 12 Kent District/Borough and City Councils were responsible for the practical application of parking policy within a framework set by the County Council. The report summarised the current situation with regard to the management of footway parking. There was a general concern that cars parked on pavements were a problem in many parts of the County. The main concerns were:-

- Parked cars caused serious obstruction on the footway which caused a safety issue to pedestrians.
- Cars caused damage to the structure of the pavement.
- Uneven pavements resulted in trip hazards for pedestrians and created an unsightly environment.

(2) Without the implementation of a Traffic Regulation Order, the responsibility for the enforcement of footway parking remained with the Police. However, this was not a high priority for them and the Police might only choose to enforce if the parked vehicle was causing an obstruction to other road users. There was a public perception that all parking issues were now dealt with by the Local Authority and it was expected by the public that Civil Enforcement Officers would deal with the issue of vehicles parked on a footway. The Police would support the implementation of a Traffic Regulation Order allowing both the introduction of signs which would act as a visual deterrent to the motorist and the enforcement of footway parking by Civil Enforcement Officers as part of their day to day functions.

(3) The report updated a previous HAB report of September 2004 concerning problems caused by vehicles parking on footways and the proposals to introduce a pilot scheme in Canterbury, with a view to investigating whether such prohibitions could, in future, be applied more widely. In March 2007, Canterbury Council introduced a footway parking enforcement pilot scheme, by means of a Traffic Regulation Order, in 4 areas in the City's enforcement area which were identified following verbal and written complaints from the general public. For the first month written warning notices were issued and formal enforcement commenced on 1 April 2007. Each of the areas in the trial were covered by the normal enforcement beats and the frequency of enforcement was not changed for the specific purpose of dealing with footway prohibition.

(4) The costs incurred by Canterbury Council for the signs, erection of signs and advertisements for the trial totalled £3500. During the first 9 months of the trial up to 24 January 2008 a total of 31 Penalty Charge Notices were issued, of which 29 were paid and 2 were cancelled due to inaccurate enforcement. The income generated through the issue of fixed penalty notices totalled £960. However no extra staff resources were required and 'set up' costs were a one off expenditure. The trial indicated that footway

prohibition was not a substantial income generator and unlikely as a specific enforcement activity to become self-financing. However, as part of other routine enforcement, the trial had elicited an income of £960 that would not otherwise have been collected.

(5) Based on the figures from the pilot scheme it would take 3 - 4 years to recoup the initial set up costs required to enforce footway parking, however other trial areas might incur less initial costs, dependent upon the size of the location and the amount of signs and advertising that was required.

(6) There was anecdotal evidence that the enforcement of footway parking in the pilot areas had been successful in reducing the problem and the general public had been generally supportive of the concept. The issue of Penalty Charge Notices to offenders appeared to have raised awareness and had increased compliance with the regulations which was shown by the relatively small number of Penalty Charge Notices issued and the high acceptance of liability for this contravention.

(7) The instances of parked cars causing obstruction to pedestrians in the pilot area had dramatically decreased leading to an increased safe environment for footway users. Damage to the structure of the pavement had also reduced, resulting in fewer trip hazards, an improved environment and a future saving on repairs carried out by the Highway Authority.

(8) Canterbury Council had reported to Members of their Joint Transportation Board with proposals to extend footway enforcement into 3 further areas that had objective evidence of a problem; had the support of local residents; were within existing enforcement areas; and where problems could not be resolved through cost effective physical measures such as bollards.

(9) Maidstone Council along with Gravesham Council would also be reporting to Members of their Joint Transportation Boards to request Members approval to commence the enforcement of footway parking at specified locations within their areas.

(10) The Board supported the proposal that District/Borough and City Councils continue to introduce and increase the enforcement of footway parking. This could be carried out on a gradual approach, in areas which had objective evidence of a problem, had the support of local residents, were within existing enforcement areas and where problems could not be resolved through cost effective physical measures.

11. Transportation and Safety Package Programme 2008/09

(Item 11 – Report by Head of Transport and Development)

(1) Kent County Council's (KCC) local transport funding for 2008/09 was determined by the Department for Transport (DfT) in December 2007 as part of its assessment and settlement announcement regarding Kent's transport strategy, the Local Transport Plan (LTP). The funding had been provided to support local transport schemes that delivered the LTP, which itself set out the County Council's approach to achieving a number of key transport objectives:-

- Improve access to key services by sustainable modes of transport;
- Tackle the occurrence of peak hour congestion, particularly in larger urban areas;

- Improve road safety by reducing the number of people killed or seriously injured on Kent's roads;
- Improve local air quality, particularly in designated Air Quality Management Areas (AQMAs).

(2) Kent's LTP funding for 2008/09 was £12.883M, which consisted of 67% supported borrowing and 33% grant. An additional sum of £0.5M income from the Dartford Tolls was to be added to the fund for schemes in Kent Thameside, giving a total budget of £13.383M. Of the £13.383M, £2.233M would be used to fund detailed design and supervision of construction of 2008/09 schemes and forward design of 2009/10 schemes, and £1.5M was required to complete the 2007/08 programme. This resulted in a budget of £9.65M for scheme implementation.

(3) The report detailed how the funding allocation was proposed to be spent on implementing Kent's Transportation and Safety Package Programme. It was an update of a draft list of schemes presented to the Board in September 2007. A summary of the allocations together with countywide schemes was shown in Appendix 1 to the report. The schemes proposed for 2008/09 were presented in order of District and included the individual PIPKIN score, scheme rank (out of 124 schemes) and cost.

(4) The proposed Transportation and Safety Package Programme for 2008/09 represented a significant milestone in delivering Kent's local transport priorities and establishing local investment programmes in that it had been devised using Kent's Scheme Prioritisation Methodology, PIPKIN. A report outlining the principles and a proposal to implement PIPKIN was presented to the Board in July 2006, and was approved by the Cabinet Member for Environment, Highways and Waste on the strength of the recommendations of this Board.

(5) The introduction of PIPKIN had resulted in all scheme proposals being subjected to a formal assessment, then being prioritised in accordance with their likely impact and wider contribution towards Kent's strategic and local transport objectives. PIPKIN measured the relevant merit of a scheme in comparison to others submitted in the same financial year, it did not result in schemes being rejected.

(6) PIPKIN provided the County Council with the ability to assess an infinite number of schemes and between February and May 2007, the County Council formally assessed and prioritised a list of 286 scheme contenders. The cumulative build cost of the schemes equated to more than £20M. Revisions to the viability of some schemes and the inclusion of others in the 2007/08 programme had resulted in a final list of 124 schemes to be funded from the 2008/09 budget.

(7) Kent's scheme priorities for 2008/09 provided ongoing investment in urban traffic management measures, including UTMC in Maidstone and Canterbury and support for local public transport services, particularly in Quality Bus Partnership (QBP) areas. The proposed schemes also included a programme of Casualty Reduction Measures (CRMs) and support for continued investment in sustainable transport measures including Smarter Choices initiatives.

(8) The proposed programme included:-

- Following the successful launch of the Maidstone Traffic Management Centre funding was allocated for the continued expansion of **UTMC across Kent** (£250k) and targeted funding would be used to support UTMC in Canterbury (£400K), Dartford (£100k) and Gravesham (£50k);
- Investment in **Quality Bus Partnership** (QBP) and public transport initiatives Countywide (over £3.4m) including infrastructure to support **Park & Ride** in Ashford (£250k) as the first step towards delivering Smartlink, and also in Maidstone (£700k).
- Improved access to key services by **walking and cycling**, including improved access to schools through a countywide programme of Safer Routes to Schools and Smarter Choices initiatives (over £3.2M) and improvements to Public Rights of Way countywide (over £400k);
- Phase 1 funding for improvements to the **A2 Slip Roads** in Canterbury (£200K);
- Investment in **road safety** initiatives through a targeted programme of Countywide Casualty Reduction Measures (CRMs) (£400K).

(9) All the schemes listed in the report would be reported to the appropriate Joint Transportation Boards and all schemes should be disclosed in local land charge searches.

(10) The proposed Transportation and Safety Package Programme for 2008/09 represented a balanced programme of investment for Kent. The schemes demonstrated the strategic nature of the proposed programme. A key strength of the PIPKIN process and therefore the programmes of investment derived from it, was that whilst PIPKIN recognised the need to tackle strategically important issues it also recognised the genuine need to focus on localised issues. This feature had enabled KCC to provide ongoing investment to improve access to local services, and promote and support local sustainable travel initiatives including public transport, walking and cycling. This approach also enabled Kent to prioritise local safety schemes using data relating to personal injury crashes.

(11) The Board:-

- (a) supported the proposal for recommendation to the Cabinet Member for Environment, Highways and Waste that the proposed Transportation and Safety Package Programme for 2008/09, set out in Appendix 1 of the report, be approved;
- (b) provided ongoing support for the development and application of Kent's Scheme Prioritisation Model, PIPKIN; and
- (c) agreed that the Joint Transportation Boards receive a report on the approved schemes for their area.

Mitigating against the impact of Operation Stack

A report by the Head of Network Management to the Highways Advisory Board on 8 July 2008

Background

1. As reported to the May meeting, the Highways Advisory Board will be aware that Operation Stack is a Kent Police-led incident that closes the M20 coastbound between junctions 11 and 12 (phase 1) and junctions 8 – 9 (phase 2) when there is disruption at the port of Dover or Eurotunnel through bad weather, industrial action or technical failure.
2. Kent Police have made a tactical decision to deploy phase 2 in preference to phase 1 for 2 main reasons:
 - (i) capacity - Phase 1 holds 800 lorries whereas phase 2 holds 3,200 lorries.
 - (ii) resourcing issues.
3. Whilst all agencies (Highways Agency, Interroute, Kent Fire & Rescue, Kent County Council, other local authorities etc.) work together during Stack to minimise the effect of Stack, we do so in support of Kent Police in their role as the lead agency.
4. A number of concerns and suggestions have been put forward by the public, county members and other stakeholders about the management of, and mitigation against, Stack and I have explored these further with Kent Police and the Highways Agency.

Multi-agency de-brief

5. On 19 June, Kent Police led a de-brief focussed on the protracted Stack incident that took place during March.
6. The purpose of the de-brief was to proactively learn from the lengthy deployment of Stack and to formally report the findings. This multi-agency event involved stakeholders including the Highways Agency, Interroute, Kent Fire & Rescue, Eurotunnel, Port of Dover, SE Coast Ambulance and KCC. Learning was centred around the use of intelligence, the command structure, silver control, Operation Stack phases and communication and citizen engagement. The report is awaited with interest.

Suggestions put forward by the public and stakeholders

7. The protracted nature of Stack caused by the industrial action by SeaFrance officers in March, resulted in press, public and member interest – and a number of suggestions about how it might be better managed in the future. Managing Operation Stack is a complex operation; safety of HGV drivers, residents, the travelling public and police personnel is of prime importance, and Kent Police are mindful of the need to keep Kent moving whilst Operation Stack is deployed.
 - (i) **Holding back lorries elsewhere on the network** - preventing HGVs from entering Kent by holding them in France/Belgium or elsewhere in the UK.

Mitigating against the impact of Operation Stack

This is a frequent suggestion aimed at sharing the problem and reducing the effect on Kent. It would require co-operation at a national level and centralised control from the Home Office of autonomous police authorities; it is logistically impossible (how do you stop lorries safely and where do you put them?); there are no existing powers that would enable this idea to be effected, nor is there any national appetite to change this. Even at the height of Operation Stack in March there was no possibility of civil contingencies being required – the problem just was not sufficiently severe.

Potential for future deployment: Virtually non-existent.

(ii) **Contraflow to keep the M20 open both ways between junctions 8 and 9.**

Since March, the Highways Agency have significantly invested in signs and cones to implement this option should it ever be required. This option is not without its difficulties – in short, the problems associated with vehicles travelling along the hard shoulder which is not constructed to the same standard as the main carriageway; the need to safely segregate vehicles which are travelling towards each other on the same side of the carriageway at speed with only cones and a buffer lane separating them; the ability to enforce a reduced speed limit.

Potential for the future: High.

(iii) **Improved signing at M20 junction 10.**

Local traffic joining the M20 at junction 10 (coastbound) to travel to junction 11 can be caught up in phase 1 of Operation Stack (when it is implemented) because there are no advance warnings.

The Highways Agency are considering a feasibility study looking at advance signing on KCC's network to approaches to all junctions on the M20. They are also looking at the potential to install quickly implemented gateways to on-slips on all motorway junctions as part of a national programme. KCC will no doubt be consulted as part of any proposals and will have to weigh up the benefits and dis-benefits to Kent's road networks.

Potential for future deployment: Medium.

(iv) **Quick moveable barrier (QMB).**

The QMB is currently being installed by the Highways agency between junctions 11 and 12.

The objectives are to avoid directing local traffic on to the A20 from the M20. However, members should be aware that Kent Police intend to take traffic off at junction 11 before returning it to the M20 to join the contraflow. The Highways Agency intend to monitor performance of the QMB to ensure that it meets operational objectives.

Further feasibility will be required to evaluate whether the QMB could be expanded to junction 13 or towards junction 10, or both.

Mitigating against the impact of Operation Stack

Potential for future deployment: High.

(v) **Central reservation gateways.**

Members will no doubt be aware that the Highways Agency have installed gateways in the M20 central reservation between junctions 8 and 9. This is part of a national programme designed to manage incidents more effectively; gateways are being installed where there is more than 5km between junctions.

Potential for future deployment: High. Not designed with Stack in mind but high potential to manage Stack more effectively.

(vi) **Traffic Management at junction 8.**

The congestion at junction 8, caused as all vehicles leave the M20 before HGVs are directed back down the M20 and car and local HGV traffic directed onto KCC's road network, is the most pressing network management issue. Traffic can queue back to junctions 7, 6 and sometimes back to junction 5. As well as the irritation factor, there are inherent safety issues.

On line sorting, keeping HGVs on the motorway and directing only cars and local traffic off at junction 8 runs counter-intuitive to practice as it means swapping lorries into lane 3 and cars to lane 1.

This option could be linked with option 2 (contraflow) and KCC continues to work with Kent Police and the Highways Agency to find a longer-term solution.

Potential for future deployment: Low.

(vii) **Further capacity.**

Widening of the M20 between junctions 11 and 12 and/or 12 and 13 would increase capacity of existing phases. The Highways Agency is looking at this as a longer term option.

Potential for future deployment: Low

(viii) **Junction 10a.**

The Highways Agency are currently consulting on a new junction to the east of junction 10. This may create further, as yet unquantified, options.

Conclusions

8. Discussions continue between a number of agencies to manage Stack more effectively.

Accountable Officer: Caroline Bruce (01622) 691603

This page is intentionally left blank

Quiet Surfacing Prioritisation Methodology

A report by the Director of Kent Highway Services to the Highways Advisory Board on
8th July 2008

Introduction

1. This paper sets out a methodology for prioritising the County Council's investment in quiet surfacing schemes and puts forward a robust and transparent process for determining the priority of re-surfacing quiet surfacing schemes within Kent. The prioritisation methodology considers both the potential noise benefits associated with re-surfacing a given section of road, the impact that will have on local residents and the cost of undertaking the resurfacing scheme; thus providing an indication of the cost-benefit of each scheme.
2. Road traffic noise is widely considered to be a genuine nuisance to those people who live, work and attend school or college in the vicinity of a culpable road(s). In the most prominent cases, constant or regular exposure to high levels of traffic noise can have a detrimental impact on the quality of life experienced by local people and can potentially result in a significant proportion of the population be bothered by it. Although KHS has no influence over vehicle tyre types or engine manufacturing, it can take steps to reduce vehicle type noise by specifying the type of road surface installed at a particular location and thereby seek to improve people's quality of life.

Road Traffic Noise

3. Noise is measured in units called decibels (dB). As traffic noise fluctuates continually, it is necessary to define it in a manner that can be related to the subjective response of those experiencing it. Attitude surveys have indicated a relationship between the annoyance caused by traffic and the sound level exceeded for 10% of the time during an 18 hour period between 0600 and 0000 (midnight). Road traffic noise is generated as vehicles travel along a road and is a major contributor to environmental noise exposure to premises, including residential properties, located nearby. The main sources of road traffic noise are:
 - Engine and Powertrain Noise; engine and vehicle exhaust noise tends to be the dominant source of noise when traffic is moving slowly, particularly when traffic comprises a large proportion of heavy goods vehicles.
 - Tyre Rolling Noise: tyre noise is likely to be experienced when traffic is free flowing, especially at moderate to high speeds.
 - Body Rattle Noise: this noise occurs when a vehicle, particularly a heavy goods vehicle, passed over a traffic hump, pothole or sunken trench in the carriageway; thus causing the vehicle body, and sometimes its goods, to rattle.
 - Other Factors, these include; vehicle speed, volume of traffic, heavy goods vehicle composition, gradient of the road and surface type.

Predicting Noise

4. The proposed methodology for predicting road traffic noise is taken from an existing approach provided by the Department for Transport's (DfT) Calculation of Road Traffic Noise (CRTN). This method is based on acquiring accurate traffic information relating to the traffic composition and vehicle speeds over set period. Additional information is also collected and includes; road gradient and surface type and can be acquired using the JCAM (carriageway condition survey) technology. The CRTN deems that valid noise prediction levels can be made within 300m of a road; therefore this determines that properties within this distance of a targeted road will be included.

Quiet Surfacing Prioritisation Methodology

5. The proposed methodology also provides an ability to measure the influence of the road surface on noise generation and allows for a comparison of different surfaces and standard measurement conditions. This approach has been incorporated into the noise test provided by the Highways Authorities Product Approval System (HAPAS) and is currently used in the UK for the approval and certification of road surfacing products for use on public roads. Therefore, a comparison can be made for given road surface type against that for a standard Hot Rolled Asphalt (HRA) surface.

Impact of Surface Type on Road Noise

6. Studies have shown that surfaces with a smaller aggregate size are quieter. This is as a result of the different vibrating frequency as the tyres pass over the surface. For example, a surface dressing with a 6mm aggregate has been shown to be approximately 2dB(A) quieter than one with a 10mm aggregate and approximately 2.5dB(A) quieter than one with 14 mm aggregate. It should be noted, however, that in some cases of surface dressing, by reducing the aggregate size, a loss of durability may occur. Modern TSCS (also known as Quiet Surfacing) can be significantly quieter than dense HRA and surface dressed surfacing of the past. The influence of a road surface on noise will also be determined by vehicle speed; generally speaking, the greater the vehicle speed, the greater the level of noise reduction.

Safety

7. TSCS provides a surface that is safe under wet skidding conditions as water on the road can escape from beneath the tyre patch through interstices in the surface as well as the texture depth and type tread. There are no known incidences of higher rates of pedestrian crashes as a result of quieter surfacing being applied.

Proposed Quiet Surfacing Assessment Methodology

8. The proposed methodology also seeks to quantify the proportion of people “bothered” by road noise. The Highways Agency’s Design Manual for Roads and Bridges (DMRB) provides industry standard noise nuisance levels for human response to noise. It provides the percentage of people annoyed by road traffic noise, defined as ‘bothered very much or quite a lot’. The relationship between nuisance and noise is based upon research undertaken by TRL. Using this relationship, the total number of people bothered by road traffic noise in a given scenario can be predicted.
9. Information relating to the existing road surface can be acquired via the JCAM carriageway condition survey and integrated with the noise reduction level at the analysis stage in order to determine the scope of reducing road traffic noise. The key stages of the assessment methodology comprise:
 - Based upon the predicted noise level, noise nuisance levels for each receptor would be calculated using the tables contained within DMRB. For residential properties an average occupancy of 2.36 would be assumed. Where schools are present the approximate number of pupils would be confirmed.
 - The total number of people bothered by noise would be calculated for the two scenarios and compared.
 - The cost of resurfacing the road would be calculated and divided by the reduction in people bothered by road traffic noise for each scheme.
 - All sites proposed for resurfacing are then ranked with those providing greatest noise benefits and lowest cost being preferable to those with least noise benefits and highest costs.
 - The priority list will be presented to the Highways Advisory Board on an annual basis for their recommendation to approve the programme of works.

Quiet Surfacing Prioritisation Methodology

10. In order to rigorously test and calibrate the proposed methodology and the noise prediction model component, a brief Pilot Study is recommended. The study is planned for the Summer 2008 and will identify two suitable roads and seek to quantify potential noise reduction levels at each site and prioritise where investment should be made based on the reduction in people bothered and the cost-benefit at each scheme. If supported, the results of the survey will be presented to the HAB.

Conclusions

11. The Highways Advisory Board views are requested on the proposed methodology for prioritising quiet surfacing schemes and that it supports a Pilot Study, which will run during the Summer 2008.

Contact Officers: Kim Hills (01622 221095)

This page is intentionally left blank

Traffic Regulation Order - Electronic Consultation

A report by the Head of Network Management to the Highways Advisory Board on 8th July 2008

Introduction

1. This report provides information on the proposed traffic regulation order electronic consultation process that will allow the public to view and comment on Traffic Regulation Orders (TROs) via the website.
2. KHS occasionally receives complaints from County Members and the general public when traffic regulation orders are being implemented stating that they were not adequately consulted through the process. It is clear that another method of reaching a greater number of Members and residents throughout Kent would be helpful. Therefore KHS proposes to use the KCC web site to reach these, and potentially other people.
3. All Local Highway Authorities must comply with statutory legislation when conveying information about TROs to the public. This legislation requires LHAs to advertise the TROs in a newspaper in the area in which any road or other place to which the order relates is situated. To ensure that KCC complies with this legislation, KHS uses a countywide newspaper known as the Saturday Observer and the Kent on Sunday newspapers supplied by the KOSmedia Group to advertise TROs in Kent. These newspapers are free papers and rely upon the public to pick them up at supermarkets, garages, etc. KOSMedia Group prints and distributes approximately 160,000 newspapers in Kent that cover all parts of Kent.
4. The population of Kent including Medway is over 1million people and approximately 80% of the population have Internet access. Therefore using the KCC web site as an additional means to advertise TROs would reach a greater number of residents of Kent provided it was avertedly sign posted.
5. The TRO Notice would appear on the web site on the same day as the Notice appears in the newspaper and would remain there for the full 21 day consultation period. There would be an opportunity for the public to make their observations or objections to the proposals by clicking in a box on the web page and typing in their reasons for either support or objection of the TRO. They will be advised of the date by which they must reply and if necessary what date their comments will be reported to the relevant Joint Transportation Board. This will reduce the amount of letters to and from officers.
6. The pages that will appear on the web site will be a front cover (giving information and directions of how to proceed), a copy of the Notice of proposals, the proposed Order and a statement of abput why the proposals are being advertised.
7. When the observations and/or objections have been considered and after the Joint Transport Board the same process will be used when making the Order.

Conclusion

8. Promoting the TRO information in a variety of media such as the newspapers, which is a statutory obligation, and the website will capture a wider audience in Kent and would benefit those members of the public who often use technology to keep up to date with current affairs within Kent County Council.

9. The Highways Advisory Board are asked to give their support to the introduction of a TRO Electronic Consultation via the KCC website.

Traffic Regulation Order - Electronic Consultation

Accountable Officers: Lloyd Holliday,
Network Performance Manager,
Kent Highway Services
01622 696940 lloyd.holliday@kent.gov.uk

Kent Highway Services, Capital Works for 2008/09 Assessment, Strengthening and Structural Maintenance of Structures

A report by the Director, Kent Highway Services, to the Highways Advisory Board on 8th July 2008

Introduction

1. This report advises Members of the schemes from which the programme of capital works on highway structures will be delivered in 2008/09
2. The capital allocation made for the Assessment, Strengthening and Structural Maintenance of highway structures in 2008/09 is £1.666 million. This is below the bid in the Local Transport Plan of £4.17million intended to work towards a regime of 'Good Asset Management' as recommended in the 'Code of Practice for the Management of Highway Structures' by 2011 and to meet the targets in the LTP for the Strengthening Index and Bridge Stock Condition Indicators.
3. It is also less than the figure of £3.3 million identified in a report to the Director of KHS in August last year, prepared in response to concern about the potential for closure of weak bridges due to delays in the remedial programme. This sum was aimed at completing the strengthening programme by 2012 whilst hopefully maintaining the status quo on overall condition of the asset.
4. A programme of works is being prepared to enable output to be managed both within this original allocation but also in anticipation of any improved funding should additional resources become available.

The Strategy

5. A case has been made and bid submitted for a share of any additional funding which might become available later in the financial year with the aim of delivering as much as possible of the programme outlined in the report to the Director referenced above.
6. To manage delivery within budget at whatever amount, the planned works have been scheduled at three levels as detailed below and are being prepared for staged implementation through the year.
7. 'Unavoidable Works' These comprise of schemes which are:-
 - (a) already in progress
 - (b) essential safety works
 - (c) committed through the completion of advanced ecological works and/or approvals.
 - (d) where land agreements have agreed access times and terms which it would be detrimental to rearrange.
8. "Must do" works are those where there is real potential for risk now in failing to deal adequately and timely with the existing situation.
9. "Should do" works are those remaining schemes which are made up of the programme identified in the report in (3) and (5) above.

Kent Highway Services, Capital Works for 2008/09 Assessment, Strengthening and Structural Maintenance of Structures

10. The total budget needed to deliver the schemes is variously:
 - (a) "Unavoidable" Works - £1,435.
 - (b) "Must do" Works + (a) - £2,835
 - (c) "Should do" Works + (b) - £3,355
11. Decisions on the implementation of schemes will be made at the time when/if additional monies become available but in any event in July, September and December.
12. Schemes will none the less be fully prepared to take advantage of any situation or ultimately, for an April 09 start.
13. All the schemes are listed in the accompanying Appendix A.

Other Potential Influences

14. Three review initiatives are underway which may produce further contingency opportunities in relation to works of maintenance and upgrade on structures:
 - (a) Finalising the Capital Programme of Work for ensuring the requirements of the EU Tunnel Safety Directive (2004) and the Road Tunnel Safety Regulations 2007 are met in respect of Ramsgate Tunnel.
 - (b) A review to locate bridges of significant strategic importance to the highway network and identify what action is necessary to mitigate their potential non-availability. This was the subject of a report to the Alliance Board in April.
 - (c) Implementing the Code of Practice for the Management of Highway Structures which will focus more attention on improving maintenance regimes. This too was reported to the Alliance Board in April.

Conclusion

15. The scheme preparation programme for 08/09 is being progressed to facilitate the ability to respond to any additional budget provision which might become available during the financial year.
16. Taking advantage of such opportunities is essential to ensure delivery of a Structure Asset which is both fit for purpose and moves towards the recommendations for Good Asset Management detailed in the 'Code of Practice for the Management of Highway Structures' as they relate to the KHS defined levels of service.
17. Members are asked to note this report.

Accountable Officer: Tony Norfolk, Structures Manager 01622 221083
E-mail address: anthony.norfolk@kent.gov.uk

Background Documents:

- Local Transport Plan 2006 to 2011
- Report to Director KHS; Bridges Vulnerable to Closure – Status Report August 2007
- Identification of Strategically Important Structures. A report to the Alliance Board 24/4/08
- Implementation of The Code of Practice for the Management of Highway Structures – Current Status within KHS.

Structures Management					Appendix A
2008/09 – Planned Capital Programme of Bridge Assessment, Strengthening and Structural Maintenance					
Road and Area	Bridge Name	Bridge Number	Funding Required in 08/09 - £'000s Incl.design fee	Comments	
Structures on PRN					
A25	Botany Bay	332	50	A	Essential brick arch repairs. Awaiting track possessions to do work. Extent of work may vary as a result.
Structures on 'A' Road Network					
Eastbound	Vauxhall Br.	74	150	A	Reconstruction of failing head and tail walls. Deferred from 07/08 due to ecological restrictions.
A21 Road Slip. WK	Tonbridge				
Structures on Remainder of Adequate Network					
U/C EK	Harnet Street Culvert, Sandwich	1946	30	A	Strengthening/relining of rapidly deteriorating culvert in critical junction location. Difficult access limits options for ongoing maintenance. Carry over from 07/08. Complete.
B???? EK	Barham (Valley Road)	254	350	A	Replacing weak bridge and increasing capacity. £100k from drainage flood relief budget. Advance works started in March in prep. for Utility work and main scheme. In progress.
B2162 MK	Twyford Bridge, Yalding	73	100	A	Realignment of west end wing wall to eliminate restrictive dog-leg to facilitate unrestricted use and protect the public on and below the bridge. Deferred in 07/08 awaiting EH sanction which has now been received.
B2188	Longbridge	129	15	A	Anti scour works and brickwork repairs
B????	Royal Parade Viaduct	3245	150	A	Replacement of spalling balusters. Phase 1 essential safety work over public thoroughfare. Could be extended. In progress.

Structures Management						Appendix A
2008/09 – Planned Capital Programme of Bridge Assessment, Strengthening and Structural Maintenance						
Structures on Other Routes						
Road and Area	Bridge Name	Bridge Number	Funding Required in 08/09 - £'000s Incl.design fee		Comments	
C186 MK	Bilsington Bridge over Royal Military Canal Bilsington	385	10	A	Reconstruction of bridge, which had failed it structural assessment, in accordance with strategy for bridges over Royal Military Canal. Carry over from 07/08. Bridge strengthening programme. Complete.	
C185	Stone Reaches	671	200	A	Replacement of weak and weight restricted bridge. Bridge strengthening programme. Carry over from 07/08. In progress.	
C696 EK	Radnor Bridge Folkestone	2351	170	B	Phase 4 and completion of restoration work to eliminate risks from falling render and protect fabric of structure. Overpainting. Track possessions agreed for summer.	
U11340 MK	Stile Farm Br. Chilham	1637	610	B	Reconstruction of bridge over R. Great Stour, weight restricted to 3T due to failed assessment. Bridge strengthening programme.	
U11475 EK	Paternoster Ford Br. St Mary in the Marsh	706	200	C	Reconstruction of bridge which has failed its structural assessment currently weight restricted at 3T. Bridge strengthening programme	
U/C	Salters	732	100	C	Strengthening weak bridge. Bridge strengthening programme	
D1455	Lansell Cottage	2766	100	C	Replacement of weak and weight restricted bridge. Bridge strengthening programme	
D1589	Barkley	80	140	B	Reconstruction of weak and weight restricted cast iron beam bridge. Bridge strengthening programme	
C55	Shipland	148	130	B	Reconstruction of weak bridge. Bridge strengthening programme	
	<i>Tannery Footbridge</i>	3466	(50)	R	<i>Replace deteriorated laminated timber footbridge Need being reviewed with local stakeholders. Reserve scheme.</i>	
U/C EK	Seaview Terrace, Ret. Wall, Margate	6708	45	C	Possible joint scheme with Thanet District Council to strengthen retaining wall by infilling toilet block and provide vehicle barrier. Deferred to allow further discussion with Thanet DC.	

Structures Management					Appendix A
2008/09 – Planned Capital Programme of Bridge Assessment, Strengthening and Structural Maintenance					
Road and Area	Bridge Name	Bridge Number	Funding Required in 08/09 - £'000s	Comments	
U23785 EK	Barham "The Street" Bridge, Barham	231	(225)	R Reconstruction of bridge to secure increase in flow capacity recommended on this section of the Nailbourne following flooding a few years ago. Scheme will also resolve structural weakness identified in parts of the structure. Reserve scheme.	
Other Works					
	Various Sites		150	B Replacement of ageing Aluminium parapet in accordance with national guidelines. Slipped from 07/08.	
	Various Sites		20	A PTSI and Half Joint investigations. Carry over from 07/08. In progress.	
	Various Sites		75	C Structural maintenance works. Dealing with backlog of structural defects	
	Interim Measures		10	A Ongoing protection of bridges awaiting strengthening.	
	Assessments and Principal Bridge Inspections		200	A Ongoing programme to meet cycle of principal inspections which are the first stage of bridge assessment reviews and undertaking any necessary structural assessments.	
	Various design and site supervision		200	A Completing scheme preparation, supervising site works, on site design and prep.of as built records	
	Forward design for 09/10 schemes		100	B Will be allocated as the year progresses for 09/10 schemes.	

Structures Management				Appendix A
2008/09 – Planned Capital Programme of Bridge Assessment, Strengthening and Structural Maintenance				
Implementation of new Code of Practice for Management of Highway Structures.		50	B	Gap Analysis, Data Collection and Development of Database. Required to meet Government requirements for Good Asset Management and Resource Account and budgeting. Agreed by Alliance Board
Total		<u>£3,405,000</u>		Original allocation is £1.666million. Income of £100k sought from drainage flood relief fund. Outturn will be managed within final budget

20 mph Speed Limits outside Schools

A report by the Director of Kent Highway Services, to the Highways Advisory Board on 8th July 2008.

Summary

1. In November 2006, a report on the feasibility of introducing a Kent-wide policy of 20mph limits outside all Kent schools was considered by this Board. The report recommended retention of the existing policy for 20mph limits and zones but did not propose an extension to all schools due to cost and practicality of enforcement without traffic calming. A further report on this issue has been requested by Members.

Introduction

2. The safety of children particularly in the vicinity of the school gate is of the highest importance. However whenever introducing 20mph limits or zones, the County Council must address a number of issues:-
 - Will the introduction of such a policy actually reduce child pedestrian casualties?
 - What type of limit should be used and at what cost?
 - Could an enforceable and acceptable countywide policy be introduced?

Existing policy

3. The existing policy allows the introduction of 20mph limits or zones at any location where such measures can be justified, primarily in crash savings terms. The policy also includes other factors such as the socio-economic profile of an area along with the presence of local shops and schools however, it does not provide a specific priority for roads outside schools.

Will the introduction of such a policy actually reduce child pedestrian casualties?

4. A study of three areas has been carried out, this covered a total of 154 schools. The study looked at crashes involving child pedestrians who were injured between the hours of 07:00 and 09:00 in the morning and 15:00 and 17:00 in the afternoon during the 3 years 2005 to 2007. Saturdays and Sundays were excluded, as was the month of August.
 - This study revealed a total of 211 crashes (2 fatal, 18 serious, 191 slight). Of these 36 (0 fatal, 4 serious, 32 slight) or 17% were located 300m either side of the school gate.
 - However, the study shows considerable variation between areas with the highest percentage of 31% and the lowest percentage of just 8%.
 - All of the fatal crashes and 78% of the serious crashes occurred away from the school gate.
 - In one area even if all 6 reported cashes had happened at different schools 57 out of the total of 63 schools have gone three years without an incident being reported by the Kent Police.
 - Plots of the three areas are on display for Member's information.

20 mph Speed Limits outside Schools

5. A further study of all child pedestrian fatalities (up to and including 16 years old) during the last ten years shows that of a total of 29 fatalities none occurred within 300m of the school gate at the start or finish of the school day.
6. These figures suggest that the introduction of a Kent-wide policy of 20mph limits and zones outside schools, as a crash reduction measure would be ineffective in reducing the majority of child pedestrian crashes.
7. It is likely that the new crash reduction target beyond 2010 will feature further reductions in child pedestrian crashes particularly those involving fatal injuries. We will need to target our limited resources at those areas where crashes are being reported.
8. Outside most schools, the congestion caused by parents picking up or dropping off children combined with large numbers of pedestrian and cyclists creates a slowing of traffic at the very time that it is most needed. These crash figures indicate that despite the chaotic and dangerous appearance outside schools, crashes are more likely to happen away from the school where the speed of traffic is not constrained in this way.

What type of limit should be used and at what cost?

9. A vital policy issue is what type of 20mph limit should be adopted outside its 611 schools (not including independents), permanent, part time, part-time advisory or a combination of these.
10. Permanent limits would see the limit operating all day every day. They would require the introduction of a Traffic Regulation Order (TRO) and road signs. The estimated cost for each site would be approximately £7,150 which includes signs, posts, implementation, design fees, safety checks and in street lit areas lighting of the signs as required in the Traffic Signs and General Regulations and Directions (TSGRD) EDF connection and the TRO. This equates to some £4.1m for all 611 schools. This cost estimate does not include traffic calming.
11. Part-time limits also require a TRO and it is likely that special authorisation would be required. Such limits would require specialist signs that would operate on a timer system. Signs currently used in Scotland have a 20mph speed limit sign with flashing lights at the top and bottom of the sign. These signs are not currently included in TSRDG and would also require special authorisation. Timers would need to be reset annually to take account of any changes to the schools start and finish times and holidays. The estimated cost here would be some £9,400 per school, as well as the costs described above all signs will require an electricity supply. The estimated cost for all schools would be £5.7m. Further costs associated with these signs include a higher level of maintenance and for re-setting the timers.
12. Part-time advisory limits are basically the same as the system described in paragraph 10, except that being advisory no TRO is required, so the cost would be about £8,100 per site or £5m

Could an enforceable and acceptable countywide policy be introduced?

13. Most activity outside schools takes place at the start and finish of the school day, so logically the limit should be consistent with those times. The limit would not be appropriate at weekends or during school holidays and the lower speed limit should be in place only at those times to be self-enforcing and understood by the motorist. It should be noted that when variable limits were monitored in trials outside schools very little reduction in speed was observed, unless speeds were already low, typically not above

20 mph Speed Limits outside Schools

24mph. Research for the Department of Transport on the effectiveness of 20mph limits states “that where speed limits alone were introduced, reductions of only about 2 mph in ‘before’ speeds were achieved. 20 mph speed limits are, therefore, only suitable in areas where vehicle speeds are already low (the Department would suggest where mean vehicle speeds are 24 mph or below), or where additional traffic calming measures are planned as part of the strategy”.

14. The view of the Kent Police is that 20mph zones and limits should be self-enforcing. This means that the majority of limits and zones outside Kent’s schools would require traffic calming features. Not only would this be restrictively expensive but with many schools on “A” and “B” class roads, such features, particularly road humps could not be used. In addition, traffic calming features would be permanent and this does not fit with the need to have the limits only in place when they are actually needed. Drivers are likely to resent having their speed physically reduced when the need for slower speed exists only at start and finish of school days. Members have also concluded previously that physical traffic calming measures should be seen only as a last resort to specific crash and speed problems.
15. If a countywide policy were adopted then a priority rating system would need to be developed to see which schools should be done first. Crash data would play a part however the speed, levels of traffic and HGV flow may all need to be taken into account. Such a process would require a very considerable amount of work and a number of years to implement. I believe we would be challenged as schools discovered how far down the list they were. Even if we progressed at 50 schools per year starting from next year 09/10 it would take approximately another 13 years to achieve.

Conclusions

16. On the three key issues there appears to be no case for implementing a countywide policy for the introduction of 20mph limits outside all Kent’s schools. Crash savings would be minimal and unlikely to significantly contribute to any new crash reduction target. The cost is prohibitive, the speed limits would be unenforceable and the time frame to implement such a policy excessive.

Recommendations

17. Subject to the views of this Board, it is proposed to recommend to the Cabinet Member for Environment, Highways and Waste that:
 - (i) The County Council should not adopt a county-wide policy for the introduction of 20mph limits or zones outside all Kent schools;
 - (ii) The County Council should retain its existing policy of implementing 20mph limits or zones at locations where there is a clear and justifiable need for the scheme;
 - (iii) The effects of advisory part-time limits in the county should be investigated further and a pilot involving 6 sites where this could be implemented should be developed. The potential costs and objectives of this scheme will be brought back to this Board towards the end of the financial year, seeking funding during 2009/10. If this proves effective then further schemes could be considered.

Accountable officers:
Ian Procter 01622 666375
Jim Pearce 01622 666372

This page is intentionally left blank

2007 End of Year Crash and Casualty Numbers and Progress against National 2010 Casualty Targets

A report by Head of Network Management to the Highways Advisory Board on 8th July 2007

2007 Crashes and Casualties Figures

1. The crash records for 2007 for Kent were finalised in May. These totals are used in establishing best value performance indicators, government targets and establishing trends.
2. In 2007 91 people were killed on roads in Kent (excluding Medway), 632 received serious injuries and 5743 were slightly injured. There were 4779 crashes. Appendix 1 shows crashes and casualties by severity for 2007

2010 Government Target

3. To help focus on achieving continuous improvement in road safety the Government has set a national target for reducing casualties by 2010. Compared with the 1994-98 average the target is:
 - A 40% reduction in the number of people killed or seriously injured in road accidents (KSI) – KCC as part of PSA2 intend to achieve this target by the end of 2007
 - A 50% reduction in the number of children killed or seriously injured.
 - A 10% reduction in the slight casualty rate expressed as the number of people slightly injured per 100million vehicle kilometres (MVKm). Kent does not have a traffic model appropriate for KCC roads. Therefore a simple 10% reduction in slight casualties has been used to set targets in Kent.

Current Progress against National Targets

4. Compared with the 2010 target KSI, casualties on Kent roads including motorways and trunk roads) are within ½ % of the 2010 target and at target, rounded to the whole number it is the 40% target (Appendix 2). Child KSI casualties have exceeded the 2010 target. Slight casualties show a reduction of 3.5 %. Appendix 3 shows that on the roads for which KCC is responsible, the KSI 2010 targets have been exceeded.
5. From Appendix 5 it can be seen that the 47 child KSI casualties in 2005 appear to have been an exceptionally low year. It demonstrates the variable nature of year on year totals as shown on the trend graph from 1994 for child KSI casualties, although the overall trend is downward.
6. The 2007 total KSI casualties on Kent roads showed a 3.2 % reduction compared with 2005. KSI casualties on the roads for which KCC is responsible, however, had a 4.8% increase compared with 2006; despite this there was a 41.8% reduction compared with the 94-98 average on KCC roads. The overall trend may be flattening out or even increasing (see Appendix 2 and 4). The casualties on the Highway Agency's roads in 2007, however showed a 27.1% decrease. The 2007 figure is consistent with the overall trend and 2006 may have been an abnormally high year for casualties on the HA roads (Appendix 4)

2007 End Of Year Crash And Casualty Numbers And Progress Against National 2010 Casualty Targets

7. 2007 slight casualties on Kent roads have shown a less than 1 % reduction compared with 2006 (see Appendix 2). Slight casualties on roads for which KCC are responsible have shown a 4.6 % increase although the 2007 figure compared with 2005 shows a 5.5% reduction and compared with the 1994-98 average there has been a 7.7% reduction. This reflects the volatile nature of slight casualties (Appendix 6).

Conclusion

8. Overall KCC's performance is good, as we have achieved the 2010 KSI targets. The trends in casualties show a well established downward pattern albeit that it does now appear to be flattening out. The challenge over the next 3 years, 2008 to 2010, is to maintain and better the government's targets. It is vital that we continue to deliver programmes of work aimed at both improving the road infrastructure and road user behaviour. In addition to this to achieve a down turn in these figures the casualty reduction links fostered with the Highway Agency, Police, Fire and Rescue and the other partners must be further developed into strongly focused measures aimed at influencing the road user across the County. The developed partnership working activities on the strategic network need to be extended to the local network. It should however be noted that despite a co-ordinated approach to reducing casualties, these targets are outside the direct control of this highway authority, as the daily decisions of each and every road user of Kent will affect the outcome. This target could therefore still be missed in 2010 because of random fluctuation and circumstances outside the control of the highway authority

Recommendation

9. Members are asked to note the contents of the report.

Contact Officer: Jo Horton (01622) 696850

Background Documents:

APPENDIX 1

KCC/HA SPLIT	KENT COUNTY COUNCIL ROADS			HIGHWAY AGENCY ROADS			Kent (KCC and HA)		
	2005	2006	2007	2005	2006	2007	2005	2006	2007
Crash and Casualty Figures Summary									
Crashes - all ages									
Fatal	65	53	71	21	27	13	86	80	84
Serious	458	424	432	77	116	87	535	540	519
Slight	3589	3245	3401	642	887	775	4231	4132	4176
Total	4112	3722	3904	740	1030	875	4852	4752	4779
KSI	523	477	503	98	143	100	621	620	603
Casualties - all ages									
Fatal	68	56	76	22	34	15	90	90	91
Serious	561	503	510	106	154	122	667	657	632
Slight	4847	4376	4578	988	1372	1165	5835	5748	5743
Total	5476	4935	5164	1116	1560	1302	6592	6495	6466
KSI	629	559	586	128	188	137	757	747	723
Crashes - involving children under 16									
Fatal	5	5	8	0	4	2	5	9	10
Serious	53	72	53	2	6	7	55	78	60
Slight	503	471	448	39	61	34	542	532	482
Total	561	548	509	41	71	43	602	619	552
KSI	58	77	61	2	10	9	60	87	70
Casualties - children under 16									
Fatal	2	2	5	0	3	1	2	5	6
Serious	44	63	53	1	6	2	45	69	55
Slight	575	543	515	55	86	53	630	629	568
Total	621	608	573	56	95	56	677	703	629
KSI	46	65	58	1	9	3	47	74	61

APPENDIX 2

KENT (Including Highway Agency Roads and excluding Medway)

Kent Casualties	2010 Target (original reported numbers)	94-98 Average (original reported numbers)	2005	2006	2007	2007 %change compared with 94-98 Average	2007 % change compared with 2006
Total *KSI	716	1194	757	747	723	39.45% reduction	3.21% reduction
Child *KSI	74	147	47	74	61	58.50% reduction	17.57% reduction
Total Slight	5356	5951	5835	5748	5743	3.50% reduction	0.09% reduction
Child Slight	717	797	630	629	568	28.73 % reduction	9.70% reduction
Total Casualties	6072	7145	6592	6495	6466	9.10 % reduction	1.47 % reduction
Child Casualties	708	944	677	703	629	33.37% reduction	10.53% reduction

Note Data taken from BVPI tables

* Killed or seriously injured (KSI)

APPENDIX 3

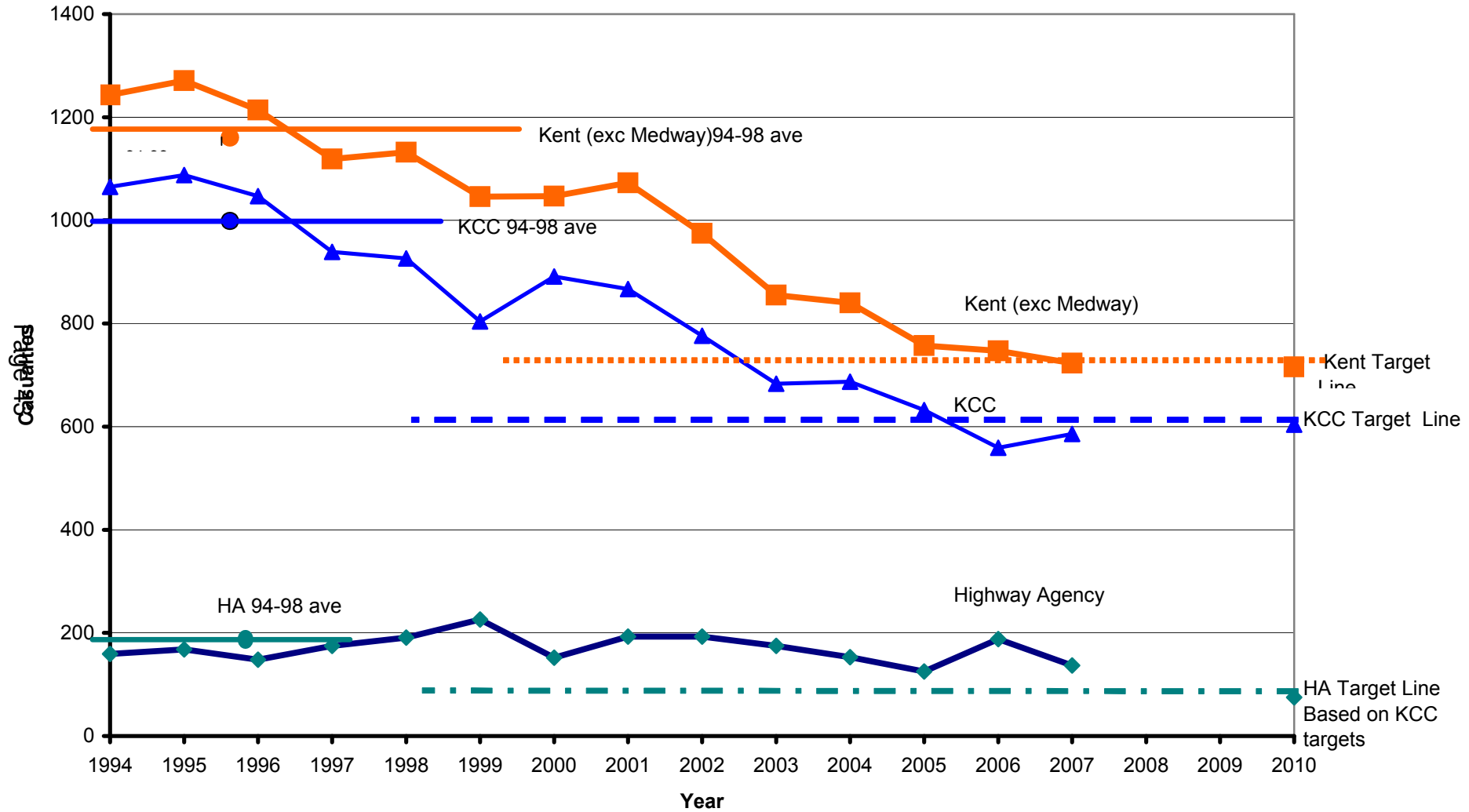
KCC ROADS

KCC Area Casualties	2010 Target (original reported numbers)	94-98 Average (original reported numbers)	2005	2006	2007	2007 %change compared with 94-98 Average	2007 % change compared with 2006
Total *KSI	604	1006	629	559	586	41.75% reduction	4.83% increase
Child *KSI	69	137	46	65	58	57.66% reduction	10.77% reduction
Total Slight	4466	4962	4847	4376	4578	7.74% reduction	4.62% increase
Child Slight	639	710	575	543	515	27.46% reduction	5.16% reduction
Total Casualties	5070	5969	5476 0	4935	5164	13.50% reduction	4.64% increase
Child Casualties	708	847	621	608	573	32.35% reduction	5.76% reduction

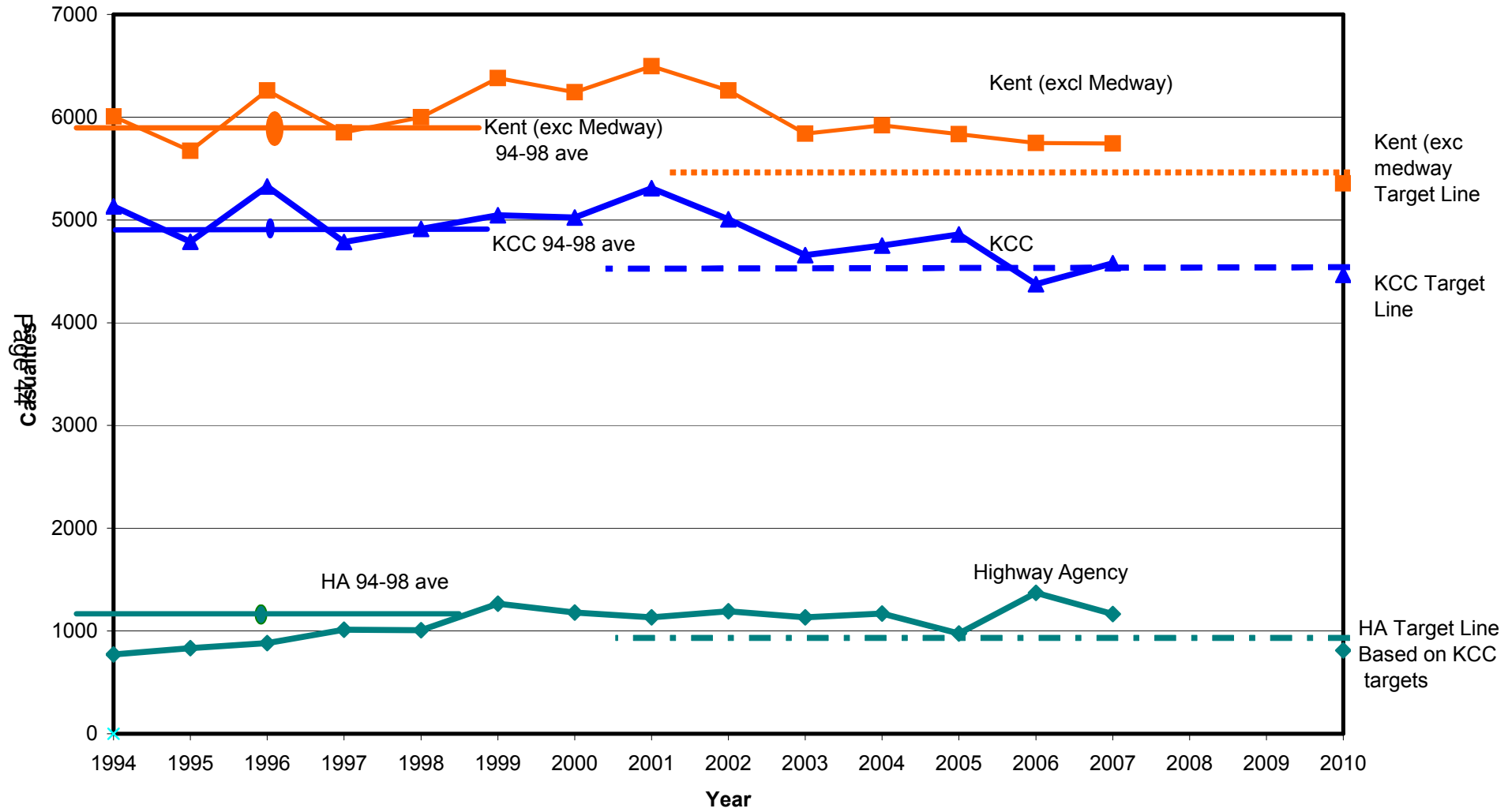
Note: Data taken from BVPI tables

*Killed or seriously injured (KSI)

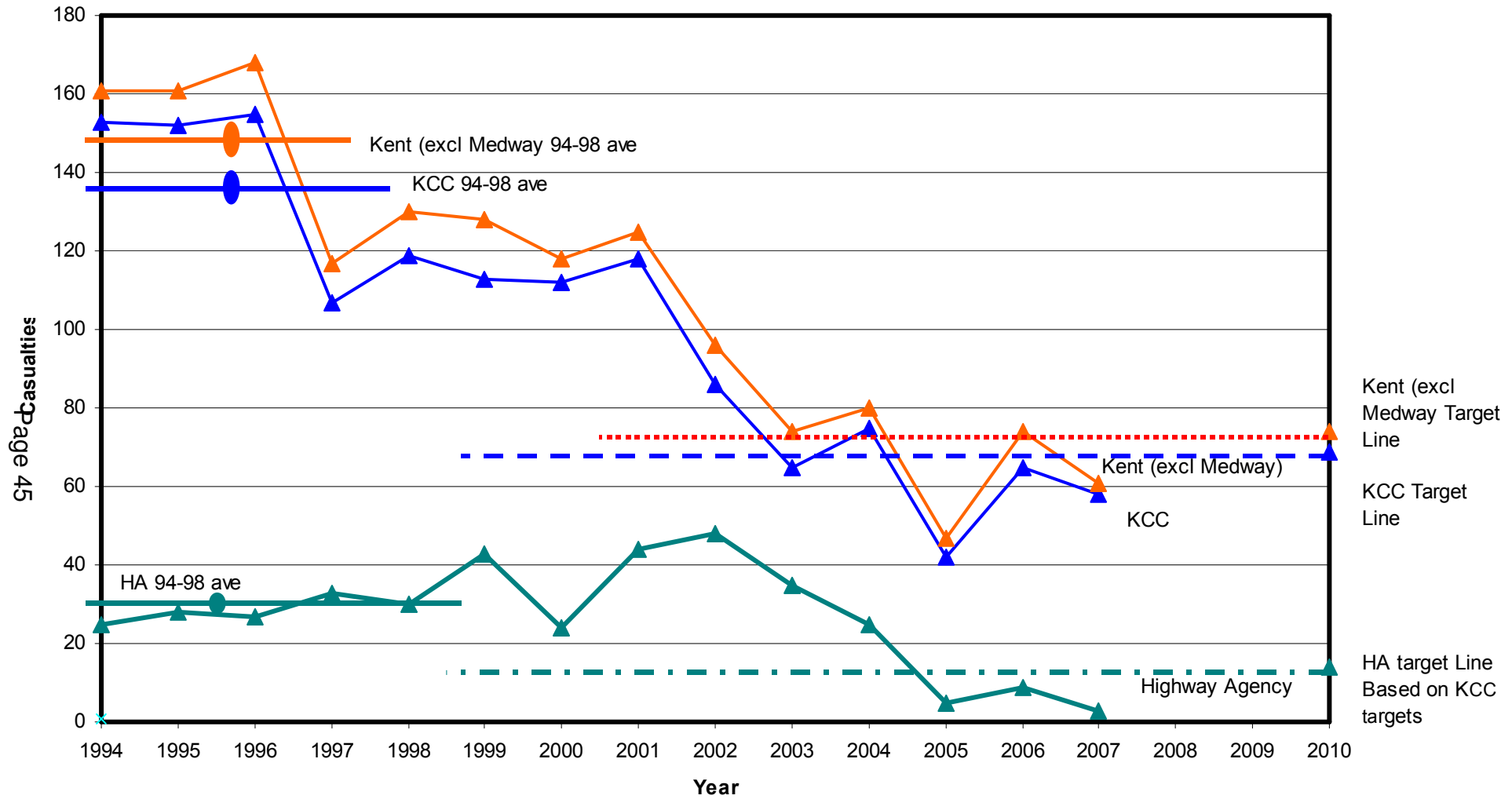
APPENDIX 4 - 2010 Target a 40% reduction in the number of people killed or seriously injured (KSI)



APPENDIX 6 -2010 Target a 10% reduction in slight injury casualties



APPENDIX 5 - 2010 Target a 50% reduction in the number of children killed or seriously injured (KSI)



This page is intentionally left blank

National Rail Station Travel Plan Pilot

A report by the Head of Transport and Development, to the Highways Advisory Board on 8th July 2008.

Introduction

1. A partnership led by Kent Highway Services has recently made a successful bid to participate in a National Rail Station Travel Plan Pilot. The Rail White Paper proposed that station travel plans be tested through a series of pilots, and ATOC is co-ordinating the pilot projects on behalf of the Department for Transport (DfT). Ashford station was selected as one of 24 successful applications across England out of a total of 70 bids. Bids for Canterbury West and Folkestone Central/West were unfortunately not successful but it is hoped that lessons learnt from the pilot will enable best practice to be rolled out to these and other stations across the county.
2. This report is to make members aware of the Ashford Station Travel Plan project which will develop good practice in improving integration and enhancing access to the station as well as reducing the impact of increased rail travel on the local road network. It is timely given forecast increased demand from the introduction of High Speed Rail Services from 2009. It also has the potential to complement short to medium term infrastructure improvements led by the HST Task Force and linked to Ashford's Future.

Potential Benefits of Rail Station Travel Plans

3. The National Passenger Survey (NPS) shows that walking is the most popular means of accessing the station, with other public transport (underground, rail, bus/coach) also having a high share. Car travel accounts for 21% of passengers, while cycling has a marginal share at 1.7%. Station Travel Plans have the following potential benefits:
 - increased passenger numbers, particularly in the off-peak (surveys have shown, many people are deterred from travelling by rail because the station car park is full)
 - more sustainable travel to the station will reduce emissions and benefit the environment
 - passengers who switch modes or share a car will save on car park fees and fuel
 - reduced congestion around the station will reduce journey times for everyone

Why Ashford?

4. Ashford Station is on the edge of Ashford town centre, about 600 metres walk from the south eastern corner, and a 5 minute walk from the McArthur Glen shopping centre. As the junction of several railway lines, it offers a frequent service to London via Tonbridge or Maidstone to the North, Canterbury, Margate and Ramsgate to the East, Folkestone and Dover to the South and Hastings through to Brighton to the West. There is a fair amount of rail-heading from a wide catchment area, including many rural villages. The station also provides an important geographic link between the town centre (to the north-east) and the Designer Outlet retail park (to the south) which has implications for public transport, walking and cycling provision.

5. The introduction of Domestic Services on High Speed 1 (HS1) in December 2009 will reinforce the importance of Ashford station for domestic users, and it is expected that there will be growth for all modes of transport including rail-heading. The planned expansion of the town will increase the population from approximately 60,000 to 135,000 by 2029 and will also increase demand for services significantly.
6. Southeastern have carried out forecast studies from now until 2014, during this period there is a predicted increase of 46% in footfall at Ashford Station. Footfall in 2006/2007 was 2,432,484, by 2010/2011 this is predicted to grow to 3,227,963 and by 2013/14 footfall is predicted to be 3,543,496, an extra 1,111,012 passengers a year.
7. Forecast growth will put significant pressures on the infrastructure at the station. With this in mind and also taking into account passenger satisfaction surveys, Ashford Station has been included on the National Station Improvement Programme, (NSIP) and £1.2m is in the budget to improve facilities for customers on the station lease area. These longer term plans will look to enlarge the station building, improve customer waiting areas and customer information, as well as toilets, lighting etc. Southeastern and Network Rail are working with both KCC and ABC to improve facilities at and around the station and to integrate the station with the town by providing improved bus facilities, an improved taxi waiting area and greater segregation from car traffic.

Delivering Station Travel Plans

8. To be included in the pilot programme, the Ashford Station partnership led by Kent Highway Services, in conjunction with Southeastern Trains and Ashford's Future has been asked to agree to the following:
 - Baseline data and monitoring to be carried out during the Autumn of 2008
 - Commitment of financial and staff resources for the projects' duration
 - Evaluation and production of regular reports to enable the dissemination of lessons learned and good best practice.
9. In return for signing up to these conditions, pilot stations can expect to receive:
 - A financial contribution to the pilot (likely to be for research elements of the work)
 - Support from other pilot sites and the Steering Group
 - Positive publicity for their company / organisation
10. A Kick Off Conference for the successful projects will be held on 23rd July and following that the project is expecting to follow a timeline as set out in Appendix A.

Conclusions

11. The National Rail Station Travel Pilot provides an exciting opportunity for Kent to participate in a national initiative to promote sustainable travel to rail stations. The development of the Travel Plan and supporting initiatives will assist the sustainable expansion of commuter rail travel in Kent as a result of the new HS1 services. It is intended that best practice be rolled out to other stations in due course.

National Rail Station Travel Plan Pilot

Contact Officers: Graham Tanner 01622 696 819

Project Partners:

Kent County Council, Ashford Borough Council, Southeastern, Network Rail, British Transport Police, Sustrans and Stagecoach

National Rail Station Travel Plan Pilot

Appendix A

SUMMARY: STATION TRAVEL PLAN PROJECT PLAN													
Stage	TASK Activity	2008 - 09											
		Q1			Q2			Q3			Q4		
		Apr	May	Jun	July	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
1.0	SELECTION												
2.0	RESEARCH												
2.1	Tender & appoint consultants												
2.2	Consult pilots & finalise surveys												
2.3	Carry out passenger surveys												
2.4	Additional information collected												
3.0	PREPARATION												
3.1	Pilots draft implementation plan												
3.2	Review by Steering Group												
3.3	Final plans accepted by SG												
4.0	DELIVERY	APRIL 2009 – MARCH 2011											
5.0	EVALUATION	APRIL – JUNE 2011											
6.0	RECOMMENDATIONS AND FORWARD STRATEGY	JULY – SEPTEMBER 2011											

Smarter Choices – 2008 Progress Report

A report by the Head of Transport and Development to the Highways Advisory Board on 8th July 2008

Introduction

1. Smarter Choices is about improving sustainable travel options and encouraging people to use alternatives to the car to help tackle congestion and reduce pollution. Initiatives include travel planning with schools and businesses, improving public transport, marketing, car sharing, car clubs and tele/flexible working.
2. Research has shown Smarter Choices contribute cost effectively to national and local priorities improving accessibility and social inclusion, encouraging regeneration, reducing pollution and carbon emissions and increasing levels of physical activity. For Kent this initiative is a key part of delivering statutory duties and policies in Travelling to School; Choosing Health, Every Child Matters, the Education and Inspections Act 2006 and our Local Transport Plan (LTP2).
3. This report provides an update on the initiatives reported to this Board on 1 May 2007 and seeks continued member support for their implementation. With the recent substantial increases in fuel prices, this report is especially timely.

Kent's Sustainable Travel to School Strategy

4. The Education and Inspections Act 2006 places a duty on local authorities to promote the use of sustainable travel and transport on the journey to school. Kent's Sustainable Travel to School Strategy was duly published as a consultation draft on 31st August 2007 and is due to be published in its final form on 31st August 2008.
5. Good progress is being made on the delivery of the Strategy and its development has led to improved joined-up working between directorates involved in co-ordinating travel to school, including KHS, CFHE and Commercial Services.
6. As part of its Area Based Grant, Kent receives £112,865 per annum (5 years from 2007/08) from Government to support the delivery of this strategy. Core work areas currently include:
 - An infrastructure audit, highlighting sustainable transport provision at all Kent schools
 - A Sustrans Bike IT officer promoting cycling to schools in Ashford
 - Partnership funding for the Kent and Medway Walking Bus Group Charity
 - Improving web based travel information for schools, pupils and parents
 - Additional project staff to support the promotion of sustainable travel to schools

School Travel Plans

7. 2007/08 has been another very successful year for improving travel to school, with a further 87 schools developing travel plans. This brings the total to 413, and equates to approximately 68% of all Kent schools. We are on target to achieve 100% of Kent schools by 2010. School Travel Plans have now secured over £2.5 million of additional capital grants for Kent schools to spend on infrastructure in the school grounds.

8. This year Government funding is being supplemented by funding through the Local Transport Plan with schools invited to bid for additional grants on the basis of their delivery against Travel Plan objectives and targets.
9. Kent's School Travel Plan initiative is funded by Government through to March 2010 as part of its "Travelling to School Initiative" and from 2008/09 this funding will form part of the Kent Agreement 2 and contribute to delivering against National Indicator NI 198: "Children travelling to school – mode of transport usually used."
10. All Kent schools are now required to complete information relating to mode-share on the journey to school as part of their annual census returns. Data from 2006/07 provided evidence of a 5% increase in walking to school at primary schools for the first time in several decades.

Bike IT

11. As part of funding secured to support statutory duties in the Education and Inspections Act, a Bike IT officer has been appointed in a match funding arrangement with the sustainable engineering charity Sustrans. Bike IT officers work with schools to encourage cycling through training, teaching basic cycle maintenance skills and projects to enthuse children about cycling.
12. The emphasis is on safety, but there are plenty of fun activities to get the message across that cycling has both health and environmental benefits. Bike It, has seen a ten-fold increase in cycling levels in participating schools in other UK towns and cities – bucking the trend in declining numbers of children cycling to school. Early indications are that similar results are starting to be achieved in Ashford. A bid has been made to Sustrans for a second officer covering schools in Kent Thameside.

Walk to School Initiatives

13. KCC's partnership with the Kent and Medway Walking Bus Group Charity (including Medway Council) continues to deliver outstanding results on walking to school. Kent has some 50 buses, the most walking buses of any local authority in the UK. A new risk assessment procedure and the appointment of a part-time co-ordinator has helped to ensure that these buses, which rely on parent volunteers, continue to be properly managed and monitored.
14. The partnership has also delivered two new Walk to School initiatives as part of the KM Green Footsteps Challenge, namely the Walking Bug and Walk on Wednesday (WOW). Over 140 schools across Kent and Medway have taken part in WOW and The Walking Bug during 2007/08. This has involved some 35,000 pupils and their parents. It's estimated that between October 2007 and May 2008, the schemes have taken over 110,000 school-run journeys off Kent roads.
15. In 2006 Government announced a £15 million fund to provide grants of £1,000 to state funded infant/primary schools wishing to establish or expand a walking bus scheme. Grants are available for 3 years, subject to an annual review of progress. As a result over 131 schools were supported with successful applications, leveraging in a further £95,500 for Kent schools to spend on supporting walk to school activities. Approximately two thirds of these schools have met the obligations of their funding and retained funding for the second year of funding in 2008/09.

Workplace and Residential Travel Planning

16. National, regional and local planning policy requires that assessment is made of the impact of new development on the highway network, that consideration is given to the accessibility by all transport modes and that Travel Plans are produced for developments that generate significant demand for travel.
17. The number of Travel Plans secured through the planning process has increased substantially in recent years leading to a requirement for improved tracking, monitoring and enforcement. Unlike the preparation of a Transport Assessment, developing a Travel Plan is not a one off exercise which can be carried out to secure planning consent and then 'shelved'. Commitment is required on an ongoing basis to deliver against the targets within it.
18. Guidance on Transport Assessments and Travel Plans has been developed and we are working with the Kent District Councils to improve practice and support the emerging Kent Regeneration Strategy.

Car Club

19. In January 2007 the Maidstone Car Club was launched in partnership with Streetcar, the largest operator of car clubs in the UK. The scheme currently operates with two VW Polo Blue Motions in designated bays outside Sessions House and utilises web-based and Smartcard technology to book and use the cars. The key objective is to provide County Hall employees and Members requiring adhoc use of cars during the working day, with an alternative to driving to work at congested peak times, thus helping to alleviate congestion and parking pressures at and around County Hall as well as for nearby residents and businesses.
20. The scheme has been very successful as a pool car initiative for KCC employees and excellent feedback has been received concerning the quality and cleanliness of the vehicles and the reliability of the service. The scheme effectively now pays for itself, albeit with usage of the vehicles recharged to the relevant business unit.
21. In recent months, the concept of the pay-as-you-go car has gradually gained credence among local residents and businesses, leading to a marked increase in use by nearby residents. A major promotional push in April 2008, culminated in the potential for a third car to be located centrally to support the Travel Plan for the new Maidstone Borough Council offices. Discussions are also taking place with other districts regarding the possible expansion of the scheme to other parts of the County.

Kentcarshare

22. Kentcarshare is KCC's web-based journey matching facility, developed in partnership with Liftshare. It continues to be a flag-ship initiative for sustainable transport in Kent and has expanded rapidly since its launch in September 2005.
23. Kentcarshare is a free, secure, internet-based service that's easy-to-use. The service allows you to register your journeys, and find passengers or drivers to share regular or one-off journeys. With rising fuel prices, the potential cost savings of sharing a journey just once or twice a week are substantial, not to mention the benefits for rush hour congestion.
24. To date, it's estimated that the scheme has saved over 1.5 million miles and 481 tonnes of CO₂, the equivalent that would be absorbed by 160 000 trees.

Promoting Sustainable Travel

25. KHS are supporting a number of national and local events during the summer highlighting sustainable travel and transport and the wider 'green agenda. These include:

National Liftshare Day – 9th June

Promotion of Kentcarshare to all KCC employees and a competition to win tickets for the Hop Farm Music Festival.

National Green Transport Week – 16th to 22nd June

This week involved the promotion of sustainable transport to all KCC employees as part of the development of a KCC wide travel plan. Communication via the Directorate Team Briefings encouraged managers and their teams to discuss ways to improve efficiency and reduce the environmental impact of their business travel. This included the publication of a manager's checklist and a number of green travel tips. Free breakfast vouchers for cyclists at a number of KCC offices were also very popular.

Maidstone Goes Green Week – 23rd to 30th June

The development of an exciting new partnership between KCC, Maidstone Borough Council, The Maidstone Town Centre Management Group and Maidstone's three main shopping centres (The Mall, Fremlins Walk and Royal Star Arcade) led to opportunities to promote sustainable transport in the town under the umbrella of 'Maidstone Goes Green'. Free space was made available in all three of the shopping centres to promote KCC led 'green' initiatives and it's hoped that this activity will prelude a major event on 'In Town Without My Car Day' on the 22nd September. This is traditionally the culmination of European Mobility Week (13th-21st September).

European Mobility Week – 16th to 21st September

Plans are currently being developed to build on 'Maidstone Goes Green', leading to activities promoting sustainable transport and travel, culminating in a fun family oriented event to celebrate 'In Town Without My Car Day' on 22nd September.

Conclusion & Recommendation

26. The success of Smarter Choices relies on developing partnerships with people and organisations across Kent. A fundamental principal of Smarter Choices is to develop and deliver highway schemes and services, which are aligned with people's travel needs. This can be achieved by continuing to engage with the public and other stakeholders to raise awareness and ownership, leading to the development of effective schemes that deliver real behavioural change.
27. Smarter Choices gives Kent an opportunity to make good progress towards improving access, tackling congestion and delivering sustainable development as defined in the LTP2. The plan builds on good practice and is achievable and cost effective. Members are asked to note the good progress being made and continue to support the delivery of the programme.

Magnolia Avenue Cliftonville – Road Noise Complaint

A report by the Head of Community Operations to the Highways Advisory Board on 8 July 2008

Introduction

1. A resident of Magnolia Avenue, Cliftonville approached KHS last year concerning the road noise that he was experiencing in his bungalow. This resulted in a vibration investigation by KHS and a report to the Thanet Joint Transportation Board (JTB) on 11 June 2008. The motion that was adopted was that the matter of concrete roads be referred to the Highways Advisory Board. The draft minute of the JTB is contained in appendix 1, the report to the JTB is in appendix 2, a plan of the area of Cliftonville is in appendix 3 and photographs indicating the condition of Magnolia Avenue are in appendix 4.
2. As can be seen from the photographs the condition of Magnolia Avenue is such that there are no hazards present. The small blacktop patch to the bottom right of the second photograph was carried out to take up the small amount of settlement that had occurred at one of the joints in the concrete slab, even though this was below normal intervention levels.
3. Concrete roads are generally built on areas of poor ground conditions and over time voids form beneath them, this is quite normal. The resident complains that road noise and vibration is transmitted through these voids into his and other residents homes. Sound tests were carried out inside one of the properties and it was found not to be measurable as it was below the ambient noise level.
4. Concrete roads were generally built in the 1950's and 60's and have performed extremely well considering that their design life was for 40 years. They are now emerging as a significant maintenance problem throughout Kent and are very expensive to repair once they have failed. As a result of this high cost they have a low priority for funding and only receive funding when failure has occurred and action is necessary. This now needs to be addressed by a review of the policy on maintenance of concrete roads.
5. As part of the 2008 annual survey of the roads in Kent, KHS have been asked to identify all concrete roads and determine their relative condition. This will enable a priority to be established so that funding can be allocated to the most urgent cases and a comparison made with the repair of blacktop roads.
6. In addition KHS have been asked to identify suitable low cost, long term repair methods. It is suggested that funding be allocated so that pilots of the various methods are carried out to evaluate the methods for suitability and cost.
7. Magnolia Avenue will have to take its turn once its priority has been established by the survey.

Conclusions

8. The inspection and sound checks etc have not identified the need for any short term action at Magnolia Ave. KHS is progressing identification of all concrete roads and are determining their condition. The assessment will identify the position of Magnolia Ave. and whether any long term action has a priority or is necessary. This will be followed by a policy review on the maintenance of concrete roads.

Magnolia Avenue Cliftonville – Road Noise Complaint

Contact Officers:	Kim Hills	01622 221095
	Dennis Button	01227 825266

Draft Thanet Joint Transportation Board 11 June 2008 Minute

R32 MAGNOLIA AVENUE

The Kent Highway Services (KHS) Community Delivery Manager: Dennis Button outlined his report to Members of the Board and also used photographs to illustrate issues contained within his report.

Mr Waterer a resident of Magnolia Avenue addressed the Board outlining his dissatisfaction with the condition of the road and the inconvenience and noise the road causes. He added that the residents of Magnolia Avenue were very frustrated with the lack of progress made towards fixing the problems associated with the condition of the road.

Dennis Button acknowledged the concerns of the residents of Magnolia Avenue, but said that this was not among the worst concrete roads in Kent. He added that as part of the annual survey, KHS would be identifying all the concrete roads in Kent. This would then enable KHS to prioritise repairs to concrete roads where the need was greatest.

Councillor Hart stated that many houses in Magnolia Avenue were affected by the noise from the road and that he thought that the matter should be referred to the Highways Advisory Board and asked for the possibility of being included in a pilot scheme fixing concrete roads

Dennis Button explained that the void beneath Magnolia Avenue was typical of concrete roads and was caused by the chalk beneath the road washing away over time. He added that pumping the road with grout was not a practical solution, but a new type of vacuum grouting is available and could be suitable in this location.

Councillors E Green and D Green queried what timescale and criteria would be used to identify roads to be included a pilot scheme.

Dennis Button stated that he if the matter was referred to the Highways Advisory Board the result might be for a pilot scheme to investigate how to fix concrete roads in Kent. If this was approved then he thought that the pilot scheme would be able to start in the coming months. Any selection criteria would be identified during the survey of concrete roads in Kent.

Councillor Hart asked if either closing one end of Magnolia Avenue or issuing weight restrictions would be possible in the short term.

Dennis Button replied that any closures would need public consultation and that a weight restriction would be reasonable if a danger had been proved, but none had yet been identified.

Proposed by Councillor Hart and seconded by Councillor Poole that:

“The issue of Concrete Roads be referred to the Kent Highways Advisory Board”

MOTION ADOPTED

Report to Thanet Joint Transportation Board 11 June 2008

Magnolia Avenue Cliftonville – Road Noise Complaint

A report by the Head of Community Operations to the Thanet Joint Transportation Board on 10 June 2008

Introduction

1. In August 2007 a resident of Magnolia Avenue who had recently moved into his property complained to Kent Highway Services, through the Kent Messaging System, of the road noise he was experiencing in his bungalow. Prior to this no other complaints had been received.
2. Cllr Hart requested that the matter be referred to this Board for consideration and this report gives Members the current position with regard to the road's condition, the Highway Authority's responsibilities and priority for any remedial works.

Background

3. Magnolia Avenue, is a residential road in the Palm Bay area of the Cliftonville Ward and links Clarence Avenue with Princess Margaret Avenue. The road serves as an access to Simon Avenue, David Avenue, and Victor Avenue and was constructed in concrete bays. It appears from Ordnance Survey records the road was constructed during the 1960's although it is difficult to be precise. Traffic volumes are light as would be expected in a residential area of detached properties.
4. Following the initial complaint, investigatory works were undertaken which identified voids beneath the concrete carriageway. Concrete filled sandbags were placed beneath the concrete slab in the area where the road had been excavated for these works but it was clear there were voids remaining under this road. The extent of the voids has not been determined.
5. Although there are voids beneath the concrete slab it is quite normal for concrete roads to have voids beneath them. Generally, concrete is used where the ground conditions are poor and there is likely to be settlement. The concrete would be reinforced and dowelled into the adjoining slabs such that it spans any voids. It is also normal for concrete roads to produce more road noise than a tarmac road by the nature of the material. A concrete road will include construction joints and the surface may not be as smooth depending on how well it was tamped and finished.
6. The road had been inspected on many occasions since the original complaint and there were no defects that met the Highway Authority's criteria for repair. Kent Highways, as the Highway Authority, has a statutory duty to maintain a safe surface on the highway for the passage of the highway user in accordance with Section 41 of the Highways Act 1980 and had met its obligations in this respect.
7. There was continued representation from both the County Member and the resident regarding this 'intrusive' noise. Kent Highway Services commissioned their Alliance Partners, Jacobs, to undertake sound and vibration tests to determine the severity of the problem. On attending site to carry out the vibration survey the Engineer received confirmation from resident that the problem was not being caused by vibration therefore the vibration test did not proceed.

8. On completion of the sound tests the acoustic engineers concluded that whilst the noise was just audible, the level was sufficiently below the ambient noise level not to be measurable. Indeed during one of the site visits the sound level did not register on the sound level meter when the offending peak noise levels occurred. Noises may be up to 10 decibels below ambient noise levels and still be audible but be immeasurable.

9. There is no Legislation which applies in respect of road noise and in fact roads are specifically exempted from the Control of Pollution Act 1974, which covers nuisance noise. Also, there is no duty placed upon the Highway Authority to mitigate against vibration.

10. Following yet further communication with the County Member and resident, Kent Highways laid a tarmac fillet in front of the concrete slab joint to improve the level difference although this did not meet the criteria for such work. However, this attempt to try and lessen the noise has, according to the resident, not been successful.

Present Situation

11. The road has been regularly inspected since the initial complaint last August and is safe for the highway user. There has not been any movement in any of the concrete slabs.

12. There are voids below very many of the concrete roads in Kent by nature of their construction methods and there are more urgent cases for major repair than Magnolia Avenue. The whole issue of concrete roads in Kent is being investigated to find a long term repair mechanism. It is not as simple as digging up the old concrete road and resurfacing in black top because of the shallow depth of utility mains and cables and this would be very expensive.

13. Although remedial works for Magnolia Avenue have not been costed they will clearly be several thousand pounds. There is no budget to rebuild concrete roads across Kent so a low cost innovative solution is being sought which is, as yet, not obvious. If a technical solution is found it will not solve the budget problem or the priority.

Conclusion

14. Bearing in mind the surface of the road is safe for the highway user, and there is no statutory legal obligation to mitigate against road noise and vibration it is recommended, subject to the views of this Board, that the road is inspected at more regularly intervals than normal to monitor any deterioration. All concrete roads in Kent are to be assessed and each road will have to compete for priority, with those in the most severe condition being attended to first.

Contract Officer

Peter Burton 01227 825334

Community Operations Engineer

Background documents

Letter from Jacobs Acoustic Engineer

Location Plan of Magnolia Avenue, Cliftonville



Photographs of Magnolia Avenue, Cliftonville



This page is intentionally left blank

Proposed Prohibition of Driving Traffic Order – Mill Lane, Beltinge, Herne Bay

A report by the Head of Transport and Development to the Highways Advisory Board on 8 July 2008

Introduction

1. The report shown in Appendix 1 was presented to the Canterbury Joint Transportation Board on 10 June.
2. The objector attended the JTB meeting and verbally withdrew his objection, provided that he would be granted an exemption to the traffic order. The JTB then resolved to recommend to the HAB that the traffic order should be made without an exemption for the objector, as recommended in the report, and the chairman advised the objector that this would be another opportunity for his case to be heard.
3. The traffic regulation order under consideration will prohibit driving along a short length of road at Mill Lane, Beltinge and is a planning requirement of an adjacent development. The objector owns land immediately to the west of Mill Lane and has a number of accesses onto Mill Lane, one of which would not be useable if the prohibition of driving order were to be made. The remaining accesses would be outside the length of road where the traffic order is proposed and would therefore continue to be accessible. If the landowner were to be given an exemption to the order, this would weaken the effect of the order and would allow driving in a length of road which is proposed to be used by pedestrians and cyclists only.

Conclusion

4. The best arrangement for the area is for the Prohibition of Driving Order to be made in Mill Lane with no exemptions, apart from emergency vehicles. This will mean that the Order can be enforced with a robust bollard that only the emergency services can remove. An exemption for the landowner to drive along Mill Lane would compromise the safety of pedestrians and cyclists. The local city and county members agree with this view.
5. At the request of the chairman of the Canterbury JTB the report is being put before the HAB for their decision.

Accountable Officers: Ruth Goudie 01227 825289

This page is intentionally left blank

DRAFT

AGENDA ITEM NO #

JOINT TRANSPORTATION BOARD

10 JUNE 2008

Subject: **Mill Lane, Beltinge – Proposed Prohibition of Driving**

Director/Head of Service: Head of Transportation and Development

Decision Issues: These matters are within the authority of the Kent Highway Services Head of Network Management

Decision: Non-key

CCC Ward/KCC Division: Herne and Broomfield / Herne Bay

Summary: *The report offers a solution to overcome the proposed traffic order that was deferred in November*

To Recommend/ Consider **That the Kent County Council (Mill Lane, Beltinge) (Prohibition of Driving) Order 2008 be made over the following length of road:**

Mill Lane, Beltinge from a point 27m south of its junction with Margate Road to the southern extremity of the road.

Classification: THIS REPORT IS OPEN TO THE PUBLIC

SUPPORTING INFORMATION

Introduction

1. Members may recall that this matter was brought before the Board in November 2007 and was deferred pending further advice from the City Council planners. A meeting between the planners, the county council's development engineers and the developer took place in April and a possible compromise has been proposed.

History

2. The Development Brief for the residential development north of Thanet Way and west of Margate Road including making Mill Lane (north) a cycleway/footway. This was to be achieved by a Traffic Regulation Order prohibiting all motor vehicles.

3. During the consultation process an objection was received from an adjoining land owner. This was on the grounds that the Order would prevent him accessing his land. The land currently appears to be used for occasional grazing.

4. The objector had applied for planning consent for a new house accessed from the section of Mill Lane on which it is proposed to introduce the prohibition of all motor vehicles. The planning application was refused and the applicant appealed against the refusal.

5. The compromise proposed in November was to reduce the length of the restriction to permit access to the landowner's land via his northern most access. However this would still have prohibited driving along the remainder of the road and was not considered sufficient to prompt the landowner to withdraw his objection.

Current Situation

6. The landowner has constructed a number of accesses onto his land from Mill Lane and the only feasible way of maintaining vehicular access to all of these is to exempt him from the proposed traffic order. This permits the developer to meet the terms of the planning consent whilst overcoming the objection of the landowner. The planning consent was granted on appeal.

7. The landowner was asked to withdraw his objection by 20 May as his objection has now been overcome, but has not withdrawn it.

8. The policy, consultation and implications background is contained in appendix 1.

Options available

9. To make the traffic order as proposed in November notwithstanding the objection of the landowner. This would allow all vehicles to drive to the most northerly of the accesses onto the land to the west of Mill Lane, but no further south.

10. To make the same traffic order with a stated exemption for the landowner to drive to all of his accesses. This would reduce the effect of the footway / cycleway that was intended by the development brief.

11. To abandon the traffic order which would put the developer in breach of his planning permission but would not reduce vehicular access to the land to the west of Mill Lane. This would potentially create an additional route for residents from the new development onto Margate Road and would increase traffic in Mill Lane.

Conclusions

12. The planning permission required the developer to create a footpath and cycle path in Mill Lane. This can best be achieved by making the Prohibition of Driving order over the southern end of the road as proposed in November and not giving the exemption to the landowner as this would compromise the safety of pedestrians and cyclists.

Contact Officer: Ruth Goudie Direct Dial: 08458 247 800

POLICY, CONSULTATION AND IMPLICATIONS BACKGROUND

1. Relevant Council Policy/Strategies/Budgetary Documents

There are no specific policies to cover this proposal.

2. Consultation

(a) Statutory consultation was undertaken prior to the report on this matter in November. This generated an objection from the landowner to the west of Mill Lane.

(b) Views of Ward members

City Councillor Peter Vickery Jones:

“Thank you for the recent information regarding the above proposal upon which I have the following comments. As a Ward Councillor for Herne & Broomfield and as portfolio holder for Community Safety I most forcefully object to the possible ‘compromise’ suggested by way of a solution to the adjacent land owner Mr Sand’s demands to have multiple access points to his land. My objections are on the following grounds

“(1) to allow access solely to Mr Sands would leave the arrangement open to all sorts of abuse particularly as Mr Sands has not demonstrated at any time any willingness to work with KCC to reach an agreement.

“(2) the safety implications following on from that are extremely concerning given that this restriction is intended to allow pedestrians and cyclists to travel safely to and fro without the randomness of occasional vehicular traffic, possibly HGVs this at a time when we are all trying to encourage walking and cycling.

“(3) Access to the land is perfectly provided for at the existing access gate in Mill Lane adjacent to Margate road which renders the recent additional access point created approx 50 metres down Mill lane from the junction with Margate Road, within the last 18 months, unnecessary and only of nuisance value. This, quite apart from the access being provided on to the land by the Tal Mead Estate developers albeit with the possibility of a ‘ransom strip’ it is still a viable option even without the other access.

“Mr Sands has attempted to gain planning permission to develop this land and has failed both with City Council and with the Planning Inspectorate which would be reasonable grounds to infer why he is being so obdurate. From what I have established, all Officers have worked hard to reach an agreement with Mr Sands who appears to have no intention of agreeing with anything. With that in mind and the fact that perfectly acceptable access is available to Mr Sands I would reiterate my most determined opposition to seeking a compromise and to restrict the road with the safety of all residents as the paramount consideration.”

County Councillor Alan Marsh: Support recommendation

3. Implications

(a) Financial Implications

The TRO is funded from the developer of the Talmead site.

(b) Staffing/Resource Implications

The work is being undertaken using existing staff resources.

(c) Property Portfolio Implications

None identified.

(d) Legal Implications

If the traffic order is agreed, it needs to be confirmed by statutory legal processes.

(e) Environmental/Sustainability Implications

None identified.

(f) Planning Implications

These are discussed in the main body of the report

(g) Human Rights Issues (Legal)

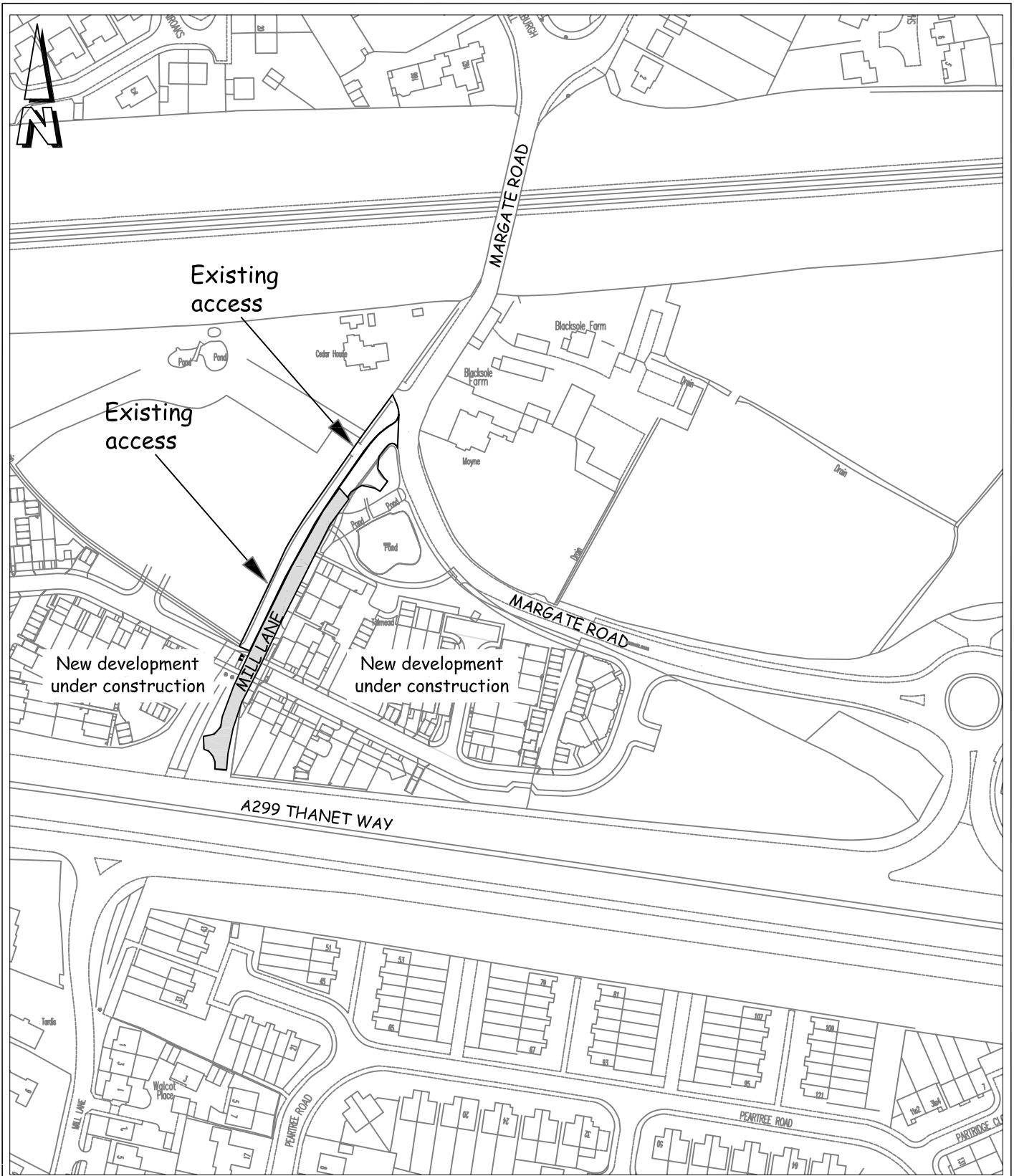
None identified.

(h) Equalities

None identified.

(i) Crime and Disorder Implications

None identified.



notes
 Length of road subject to a proposed prohibition of driving

project
PROHIBITION OF DRIVING

EAST KENT DIVISION
 2 BEER CART LANE
 CANTERBURY CT1 2NN
 Tel 08458 247800 Fax 01227 785144

drawing title
MILL LANE, BELTINGE

drawn by NABD scale NTS

checked by checked by date NOV 07

drawing number EK rev

Based upon the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationary Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.
 Kent County Council Licence No 100019237.



This page is intentionally left blank