



## AGENDA

### HIGHWAYS ADVISORY BOARD

**Tuesday, 13th November, 2007, at 10.30 am**    Ask for:    **Karen Mannering**  
**Council Chamber, Sessions House, County**  
**Hall, Maidstone**

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 - 18 September 2007 (Pages 1 - 14)
4. Dates of Meetings - 2008
  - Tuesday, 8 January – Darent
  - Tuesday, 4 March – Council Chamber
  - Thursday, 8 May – Council Chamber
  - Tuesday, 8 July – Darent
  - Tuesday, 16 September – Council Chamber
  - Tuesday, 11 November – Council Chamber

All meetings to commence at 10.30am
5. Kent Highway Services - The Director's Update (Pages 15 - 22)
6. Improving Public Satisfaction (Pages 23 - 26)
7. Parking Management in Kent - 2006/07 Annual Report (Pages 27 - 32)
8. Satellite Navigation Devices (Pages 33 - 36)
9. Proposed Traffic Management Measures, Ruins Barn Road, Tunstall (Pages 37 - 38)

10. Proposed Traffic Management Scheme, Richmond Street/Marine Parade, Sheerness (Pages 39 - 40)
11. Borough Green and Platt Bypass (Pages 41 - 44)

### **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, 5 November 2007**

*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.*

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**KENT COUNTY COUNCIL**

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**HIGHWAYS ADVISORY BOARD**

MINUTES of a meeting of the Highways Advisory Board held on Tuesday, 18 September 2007 at Sessions House, County Hall, Maidstone.

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

IN ATTENDANCE: Mr D Hall, County Transportation Manager; Mr D Cook, Technical Director; Mr J Farmer, Regeneration and Projects Manager; Mr K Hills, Business Transformation Director; Mr I Procter, Road Safety Manager; Mr A Riley, Technical Director; and the Head of Democratic Services (represented by Mrs K Mannering).

Prior to the commencement of the meeting the Chairman welcomed visitors from Maidstone Borough Council and Tunbridge Wells Borough Council, representing the External Overview and Scrutiny Committee, set up to review the relationship with Kent Highways.

A list of questions had previously been submitted to the Chairman who had, in consultation with officers, responded prior to the meeting. Copies of both questions and answers were circulated to Members.

**UNRESTRICTED ITEMS****1. Membership**  
*(Item 1)*

The Board noted that Mr I S Chittenden had replaced Mr D S Daley.

**2. Minutes**  
*(Item 4)*

RESOLVED that the Minutes of the meeting held on 10 July 2007 are correctly recorded and that they be signed by the Chairman.

**3. Transformation Update**  
*(Item 5 – Oral report by Business Transformation Director)*

(1) The Business Transformation Director updated the Board on the current position/progress of the Highway Service in Kent. Mr Hills referred to:-

**Areas for Improvement**

- Improved response
- Improved control and risk

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- Improved efficiency and performance
- Improved customer satisfaction

### Processes

Look at the process, should we even be doing some of them? Completed full assessment in the first half of this year.

### Structure (People)

Consultation started on 1 June (staff briefings, roadshows, Personnel 1 to 1's)

- Heads of Service – 30 days – End of June
- Internal applicants interviewed/appointed in July
- Main structure – 90 days – End August

Final draft structure now being considered by new Managing Director, Adam Wilkinson and Cabinet Member for Environment, Highways and Waste, Keith Ferrin.

Target was to commence the new structure from January 2008, as originally planned.

### Accommodation

Ashford – Started in July 2007 would be complete in July 2008

Haysden – Started in July 2007 would be completed in December 2007

Wrotham – subject of a Judicial Review consideration

### IT

Proof of concept completed, final details being agreed on the software packages and the delivery programme.

Hardware requirements being sourced

Mobile technology – supporting mobile working

(2) Following a question and answer session, Mr Hills undertook to provide a written progress report in future, to enable Members to evaluate performance. Mr Truelove referred to the standing item that was submitted to the meetings of the Environment and Regeneration Policy Overview Committee, and the possibility of the same item being submitted to the Board.

(3) The Board noted the report.

## **4. Transportation and Safety Package Programme 2008/09** *(Item 6 – Report by Head of Transport and Development Planning)*

(1) Kent County Council's (KCC) local transport funding for 2008/09 was determined by the Department for Transport (DfT) in December 2006 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, including:-

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- 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; and
- Improve local air quality, particularly in designated Air Quality Management Areas (AQMAs).

(2) Kent's LTP funding for 2008/09 included a capital allocation of £12.883m, which consisted of borrowing approvals and grant and was specifically for the implementation of Integrated Transport (IT) schemes. As a Floor Authority, KCC had determined that the allocation should be capped at a level to which the borrowing element could be fully supported. Therefore, the actual funding allocation for 2008/09 had been determined by the County Council's Medium Term Financial Plan and was subsequently set at £9.1m for 2008/09. Whilst the lower allocation represented a shortfall when compared to the Government's initial LTP settlement for 2008/09, it did represent a significant increase in scheme funding for Kent when compared to previous years; in 2007/08, funding was set at £7.3m.

(3) The report provided a summary of the 126 schemes that made up the proposed Transportation and Safety Package Programme for 2008/09 and provided details of how Kent's £9.1m investment programme would be allocated across the County. The schemes proposed for 2008/09 were presented in order of District and included the individual PIPKIN Score, Scheme Priority Rating and Scheme Rank (out of 126 schemes) and were shown in Appendix 1 of the report.

(4) The proposed Transportation and Safety Package Programme for 2008/09 represented a significant milestone in determining Kent's local transport priorities and establishing local investment programmes in that it had been devised using Kent's Scheme Prioritisation Methodology, PIPKIN.

(5) 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 the Board. The introduction of PIPKIN had determined that all scheme proposals must be subjected to a formal assessment and be prioritised in accordance with their likely impact and wider contribution towards Kent's strategic and local transport objectives. PIPKIN also 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. The proposed Transportation and Safety Package Programme for 2008/09 included the top priority schemes from the initial list of 286 schemes.

(6) Following the formal scheme assessment phase the initial outputs of PIPKIN were subjected to a process of validation and moderation. In June 2007, a team of PIPKIN users was tasked with validating the inputs and outputs of the model to ensure the accuracy of each scheme assessment and to ensure that schemes were prioritised in a consistent manner. In July 2007, the proposed list was presented to the Cabinet Member for Environment, Highways and Waste and to the Director of Kent Highway Services (KHS) for their initial comments.

(7) A further benefit of the PIPKIN process was that it was closely aligned to the Transforming KHS programme delivery timetable. The emerging delivery timetable required the annual Transportation and Safety Package Programme to be presented to

the Board earlier in the scheme concept, design and build process. Therefore the proposed programme for 2008/09 was presented to the Board in September 2007, rather than in March 2008.

(8) 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 an evidence based programme of Casualty Reduction Measures (CRMs) and support for continued investment in sustainable transport measures including Smarter Choices initiatives.

(9) The proposed programme included:-

- Continuation of Kent's pilot **UTMC** project, which had already delivered the County's Traffic Control Centre in Maidstone. (Funding in 2008/09 - £500K).
- Phase 1 of improvements to the Maidstone **Bridge Gyatory System**. (£300K).
- Phase 1 funding for improvements to the **A2 Slip Roads** in Canterbury. (£650K).
- Public Transport Infrastructure improvements to provide **bus priority** in Ashford, thereby supporting the delivery of the Warren Park and Ride site and delivery of SMARTLINK. (£250K).
- Funding for the development of **UTMC across Kent** and targeted funding to support the evolution of UTMC in Canterbury. (£250K, Countywide) and (£400K, Canterbury).
- Investment in **Quality Bus Partnership** (QBP) initiatives in Ashford, Canterbury, Maidstone and Thanet and Tunbridge Wells. (c.£1.5M).
- Improved access to key services by **sustainable transport** modes, including; improved bus and pedestrian access to QEQM Hospital, Thanet, improved access to schools through a countywide programme of Safer Routes to Schools and Smarter Choices initiatives. (c.£1M).
- Investment in **road safety** initiatives through a targeted programme of Countywide Casualty Reduction Measures (CRMs). (£360K).

(10) The proposed Transportation and Safety Package Programme for 2008/09 represented a balanced programme of investment for Kent. The schemes presented above 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 tackle local priorities. 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. The approach also enabled Kent to prioritise local safety schemes using local data relating to personal injury crashes.

(11) During debate Mr Hall stated that the rejection list would be circulated to Members.

(12) The Board:-

- (a) supported the proposals for recommendation to the Cabinet Member for Environment, Highways and Waste that:-

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- (i) the proposed Transportation and Safety Package Programme for 2008/09, as set out in Appendix 1 of the report, be approved; and
  - (ii) the Joint Transportation Boards receive a report on the approved schemes for their area; and
- (b) agreed to provide ongoing support for the development and application of Kent's Scheme Prioritisation Model, PIPKIN.

*(The list referred to in paragraph (11) above was subsequently circulated to Members on 12 October)*

## **5. A New Tree Policy for Kent Highway Services**

*(Item 7 – Report by Technical Director, Kent Highway Services)*

(1) Kent Highway Services was responsible for maintaining and developing the highway network in Kent and ensuring the safety of its users. As part of Kent County Council it had a wider role in managing and enhancing the environment and, as part of its commitment to safety and to the environment, it aimed to sustain a balanced and healthy highway tree population. The roles could on occasion lead to conflict largely as a result of misunderstanding the necessity of essential tree safety maintenance, the motives behind the work or in some cases the delay in carrying out works.

(2) The policy set out the strategic objectives on which KHS would base the management and enhancement of the highway tree stock. It would be reviewed annually and when there were significant changes in legislation or best practice recommendations.

(3) Arising from the objectives was a set of operational processes which defined how they were to be met on a day to day basis. The highest priority for funding was to ensure the safety of the highway. Other objectives would be met or worked towards as budgets permitted.

(4) The policy recognised the need to develop an inventory of all highway trees and information arising from data collected and managed in the inventory would inform future management decisions and help plan future funding to meet those objectives. The new policy for trees was set out in Appendices 1 and 2 of the report.

(5) The Board supported the proposal for recommendation to the Cabinet Member for Environment, Highways and Waste that the tree policy as set out in Appendices 1 and 2 of the report, be adopted.

## **6. Progress Report on Major Capital Projects**

*(Item 8 – Report by Capital Programme Manager)*

(1) Further to Minute 3 of 6 March 2007, the report provided an update on progress of the major transport and highway schemes. The Board welcomed the reports and the intention was to continue to provide them half yearly and when there were important issues to bring to Members' notice. From 1 April 2007, the Major Transport Projects Team rejoined Kent Highway Services and came under the portfolio of the Cabinet Member for Environment, Highways and Waste. The first 6 months of 2007/08 had been dominated by the considerable efforts of the Team in trying to progress the Growth Area schemes in Kent Thameside and Ashford that were constrained by the funding deadline of 31 March 2008.

(2) Several schemes had been recognised in various industry awards:-

#### Fastrack

- National Transport Awards 2007 – Winner of the bus category. This was a major achievement as the National Transport Awards were probably the most prestigious of the many transport awards.
- Certificate of Excellence –2007 from HST Integration Project. HST was the Interreg funded initiative for accessibility improvements related to the high-speed train network in Northwest Europe.
- Jacobs Performance Excellence Award 2007 – This was a Jacobs European award and particularly satisfying to the consultant and client team that Fastrack should have been selected from a diverse range of projects.

#### A228 Leybourne & West Malling Bypass

- Considerate Contractors - Bronze Award

#### M20J4

- Institution of Civil Engineers Thomas Brassey Awards 2007 – Runner up in Major Schemes Category.
- Considerate Contractors - Silver Award

(3) A progress or status report on Fastrack Thames Way, Fastrack Everards Link Phase 2, Ashford Ring Road, Newtown Road Bridge, Ashford, Rushenden Relief Road, Eurokent Phases 4 & 5, Sittingbourne Northern Relief Road, East Kent Access Phase 1, East Kent Access Phase 2, A228 Leybourne & West Malling Bypass traffic management works, other schemes and Land matters was set out in the Appendix to the report. For brevity, only some of the background provided in previous reports was provided with the focus given to activity in the last half year.

(4) In the last half year, there had been substantial progress and the key milestone achievements had been:-

- Contract award and start of construction for Fastrack Thamesway – completion in November 2007.
- Contract award and start of construction for Fastrack Everards Link Phase 2 – completion in July 2008.
- The completion of the first stage of Ashford Ring Road and transformation to 2 way operation on 1 July.
- The award of contract for public realm improvement of Bank Street, Ashford – completion in March 2008.
- Tender invitation for the complex innovative public realm next stage of Ashford Ring Road – contract award in September 2007 and completion in July 2008.
- Advance contract award for Newtown Road bridge Ashford – Contract award in August 2007 and completion July 2008.
- Tender invitation for Eurokent Phases 4 & 5 – contract award likely in September 2007 and completion October 2008.
- Tender invitation for Rushenden Relief Road – tenders returned in August 2007.
- Regain of momentum on Sittingbourne Northern Relief Road.

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- East Kent Access Phase 1 completed – completion in September 2007.
- Construction of the traffic management works associated with the A228 Leybourne & West Malling Bypass – completion in September 2007.
- Withdrawal of statutory objections to East Kent Access Phase 2 Orders and a short uncontroversial public inquiry – Public Inquiry held in April 2007.
- DfT had identified as an exemplar for having good project management arrangements in place with regard to major schemes and offered us as contacts to other promoters to share good practice and experience.

(5) The key problems in the period had been:-

- The continued difficulty in progressing Government funded growth area infrastructure projects against the funding deadline of 31 March 2008 and the need to be innovative in trying to keep them on track.
- The statutory objections to the Compulsory Purchase Order for Sittingbourne Northern Relief Road that had demanded a rethink on the junction layout at Ridham Avenue.

(6) The Board noted the report.

**7. A228 Snodland Bypass Dualling – Red Lion Public House**  
*(Item 9 – Report by Capital Programme Manager)*

(1) An outline design for the future dualling of A228 Snodland Bypass was approved in 1992. The scheme was generally contained within the highway boundary except that it would require the demolition of the Red Lion Public House that was acquired by the County Council under blight many years ago. The scheme was not programmed and the property was a deteriorating asset and not capable of beneficial use. The report proposed an amended outline design for the bypass dualling that would allow the property to be declared surplus.

(2) The A228 was a key strategic route within the County and had been incrementally improved over the years. A single carriageway bypass of Snodland was constructed in 1983. The A228 was of such significance that it was considered prudent in 1992 to approve a dualling scheme for Snodland so that a proposal existed in the event of development coming forward that would require its funding and construction to be a S106 planning obligation. In 1992, traffic flows were quoted as 23,000 vehicles per day (vpd) and a future dualling need was predicated on the basis that future flows would grow to between 31,000 and 37,000 by 2006. In the event, flows in 2006 were about 20,000 and this was no doubt in part due to the nature of the A228 generally between the M20 and M2 and the physical and operational constraints. Counts undertaken from Peters village proposals had confirmed the figure and forecasts for 2022 were 28,600 without Peters village and 31,800 with Peters village. Operational capacity assessments concluded that dualling was not necessary under these conditions and that the existing single carriageway road was sufficient to safely and efficiently accommodate the predicted future year flows. The County Council did not have proposals to secure Government funding through the Local Transport Plan to dual the bypass and the scheme would not achieve a high priority on the criteria used for regional prioritisation. The intent had always been that the scheme would only proceed in the event of full developer funding being secured.

(3) Dualling the bypass would be an expensive scheme and could only be justified or imposed on a very substantial development. Over the years, the requirement or opportunity to secure such funding to dual the bypass had not arisen and on present

knowledge it was unlikely this would happen in the foreseeable future. However, the A228 remained a key route and it was considered appropriate to retain proposals for the dualling of the bypass.

(4) The public house was located at the end of the High Street. Maintaining a reliable tenancy had always been difficult and maintenance liability had been an increasing concern. In early 2004 increasing concern about criminal and anti-social activity led to the tenants being evicted and the property boarded up. This had inevitably led to a visual blight on the lower end of the high street with the increasing derelict appearance of the property and deterioration in the structure and fabric of the building.

(5) In commercial terms, the County Council was holding a significant capital asset that was deteriorating, with an annual security and maintenance liability and no rental income. At the same time, the County Council was seeking to maximise its use of its estate to support the Property Enterprise Fund so that capital receipts could be released to support more immediate and deliverable projects to the benefit of Kent residents and its business community.

(6) The consultant, Jacobs, had been commissioned to see whether an amended scheme for a future dualling of the bypass that did not affect the public house could be achieved. By locally amending the alignment, constraining the overall cross section and with a retaining wall along the flank of the public house such a scheme was possible. In the event of the bypass dualling proceeding, the amended alignment would require a 50mph speed limit. While the Police often had reservations about such limits it was probable that such a limit would be considered in any event. The corridor through Snodland was semi-urban in nature, only about 2.5km between roundabouts and with intermediate junctions at Rocfort Road and Brook Street.

(7) As there was no immediate likelihood of the scheme being progressed the general principles of the 1992 approved scheme had been retained and the focus of investigation had been limited to avoiding the public house. In the event of the scheme being progressed, it could be envisaged that the junction layout at Rocfort Road and Brook Street would be reconsidered to possibly provide some positive control to deal with the issue of HGV turning movements and the desire for pedestrians to cross at grade.

(8) The financial implications for the County Council were the ability to realise a significant capital receipt and to be released from an ongoing maintenance and security liability. The construction cost component of dualling the bypass had not been estimated but a broad view had been taken about the cost difference between the existing scheme and the proposed scheme. The view was that it was probably cost neutral or that any increased cost was marginal when considered in the context of the overall cost. While costs would ultimately fall to a developer it would clearly have been inappropriate to replace an existing scheme with one that had a high cost premium just to achieve the release of a capital receipt.

(9) Formal public consultation had not been carried out or considered appropriate because the alignment amendments were fairly subtle and the overall scheme remained generally within the highway boundary. No private property was affected and extensive consultation would unnecessarily raise expectations or concerns for a scheme that was not programmed and might never happen.

(10) Snodland Town Council had been consulted at a meeting of their Planning & Environment Committee on 13 August. The principle of the disposal of the Red Lion was accepted on the basis that a dualling scheme could still be achieved. Similarly, Tonbridge & Malling Joint Transportation Board meeting, on 10 September, supported the proposal.

(11) The Board supported the proposals for recommendation to the Cabinet Member for Environment, Highways & Waste that:-

- (a) the scheme for the dualling of A228 Snodland Bypass shown on Drawing No. 102408/3A be abandoned;
- (b) the revised scheme for A228 Snodland Bypass shown on Drawing No. B0659000/3 be approved for development control and land charge purposes; and
- (c) the Red Lion public house be declared surplus to highway requirements.

## **8. KHS Winter Service Review**

*(Item 10 – Report by Director of Kent Highway Services)*

(1) Further to Minute 12 of 19 September 2006, the report gave information relating to the winter of 2006/07 and sought approval of the Winter Service Policy and Plan for 2007/08. The winter service policy required precautionary salting on 'A' and 'B' and other busy roads (as defined in the policy statement paragraph 2.1.2) where frost/ice was likely to form on road surfaces. An analysis of winter weather and the action taken by KHS for 2006/07 was contained in Annex A; a table of forecast accuracy and other performance indicators were given in Annex B; and a statistical comparison of winter activities for the 2006/07 winter with the preceding four years was given in Annex C of the report.

(2) On all occasions, during the winter of 2006/07, when frost was forecast and frost occurred, precautionary salting had taken place in advance of freezing temperatures. There were instances during the winter service period where a frost was not predicted in the main forecasts issued at 14:00hrs, but subsequent updates warned that frost was likely. This activated precautionary salting instructions where necessary. Overall the winter was exceptionally mild but also with some very brief snow interludes.

(3) The KHS winter service budget for 2006/07 was £2,425,000 and the outturn was £2,263,000. Some funding provision was allocated for gully and drain clearance due to higher than average rain fall. The snow emergency cost an additional £29,000 and this had been funded from the corporate emergency fund. The budget for 2007/08 had been set at £2,225,000.

(4) The winter service contractor for the winter of 2006/07 was Ringway Infrastructure Services for the whole county. Ringway Infrastructure Services would be the service provider for the coming winter within the alliance partnership agreement formed by Kent Highway Services. The Meteorological Office supplied forecast services for the winter of 2006/07 under a five-year agreement, which lasted until 2008. The Board agreed the arrangement in 2003. The ice prediction service was provided by Vaisala Ltd and performed well over the season. It was proposed to continue the relationship with Vaisala Ltd. for the coming winter.

(5) The Winter Service Policy 2007/08 was given in Appendix D of the report. There were no significant changes to the policy for the forthcoming winter. Copies of the Winter Service Plan for 2007/08 had been placed in the Members' Room.

(6) It was reported to Members last year that pre-wetted salt was to be introduced during the winter of 2007/08. This was on schedule to occur at the operational depot at Haysden but was now unlikely to happen at the other depots until the winter of 2008/09. This was due to delays with the refurbishment and new depot build programme.

(7) A review of the primary salting routes was carried out in the summer of 2006. It was felt that savings and efficiencies could be made by reviewing the number and size of salting vehicles used against the network to be salted. The review was carried out by KHS staff and was an interim measure pending winter service operations moving to the new depot locations next year. As a result of the exercise the number of routes was reduced from 63 to 55 without any reduction in the network salted. The average length of route had increased from 35km to 45km but all routes were still able to be completed within the times laid down in policy.

(8) The Board supported the proposals for recommendation to the Cabinet Member for Environment, Highways and Waste that:-

- (a) the Winter Service Policy and Plan for 2007/08 be approved; and
- (b) the continuation of the arrangement with Vaisala Ltd. for the provision of ice prediction computer services be agreed.

## **9. The Traffic Management Act – Awnings and Light Canopies Overhanging the Highway**

*(Item 11 – Report by Director, Kent Highway Services)*

(1) The Traffic Management Act, which received Royal Assent in July 2004, required Highway Authorities to enable the expeditious movement of all traffic on the road network. In November 2004, the Government issued the Network Management Duty Guidance, which described how an Authority should meet the requirements of the Traffic Management Act 2004. As part of the Network Management Duty the local Highway Authority was tasked with ensuring that any street furniture or structure either on or overhanging the highway did not create congestion or a disturbance to the public highway and that the needs of all traffic including pedestrians, paying particular attention to the visually and mobility impaired, was taken into account.

(2) In the County of Kent, the obligation rested with the Kent County Council (KCC), as Highway Authority, and the owners of any features or structures on or overhanging the highway. Under the Highways Act 1980, KCC had powers to grant licences to others to legitimise the placing of structures that overhang the highway. The powers could make provision for any term or condition which the Highway Authority declared to be necessary for the purpose of securing the safety of persons using the highway or of preventing interference with traffic thereon.

(3) Following the introduction of the Government Health Bill to ban smoking in public places which came into force in July 2007, there had been a marked increase in the number of applications from businesses in Kent to erect awnings or light canopies on their premises.

(4) In order to meet the requirements of the Traffic Management Act 2004 and the associated Network Management Duties it was necessary to put a Policy into place to ensure both the effective management of awnings and light canopies which overhang the public highway and ensure a consistent approach across the County. The Policy would regulate features such as permissible height, structural design, erection and maintenance of the structures.

(5) The Policy would set out the processes to be considered when applying for a licence to place an awning or light canopy over the public highway. It would also outline the criteria that must be considered by an applicant, the good practice that should be

followed and the conditions to be adhered to by the applicant. The Policy would illustrate all pre-application considerations and lay down the necessary procedures to be followed when applying for a licence for an awning or light canopy.

(6) The Board supported the proposal for recommendation to the Cabinet Member for Environment, Highways and Waste that approval be given to the publication of the Policy for the Location and Licensing of Awnings and Light Canopies over the Public Highway.

**11. Local Public Service Agreement 2 (Road Safety)**  
*(Item 12 – Report by Director of Kent Highway Services)*

(1) Kent County Council launched the LPSA2 project in October 2004. The aim of the LPSA2 project was to achieve the major element of the 2010 national road casualty reduction targets i.e. a 40% reduction in the number of people killed and seriously injured, by 31 December 2007. The challenging target was being addressed by a partnership of key players drawing on the contribution of their particular skills and resources for our collective benefit. The report provided an update on progress to date, an overview of activities undertaken so far and plans for the remainder of the project.

(2) During the final year of the LPSA2 we were closely monitoring progress towards the end of year target. Crash and casualty data to June 2007 indicated that there were 331 killed and seriously injured (KSI) during the first half of the year. Data from previous years indicated that we should expect an average increase of 15% in KSIs in the last six months of the year. If this trend was followed during 2007 we were likely to have an end of year figure of 712 KSIs. To achieve the target of 40% reduction in KSIs we would need to reach 716.

(3) The approach to the project had been to integrate the known benefits of education, enforcement, engineering and evaluation. The main thrust of the Road Safety team's work had been in public education through a programme of countywide publicity campaigns, proactive press and public relations and public engagement projects involving Road Safety Officers in the field.

(4) The activities were in addition to planned public education work. A co-ordinated approach between public education and planned programmes of engineering work ensured that added value was gained during localised projects. We also liaised with Kent Police and Kent Fire and Rescue to identify shared priorities and plans wherever possible, and worked together in joint initiatives whenever it was appropriate to do so.

(5) The research led approach had identified the main areas of concern as dangerous and illegal speed, road user impairment and lack of awareness. The research also helped to identify that we needed to continue delivering a strategy of public education, alongside existing programmes of work and that we needed to particularly engage with drivers and motorcyclists.

(6) Appendix A of the report showed the planned publicity campaigns and public engagement projects to March 2008, all were supported by robust media and public relations engagement. All activities to date were either completed or on-going.

*(Appendix A of the report had been omitted at the time of printing. Copies would be circulated to the Board following the meeting).*

(7) The Road Safety Manager was confident that the PSA2 project target would be met, but it was not a foregone conclusion. However, achievement of the PSA2 target on 31 December 2007 did not remove the requirement for us to meet the national casualty reduction targets for 2010 set out by HM Government in 2000 (Tomorrow's Roads - Safer Roads for Everyone, the Government's road safety strategy and casualty reduction targets

for 2010, Dept. of the Environment, Transport and the Regions, 2000). The targets were, by 2010, and based on the average figures for 1994 to 1998, to at least achieve:-

- A 40 % reduction in the number of people killed or seriously injured in road crashes.
- 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 100 million vehicle kilometres driven.

(8) There was a risk that we would be unable to sustain the casualty reduction success achieved between 2000 and 2007. It was important that the Road Safety team were able to maintain an adequately funded programme of public education beyond the PSA2 project, thereby reinforcing previous work and increasing potential to meet the 2010 national casualty reduction targets.

(9) The Road Safety team were working to further strengthen existing links with key partners such as Kent Police, Kent Fire and Rescue Service, the Highways Agency and Medway Council. We were also exploring the potential for extending the casualty reduction benefits provided by existing successful initiatives such as:-

- The Kent and Medway Safety Camera Partnership
- The Kent Driver Diversion Partnership including National Driver Improvement and Speed Awareness courses
- Support for the Pass Plus scheme

(10) Following discussion Mr Procter undertook to report back on completion of the LPSA2.

(11) The Board noted the report.

## **12. KHS Road Safety Position Statement on Minibus Driving within Kent County Council**

*(Item 13 – Report by Director of Kent Highway Services)*

(1) Kent County Council's Corporate Health & Safety Board produced a Minibus Code of Practice in 1996. The Code was developed with the inclusion of all the relevant parties and the Road Safety team were involved in the process. The Code dictated much of the content in the Minibus Drivers Familiarisation Training Course run by the Road Safety team. The largest user groups of the Course were schools and Social Care Centres, although individuals from other teams and outside agencies affiliated with KCC often participated. A key element of the Code was to regulate and standardise the requirements, both legal and from a safety perspective, supporting safe minibus operation on KCC business.

(2) Since the publication of the Code of Practice there had been some significant changes in legislation governing minibus operation and in - vehicle safety generally (e.g. mobile phone, child seats, etc.). Consequently some managers or organisations might not be aware of recent developments, or might choose to ignore them. There was a concern that units within KCC might be unaware of best practice developments on driving related issues and that this could be exposing KCC, its staff and customers to avoidable risk.

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(3) To overcome the concern the Road Safety team had developed a Position Statement that covered a range of key issues related to minibus driving safety. The purpose of the Position Statement was to clarify and reinforce road safety good practice and remind managers and drivers of the need to place safety above all else whilst operating a large vehicle. The Statement, which would be circulated throughout KCC, should be viewed as a blueprint for the safe operation of any large passenger carrying vehicle and should be promoted as such to organisations outside of KCC.

(4) The Board supported the proposal for recommendation to the Cabinet Member for Environment, Highways and Waste that the Highways Advisory Board approve the Position Statement as set out in the Appendix to the report.

Following the meeting, the Chairman invited comments/questions from the Borough Councils' representatives. Issues raised related to the Kent Association of Parish Councils' membership on Joint Transportation Boards and the inability of representatives to vote or propose a motion or amendment; the KHS Contact Centre; and circulation of the KHS Newsheet.

Arrangements would be made for JTBs to:-

- (a) visit the Contact Centre; and
- (b) attend a PIPKIN seminar.

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## **Kent Highway Services – The Director’s Update**

A report by Geoff Harrison-Mee, Director, Kent Highway Services, to the Highways Advisory Board on 13<sup>th</sup> November 2007.

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### **Introduction**

1. This is my first formal Director’s Update report and I propose to provide one to each Highways Advisory Board from now on.

### **Governance and Decision making in Kent Highway Services**

2. I am aware that whereas ultimate Governance decisions are made at Cabinet, Highways Advisory Board enables Board Members and officers to exchange views and formulate recommendations that pass to the portfolio holder via the minutes and the Board Chairman. The new Alliance structure of KHS enables a broad range of disciplines to be presented to HAB covering from consultation and planning to delivery. This Alliance team is also available to attend JTB meetings.

**Joint Transportation Boards** – KHS believe that Joint Transportation Boards enable local issues to be debated with officers at a local level and amongst others things to help identify, prioritise and endorse schemes that are either capital investment in changes/improvements to the network and validated by PIPKIN or maintenance of the existing asset as identified by our asset management model. There is more work to be done to shape the interaction with JTB’s as the changes to KHS and the wider E&R directorate take shape. A PIPKIN conference is being planned for the new year to discuss with Members and Parish/Town Councils their role in representing the community voice for any ideas to improve/change the road layout or transport provision for the county.

**Alliance Board** – when the new highway contracts were let to Ringway, Jacobs and TSUK all parties, including KCC, realised that for partnering to achieve its full potential a common culture had to be developed and driven to give a strategic direction to improve administrative efficiency and better value delivery. The Alliance Board is chaired by Keith Ferrin (Cabinet Member Environment, Highways and Waste) and includes Adam Wilkinson (Managing Director of Environment and Regeneration Directorate), Geoff Harrison-Mee (Director Kent Highway Services), Scott Wardrop (Managing Director Ringway Group), Mike Higgins (Group Vice President Jacobs) and Richard Bevins (UK Director TSUK). The Board issues delivery directives to the Alliance Executive. The terms of reference for the Alliance Board are attached as Appendix 1. The Board currently meet on a monthly basis, and this will probably move to every two months from April 2008.

**Alliance Executive** – made up of the senior managers from Ringway, Jacobs, TSUK and KCC this management team is chaired by Geoff Harrison-Mee and includes Roger Manning, lead Member for Highways. Their role is to drive the outcomes, performance and management of Kent Highway Services and their terms of reference is set out in Appendix 1. The Executive currently meet every two weeks, and this will probably move to monthly from April 2008.

### **The proposed new shape of Kent Highway Services**

3. The Transformation process started a little over a year ago following my appointment and in response to some significant business challenges. These included the desire to maximise the value of work being done ‘on the ground’ and therefore the need to drive efficiency throughout the Alliance organisations, being able to respond to our customers more speedily and in a consistent way, and delivering high quality service.

## Kent Highway Services – The Director’s Update

4. The proposed organisational structure was published for consultation with staff on 31 May 2007, with an interim report on 10 August, and formal consultation ended on 31 August. Since the end of the consultation period, the new Managing Director for Environment & Regeneration, Adam Wilkinson, has joined us and has, quite rightly, been reviewing the KHS structure to ensure that it will meet his aspirations for the Directorate.
5. The proposal for the new KHS structure will see staff working within one of seven service groups detailed below. Each service group will be led by a head of service, who will have full accountability and control for their area of business. Appointments have been made to four of the heads of service and these are detailed in bold below.
  - Community Operations – **Kim Hills**;
  - Technical Services - **Norman Bateman**
  - Network Management - TBA
  - Countywide Improvements - TBA
  - Transport and Development – **David Hall**;
  - Business, Performance and Communication – **Caroline Bruce**;
  - Finance - TBA
6. A description of the purpose of each of the seven service groups is detailed in the table below;

Community Operations	This service group will be the public face of KHS and will be structured by district boundaries. Staff in Community Operations will be responsible for inspecting and maintaining roads and pavement, but they will also be the focus for regular contact with parish councils and locally-accountable bodies such as the Joint Transportation Boards. The four community liaison teams will also ensure that the service provided to the public, Members, Boroughs, Parishes and other key stakeholders is consistent across the County and meets the high standards in customer care that we set ourselves.
Technical Services	This service group will manage the street light, drainage, structures, trees & soft landscaping and signs & lines assets. It will operate countywide in teams focusing on one asset type. In a radically new way of delivering the service, there will be a strong Alliance approach with Ringway managing drainage and Jacobs the trees and soft landscaping asset.
Network Management	This service group will be responsible for the safe movement of the public on our road networks, proactively managing congestion and improving journey-time reliability. This includes exploiting the benefits of innovative traffic systems and influencing the behaviour of the travelling public to improve Road Safety. The Traffic Management Act will provide new opportunities to manage congestion and the structure anticipates the initial resource requirements needed to support the Act which KCC will be piloting along with two other local authorities.
Countywide Improvements	This service group will provide a disciplined and programmed approach to schemes and major projects. Schemes will include major road maintenance enhancements i.e. strengthening and resurfacing as well as transport enhancement schemes such as traffic calming and junction improvements
Transport and Development	This service group brings together the development planning and transport functions into multi-disciplinary teams built around district boundaries. The group will work closely with District Councils to develop Local Development Frameworks and the transport implications arising from them. The group will also lead on sustainable transport options and work closely with bus operators.
Business, Performance and Communication	This service groups provide specialist business, performance and internal/external communications expertise and support to the whole of KHS
Finance	This service will provide and manage finance support to the whole of KHS

## Kent Highway Services – The Director’s Update

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7. The programme is for staff to be fully aligned to the new structure and budgets by 1<sup>st</sup> April 2008.

### Managing service delivery

8. Whilst the organisational changes take place it is essential that KHS does not ‘drop the ball’ and continues to deliver services to the people of Kent. The Alliance Board, Executive and Members receive a monthly key performance indicator report that sets out the high level success measures for Kent Highway Services. These 30 indicators are designed to measure the wide range of services delivered by KHS and give an overall picture both in terms of ‘management indicators’ but also, equally important, indicators that see the service through the eyes of those receiving it.
9. The investment in new IT systems will enable KHS to efficiently produce a detailed view of the service at a level below the strategic indicators reported to the Board, so that staff who deliver the service can react to performance and make improvements to delivery.
10. In the meantime we are able to use existing systems to their best possible advantage and can now report on a regular basis information on the type and nature of the service requests we receive from the public, the number that have been closed and the number that still remain outstanding.
11. We have also developed a ‘safety net’ report that identifies all service requests that have not yet been closed after 28 days. There are currently almost 1500 service requests outstanding after 28 days and we are focussing effort to remove these. However with up to 20,000 calls to the contact centre each month about highways and over 6,000 service requests each month staff are working hard to keep pace with the increased awareness of the 08458 247 800 number and the calls that this generates. Our aim will be to reduce our ‘safety net’ report to 21 days and ultimately 14 days.
12. Some examples of the contact centre data we are using to drive service improvement is set out in the table below. It should be borne in mind that this is a record of the service requests made by the public and further faults are recorded through our regular inspections. The new IT system investment will enable us to report and monitor these in a consistent way across the County.

Type of fault	Number of service requests made in October	Number of service requests closed during October*	Total number of service requests outstanding and requiring action as at end of October
Blocked gullies	291	503	132
Streetlights	1962	2060	321
Trees	424	410	611
Pavements	543	643	229
Roads	645	783	286
Traffic lights (permanent)	117	131	47
Traffic Investigation Requests	143	150	115

\* more service requests completed in a month than received means KHS is dealing with the backlog of old calls

## Progress on Innovations in Kent Highway Services

13. I propose to update each Highways Advisory Board on the latest innovations in service delivery. Current examples are listed in the following table;

Innovation	Description and Commentary
<b>Jet Patcher</b>	Currently up to four specialist vehicles are being used to undertake a £1 million programme of repairs. The jet patcher machines use high pressure jets to clean potholes before filling them with asphalt but this is only suitable for rural roads. The vehicles can repair significantly more potholes and broken road edges than traditional methods. Whilst this process is used elsewhere in the UK we need to evaluate the outcomes before planning further investment in this technology
<b>LED traffic signal replacement</b>	Kent is the first local authority to change all of its 640 sets of traffic signals to low energy light emitting diodes (LED's). This initiative will save more than £2 million over the next six years. Work has started, with 38 completed out of a programme of 626 across the County and all are due to be completed by Spring next year.
<b>LED streetlight pilot</b>	Kent is piloting a site in Coxheath with LED streetlights. This is emerging technology that is likely to be at least 18 months away but KHS is keen to work with manufacturers to establish if this is an option to further reduce energy consumption and maintenance costs. A full business case will be developed before a decision is made to invest in this technology.
<b>Kent Freedom Pass</b>	The pilot scheme in Canterbury, Tunbridge Wells and Tonbridge has been a big hit with 11-16 year olds and we have recently past the 4,000 milestone. Once the pilot has been fully evaluated a decision will be made to expand the scheme further.
<b>Kent on Sunday page</b>	We continue to develop the content for this page as a way to raise the profile of KHS and inform the public of the good things that we are doing.

### Extra money for highways

14. KHS has been allocated over £15.0 million of additional funding above the base budget for 2007/08. This is a combination of revenue, capital, grant support through the Local Transport Plan settlement and money to support T2010 footways initiative.
15. It is important that this extra budget is spent on activities that support the core business plan of KHS and responds to the changing needs of our customers. Appendix (2) shows the wide range of activities that this extra money has been allocated to, and the progress being made on these initiatives.

### **Ashford Ring Road Update**

16. The Ashford Ring Road project continues following the initial conversion to 2 way operation in July. Two contracts have recently been awarded to Jackson Civil Engineering - one for the public realm improvements of Bank Street and the other for the public realm improvements of the Elwick Road section of the ring road together with the conventional highway improvement of Beaver Road/Victoria Way junction.
17. The ring road works remain very challenging as we seek to fit the scheme to match the funding available. The need to manage the conversion to 2 way with minimum inconvenience and the iterative design process for this innovative shared space scheme have contributed to the need to reduce the extent of the public realm works at this time. There have also been land issues to be resolved with SEEDA and working with the Borough Council and ING to ensure the successful opening of County Square in March 2008.

### **Responding to the un-expected**

18. In addition to responding to the normal day to day activity the Alliance has successfully handled a number of un-expected events this year. This includes the Folkestone earthquake and a large number of flash flooding and high event events across the County.

### **Road Closures for Remembrance Day**

19. The Cabinet member for Environment, Highways and Waste has approved the principle that Kent Highways Services will contribute to the costs of arranging the traffic regulation orders for Remembrance Day. This will ensure that KHS does not ‘profit’ from the administrative costs necessary to set up and publicise the traffic regulation orders.

### **Conclusions**

20. This Highways Advisory Board report is for information but Members are asked to note and comment on the positive progress being made to improve service delivery and are asked to give their support staff through the period of significant change that lies ahead.

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Contact Officers:

Geoff Harrison-Mee 01622 694776

## Kent Highway Services – The Director’s Update

### Appendix 1: Terms of Reference for the Alliance Board and Executive

Alliance Board Terms of Reference	Alliance Executive Terms of Reference
AB1 Develop the broad strategic aims for KHS and ensure they align to KCC priorities whilst considering the business needs of commercial partners.	AE1 Develop the Alliance Operating Plan and oversee/challenge the implementation of strategy, operational plans, policies, procedures and budgets.
AB2 Direct funding priorities to deliver KHS strategic objectives.	AE2 Lead the <i>operations</i> delivery of the service and to implement the decisions of the Board
AB3 Oversee a transparent system of prudent and effective governance, including strategic performance, financial and risk management and ensure that appropriate measures are in place for the health and safety and well-being of staff and the people of Kent	AE3 Monitor operating and financial performance, the allocation of resources and the control of business and health and safety risk whilst ensuring performance and delivery of all set targets.
AB4 Develop internal talent and bring in wider experience and broader perspectives from outside the Alliance.	AE4 Deliver innovation and best practice, drive programmed/planned to maximise efficiency and positively lead by example
AB5 Protect and enhance the Alliance’s reputation as an employer and service provider, aspiring to be an exemplar for Public Service provision	AE5 Take corrective action <i>for day to day activities</i> and produce exception reports to the Board with recommendations for action where service or targets have not or may not be met.

# Kent Highway Services – The Director’s Update

## Appendix 2 – Additional Funding to Kent Highway Services

### Additional Capital Budget allocation

Description	Amount (millions)	Deliverables
Grant Funded Integrated Transport	£2.29	Congestion reduction measures in Maidstone and Canterbury
Capital Maintenance	£1.66	A programme of maintenance schemes across Kent
Integrated Transport	£1.75	A programme of improvement schemes across Kent
Streetlight Column replacement	£0.90	Column replacement programme
Illuminated bollards and lit signs	£0.45	Energy and maintenance saving works
Bridge Repairs and Maintenance	£0.85	Additional programme of improvement and maintenance schemes across Kent
Crash barrier and safety fences	£0.65	An additional programme of repairs
Resurfacing Strategic Roads	£0.50	Resurfacing the uphill lane of A229 Bluebell Hill after Christmas.
Total	£9.05 million	

### Additional Revenue Budget allocation

Description	Amount (millions)	Deliverables
Pot hole, patching and edge repairs	£1.9	Additional repair programme including jetpatching, rural edge repairs, cycleway repairs and sunken ironwork.
Pavements in residential areas	£0.60	Additional programme of schemes
Improved response times	£0.69	Additional crews to deliver reactive repair service
Road Safety	£0.30	Increase in use of SIDS and further interactive road signs
Congestion reduction measures	£0.42	Monitoring systems for Canterbury as extension to Traffic Management Centre activities
Road signs and lines	£0.20	Additional replacement and freshening with a focus on urban areas
Tour de France	£0.40	Funding for KHS costs to support the event
Kent Freedom Pass pilots 11-16 year olds	£0.19	Funding to support excellent uptake of this pilot scheme
Total	£4.70 million	

### Towards 2010 Budget allocation

Description	Amount (millions)	Deliverables
High use footway repairs	£2.0	First of two year programme to deliver repairs to 90 pavement sites throughout Kent.

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## **Improving Public Satisfaction**

A report by the Partnerships and Major Projects Director, TSUK, Member of the Kent Highway Services Alliance Executive, to the Highways Advisory Board on 13<sup>th</sup> November 2007

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### **Introduction**

1. Paul Burgess, the TSUK Partnerships and Major Projects Director has overseen the activities associated with the strategic KHS objective 'Improving Public Satisfaction' on behalf of the KHS Alliance Executive. A presentation will be made to the Highways Advisory Board at this meeting on this subject. In addition a summary statement is attached to this report setting out the achievements in this critical area against the agreed programme (Appendix1).

### **Background**

2. The KHS Alliance Board adopted seven strategic objectives when the project was originally launched. One of these objectives is to 'Improve Public Satisfaction'. The presentation will look at the following:
  - Why improving public satisfaction is important to KHS
  - The scope and range of KHS interactions with the public
  - Complaints and compliments
  - KHS structured interactions and the programme
  - What the 'public' in all its forms are telling us
  - The new KHS structure and how this deals with 'improving public satisfaction'.
  - Key strategic issues for consideration.

HAB Members are invited to offer their views during the presentation.

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Accountable Officer: Claire Knight                      01622 221904

Background Documents:

Appendix 1 – Review of KHS actions under the 'improving public satisfaction' heading

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## Improving Public Satisfaction

Activity	Description	Future implications and benefits
<b>Understanding leaflets</b>	Suite of 26 leaflets available in wide range of locations, including libraries, KCC and KHS offices and some District Council offices. The Contact Centre is also pro-actively sending them out and the text is available on the KCC website.	More services to be included. Public kept informed about our services.
<b>Website review</b>	KHS information available on website has been reviewed and updated. Regular checks being made to ensure information available is always current.	Up to date information available to the public.
<b>Annual Press Schedule and general press activity</b>	Annual plan of press releases now established and in use. Continuing to issue relevant, informative press releases to the media, to help keep public informed about our services. Looking to develop some 'journalist days' where we can educate the press about how we deliver our service. Will be organising some 'Day in the Life of' days where journalists can experience various areas of our work, ie going out on the salting routes etc.	Public kept informed of our services and work in their area. Educating journalist about our services.
<b>KHSnet</b>	KHS Intranet has been developed and is available to all KHS staff. Site acts as a shared information point for communications, procedures, databases, phonebook and documents.	One central reference point for all staff.
<b>Kent Traffic &amp; Travel</b>	Following consultation with KCC and KHS staff, the Kent Traffic & Travel was launched to the public at the Kent Show in July.	Helping the public to plan their journeys.
<b>KHS Trailer</b>	KHS trailer has been developed, using the existing Road Safety trailer. Self contained trailer includes images of the various services we deliver, full range of 'Understanding' leaflets and live links to the Kent Traffic & Travel website.	Self contained trailer ready for use at various events.

Activity	Description	Future implications and benefits
<b>Kent Show</b>	This year's theme was our 2010 target of reducing congestion. Promoted the Kent Freedom Pass and launched Kent Traffic & Travel website. Used the KHS trailer, a mobile Variable Messaging System, LED traffic lights and MiPOD, a 'Big Brother' style diary room.	Face-to-face contact with the public.
<b>Town Centre Events</b>	Using the KHS trailer, we have successfully run three Town Centre Events. Members, along with staff, have spent time on a Saturday in Canterbury, Maidstone and Sevenoaks. More events will be planned for 2008.	More events planned for 2008, putting a 'face' to the service.
<b>Kent TV</b>	Launched in September, Kent TV offers KHS a unique opportunity to promote our services.	Programmes developed specifically for Kent TV.
<b>Travel Information page in Kent on Sunday</b>	Weekly 'Improving Travelling in Kent' page in Kent on Sunday and Saturday Observer. Designed to inform the public about our service, the page includes three articles about KHS, together with a 'Travel Update'. Plans are afoot to work with other travel providers in Kent, to expand this information to include details relating to train, bus and motorway disruption. All KHS TROs are also advertised in this publication.	Keeping the public informed of our services.
<b>KHS Annual Tracker Survey</b>	The annual residents, County Member and Parish/Town Council satisfaction survey is planned for November.	Monitoring the public's views of KHS.
<b>Informing Members</b>	We continue to produce KHS News for each Highways Advisory Board, which keeps Members informed of the work we have been delivering. We also send an electronic copy to all KCC Members, Parish and Town Councils and KHS staff.	Keeping Members informed of progress within the service.
<b>Contact Centre Call-back Survey</b>	Each month, 100 people who logged a service request are called back to see if they were happy with the service we provided. The results are provided by service, such as streetlights, drainage, to see where people are happy or unhappy.	Monthly satisfaction score to see the service through the eyes of those receiving it.

## **Parking Management in Kent - 2006/07 Annual Report**

A report by the County Transportation Manager to the Highways Advisory Board on 13 November 2007

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### **Introduction**

1. The Kent district councils are responsible for the practical application of parking policy within a framework set by the County Council. This report sets out the principles of the parking framework and provides a summary of data for 2006/07 and an update on progress last reported to this Board on 19 September 2006. Important new work areas have included reviews of parking stock and provision of additional spaces, a pilot to control footway parking and investigations into a clamping/ removals trial. In August 2007 Government published guidance for the introduction of new parking enforcement legislation under the provisions of the Traffic Management Act (TMA). This report outlines the implications as well as opportunities for Kent authorities in terms of working more closely together on best practice, providing improved customer facing services and using the provisions in the legislation to help tackle congestion.

### **Policy Framework**

2. A balanced integrated transport system, with good quality travel options for all is essential to counter the negative impacts of traffic growth. Effective management of parking is central to this effort to deliver the outcomes set out in the Vision for Kent (Keeping Kent Moving) and Towards 2010. Towards 2010 also has a target to remove unnecessary yellow lines and provide additional parking spaces. These objectives, and measures to achieve them, are detailed in the second Local Transport Plan. Broadly this comprises the implementation of Local Parking Plans and the promotion of best practice across the County through the Kent Parking Group.
3. The best way of developing effective local parking systems and integrating them with transport and planning objectives is through a Local Parking Plan. Parking Plans have been developed or are under review for Ashford, Canterbury, Sevenoaks, Tonbridge & Malling, Dover, Thanet and Shepway.
4. In August the Department for Transport published a consultation document "Parking Policy and Enforcement: Operational Guidance to Local Authorities." The guidance sets out proposed changes to the current Decriminalised Parking system to bring parking management in line with the objectives of the TMA. The new system will be called Civil Parking Enforcement and will include enforcement of additional parking and some moving offences by camera as well as a new banded penalty charge rate.

### **Kent Parking Group**

5. The Kent Parking Group (KPG) includes the 12 district councils, Kent County Council and Medway. The group has links to other parking authorities, enabling the sharing of best practice outside of Kent and is represented at the National Parking Adjudication Service (NPAS). KHS is also represented on a South East Authorities forum on parking.

## Parking Management in Kent - 2006/07 Annual Report

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6. The KPG seeks to promote best practice by sharing benchmarking data, to work together on training and support systems, to collaborate on procurement and act as a lobbying focus on issues of common concern. The group successfully co-ordinated the introduction of decriminalised parking enforcement in Kent. More recently the KPG has been instrumental in helping to set up a South East group of the British Parking Association. This is assisting the introduction of Civil Parking Enforcement including joint working with the private sector and should help to improve efficiency in the longer term.
7. Good enforcement is essential for the effective implementation of parking policies. All 12 Kent district councils have delegated powers to run enforcement systems and issue Penalty Charge Notices (PCNs). PCNs are currently charged at £60. This is discounted by 50% if payment is made within 14 days.

### **Benchmarking Data**

8. A wide range of benchmarking data is collected and analysed through the KPG to determine the effectiveness of the parking service and develop best practice. A summary table with the headline operational data is shown at **Appendix 1** whilst **Appendix 2** details on-street income reported to KHS.
9. In 2006/07 there were 226,334 PCNs issued in Kent, a slight increase of 1% on 2005/06. The percentage of tickets waived following representation or rejected at appeal was 17%, in 2005/06 it was 16%. Overall there was a net deficit in on-street parking of £298,076. This figure is income from charging and enforcement compared to the cost of operating the service. In 2005/06 the net deficit was £80,838. These figures do not include off-street car parks, which are the responsibility of the district councils.
10. The provision of public managed parking spaces across the county tends to change fairly dramatically over time reflecting the dynamic nature of local parking systems. The data for total managed parking spaces in **Appendix 1** illustrates this. The causes can range from new development on public car parks reducing the overall managed stock to the introduction of residents parking schemes increasing the overall managed stock. Over the past six years the overall trend has been for a small increase of some 1.0% per annum.

### **Developing Best Practice**

11. Comparisons of the Kent authorities in the past have highlighted some wide variations beneath the headline data. These variations were due to differences in local policies including observation times and expired tickets waiver policies, Parking Attendant (PA) training, the effectiveness of signs, lines and associated Traffic Regulation Orders. The KPG members have worked to resolve these issues and determine a best way, indeed the Group's Waivers Policy on Enforcement and Cancellation of PCNs has been commended nationally (NPAS annual report - June 2007) and the Kent authorities praised for their openness in publishing it.
12. The success of parking enforcement depends on the quality of the staff delivering the service and good training is a key part of this. The majority of PAs and administration staff have undertaken training courses during 2006/07. Courses have included NVQ enforcement training, break away techniques, job shadowing and disability awareness training linked to inspection of Blue Badges co-ordinated by KHS.

## Parking Management in Kent - 2006/07 Annual Report

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13. Local parking teams have continued to review provision to ensure parking schemes remain effective, contribute to sustainable transport objectives and cater for additional demand. Reviews have included Sevenoaks, Canterbury, Ashford, Swale and Maidstone. In Maidstone reviews of residents parking schemes have been completed following public consultation in the north and south zones of the town. Some 30 additional bays have been introduced where yellow lines have been removed. Parking on single yellow lines is now permitted on Saturdays in around 60 streets.
14. Kent has been supporting the expansion and enhancement of Park & Ride schemes as part of efforts to tackle congestion. Schemes are under review for Tunbridge Wells. Planning is in hand for a new site at Park Farm to the south of Maidstone in 2008/09 and a further site to the north, potentially linking with the successful 101 bus service to Medway. Canterbury are considering a fourth site to the north west of the city.
15. Following an earlier report to HAB, Canterbury Council have introduced parking enforcement on footways at 5 locations across the district. This is a trial scheme which ends in March 2008 at which time a decision will be taken on whether to extend enforcement to other areas subject to resources and a local consensus.
16. A scheme for clamping/ removal of Heavy Goods Vehicles (HGV) as well as persistent evaders is currently under investigation. Subject to a robust business case being developed this may lead to a pilot for Ashford, especially covering Ashford Business Park where foreign HGVs have been parking in contravention of an overnight lorry ban, and potentially several other east Kent districts. It is understood that a scheme has the support of Kent Police as well as local people although there are concerns over potentially high set up costs and whether the issue may simply move elsewhere.
17. A review of the Kent guidance for introducing Disabled Parking Bays is underway with district officers and disabled users to take into account the Disability Discrimination Act and new Disability Equality Duty.

### **The Traffic Management Act (TMA) – Parking Policy and Enforcement**

18. Government have recently published for consultation Parking Policy and Enforcement: Operational Guidance to Local Authorities. A key part of the TMA, this sets out proposed changes to the parking enforcement system and is due to come into force on 31 March 2008. The main elements are as follows:
  - The new system will be called Civil Parking Enforcement and Parking Attendants will become Civil Enforcement Officers (CEO) and Special Parking Areas and Permitted Parking Areas will be called Civil Enforcement Areas.
  - It is recommended that all CEOs hold a nationally accredited qualification such as a level 2 certificate in parking offered by City & Guilds.
  - It will be possible to enforce additional parking offences in Special Enforcement Areas including parking adjacent to a dropped kerb which has been lowered to assist pedestrians, cyclists or vehicles crossing or joining the carriageway and double parking (+ 0.5m from kerb to wing mirror).

## Parking Management in Kent - 2006/07 Annual Report

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- Differential parking penalties are proposed. These can be set depending upon the seriousness of the contravention, for example a higher rate can be applied to parking on a yellow line placed for safety reasons and a lower rate for parking in a council car park without displaying a valid ticket. Two Bands are proposed: Band 1 which has a higher level of £60 and a lower level of £40, and Band 2 which has a higher level of £70 and a lower level of £50. As currently, these charges are discounted by 50% if paid within 14 days. The draft guidance allows local authorities to select which Band to chose.
  - It will be possible to issue a PCN via the post where a vehicle has been driven away and through camera enforcement of moving offences including one way streets, banned right turns and blocking yellow box junction (in addition to enforcement of bus lanes which is already permitted) and where patrols on foot are not viable.
  - There is a clear expectation that Local Authorities will have undertaken a reasonable level of publicity to explain the new regulations as well as publishing parking policies in an annual report.
19. There are several important areas of concern over the implications of changing to Civil Parking Enforcement. Cost is a significant issue. IT, paperwork and uniform markings will all need to be amended. Both old and new IT/paperwork systems will have to operate in parallel after 31 March until PCNs issued prior to this date have been resolved. Some additional signing may be required which has cost and sign clutter implications. Given the set up costs and new lower level of penalty charges, all Kent Districts are likely to need to adopt the higher Band 2 level of charges in order to cover costs. The Kent authorities have a good record of training parking officers. Additional training based on the TMA is already in place, but it is not yet known whether the Kent NVQ training is sufficient. The legality of enforcing double parking and dropped kerbs in the absence of an approved sign as well as there being sufficient evidence to issue a PCN to a driver who has left the scene is being questioned. Timing is a big issue. There is little time left to prepare for the introduction of CPE and it is not anticipated that the DfT guidance will be finalised until 2008. These concerns will be included in a joint Kent Parking Group response to Government, as well as through the British Parking Association.
20. Once CPE is in place on 31 March 2008 and is seen to be functioning effectively and existing schemes have been fully publicised and legal issues resolved, consideration will be given to taking up camera enforcement of additional moving and parking offences as appropriate at congestion hotspots in conjunction with wider duties under the Traffic Management Act.

### Conclusion

21. Effective parking management must be part of a balanced strategy which includes land use, transport and environmental policies. The development of Local Parking Plans has been disappointing, but good progress has been made in the Kent Parking Group with promoting best practice, a common training framework, ensuring fairness and consistency in the issuing of PCNs as well as ensuring that parking enforcement is open and transparent through the publication of data and policies. The introduction of Civil Parking Enforcement under the Traffic Management Act is a significant element of new work and the Kent authorities are working closely together to ensure its successful introduction and to meet wider policy objectives within the County. Progress with these will be the subject of future reports to members.

## Appendix 1: Enforcement Comparisons for Kent <sup>(1)</sup>

	2001/02 <sup>(2)</sup>	02/03	03/04	04/05	05/06	06/07
PCNs issued and waived:						
Formally issued	160,364	195,013	206,664	214,667	223,903	226,334
Waived (total)	31,705	41,259	31,607	36,475	35,831	38,460
Waived for disabled badge holders	2,812	4,697	4,604	4,900	5,114	5,646
Total PCNs paid:						
Within 14 days	85,362	86,555	88,500	98,413	114,664	113,166
15 - 28 days	12,903	15,656	20,537	24,743	23,836	26,998
After 28 days	4,148	11,438	10,513	9,333	9,139	8,953
Number of PCNs to appeal:						
Won	206	189	173	194	163	156
Lost	154	150	161	168	203	155
Not contested	265	99	188	167	85	232
Total managed parking spaces:						
Off street	33,204	33,959	30,188	31,209	31,176	31,573
On street	6,653	6,848	8,515	7,320	9,033	10,954
Number of FTE Parking Attendants	130	136	136	144.5	148.5	146

<sup>(1)</sup> PCNs may not always be issued/ processed in the same year.

<sup>(2)</sup> Kent authorities fully decriminalised from July 2001.

## Appendix 2: On Street Parking Accounts Kent<sup>(3)</sup>

On Street Parking Account 2006-2007 (figures in £s)	Income	Expenditure	Surplus/Deficit
Ashford	£417,550	£330,551	£86,999
Canterbury	£696,578	£793,634	£-97,056
Dartford	£312,489	£434,635	£-122,146
Dover	£630,718	£573,404	£57,314
Gravesham	£560,231	£505,066	£55,166
Maidstone	£559,592	£621,433	£-61,841
Sevenoaks	£257,065	£300,894	£-43,829
Shepway	£301,607	£471,372	£-169,765
Swale	£225,372	£186,216	£39,156
Thanet	£911,140	£952,808	£-41,668
Ton & Mall	£314,667	£405,635	£-90,968
Tun Wells	£704,174	£613,612	£90,562
<b>Total</b>	<b>£5,891,183</b>	<b>£6,189,260</b>	<b>£-298,076</b>

<sup>(3)</sup> Where surplus exceeds £50,000-£100,000 (figure varies by district) expenditure of that surplus is agreed with the County Council and is ring fenced to the district concerned.

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## Satellite Navigation Devices

A report by the County Transportation Manager to the Highways Advisory Board on 13 November 2007

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### Introduction and Background

1. A Satellite Navigation device is becoming the 'must have' accessory of today's motorists. Despite their many strengths there are concerns regarding their accuracy and the tendency of drivers to blindly follow the computer's instructions regardless of the suitability of that route. Sat-Navs have been criticised for sending an unsuspecting driver down unsuitable roads including farm tracks, narrow lanes and closed roads. Reported incidents whereby a rural village has been wrecked by an invasion of heavy traffic and lorries, because drivers have been given this as a through-route by their Sat-Nav, is on the increase. Occasionally lorries have become wedged in narrow lanes as a result of being guided there by a Sat-Nav.
2. Over recent years residents in postcard villages of Kent have experienced the problems with these devices at first hand when lorry drivers have followed the wrong directions on their Sat-Nav systems. The villagers of Mereworth, near Maidstone were in the spotlight this summer when a foreign lorry driver found himself being directed down increasingly narrow roads until his 40ft vehicle became wedged between houses along Beech Road in the village.

### In-Vehicle Information Systems (IVIS) Consultation

3. The Department of Transport (DfT) is fully aware of the issues surrounding inappropriate routing of Sat-Nav devices and they are committed to introducing improvements to these systems. Back in January 2007 the DfT produced a consultation on the review of In-Vehicle Information Systems (IVIS) Legislation for which the consultation received responses from a variety of sources. A key element of the IVIS questionnaire was the type of legislation that would be appropriate for regulating the Sat-Nav devices. The information has been used to create a database and the information is being analysed by the DfT. It is expected that a paper will be presented to the Transport Minister later this year.

### Sat-Nav Guidance Issues

4. The Sat-Nav Guidance Issues is being looked into by a Network Management Board sub-group set up by the National Traffic Managers Forum that are reviewing some of the traffic management issues that have arisen as a result of inappropriate routing guidance from Sat-Nav systems. The work by this sub-group is focussed initially on understanding the processes that are required to keep base map data and the associated road characteristics up to date. The sub-group currently comprises of the Highways Agency, Transport for London, Ordnance Survey, and various local highway authorities.
5. Access to and updating the Road Routing Information (RRI) is one of the main underlying issues behind poor guidance from Sat-Nav systems. In summary, the data, which is primarily the responsibility of Local Highway Authorities, has to be collated from many sources and is collected in diverse ways by the map and Sat-Nav system suppliers. Data ownership issues further complicate a difficult technical issue. The RRI has a comprehensive restriction and advisory route information facility that includes mini roundabouts, width restrictions, weight restrictions, bridge heights, traffic calming, vehicle restrictions, one-way roads, and vehicle type access restrictions.

## Satellite Navigation Devices

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6. The sub-group have been looking at the option of establishing a single, shared Clearing House repository for RRI, to be updated by the Highways Agency and Local Highway Authorities and accessed by the map and Sat-Nav suppliers. This model has been used in Japan to address similar issues. Some of the data under discussion is already being introduced into Ordnance Survey's main Integrated Transport Network (ITN) product and this has highlighted both the technical and commercial issues associated with establishing a Clearing House. While these are not considered insurmountable, it has been recognised that the Clearing House option would need strong central policy from the DfT.
7. An alternative approach for guidance systems would be a "Preferred Route" option as this is based on developing a set of network routes that are suitable for specific types of vehicle. Guidance systems would then use the Preferred Routes as the basis for route selection. This approach removes the need for guidance systems to reference micro-level RRI (for example bridge heights and width restrictions) in journey planning and thus avoids the associated accuracy and update issues. It would, however, introduce a different set of liability issues for the owners and maintainers of the Preferred Route.
8. Freight Routes, which can be provided as a mapping overlay, would be used as a key identifier of the Preferred Route option. Other sets of Preferred Routes identified at this stage included:
  - By vehicle type (including powered wheelers and cycles)
  - Diversion routes, to be activated when a major route is blocked
  - Seasonal variations
9. Systems providers (e.g. TomTom) have led the development of business requirements for navigation, based on some reasonable assumptions of the consumer need. What is now being discussed is putting some business requirements from the network management point of view into that process. If network management issues are to drive the developments then there will be a need for guidance and specification from the DfT to the supplier market.
10. The proposed next steps for the sub-group is to:
  - Obtain feedback from the National Traffic Managers Forum on the need for network management issues to play a greater role in driving the development of navigation devices;
  - Review the two options identified (Clearing House and Preferred Route) in more detail and, in particular, involve one or more of the guidance systems providers;
  - Present the results to the DfT for a discussion of the overall policy issues identified;
  - Review the findings from the IVIS consultation and consider how legislation might be developed.

### **Sat-Nav Mapping Providers**

11. Ordnance Survey (OS) is one of the leading mapping providers to the Sat-Nav industry. OS have started discussions with Local Highway Authorities, Highways Agency, freight associations and other stakeholders to create a master freight map of Great Britain. So far OS have support from several local highway authorities, the Freight Transport Association and the DfT's Freight Best Practice Programme.
12. Some of the Road Routing Information comprehensive restriction and advisory route information data (such as width restrictions, weight restrictions, bridge heights) is being introduced into Ordnance Survey's main MasterMap Integrated Transport Network (ITN) Layer product. The OS MasterMap ITN Layer is used as the base road network for many Sat-Nav devices.

# Satellite Navigation Devices

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## The Freight Best Practice Programme

13. The Freight Best Practice programme is funded by the DfT to promote operational efficiency within freight operations in England. A key area that is being investigated is the use of Sat-Nav systems for more freight operations. This programme has already highlighted the positive and negative findings of using Sat-Nav and has made some recommendations to the DfT that further enhancements to the route data within these devices is essential for these devices to be 'freight friendly'.
14. The Freight Transport Association (FTA) is already in talks with the suppliers to produce satellite navigation systems that are more compatible with freight operations. The FTA is inviting the mapping and telematics industry to remedy this situation before any more goodwill is lost to the public. The FTA has provided the Sat-Nav industry with a list of data items that its members say are necessary additions to a Sat-Nav system, which includes recommended lorry routes and HGV restrictions.

## Sat-Nav Route Signing

15. The Vale of Glamorgan Council in Wales has begun trialling a new road sign, which is designed to stop lorry drivers with Sat-Nav devices from getting stuck on unsuitable country roads. The signs, which picture a lorry and a satellite with a red line through them, have been erected near St Hilary in the Vale of Glamorgan. The signs will be in place for 12 months and if successful, could be used at other locations in Wales. KCC can see the benefit of trialling a new sign informing large vehicles (HGV's) to ignore their Satnav system when approaching unsuitable roads, however we must be mindful that a number of drivers continue to use routes clearly signed as unsuitable for HGV's. Should the trialled sign prove to be a success, then KCC may consider introducing a similar sign onto its highway network.

## Conclusion

16. The concerns with the Sat-Nav guidance issues are already being looked at and addressed by a variety of groups and organisations throughout the country. Notwithstanding this KCC must be committed to improving the developments of the satellite navigation systems to provide up-to-date and reliable information that addresses the increasing problems with these devices. Whilst KCC cannot do anything alone to improve the current problems associated with these in-vehicle devices, we can take some appropriate action, as follows:
  - Lobby the Transport Minister and the DfT on the introduction of legislation to improve the technology and information exchange with the developers and suppliers of these devices.
  - Task the Kent Transport Board with setting about developing an action plan towards solving the current Sat-Nav problems. This board would invite representatives from KCC, Road Haulage Association, Freight Transport Association, Ordnance Survey, DfT, Sat-Nav Systems providers and the Royal Institute of Navigation to look at the Sat-Nav issues.
  - Provide Sat-Nav developers with a list of recommended lorry routes across the county and a list of roads that are unsuitable for HGV's or large vehicles.
  - Ensure that Sat-Nav providers are maintaining an accurate and up-to-date map feature on their systems.
  - Await the outcome of the trial of a new Sat-Nav roadside sign in Wales. Should the trial prove to be a success, then KCC may consider introducing similar signs onto its highway network.

## Satellite Navigation Devices

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- Work with the Road Haulage Association and Freight Transport Association to encourage haulier's to purchase Sat-Navs that set the instructions for route selection.
  - Produce an up-to-date version of a map-based leaflet showing recommended lorry routes across the county with an aim to make up for shortcomings in 'Sat-Nav' systems.
17. Members are asked to consider this report and offer their views of the problems associated with these devices, the progress made to date and the recommended actions to be taken by KCC.

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Accountable Officer: Lloyd Holliday, Traffic Manager, 01622 696940

## Proposed Traffic Management Measures, Ruins Barn Road, Tunstall

A report by the Mid Kent Transportation Manager to the Highways Advisory Board on 13th November 2007.

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### Introduction

1. A petition signed by 76 residents of Ruins Barn Road was submitted by the Ward Member for Woodstock requesting that traffic calming measures and crossing points be introduced on Ruins Barn Road.
2. Ruins Barn Road, shown in annexe A, is unclassified and is primarily a rural road, with development only in part, on one side, running from Tunstall towards Woodstock. The road is subject to a 30 mph speed limit along the developed area and is derestricted south of the built up area.

### Background

3. A report was presented to the Swale Joint Transportation Board (JTB) in March 2007 which recommended that no further action is taken and that the petitioners' representative is notified accordingly.
4. Members of the JTB recommended that an interactive speed sign be erected in Ruins Barn Road and that other safety measures be considered along the whole length of the road.
5. In circumstances where there is a clear conflict of outcomes between officer recommendations and the JTB resolution, the issue is referred to the Highways Advisory Board for consideration. This report therefore seeks Members' views.

### Discussion

6. A comprehensive investigation was carried out and involved a speed/volume survey along the 30 mph section of road and visual assessment of the highway environment and analysis of the personal injury crash record. The speed data recorded is summarised in Table A of this report.

**TABLE A**

Day	No of vehicles		Mean speed		85%tileSpeed	
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound
<b>Monday</b>	1657	1670	30.4	30.1	35.1	35.3
<b>Tuesday</b>	1669	1691	30.4	29.2	35.3	34.4
<b>Wednesday</b>	1703	1735	30.3	29.9	35.6	35.3
<b>Thursday</b>	1642	1672	30.6	29.8	35.8	35.1
<b>Friday</b>	1597	1662	30.6	29.9	35.6	35.3
<b>Saturday</b>	540	594	30.6	30.4	36.7	35.8
<b>Sunday</b>	586	641	30.4	30.5	35.8	35.8

## Proposed Traffic Management Measures, Ruins Barn Road, Tunstall

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7. Examination of the injury crash data reveals that there were two slight injury crashes in the three-year period up to 30<sup>th</sup> September 2006. Both incidents involved the loss of control of vehicles travelling towards Sittingbourne and one was alcohol related. It is not possible to establish any pattern which connects both these incidents and therefore no mitigating intervention is advised.
8. The current criteria governing the introduction of safety cameras is that they must only be used as a crash reduction measure and not as a speed reduction device. Under the current criteria, there would need to be a minimum of 3 crashes resulting in serious injury or fatality within one kilometre for a site to qualify for consideration. Each year the County Council's crash database is examined to establish locations where there are high incidents of personal injury crashes. These locations are then looked at in detail and assessed for possible crash reduction measures and inclusion in the following year's Integrated Transport bid.
9. Where conventional safety measures are either deemed inappropriate or likely to be ineffective, interactive speed signs can be considered, but they are also subject to specific criteria and should only be used where there is evidence of excessive speed and/or injury crash problems.
10. A more general issue of concern to the residents of Ruins Barn Road is the planned expansion of the Kent Science Park and the impact any additional traffic will have on Ruins Barn Road. This concern is a separate matter that will be fully examined under the planning process.

### **Conclusion**

11. Speed reducing measures should only be introduced if the circumstances justify their introduction and have to be appropriate to the local conditions, existing traffic speeds and crash record if they are to bring any benefit in terms of improved road safety. It is therefore paramount that we deal with actual problems rather than the perception of a problem.
12. Based on the evidence collected and examined and the current criteria governing the introduction of a speed camera and/or interactive speed signs, it is not possible to justify such intervention or justify the introduction of any other type of speed reduction measure along the speed restricted section of Ruins Barn Road.

### **Recommendations**

13. It is proposed to recommend to the Cabinet Member for Environment, Highways and Waste, that no further action is taken and that the petitioners' representative is notified accordingly.

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Accountable Officer – Michael Sammut (01622) 798379

## **Proposed Traffic Management Scheme, Richmond Street/Marine Parade, Sheerness**

A report by the Mid Kent Transportation Manager to the Highways Advisory Board on 13th November 2007.

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### **Introduction**

#### **Richmond Street**

1. Richmond Street was identified as a crash remedial scheme in the 2006/7 Local Transport Plan bid. A total of four isolated child pedestrian crashes were identified in the study area consisting of Richmond Street, Coronation Road, Alma Street, James Street, Jefferson Road, Unity Street, St Helens Road, Wellesley Road and Nursery Close. The initial suggestion was to introduce a 20 mph zone within the area to be enforced by speed humps, build outs and chicanes.
2. However, very few of the properties within the area have off-street parking facilities and residents therefore, park their vehicles on-street. The introduction of physical traffic calming measures would have reduced the available on-street parking. Furthermore, these measures may not sit harmoniously with the recently published school travel plans for the two local schools, Richmond First and Cheyne, and may not fully address the school travel issues identified within the plans.

#### **Marine Parade**

3. Marine Parade was also a crash remedial scheme in the 2006/7 Local Transport Plan bid. At the time of submitting the bid, the three-year record showed a total fourteen crashes, eight of which occurred during wet weather conditions. A traffic management scheme was devised to reduce and maintain lower traffic speeds, regulate parking with marked parking bays, prevent footway parking and provide a safer facility for pedestrians at the footpath entrance to the Cheyne School from Marine Parade.
4. The scheme was the subject of a public consultation exercise and the community response was for further consideration to be given to improving the existing lay-by parking facilities and the introduction of conventional speed humps instead of chicanes. This is currently the subject of an investigation to establish the cost and viability of the scheme. However, an analysis of the latest three-year injury crash record indicates that the numbers of crashes are declining, with a reduction from twelve to eight crashes with only one incident occurring during wet weather conditions. Marine Parade has also been resurfaced recently, which should also have a beneficial impact.

### **Background**

5. A report was presented to the Swale Joint Transportation Board (JTB) in March 2007 which recommended that the highway issues in Marine Parade and Richmond Street, Sheerness, because of their adjacent proximity, be combined into one project and explore options to link the resulting scheme proposals to the travel plans of local schools. The rationale behind this approach was to create a more comprehensive solution to meet the different travel needs of the residential and school communities.

## Proposed Traffic Management Scheme, Richmond Street/Marine Parade, Sheerness

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6. Members of the JTB recommended that the schemes be progressed separately. In circumstances where there is a clear conflict of outcomes between officer recommendations and the JTB resolution the issue is referred to the Highways Advisory Board for consideration. This report therefore seeks Members' views.

### **Conclusion**

7. This holistic approach to the combined issues would aid better understanding of the needs of pedestrians, cyclists and motorists and help to develop a scheme that would improve the quality of life of the residents. The investigative work could be done during this financial year with a view to including it in the next round of the PIPKIN assessment in April 2008, which, if successful, could be included in the 2009/10 programme.

### **Recommendations**

8. It is proposed to recommend to the Cabinet Member for Environment, Highways & Waste that the two schemes be combined so that options can be explored to link the resulting new scheme with the travel plans of the two schools.

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Accountable Officer – Michael Sammut (01622) 798379

## **Borough Green and Platt Bypass**

A report by the Director of Kent Highway Services to the Highways Advisory Board on  
13 November 2007

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1. An alignment for a bypass to Borough Green was given consent in the 1990s (see Figure 1 attached). Works were started, with the construction by others of a railway bridge and a short section of the bypass. It was believed that this start of works conferred consent in perpetuity.
2. A recent planning application by H+H UK for a block making plant at Borough Green, and the construction of the bypass, has been the subject of a recent Planning Inquiry. At this Inquiry it became clear that a Certificate of Lawful Proposed Development issued by the County Council for the completion of the bypass was the subject of judicial review. Following Counsel advice, the Council did not contest the legal challenge on the basis that the decision was vulnerable to the challenge as evidence within the application was insufficient for the Council to have come to the conclusion it did. The decision was not a determination that planning permission did not exist for the development. Subsequent consideration of the planning history has however established that the planning permission for the bypass has lapsed.
3. The Leader of the County Council has committed the County Council to obtaining a new consent for the bypass.
4. Current regulations do not allow for consent to be simply renewed, a new application must be made, supported by all the relevant environmental and ecological surveys and option assessment. Given this volume of work it is anticipated that new application cannot be made before Spring 2009.
5. Funding for the work in the 2007/08 financial year can be absorbed from realignment of budget for similar work. 2008/09 funding would be from float in the limited revenue budget for forward design. Costs are expected to be some £50k in 2007/08 and £150k in 2008/09. However, these costs might rise as surveys are progressed, and depending on the level of debate promoted by local bodies.

### **Conclusion**

6. Subject to the views of this Board it is proposed to recommend to the Cabinet Member for Highways, Environment & Waste that:
  - a) work to submit a new planning application for a bypass to Borough Green & Platt be formally approved;
  - b) expenditure from budgets be approved.

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Accountable Officer – John Turner

01622) 696882

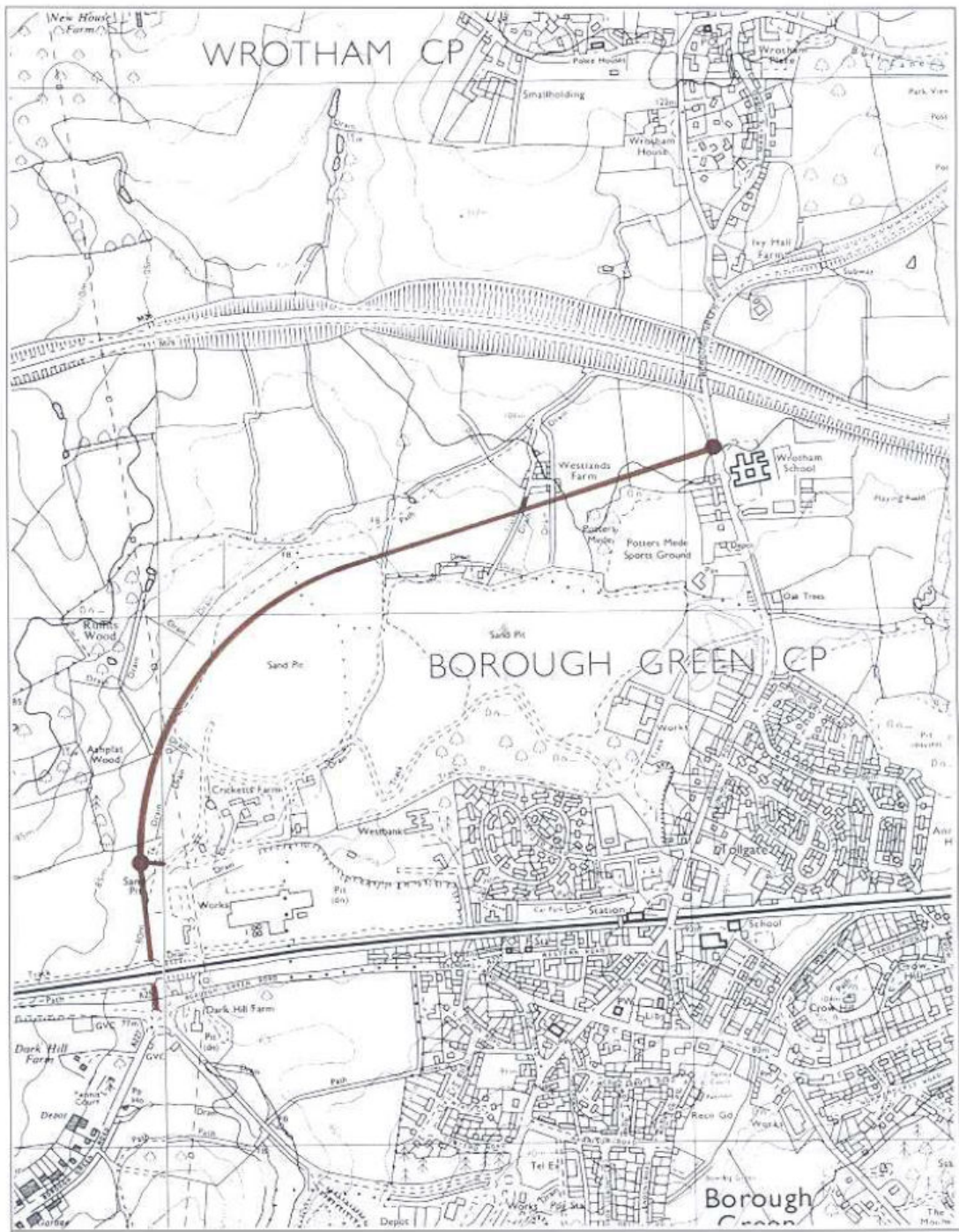
[john.turner@kent.gov.uk](mailto:john.turner@kent.gov.uk)

Figure 1, attached

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# BOROUGH GREEN & PLATT BYPASS

Figure 1



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## Borough Green Bypass

Diagrammatic layout

**Note:**  
The scheme has been part constructed between Dark Hill roundabout and a temporary access to H-H Celcon's works, under the bridge constructed by Railtrack.

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## HIGHWAYS ADVISORY BOARD

Agenda Item:  
DATE of Report:  
13 November 2007

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