



HIGHWAYS ADVISORY BOARD

AGENDA

Thursday, 8 May, 2008, at 10.30 am
in the Council Chamber, Sessions
House, County Hall, Maidstone

Ask for: Karen Mannering
Telephone: (01622) 694367

Refreshments will be available from @ in/outside the meeting room

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 - 4 March 2008 (Pages 1 - 22)
4. Kent Highway Services - The Director's Update (Pages 23 - 24)
5. Bluebell Hill Resurfacing Scheme (Pages 25 - 26)
6. Operation Stack and the Lorry Park (Pages 27 - 30)
7. Satellite Navigation Devices - an update (Pages 31 - 32)
8. HA Tactical Diversion Routes (Pages 33 - 36)
9. Proposed KCC Permit Scheme (Pages 37 - 40)
10. Management of Footway Parking (Pages 41 - 42)
11. Transportation and Safety Package Programme 2008/09 (Pages 43 - 50)
12. Gate on Manor Road (Gravesend Town Centre) (Pages 51 - 52)
13. Downs Road and Hogg Lane, Northfleet (Pages 53 - 62)

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

Tuesday, 29 April 2008

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

KENT COUNTY COUNCIL

HIGHWAYS ADVISORY BOARD

MINUTES of a meeting of the Highways Advisory Board held on Tuesday, 4 March 2008 at Sessions House, County Hall, Maidstone.

PRESENT: Mr R F Manning (Chairman), Mr T J Birkett, 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 R A Marsh, Mr J I Muckle, Mr R A Pascoe, Mrs P A V Stockell, Mr R Tolputt and Mr R Truelove.

IN ATTENDANCE: Mr G Harrison-Mee, Director, Kent Highway Services; Mr D Hall, Head of Transport and Development; Mr N Bateman, Head of Technical Services; Mr D Bond, Transportation Manager; Mr J Farmer, Regeneration and Projects Manager; Mr M Palmer, Head of Finance; Mrs K Putnam, Regeneration & Projects Manager; Mr A Riley, KHS Landscape Manager; Mr J Whitehorn, Operational Finance Manager; and the Head of Democratic Services (represented by Mrs K Mannering).

UNRESTRICTED ITEMS

1. **Minutes** (Item 3)

(1) Further to paragraph 8 – Fees and Charges for 2008/09, Mr Whitehorn informed the Board that the:-

- (a) £120 fee agreed for a Pavement Licence referred to 'A' boards and goods on display, as well as tables and chairs;
- (b) proposed £390 fee for review of independent safety audit was no longer appropriate; and
- (c) note re traffic counts indicating no charge to members of the public/parish/district councils should be deleted and thereby enable actual costs be recovered on a discretionary basis.

(2) RESOLVED that the Minutes of the meeting held on 8 January 2008 are correctly recorded and that they be signed by the Chairman.

2. **Kent Highway Services – The Director's Update** (Item 4 – Report by Director, Kent Highway Services)

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

(2) **Traffic Management Centre** - the recent heavy rain gave an unexpected insight into life without the Traffic Management Centre (TMC) and the effect it had on Maidstone town centre. The heavy rain led to flooding and the evacuation of the Traffic Management Centre on 15 January, and, as a result it was not able to change the traffic signal timings to respond to varying traffic flows and prevent queues building, nor to use the roadside variable message signs to inform people. This led to pretty big queues in and around Maidstone. Fortunately, the TMC was back up and running in two days. This showed the benefit of the system that was now being rolled out into Canterbury and Kent Thameside.

At a recent Maidstone Business Forum meeting with the Town Centre Manager, Borough Council Members and business representatives all agreed the TMC was helping and a real benefit. This was good news and a real sign of approval of the hard work of staff and investment by KHS. Caroline Bruce, Acting Head of Network Management, was leading on this.

(3) **Public satisfaction tracker survey** - Kent Highway Services latest residents survey was showing increasing levels of public satisfaction. Every year 1200 residents from across Kent were asked their views on the condition of roads, pavements and streetlights in the County. The headline 2007 results were set out in the report and traditionally progress was measured through something called 'Net-Satisfaction'. This was a figure calculated by taking the % of people who were dis-satisfied with the service from the % who were satisfied. This gave a true reflection of the service and a balance between those happy, those un-happy and those who were not sure. Members would remember that a positive net satisfaction in 2006 was achieved for the first time since surveys began 20 years ago.

Progress to raise the profile of the highway service was going well with branded KHS vehicles and the page every week in the Kent on Sunday paper, increased press releases about the service and not forgetting the 15,000 calls each month handled by the Contact Centre. There was still more to do and the new shaped KHS would be ready for the start of the new financial year. But, through all the change that had been going on in KHS over the last year, staff from across all the Alliance partners (this included Jacobs, Ringway and TSUK who made up the KHS Alliance) had shown how dedicated and committed they were by delivering a service that was recognisably better than last year, as measured by the residents who received the service.

(4) **Dealing with service requests and calls** – we were now reporting progress on dealing with service requests on a weekly basis to managers and staff. This reporting by the new seven service groups ensured managers got regular information about how their teams were performing. Over the last few months we had reduced the number of service requests that were still open after 28 days from over 2000 to under 500. We still had more to do however to meet the answering letter target within the 10 working day target. Again we were reporting results on a weekly basis but were currently achieving around 85% replied in 10 working days. More still had to be done to provide a more responsive service to the public and as the new teams were fully in place we would be driving this harder.

(5) **Annual Operating plan** – the draft of the 2008/9 KHS Operating plan was well underway and a draft was available for any member of HAB who would like to review and comment on the draft document. David Beaver, Acting Head of Business, Performance and Communications, was leading on this.

(6) **Inspector Vans and IT 'handhelds'**– The new highway and RASWA roadworks inspector vans would be rolled out during March and April. We would have 60 KHS branded vehicles out and about across the County. Inspectors were now being trained on their new 'handheld' devices which were mini computers that could be used on their inspections to speed up communications and the logging of faults. Kim Hills, Head of Community Operations, was leading on this work.

(7) **Response to Insurance Claims** - Over the last year the performance of processing insurance claims had been patchy. With potential changes to legislation proposed requiring shorter time scales, a review of the system was necessary. Initial meetings had been held with the corporate insurance team and the authority's insurer, Zurich. A small working group had been established and some areas of improvement already identified. These included a new electronic claims form (ensuring appropriate information was provided by the claimant), greater use of the contact centre and the new

KHS IT systems and earlier site visits. Kim Hills, Head of Community Operations, was leading on this work.

(8) **EDF and connections for streetlights** – we continued to be affected by EDF failure to deliver a responsive service for power supply faults and new connections. Norman Bateman, the Head of Technical Services was leading the work to get a better service and EDF were committed to a 'Excellence in Un-metered Connections' project to meet and exceed Ofgem targets. The project would cover connections, faults and emergencies in relationship to street lighting, targeting timescales and reporting procedures. We were keeping a close eye on the project and monitoring connection times to ensure that it delivered improvements.

(9) **Highway Drainage** – a paper on highway drainage was presented to the Board at the last meeting. Information on highway flooding was still being collected and this would be the basis of future improvements to the drainage system and asset. The new Drainage team within Norman Bateman's Technical Services Group were reviewing all programmed gully cleansing activity to ensure we had better information about when work was planned and better cyclic maintenance of known hot spots.

(10) **A229 Bluebell Hill, Aylesford resurfacing** – We were putting in place a weekend closure on the uphill stretch of the A229 between 28 and 31 March to resurface the road. This would be from 21.00 hrs on 28 March until 05.00 hrs on 31 March. We had decided on a short, sharp hit over a weekend to ensure disruption was kept to a minimum. Our crews would be working 24 hours a day for both days laying 6,400 tonnes of material using 3 paving machines on the 3km scheme length. We would be putting in place an extensive publicity campaign to advise residents and road users as this was a key strategic route and the closure would cause disruption. Behdad Haratbar, Acting Head of Countywide Improvements, was leading on this.

(11) **Traffic Management Act update** – The Traffic Management Act 2004 had offered the opportunity for local highway authorities to introduce a permit scheme across their networks. The schemes had been designed with the aim of improving the management and co-ordination of all activities on the highway therefore minimising disruption and providing more reliable journey times for the travelling public. Kent County Council (KCC) had taken the decision to make a bid to the Secretary of State for Transport to run a permit scheme across the highway network in Kent. Our formal bid would be submitted to the Secretary of State for Transport and the Department for Transport in May 2008. It was the intention to begin the introduction of our Permit Scheme in the last quarter of 2008 by permitting our own works for a 4 month period. It must be stressed that the dates could be only indicative at the current time. KCC would be one of the first authorities across the country to make an application for a permit scheme and there were many processes and guidance documents to be put in place. All local highway authorities were reliant upon the IT software providers to release the necessary applications around August time. Until the packages were released, installed and tested we would not be in a position to confirm the roll out date of our full permit scheme system. Caroline Bruce, Acting Head of Network Management, was leading on this.

(12) **Speed Management in Kent** - a successful launch of a new 'Understanding' leaflet and the PIPKIN process to assess schemes that 'change' the highway layout was held with Members and Parish Town Councils on 10 January. The conference, chaired by Keith Ferrin, was designed to explain KHS's new policy on local speed limits and traffic management schemes. In future any request for us to make improvements to the road must be supported by the local community in the area (for example through a known group, parish or town council). Information had been sent out to Members and Parishes

who were unable to attend the conference. David Hall, Head of Transport and Development, was leading on this.

(13) **New Quiet Surfacing** – following the successful trial of a new low noise surfacing on the A26 at Tonbridge we would be developing a policy and priority system to ensure sites for resurfacing were chosen fairly and prioritised in a quantitative manner. The policy would be submitted to the next Board. Behdad Haratbar, Acting Head of Countywide Improvements, was leading on this.

(14) **Re-organising KHS** – the new KHS structure was now around 75% populated with on-going recruitment processes both internal and external to fill the remaining posts by April. Two recruitment fairs had been organised to attract new talent to the Alliance. The changes to the Environment and Regeneration Directorate Resources Division would have an impact on the Business, Performance and Communications Group and the Finance Group, and I am working closely with Adam Wilkinson to ensure this did not affect service delivery on the front line. The organisation structure and posts currently filled was detailed in the Appendix to the report.

(15) **Graduate programme** – I am pleased to announce that a new engineering stream had been added to the successful Corporate 'Kent Graduate Programme'. This would roll out in June and we hoped to have two graduates working across the Alliance and ultimately taking up full time employment with us. This first phase was focussed on Transport and Development where there currently was a skills shortage. David Beaver, Acting Head of Business, Performance and Communications, was leading.

(16) During debate the Chairman referred to paragraph (8) above, and informed the Board that he had already met with 2 of EDF's senior managers who explained their reasons for non-performance, but these were unconvincing. It was now his intention to meet with the Managing Director of EDF in an effort to finally resolve the issues.

(17) The Board noted the positive progress being made to improve service delivery and supported staff through the period of significant change that lay ahead.

3. Highway Maintenance Budget for 2008/09 *(Item 5 – Report by Director, Kent Highway Services)*

(1) The report presented the Highways maintenance budget for 2008/09 (Revenue and Capital) following approval of budgets by Cabinet on 6 February 2008 [and ratification at the County Council meeting on 19 February 2008]. Table 1 of the report showed how the Highway Maintenance Budget had been derived taking the total Revenue and Capital budgets for Kent Highway Services as the starting point. It showed overall that the maintenance works budget had increased by approximately £2m compared with 2007/08.

(2) The main changes from 2007/08 were as follows:- Revenue: +£4m for freedom pass, +£5m for highways maintenance injection, -£1.5m targeted highways works. Capital: +£4m IT schemes [net of Ringway fixed charge share], -£1.6m for phase1 of LED conversion, -£3m capital maintenance supported by Prudential borrowing. There had also been a significant change in the accounting mechanism for the grants for rural buses and safety cameras, the effect of which was to increase the overall budget but remove income previously credited to KHS.

(3) The "Highway Maintenance Budget Model" report to the Board on 10 January 2006 described how the budget model had been developed for distributing the available funds. The report recommended that:-

- Allocations for highway assets were based on a relative assessment of their degree of depreciation, and
- Allocations to the areas were based upon an assessment of the size and condition of their networks.

The Cabinet Member for Environment, Highways and Waste subsequently approved the recommendations. The budget model had been updated with the most recent condition and network data and had been used to develop the maintenance budget for 2008/09.

(4) The Budget Model followed a process that:-

- Set out the revenue and capital budgets available for highway maintenance,
- Separated out the budget necessary for Operational maintenance (works that included safety repairs by NOMU gangs and routine maintenance such as gully emptying)
- Determined the remaining budget available for Repairs (works that maintained the structural integrity of the network)
- Allocated the Repairs budget between the various highway assets; and
- Finally allocated Operations and Repairs budgets to the new Services.

The model also provided a geographical distribution of the available funds by district for each asset group based on quantity and condition of the attributes.

(5) The gross highway revenue and capital budgets were set out in table 2 of the report. The next stage in the budget process was to determine and separate out the Community Operations and Technical Services Operational maintenance budgets from the remainder of the budget available for highway maintenance. In calculating the budgets, an allowance for contract inflation had been included to maintain the current minimum level of Operational maintenance. Separating out the budgets for Operational maintenance from the overall maintenance budget determined the balance available for Repairs. This was summarised in table 3 of the report.

(6) Table 3 of the report showed that, compared with 2007/08, the budget for Operations had risen by £3,416k owing to an increase for contract inflation but also an effort to align the budgets to the agreed standards in the Kent Highway Asset Maintenance Plan [Jan 2004]. The Repairs budget had decreased by £1,452k compared with 2007/08. The Operations budget of £12,000k for Technical Services & Community Operations was distributed between the work activities as shown in table 4 of the report.

(7) The £24,445k Repairs budget consisted of £4,767k of Revenue and £18,928k of Capital funding. As mentioned previously, the HAB report of 10 January 2006 recommended that the Repairs budget be allocated to the various asset groups depending on the relative need of those assets. The relative need had been determined by evaluating the degree of depreciation of each of the assets and calculating the annual budgets necessary to address that depreciation. The budget model allocated the Repairs budget

depending on those relative annual needs. The resultant distribution of the remaining Repairs budget across asset groups, after deducting £750k for the second phase of LED traffic signal conversion and signal refurbishments, was shown in table 5 of the report.

(8) The next step was to allocate money to the new Community Operations and Technical Services teams and areas. The Budget model did this by assessing relative need within each district taking a range of factors into account that represented the size and condition of their highway infrastructure. In previous years a table showed the distribution to the Divisions but as these were now being phased out, although the district boundaries were still used as building blocks in the model, the funds for each asset group were no longer sub-divided in this way. A summary of the financial allocation for maintenance was provided in table 6 of the report.

(9) The other top-sliced costs for Operations included £400 for temporary traffic management on high speed roads, £500 for inventory data capture, £4,545k of Ringway fixed charges – of which £2,275k would be funded from capital; £800k of this capital expenditure would be recharged to IT schemes. The grand totals for 2008/09 were £25,921k for Operations [51%] and £24,445k for Repairs [49%]. Compared to the current year's base budgets [£22,504 Operations & £25,897 Repairs], there would be an extra £3.4m for Operations but £1.4m less would be available for Repairs. The grand total for revenue funded maintenance of £28.4m in 2008/09 compared to £23.6m in 2007/08, representing an overall increase of £4.8m.

(10) The Budget Model would continue to be developed both as a result of improved asset management practice and through monitoring the actual expenditure during the year in response to the actual demands on the highway asset.

(11) The Board supported the proposal for recommendation to the Cabinet Member for Environment, Highways and Waste that the Highway Maintenance budget for 2008/09 be approved as set out in the report.

Following a proposal by the Chairman, Members agreed to consider Item 9, followed by Item 8, prior to Item 6.

4. Speed Management in Kent

(Item 9 – Report by Head of Transportation and Development)

(1) A report was submitted to the Board on outlining the need to gain community ownership on the many requests for action on speed related issues that the County Council received.

(2) The County Council received approximately 30 requests per month per division, often from individual members of the public, requesting some form of traffic speed control. In trying to be helpful, the County Council committed a significant resource to researching the reasons behind most of those requests. In the vast majority of cases, perception was not reality. Equally, there were a number of examples of speed control measures, such as traffic calming, which were both inappropriate in scale and unpopular with some members of the local community. There was no doubt that work on dealing with individual requests diverted transportation teams from undertaking more strategic work which was important in the context of the challenges which faced Kent.

(3) It was important that the County Council used its resources to the best effect. The recent introduction of PIPKIN demonstrated that the County Council wished to base criteria for expenditure on highway and transport improvements scientifically and not according to the greatest pressure. Equally, the work being undertaken on Government Circular 1/2006 previously reported to the Board would audit speed limits on all A and B class roads in Kent by 2012.

(4) Kent County Council held a PIPKIN Seminar for Parish Councils in January 2008. At the Conference, Parishes received a copy of the 'Understanding Speed Management in Kent'. A copy would be sent to all of those Parishes which were unable to send a representative to the seminar, and a copy of the text of the leaflet was set out in the Appendix to the report.

(5) In essence Kent residents were being asked to gain reasonable community support for any proposal relating to speed management. Once received, a data led approach would be used to determine the outcome as detailed in the Understanding Leaflet.

(6) During debate the Chairman referred to the draft Minutes of the Maidstone Joint Transportation Board of 21 January 2008. Following consideration of a report relating to Heavy Goods Vehicle Management – South and West of Maidstone, the JTB had requested that the Board recommend the funding of necessary surveys to establish the position with regard to heavy goods vehicles in Yalding and Farleigh. The request had not been received, and, therefore, was not included on this agenda.

(7) Following various comments and requests from Members, the Board:-

- (a) agreed that a joint review with the police and relevant agencies be carried out into the increase in deaths on Maidstone roads, and a report submitted to the Maidstone JTB and this Board;
- (b) agreed that a report be submitted to the Board's meeting in May relating to the provision of 20mph zones in the vicinity of schools;
- (c) agreed that the Heavy Goods Vehicle Management report referred to in paragraph (6) above be expanded and submitted to the Board's meeting in May; and
- (d) noted the report.

5. Highway Tree Inspections – Customer Care

(Item 8 – Report by Alan Riley, KHS Landscape Manager)

(1) At Highways Advisory Board (HAB) on 1 May 2007, a paper on highway tree management was presented and the following adopted by Members:-

- Tree management procedure.
- Preparation and adoption of a tree policy.
- Purchase of the Confirm tree modules system.
- Use of preferred arboricultural contractors by all KHS partners

(2) At HAB on 18 September 2007, a paper on a highway tree policy was presented and adopted by Members. The purpose of this paper was to propose the adoption of a change in procedure when dealing with customer enquiries and complaints in respect of highway trees which would result in improved service delivery across a number of areas.

- (3) The adoption of a Highway Tree Policy had provided clarity in a number of areas of highway tree management and had provided a consistent approach to making decisions ensuring that priority was always given to safety issues.
- (4) From 1 April 2007 the arboricultural team took over the responsibility for all aspects of tree management including routine safety inspections and customer enquiries. Work was ongoing with the KHS Contact Centre to ensure that customer calls were directed to the right place and were properly dealt with within the appropriate timescales.
- (5) 437 Priority 1 (P1) calls had been received from the KHS Contact Centre and dealt with. P1 calls involved trees that had failed or were in imminent danger of failing and average response time had been well under two hours.
- (6) Approximately 2500 Priority 2 (P2) calls had been received. P2 calls related to general, rather than legal nuisance issues. Safety issues were always dealt with as P1. Approximately 25% of the P2 calls had resulted in some form of remedial works on site. General nuisance issues included leaf and seed fall, sap deposition, blocking of light and interference with television reception. The total volume of calls for 07/08 was anticipated to be in the region of 4000.
- (7) A number of calls were filtered out by the Contact Centre but generally all tree related calls came through to the arboricultural team for attention. A number were dealt with immediately by letter or by telephone with an explanation that the type of problem indicated was not one that a responsible tree owner was required to deal with or that the works did not fall under the remit of KHS e.g. clearance of overhead services. The remainder of calls required an inspection. These were grouped into geographical areas to ensure best use of time and travel resources. An analysis of figures from April 2007 showed that in 75% of cases the inspection resulted in a decision not to carry out any works. The main reasons were that the complaint or enquiry had been overstated or was a general nuisance issue, as outlined above, that KHS was not required to deal with. The 25% requiring works was generally related to trees in decline, vehicular damage, vandalism and other non predictable events.
- (8) The process of managing calls was a drain on the resources available to manage and enhance the highway tree stock. Due to the volume of P2 enquiries and the need to prioritise P1 visits and works there could be a delay before a response was given to the enquirer. The delay often led to an expectation that works would be undertaken. Customer feedback in the event that no works were undertaken was often critical of the delay rather than the decision.
- (9) KHS met its duty of care by undertaking regular safety inspections of all highway trees based on the classification of the road. Current inspection frequencies were two years and five years. The asset database was an ongoing project and as it was developed it was likely that inspection frequencies would be refined to align with an identified risk. Current information recorded related only to trees requiring works but all trees were inspected and the inspection date recorded.
- (10) The asset database would include information on tree characteristics and dimensions and actions would include an assessment by an inspector that, under normal circumstances, would take the tree through to the next inspection cycle.
- (11) The current and future inspection processes were robust and defensible and took into account the period until the next inspection. There should be no need, under normal circumstances, to undertake tree works between inspection cycles except for emergency and programmed cyclical maintenance works. On the same basis there should be no need to carry out additional tree inspections between inspection cycles. Customers

should be given details of the inspection frequency and the date of the last inspection along with a copy of the 'Understanding leaflet – How we look after trees on the highway'.

(12) Where an enquiry related to a changed circumstance, such as disease or physical damage to a tree, then an interim inspection would be undertaken and the records updated. It was likely that some customers would, despite the justification of the process, complain about the lack of an inspection linked directly to their enquiry. Some customers would exaggerate the safety aspects of an enquiry to ensure that an inspection was undertaken. Both these issues existed within the current system of enquiries and should have no significant impact on the revised process. Overall the level of customer satisfaction was expected to increase with a quicker decision making process that still took into account safety of the highway.

(13) Based on a typical year the revised process would reduce the reactive calls requiring a visit or action from 4000 to 1000. The 3000 calls would receive a prompt response and call closure. The savings in resources would be diverted to the safety audit process, programmed maintenance and replanting programme and in particular the requirements of the New Roads and Street Works Act from 1 April 2008.

(14) The Board approved:-

- (a) the adoption of the revised process for dealing with customer enquiries; and
- (b) the use of savings from the revised approach for other elements of the tree management and enhancement programme.

6. Dover Priory Station Approach – Detailed Design Concepts

(Item 6 – Report by Katherine Putnam, Regeneration and Projects Manager)

(1) The report advised the Board on scheme progress to re-configure Dover Priory Station forecourt and the easterly section of Folkestone Road (from the railway bridge to Effingham Street junction), Dover. The report presented the detailed designs including the art interventions; examined traffic and environmental issues; feedback from the consultation process; clarified funding sources; and outlined the delivery programme.

(2) The Board was asked to support the detailed designs and subsequent procurement process for reconfiguring Dover Priory Station forecourt and the easterly section of Folkestone Road into a quality urban space that acted as a key 'gateway/arrival space' into Dover town centre, and recommended to the Cabinet Member for Regeneration & Supporting Independence that the scheme goes out to tender along with all the necessary approvals.

(3) The Dover Pride Regeneration Strategy, Dover's town centre Masterplan and the Public Realm Strategy were key drivers in transforming the perception of the town centre. The improvement of the public realm was an integral part of an overall strategy for Dover town centre, which built on the 9 major projects outlined in the Public Realm Strategy (July 2006) for Dover town centre.

(4) Throughout the extensive consultation process to date many stakeholders, interest groups and local residents had recognised that Dover town centre's current transport infrastructure presented physical and psychological barriers that severed the town centre from its environs. The current road network hindered a comprehensive approach to outward and connected expansion that should place a strong emphasis on high quality public transport, a safer walking environment (for both the able bodied and the disabled) and safer cycling routes rather than car use.

(5) A comprehensive and innovative approach to implementing high quality design to all new and existing areas of public realm, public open space and traffic/pedestrian management within Dover town centre was acknowledged as a high priority by Dover Pride. The quality of improvements to the public realm would be critical in setting the context and a benchmark for the transformation of the town centre, whilst at the same time avoiding abortive work.

(6) More importantly, if not implemented, it was unlikely that businesses, developers and new residents would be attracted to the town in sufficient numbers to achieve this transformation. Development sites would remain empty, external investment would be harder to attract and the town centre will not improve.

(7) The Dover Pride Board on 14 July 2006 considered a report on the Public Realm Strategy and its 9 major projects, and agreed to the importance of preparing concepts and detailed designs for Dover Priory Station Approach and the easterly section of Folkestone Road, the first major project emerging from the Public Realm Strategy (July 06).

(8) The first public realm project needed to create a positive identity, and act as a visible sign of Dover Pride's commitment to transforming Dover town centre. The area was currently secluded and isolated from the town centre despite being a key gateway to the town centre. When emerging from the station there was little sense of arrival and routes between the station and the various town centre facilities were not immediately obvious. There was an opportunity through the proposal to create a stronger sense of place and arrival, and change perceptions of the area of the town centre, and set a benchmark for future works elsewhere. The expenditure had been well planned over a number of years and only recently had the contribution from Network Rail been confirmed, thereby allowing the project to proceed to the next stage. This public realm project fitted well with the longer-term aims and recommendations of Dover Pride's Regeneration Strategy, the town centre Masterplan and the Public Realm Strategy.

(9) In overall terms, the project was very much an exemplar and innovation project, which aimed to radically change the station's external environment. The scheme had a number of aims and objectives, which could broadly be summarised as follows:-

- increasing 'connectivity' by creating better links between the railway station (to be linked to the CTRL in 2009 when the rail passenger usage by local people as well as visitors to Dover would increase considerably above existing levels by some 400,000 per annum), the docks, the town centre and surrounding neighbourhoods such as Tower Hamlets (one of the most deprived areas of east Kent);
- tackling the road network and creating a pedestrian & cyclist friendly environment;
- ensuring a positive sense of arrival by train and/or bus at key nodes, including the railway station forecourt as an external reception space whilst providing adequate parking for commuters, where a high quality entrance to the town centre was required; and
- improving public safety and help reduce crime in the locality.

(10) The scheme goes beyond the requirements of a traditional highway design by incorporating the facets of good urban design in order to deliver high quality public realm which would compliment the future development aspirations in the town centre. There was considerable overlap and interaction between the public highway space, the station forecourt, existing links to adjacent neighbourhoods, nearby development opportunities, and the mutual benefits were highlighted as follows:-

- **Character** – a place with its own identity.
- **Continuity** – a place where public & private spaces were distinguished but complimentary.
- **Quality** – a place with attractive and successful public realm and outdoor areas.
- **Ease of Movement** – a place that was easy to get to and move through.
- **Legibility** – a place that had a clear image and was easy to understand.
- **Adaptability** – a place that easily changed.
- **Diversity** – a place with variety and choice.

(11) The proposals were exciting and traditional highway standards could not be applied in the normal way. As the detailed designs had developed, a balance had been struck between the purist urban design aspirations and the operational, buildability and maintenance aspects, and all alongside innovative and high quality.

(12) An Integrated Design Team (IDT) had been set up to deliver the project, with consultants Jacobs UK Ltd (Maidstone office). The team included engineers, landscape architects, a Public Art Project Manager (Sarah Wang) and a Lead Artist (Jacqueline Poncelet), both of whom were of international repute. Building on an Art Plan for the project, Public Art was an integral part of the engineering design; it also included specifically commissioned art works in appropriate spaces created by the scheme design; and an outreach project to engage with the local community. All members of the IDT worked closely together with the ultimate goal that the scheme be a well-balanced multi-functional project of the highest standard.

(13) The need to de-clutter, make safe, minimise road signage & markings, improve wayfinding, introduce better landscaping, use quality materials and create an enhanced and widened public realm for increased social interaction had been maintained throughout the scheme development.

(14) Over a period of months, an outline design scheme/masterplan had evolved in close consultation with the Client Group and wider stakeholders. Elements intrinsic to the concept design included:-

- the concept of a “arrival space” onto the main station forecourt where there was better balance between the pedestrians, buses, taxis and motorist;
- improved access, facilities and service penetration for buses and taxis within the station environs and beyond, to strengthen the overall transport hub;
- an improved pedestrian and cyclist environment enhancing existing routes and facilities between the station and the town centre, and adjacent communities such as Tower Hamlets (including improvements and realignment of the southerly section of the Priory Steps footpath (a Public Right of Way) as phase 1), and landmarks such as Western Heights;
- opening up views into and out of the station environs, to enhance visual links and sightlines in all directions, in order to aid navigation, improve actual and perceived safety and security within the area, through the regrading of the embankment;

4 March 2008

- improvements to signage and wayfinding, street furniture and features that helped to define routes and links to nearby landmarks;
- improvements to lighting generally (both strategically and detail), tree planting and pavement improvements along Folkestone Road;
- removing any unnecessary clutter and general clearance (including large advert boards and self-seeded trees for example); and the
- removal of outdated traffic and pedestrian management schemes including a reconfigured entrance/junction arrangement with Folkestone Road.

(15) The concept design/masterplan had evolved further, and the detailed designs were being finalised in preparation for procurement at the end of March 2008.

(16) Advanced vegetative site clearance works had been carried out during January and February 2008 to satisfy ecological restrictions regarding nesting birds. Advanced works were also being carried out to the Priory Steps to improve the footway surfacing and lighting to this vital pedestrian link to the Tower Hamlets area.

(17) The main works delivery programme aimed to go out to tender at the end of March 2008 and award a contract by early June. On-site construction was estimated to take approximately nine months, from July 2008 to the end of March 2009. The programme took into account all the approvals required through Network Rail, Dover District Council and Kent County Council.

(18) A new drop off/pick up facility had been incorporated close to the main station entrance and the car park layout had been improved. The taxi rank had been moved closer to the station entrance adjacent to the improved Port Bus stop area. On Folkestone Road, the signal controlled crossing had been moved to allow for better direct access, and an additional bus stop had been introduced.

(19) The proposal would help reduce reliance on the private car and promote other more environmentally friendly and sustainable forms of transport such as walking, cycling, and use of passenger transport including rail & port. Reduction of traffic speeds into and from the forecourt, would create a more pedestrian friendly environment.

(20) The existing landscape structure would also be radically altered, and the proposed introduction of new landscaping, a new and more formalised public open space and the use of quality materials would provide notable benefits to the overall street scene environment. The scheme itself also provided an opportunity to stimulate appropriate development opportunities (in the long term) and would therefore provide benefits for social, cultural, physical and visual connection.

(21) The scheme would change the whole perception of the station forecourt and surrounding links by creating a quality public open space, with improved accessibility, lighting, landscaping, and close-circuit television. Increased usage would result in better natural surveillance for both pedestrians and cyclists.

(22) Community severance had been a problem for many years and the lower section of the Priory Steps was known as a crime hot-spot for burglaries, drug use and serious sexual assault (during the period of 2002 - 2005 there were 150 reported crimes and 2000 calls to Kent Police related to crime and disorder incidents). The creation of a new pedestrian access between the Priory Steps and the station forecourt, combined with the removal of vegetation and upgraded lighting would improve public safety and help to reduce crime in the locality, and was supported by Kent Police, Dover District Council and the local community. The improvements would reinstate and reconnect this key space and access route with surrounding neighbourhoods. In overall terms, it was anticipated that the

scheme would enhance community safety and usage, and deter anti-social behaviour along with its undesirable consequences.

(23) The total cost of the project was estimated at £2,800,000. Most of the capital funding had been secured from a range of partners/sources, some of which would be committed by the end of 2007/8 financial year on advanced clearance works on the embankment and the Priory Steps. Through the Basic Asset Protection Agreement between Kent County Council and Network Rail, Kent County Council would be the accountable body for all the funding and delivery of the project. The financial breakdown was set out in the report.

(24) As well as the build costs, there were financial implications for future scheme maintenance for areas within Kent County Council's ownership, and the public art installations (as Network Rail under the Basic Asset Protection Agreement between the two parties had no responsibility for the features). A working group of officers had been set-up to assess maintenance costs and it was likely that the available budget would be top-sliced to ensure that adequate funding was available for scheme maintenance over the first 3-5 years. After that, it was hoped that a suitable developer tariff system would be considered and adopted by the County Council which would be imposed on town centre development to cover the ongoing maintenance costs of the scheme. The detailed cost implications would be reported at a future meeting of the Board.

(25) An extensive consultation process had been conducted including a stakeholder workshop in June 2007 with organisations such as the Guide Dogs for the Blind, the Kent Association for the Blind and other local disability and access organisations. The scheme was well received at the event, as well as at the Public Exhibition held at the Dover Discovery Centre between 1 and 4 September 2007 and the numerous one-to-one liaison meetings; the scheme had also been modified to take on board queries/concerns from the stakeholders who attended, and the Client team. Outstanding issues to be resolved included:-

- moving the signal controlled crossing on Folkestone Road, which could have an impact on 4 guest houses; and
- agreeing a maintenance package (including protocols such as registering the project as a special surface and revenue funding) for a defined period for the enhanced materials, landscaping and art installations on the land owned by Kent County Council.

(26) The Public Realm Strategy for Dover town centre set the vision, policy context and design principles for a rolling programme of phased works and demonstration projects throughout Dover town centre. The quality of the projects would be critical to providing a benchmark for the transformation of Dover's town centre public spaces. In particular, they were intended to instil confidence and attract business, developers and visitors to Dover, and to reinvigorate a local community and town centre that had been in slow decline.

(27) Dover Priory Station Approach would be the first of the major projects to be implemented in the short term, and as a result was very important in leading and altering the way pedestrians and cars used urban space in Dover town centre. The detailed design scheme developed was an innovative and far-reaching public realm proposal that was not only functional but also aesthetically pleasing. It would also challenge conventional ways of building highway and environmental improvement schemes, whilst championing quality urban design and public realm, to the benefit, uplift and regeneration of Dover town centre.

(28) Reports had been submitted to Dover's Joint Transportation Board (JTB) meetings on 26 March 2007 and 8 November 2007, and Dover District Council's (DDC) Executive

seeking support for the concept scheme and progression to detailed scheme design. The recommendation from both JTB's and subsequently DDC's Executive was supportive of the scheme concept and progression to detailed design.

(29) As both the Cabinet Member for Regeneration and Supporting Independence and Chairman of Dover Pride, Roger Gough was strongly supportive of the proposals. The County Council and its partners had already given significant support to the enhancement of the station, and this was an important development for both the station and Dover town centre.

(30) The Board supported the proposal for recommendation to the Cabinet Member for Regeneration and Supporting Independence that the detailed designs be progressed through the procurement process, and the scheme delivered on site within the proposed programme, whilst the future maintenance implications (funding and protocols) of the section of the scheme within Kent County Council's ownership and the public art elements are considered with a further report submitted to the Board.

7. Progress Report on Major Capital Projects *(Item 7 – Report by Capital Programme Manager)*

(1) Further to Minute 6 of 18 September 2007, the report provided an update on progress of the major transport and highway schemes. The last six months continued to be dominated by the considerable efforts in progressing the growth area schemes in Kent Thameside and Ashford within the funding and time constraints and general resource pressures on the Team.

(2) A claim against the County Council for some £500,000 was successfully defended in the High Court. Schemes had achieved successful internal and external financial audits and a Gateway review. Fastrack continued to be recognised for awards and in particular was a key factor in the County Council receiving the prestigious Transport Authority of the Year award in November.

(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 2, 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) There had been substantial progress and the key milestone achievements had been:-

- Fastrack Thamesway. Completed. – March 2008
- Ashford Ring Road. Award of contracts for the final stages and complex public realm stages of the Ring Road and Bank Street. – October 2007
- Newtown Road Bridge, Ashford. Network Rail instructed to award contract– January 2008
- Eurokent Phases 4 & 5. Funding and land Agreement completed. Contract award and start of construction – January 2008
- Fort Hill De-dualling. Ringway instructed – February 2008

4 March 2008

- Sittingbourne Northern Relief Road. Planning permission for amended scheme and publication of new statutory Orders – January 2008
- Rushenden Relief Road. Planning consent – October 2007
- West Malling Station Link. Completion of the Deed of Easement with Network Rail that would allow the private car park implementation – December 2007
- Everards Claim. The claim for about £500,000 successfully defended and a vindication of actions taken in 1994, in the High Court with award of costs.– October 2007
- Union Railways/London & Continental Railways claim. Preliminary Issues Hearing before the President of the Lands Tribunal – December 2007.
- ZED Homes Planning Inquiry Ashford – January 2008
- East Kent Access Phase 2– Successful Gateway 1 Review by 4ps – November 2007.
- Corporate Finance Audit of A228 Leybourne & West Malling Bypass and East Kent Access Phase 1C noted good project management and no recommendations.
- EU Commission and DCLG audit of expenditure of European funding on Fastrack Thames Way. Successful audit with no adverse comments – December 2007

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

- Ashford Ring Road remained a challenging project to deliver with its innovative public realm design, many interfaces, funding uncertainties and working within a difficult urban environment.
- Rushenden Relief Road contract award remained on hold as SEEDA continued to assemble all the land and satisfy the planning conditions.
- East Kent Access Phase 2. Delay by Secretary of State confirming statutory Orders.

(6) The Chairman referred to the progress report relating to Borough Green and Platt Bypass, and informed the Board that the coverage of the Celcon planning application and the Certificate of Lawful Development was incorrect. The view of the Council's legal advisor was:-

“KCC did issue a Certificate of Lawful Development/Use in relation to the 1990 bypass planning permission. Upon being challenged it determined that the certificate was issued in error and was therefore unlawful. KCC however regarded and still regards that CELCON could have carried on with its planning application for the blockworks factory and that a permission could have been issued subject to a Grampian style condition. KCC committed itself to make a fresh planning application for the balance of the bypass. Despite these assurances, CELCON without consultation of its own accord determined to withdraw its planning application for the blockworks factory.”

(7) The Board:-

- (a) noted the report; and

- (b) agreed that a site visit to a selection of schemes be arranged to enable Board members to meet relevant officers involved, and witness progress first hand.

8. Highway Tree Inspections – Customer Care

(Item 8 – Report by Alan Riley, KHS Landscape Manager)

(1) At Highways Advisory Board (HAB) on 1 May 2007, a paper on highway tree management was presented and the following adopted by Members:-

- Tree management procedure.
- Preparation and adoption of a tree policy.
- Purchase of the Confirm tree modules system.
- Use of preferred arboricultural contractors by all KHS partners

(2) At HAB on 18 September 2007, a paper on a highway tree policy was presented and adopted by Members. The purpose of this paper was to propose the adoption of a change in procedure when dealing with customer enquiries and complaints in respect of highway trees which would result in improved service delivery across a number of areas.

(3) The adoption of a Highway Tree Policy had provided clarity in a number of areas of highway tree management and had provided a consistent approach to making decisions ensuring that priority was always given to safety issues.

(4) From 1 April 2007 the arboricultural team took over the responsibility for all aspects of tree management including routine safety inspections and customer enquiries. Work was ongoing with the KHS Contact Centre to ensure that customer calls were directed to the right place and were properly dealt with within the appropriate timescales.

(5) 437 Priority 1 (P1) calls had been received from the KHS Contact Centre and dealt with. P1 calls involved trees that had failed or were in imminent danger of failing and average response time had been well under two hours.

(6) Approximately 2500 Priority 2 (P2) calls had been received. P2 calls related to general, rather than legal nuisance issues. Safety issues were always dealt with as P1. Approximately 25% of the P2 calls had resulted in some form of remedial works on site. General nuisance issues included leaf and seed fall, sap deposition, blocking of light and interference with television reception. The total volume of calls for 07/08 was anticipated to be in the region of 4000.

(7) A number of calls were filtered out by the Contact Centre but generally all tree related calls came through to the arboricultural team for attention. A number were dealt with immediately by letter or by telephone with an explanation that the type of problem indicated was not one that a responsible tree owner was required to deal with or that the works did not fall under the remit of KHS e.g. clearance of overhead services. The remainder of calls required an inspection. These were grouped into geographical areas to ensure best use of time and travel resources. An analysis of figures from April 2007 showed that in 75% of cases the inspection resulted in a decision not to carry out any works. The main reasons were that the complaint or enquiry had been overstated or was a general nuisance issue, as outlined above, that KHS was not required to deal with. The 25% requiring works was generally related to trees in decline, vehicular damage, vandalism and other non predictable events.

(8) The process of managing calls was a drain on the resources available to manage and enhance the highway tree stock. Due to the volume of P2 enquiries and the need to prioritise P1 visits and works there could be a delay before a response was given to the enquirer. The delay often led to an expectation that works would be undertaken. Customer feedback in the event that no works were undertaken was often critical of the delay rather than the decision.

(9) KHS met its duty of care by undertaking regular safety inspections of all highway trees based on the classification of the road. Current inspection frequencies were two years and five years. The asset database was an ongoing project and as it was developed it was likely that inspection frequencies would be refined to align with an identified risk. Current information recorded related only to trees requiring works but all trees were inspected and the inspection date recorded.

(10) The asset database would include information on tree characteristics and dimensions and actions would include an assessment by an inspector that, under normal circumstances, would take the tree through to the next inspection cycle.

(11) The current and future inspection processes were robust and defensible and took into account the period until the next inspection. There should be no need, under normal circumstances, to undertake tree works between inspection cycles except for emergency and programmed cyclical maintenance works. On the same basis there should be no need to carry out additional tree inspections between inspection cycles. Customers should be given details of the inspection frequency and the date of the last inspection along with a copy of the 'Understanding leaflet – How we look after trees on the highway'.

(12) Where an enquiry related to a changed circumstance, such as disease or physical damage to a tree, then an interim inspection would be undertaken and the records updated. It was likely that some customers would, despite the justification of the process, complain about the lack of an inspection linked directly to their enquiry. Some customers would exaggerate the safety aspects of an enquiry to ensure that an inspection was undertaken. Both these issues existed within the current system of enquiries and should have no significant impact on the revised process. Overall the level of customer satisfaction was expected to increase with a quicker decision making process that still took into account safety of the highway.

(13) Based on a typical year the revised process would reduce the reactive calls requiring a visit or action from 4000 to 1000. The 3000 calls would receive a prompt response and call closure. The savings in resources would be diverted to the safety audit process, programmed maintenance and replanting programme and in particular the requirements of the New Roads and Street Works Act from 1 April 2008.

(14) The Board approved:-

- (a) the adoption of the revised process for dealing with customer enquiries; and
- (b) the use of savings from the revised approach for other elements of the tree management and enhancement programme.

9. Free Travel for 11-16 Year Olds

(Item 10 – Report by Head of Transportation and Development)

(1) The report set out the progress to date in the introduction of free travel for 11 – 16 year olds and described a programme of implementation for additional pilot schemes in 2008 leading to a full Kent wide roll out in 2009.

(2) In September 2006, Kent County Council published "Towards 2010" (T2010) with an aspiration to introduce free travel for school children in secondary education aged 11 – 16. In June 2007 two free travel pilot schemes called Kent Freedom were introduced in Tonbridge/Tunbridge Wells and Canterbury. Excellent press coverage was gained from the launch events.

(3) The key policy aspirations of free travel for 11 – 16 year olds were:-

- A reduction in peak hour congestion.
- Improved social inclusion through improved mobility of young people outside school hours.
- Encouraging longer term use of public transport by young people.

(4) Two free travel trials were introduced on 4 June 2007 in Canterbury and Tunbridge Wells/Tonbridge. Over 5000 passes had been issued which was above expectation. Additional bus capacity had been provided by bus operators in the pilot areas to cope with extra demand given that most existing service buses were full in the morning peak. Eight additional vehicles in each pilot area from 4 June ensured a seamless introduction of free travel providing sufficient capacity for the extra demand. This had been increased to 10 from the start of the September term. The incumbent operators had been asked to provide additional capacity, used on a flexible basis. This was the most efficient way of providing additional seats as trying to set up "competing" additional KCC funded services on commercially provided routes would undermine local bus networks and would be outside the free market spirit of the Transport Act 1985. Excellent support from the South Eastern Traffic Commissioner for this approach had been received.

(5) Detailed work had been undertaken on the usage of passes in the two pilots and the cost to the County Council in 2007-08 was estimated at £1.4m with a full year cost of £1.9m. In other words, the additional take-up had not directly translated to additional costs. The operators were reimbursed on the gap in their income as a result of the scheme on an open book accounting basis. This was largely income from students who previously paid a fare plus the cost of providing additional capacity.

(6) The Kent Freedom Scheme was very popular in Canterbury and Tunbridge Wells/Tonbridge. Initial results indicated a modal shift from private car movements to bus of 25% which was most encouraging. Impact studies on congestion were being measured and would be reported when meaningful results were available. There was evidence that students were using Freedom passes for travel at weekends and evenings which was a key aspiration of the Kent Youth Forum. Students also had the travel flexibility to use after school clubs which had been greatly appreciated by a number of correspondents.

(7) At the meeting of Cabinet Scrutiny on 12 December 2007, the Committee asked that 'the Cabinet Member for Environment, Highways and Waste be requested to announce as quickly as possible the areas to be covered by the extension to the existing Freedom Pass Pilot Schemes in June 2008'. An early decision was also necessary to enable bus operators to prepare for additional resource required.

(8) Cabinet had now approved the phase two roll-out for June 2008. Freedom would be extended to all secondary schools in the remainder of Tonbridge and Malling District plus the District areas of Maidstone, Shepway and Dover. The District areas of Swale and Thanet would be added in January 2009 with the remainder in June 2009.

(9) The roll-out programme reflected discussions with bus operators and the fact that it was not possible to introduce a countywide scheme at the same time. Acquisition of buses and drivers was a key driver in this respect. Concern had been expressed by some Members about the fee of £50. Evidence suggested, however, that there had been no

adverse reaction to the charge with many recipients praising its excellent value for money. The charge would be retained in 2008/09.

(10) In 2008/09, the County Council had allocated £5.5 million for the Freedom scheme which would enable the additional schemes to be introduced. There had been considerable discussion about the inclusion of rail in the countywide roll-out of the Freedom scheme. There were sound arguments not to include rail and the operator South Eastern remained unenthusiastic about participating. If rail was not included, this would reduce the potential revenue burden by an estimated £1 million per annum.

(11) Once free travel had been introduced on a countywide basis, it was recommended that the home to school transport mainstream and Freedom budget were administered from one source to ensure that financial and procurement efficiencies could be met.

(12) Greater accuracy of the usage of Freedom passes could be achieved through the introduction of smart cards. Such cards could also be used for a range of other purposes such as libraries and school meals. A barrier to this in the past had been the price of on-bus readers which cost around £1000 each. With 800 buses operating in Kent, the capital cost of implementation would be high. Stagecoach and Arriva had indicated that their groups were investing in a new design of ticket machine which included a smart card reader. There might be a willingness to allocate the machines to Kent but some capital pump-priming would be required. Discussions were being held with operators to explore the feasibility of new ticket machines with smart card readers, the timing of the change and the potential costs of implementation.

(13) The introduction of the Kent Freedom scheme had been successful and well received. A decision to extend Freedom in June 2008 to include the remainder of Tonbridge and Malling, Maidstone, Shepway and Dover had been taken and arrangements were being made for this to happen. The introduction of smart cards would be highly beneficial in operational and monitoring terms.

(14) The Board:-

- (a) noted the success of the Freedom scheme and the arrangements for a further roll-out in 2008 and 2009; and
- (b) congratulated Mr Hall on a commendable and successful scheme.

10. A26 Yew Tree Road / Speldhurst Road Junction Improvement, Southborough
(Item 11 – Report by Mid-Kent Programme Delivery Manager)

(1) The purpose of the report was to inform the Board of the issues relating to this scheme to allow the Board to review the recommendations of the Tunbridge Wells Joint Transportation Board (JTB) made at its meeting on 21 January 2008.

(2) At its meeting on 29 May 2006 the Tunbridge Wells JTB considered the report submitted by the Mid Kent Divisional Manager which identified several options for reducing congestion at the junction of the A26, Yew Tree Road and Speldhurst Road, Southborough. The JTB recommended that Kent Highway Services proceed on the basis of Option 2a 'Provision of new left turn lane into Yew Tree Road' and Option 3 'Alternative Staging'. If it was found that Option 2a was either not achievable or too expensive then Option 2b should be progressed. An extract from the above report identifying the proposed options was attached to the report.

(3) The report submitted to the JTB anticipated that Option 2a would typically allow 3 vehicles per cycle to benefit from the left turn lane whilst Option 2b would typically allow 1

vehicle per cycle to benefit. Both of the options would have an impact on vehicles turning right into Yew Tree Road.

(4) Based on initial costs estimates an allocation for the delivery of the scheme had been set at £141,400 within the 2007/08 Capital Maintenance Programme.

(5) Subsequent to the JTB's recommendation an outline design was prepared and a cost estimate produced for Option 2a 'Provision of new left turn lane into Yew Tree Road'. The option would include:-

- (a) Construction of a new 50m long left turn lane into Yew Tree Road and associated footway.
- (b) Realignment of the Yew Tree Road junction.
- (c) Relocating the Yew Tree Road stop line further back to accommodate the swept path of left turning large vehicles and subsequent relocation of the existing controlled crossing point.
- (d) Construction of an offside traffic island for the positioning of the primary traffic signal.
- (e) Full replacement of the existing pelican crossing north of the junction, resultant from a combination of the widening on the east side and the age of the current installation.

The estimated outline cost for delivering the scheme had been given as £207,100. This incorporated works, fee's, utilities and signal costs but did not include potential costs for vertical realignment, accommodation and any unsocial working hours uplift. The cost for delivering Option 2a would therefore be £65,700 above the schemes current allocation.

(6) Because the estimated cost for Option 2a significantly exceeded the budget allocation and in accordance with the Board's recommendation Option 2b was considered. This option would vary from Option 2a in having a 25m left turn lane as opposed to the 50m left turn lane in Option 2a and the removal of the need to replace the existing Pelican Crossing on the A26. The cost estimate provided for the outline design of Option 2b was £178,100 which was £29,600 above the schemes current allocation. A significant cost component of both schemes related to the alteration to public utility apparatus. It had been anticipated that the costs would be significantly lower in the case of Option 2b due to the shorter left turn lane. However most costs were incurred in the immediate area of the Yew Tree Road junction which was affected equally by each proposal and therefore costs were similar for both options.

(7) A further report was submitted to the JTB at its meeting on 21 January 2008 detailing the issues identified above and including the following Officers Proposals and Recommendation:-

'Proposals

(a) The view of officers is that the anticipated improvement in traffic movements for either Option 2a or 2b are insufficient to justify the level of expenditure indicated by the cost estimates, and the disruption that would result from the delivery of either option. Therefore officers propose that neither option be progressed further.

(b) The report submitted to the Board on the 29th of May 2006 recommended the implementation of Option 2c 'Extend 2 lane approach on Speldhurst Road' and Option 3 'Alternative Staging' In addition it recommended that the causes of the congestion prevalent in Southborough be investigated. This should take the form of a route study to look at the wider local network that would fully establish and understand the traffic

4 March 2008

movements and demand along this section of the A26 corridor and also facilitate a micro simulation modelling exercise.

Recommendation

(a) Having regard of the cost for the delivery of either Option 2a or 2b the Board reconsider the original recommendations contained within the Mid Kent Divisional Managers report submitted to the Boards meeting on the 29th of May 2006.'

(8) After considering the report the JTB recommended that KHS proceed with Option 2a. Because of programme pressures it was not possible for the scheme to be delivered during the current financial year. In addition, because the allocation for the scheme within this year's Capital Programme was £141,400 there was a deficit of £64,700.

(9) As the scheme had not been identified as part of the Capital Programme for 2008/09 previously approved by the Board it would be necessary to make provision within this programme for it to be delivered.

(10) Because of the cost benefit aspects of the scheme and the potential impact on the Capital Programme for 2008/09 already approved by the Board, officers considered it appropriate for the Board to review the recommendation made by the JTB at its meeting on 21 January 2008.

(11) However, forthcoming development proposals might present the opportunity to reconsider Option 2 in the light of associated traffic generation and traffic movement patterns, for example, the Southborough hub.

(12) The Board was requested to review the recommendation of the Tunbridge Wells JTB in respect of the scheme and consider the potential benefits and costs associated with the delivery of the scheme. If the Board supported the JTB's recommendation to proceed with Option 2a, Officers review the Capital Works Programme for 2008/09 to facilitate the schemes delivery and report to the Board on the reprioritisation of schemes.

(13) The Board reviewed the scheme and recommended that officers:-

- (a) proceed with the delivery of Option 2a in accordance with the recommendation of the JTB of 21 January 2008 and review and reprioritise the Capital programme for 2008/09;
- (b) proceed in accordance with the officer recommendations for options 2c and 3 with the associated route study contained within the report submitted to the JTB on 21 January 2008; and
- (c) defer the implementation of Option 2a and review in the light of forthcoming development proposals, for example, the Southborough hub.

Transportation Manager – Mr D Bond

The Chairman informed Members that this was the last meeting of the Board that David Bond would be attending prior to taking up a position in the private sector. Mr Bond was congratulated and thanked for the excellent service he had given to Kent Highway Services.

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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 8th May 2008.

Introduction

1. This Director’s Update sets out some of the key issues and developments going on in KHS that I think the Board will be interested in.

Key issues and points of interest

2. **A229 Blue Bell Hill** – Our crews worked 24 hours a day over the 28th - 31st March weekend laying 5,500 tonnes of material using 3 paving machines over the 3km scheme length. We successfully delivered on time and budget and a wash-up meeting has been held to learn lessons for the future and how this type of project delivery can be translated into our smaller schemes. This was a great Alliance team effort and demonstrates the value of the long term relationship with Ringway and Jacobs. Behdad Haratbar, Acting Head of Countywide Improvements led on this project. Presentation in Item 5 of this Board.
3. **Accommodation - Wrotham** – following discussions with KCC Planning Team and after seeking Counsel advice we have decided to withdraw from the Wrotham site and look for alternative location for the second major office/depot. As the planning and construction process is likely to take 18 months we plan to move to consolidate staff in the Doubleday House complex once the new site at Ashford is completed. This will mean that KHS staff will primarily operate from Ashford, Doubleday and Invicta House. I am taking responsibility for this key project.
4. **Potholes** – The effects of last year's wet summer, followed by the wet winter has caused damage to many roads resulting in potholes. To combat this, Kent Highway Services launched a blitz on potholes during April. We have redirected over 24 crews to focus on repairing only potholes and raised a high profile campaign of reporting with the public. At its peak we were repairing over 3000 potholes a week. The media and radio campaign has been successful in raising the awareness of who to report a pothole to and we plan a similar campaign in the Autumn. Kim Hills, Head of Community Operations is leading on this.
5. **New high profile vans** – the first order of liveried vans has arrived to raise the profile of our inspectors and help drive the ‘keeping kent moving’ target. We will shortly have over 60 vans around the county advertising the 08458 247 800 telephone number and the new red KHS logo.
6. **Re-organising KHS** – the new KHS structure is now around 90% populated with on-going recruitment processes both internal and external to fill the remaining posts. We are finding some posts difficult to fill due to the market chasing a small number of people with specialist skills. We continue to use recruitment fairs to attract new talent to the Alliance. Staff are bedding down in their new roles and teams and staff development/training has started to ensure everyone is clear on their roles and how to use the new technology that has started to be rolled out. The changes to the Environment and Regeneration Directorate Resources Division will have an impact on the Business, Performance and Communications Group and the Finance Group and I am working closely with Adam Wilkinson to ensure this does not affect service delivery on the front line.

7. **Highways Agency Area 4 Contract** – as previously reported to the Board, KCC, Ringway and Jacobs are creating a joint venture company to bid for the Highways Agency (HA) Area 4 contract. If successful we will be maintaining the motorways and trunk roads in Kent (and parts of West and East Sussex) and take over from the current provider InterRoute. We have a long way to go yet but we have recently been told we have made the tender list and completed the Highways Agency assessment process they call CAT - Capability Assessment Tool. This is a bit like a school 'Ofsted' inspection and is an assessment just of the KCC part of the KHS Alliance. Ringway and Jacobs have already been assessed and have a very good score of their own.

We achieved a score of 167.8, the highest score from the 40 contractors and consultants who have gone through the assessment process up to three times is 187. So for our first assessment we are pretty pleased with our score.

The assessment is made up of 24 separate parts and the good news is that all our scores are above the 'Operationally Effective' rating with 10 being rated as 'Strategically Valuable' and 3 rated as 'External Differentiator' (and we think two of these are the highest CAT scores recorded). The lead CAT assessor said '*KCC has created a unique alliance structure and this is bringing benefits across the service and access to greater expertise and resources that would be available in a traditionally structured arrangement. Coupled with the inherent focus on social responsibility that comes with being a County Council, this gives a highly distinctive character to KCC compared with other suppliers in the CAT program.*'

The assessment report is a very useful check in the progress of KHS and has some very useful improvement actions that we will be taking forward.

Conclusions

8. This Highways Advisory Board report is for information and Members are asked to note and comment on the positive progress being made to improve service delivery and are asked to give their support to staff as the organisational changes bed in.

Contact Officers: Geoff Harrison-Mee 01622 694776

Bluebell Hill Resurfacing Scheme

A report by Head of Countywide Improvements to the Highway Advisory Board on 8th May 2008

Introduction

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

Discussion

2. A number of options for doing the works were considered and chief amongst them were;
 - a. A series of overnight closures
 - b. Contra-flow operation, and
 - c. A weekend closure
3. To cope with the large volume of traffic that the road carries and to minimise disruption would have meant restricting the working period to a few hours a night and up to 30 sessions of overnight site possessions would have been needed to complete the works. The cost of introducing and removal of traffic management and site clearance for each possession would have been in excess £10,000, therefore resulting in £300,000 additional cost to the scheme.
4. Closing the road over a weekend offered the quickest, cheapest and least disruptive method of surfacing the road; the whole-road possession offered the best opportunity of achieving a top-quality surface. After careful consideration this option was adopted and KHS were given a short window of 55 hours to complete the works.
5. This was the largest scheme ever undertaken by KHS over such a short period. A scheme of this magnitude and complexity demanded expert planning and execution. KHS Alliance worked as one team with the single aim of getting the job done. We set to work at 9pm on Friday 28 March, completing the transformation of the worn-out road into a high standard highway fit for the 21st century. Using a team of over 200 staff and 50 machine and construction plant, KHS Alliance worked non-stop to ensure that, come 5am Monday morning, the road would be handed back to the tens of thousands of people who use it to travel from Maidstone to the Medway Towns everyday; we completed the works several hours ahead of schedule.
6. 5,500 tons of surfacing material, 900 cats-eyes and 6 miles of white lining were replaced. The whole route was litter picked and swept and the drains along it were cleaned to complement the recently installed energy saving bulbs in the street lights. The results speak for themselves; the new surface has much better ride quality, is significantly stronger and quieter than the one it replaced. It also suppresses spray in wet weather, making night-time driving much safer.

Bluebell Hill Resurfacing Scheme

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

Conclusion

8. This is a significant achievement and is the direct result of joined up working amongst the KHS Alliance partners. KHS Alliance are to be congratulated for this achievement.
-

Accountable Officer: Behdad Haratbar (01622) 696289

Operation Stack and the Lorry Park

A report by the Head of Network Management and the Head of Countywide Improvements to the Highways Advisory Board on 8th May 2008

Operation Stack

1. The Highways Advisory Board will be aware that Operation Stack is a Police led incident that closes the M20 coastbound between junctions 10 and 11 (phase 1) and junctions 8 – 9 (phase 2) when there's disruption at the port of Dover or Eurotunnel through bad weather, industrial action or technical failure.
2. Between 28 February 2008 and 21 March 2008 Operation Stack was in place for an unprecedented length of time, causing disruption to residents and visitors.
3. For the first time ever, Kent Police made a tactical decision to deploy phase 2 in preference to phase 1 for 2 main reasons:
 - (i) Phase 1 has limited capacity and holds only 800 lorries whereas phase 2 holds 3,300 lorries.
 - (ii) Police resource issues.
4. During Operation Stack, staff from Kent Highway Services, Emergency Planning and Corporate Communications staff worked with Kent Police to represent the community's interests and to mitigate against congestion on our own road network.
5. This took the form of attendance at Gold and Silver Command Group meetings and Kent Resilience Forum Policy sub-group, as well as sharing information and intelligence and delivering a joint communication strategy.
6. Although the prolonged nature of Operation Stack was extremely frustrating for the public, we did find that, in time, people staggered journey times and found alternative routes and forms of transport.
7. There are a number of concerns, shared by the public, such as traffic management on and off the motorway during stack, signage, effects on Maidstone, contingency plans and so on, and these are all being explored further with Kent Police and the Highways Agency.

Lorry Park

8. This disruption caused by Operation Stack as well as significantly inconveniencing the community has an adverse impact on the national economy, because much of the national trade with Continental Europe passes through Kent. This therefore is a national problem and the County Council have been pressing the Government to resolve the issue.
9. With no other options on the table and given the effects on Kent's economy and communities of Operation Stack and overnight HGV parking on local roads the Council decided that we must lead the way on finding a permanent solution. Working with other agencies we carried out a study which found that there was a need for a lorry park in Kent and that it should be dual purpose. As well as providing secure overnight parking it should be available in the event of Operation Stack. The Freight Transport Association supports this proposal. We agreed with the Department for Transport that we would identify a preferred site.

Operation Stack and the Lorry Park

10. The severe shortage of suitable secure overnight parking facilities means that drivers are forced to stop in unsuitable places such as lay-bys, business estates and some near to residential properties. This leads to inconvenience to local communities and environmental problems. This is particularly evident in Dover and Ashford and to a lesser extent in Shepway.
11. In order for the lorry park to provide an effective and workable alternative to Operation Stack, it has to be along the M20 corridor and fairly close to the Channel crossings. A number of sites were explored before reaching a decision about a preferred location. The preferred site is between junctions 10 & 11 on the south side of the M20 between Sellindge and Aldington.
12. The site, which covers more than 70 acres, was chosen for its good connectivity and proximity to the Channel Tunnel and Dover Docks and because it is isolated from built-up areas. The site is very close to the M20 keeping access roads to a minimum and therefore reducing the impact on the local environment. It is also shielded from view by the Sellindge Converter Station to the east, the M20 to the north, a railway embankment to the south and woodland to the west. There are no planning designations such as AONB or Special Landscape Area applied to this area.
13. To access the site, we propose on and off slip roads to and from the M20 on both east and west bound carriageways. The site will link to the eastbound carriageway via an overbridge or a tunnel if ground conditions permit. The site will not have access on to the A20.
14. The proposed site will provide 500 secure overnight parking spaces for HGVs and an overflow area for up to 2,500 additional HGVs during Operation Stack. The site will have appropriate security, a properly laid out parking area for HGVs, a canteen providing refreshments, toilets, showers and fuel. The remainder of the site will be kept as green as possible and extensive and sympathetic landscaping will be used to further reduce the visual impact.
15. The County Council's approach has been that the cost of building a lorry park should not fall on Kent's tax payers. Currently 75% of the lorries crossing the Channel are foreign registered and enjoy cheaper costs than UK firms. The best way to generate the capital to build and run the site is by introducing a vignette system of charges on HGVs entering the country, similar to systems already operating in Austria and Switzerland, we have proposed this to the Government. UK hauliers could be rebated by a corresponding reduction in Vehicle Excise Duty.
16. This would mean that overnight HGV parking would be free at the lorry park, encouraging HGV drivers to use it. The current cost a night to park on a licensed site is around £20. The proposal means that there will be no excuse for HGV drivers to park on local roads overnight. At the same time HGV parking ban on local roads can be effectively enforced and there should see an end to lorries parking on verges and lay-bys in many parts of the county. Two further secure overnight lorry parks are also being proposed; one along the M2 corridor and the second along the M25.
17. We are in the early stage of the process; we have discussed the aims of the proposal with the Highways Agency, Kent Police, Kent Fire & Rescue Service and Ashford Borough Council. Their comments are expected by the end of April 2008. This will be followed by a detailed planning process which will include a full public consultation.

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Satellite Navigation Devices and their impact on rural areas

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

Introduction

1. This report provides an update on the progress by KCC in dealing with the problems associated with satellite navigation devices and other specific matters relating to HGV movements. The March meeting of this Board considered a reference from the Maidstone JTB relating to heavy goods vehicle management to the south and west of Maidstone. The JTB had requested that the Board recommend the funding of necessary surveys to establish the position with regard to HGVs in Yalding and East Farleigh. It was agreed that a report should be considered by this Board in May and is covered in paragraph 10 of this report.

Freight Quality Partnerships

2. Over the years the Freight Quality Partnerships facilitated by KCC have looked to address the use of our network by HGVs. Through these partnerships, KCC has engaged with Local Hauliers, National Freight Organisations and other stakeholders, such as business associations, District, Parish and Town Councils and Neighbouring Authorities.
3. Strategic routes across Kent for HGVs have been agreed with the Freight Quality Partnerships and for most areas maps showing these strategic routes have been generated and made available to hauliers. Additionally, these maps also included other points of interest such as restrictions, rest stops and services, so that the most appropriate selection of route can be made. Unfortunately these maps become out-of-date very quickly due to new developments, regenerations, improved highway links and therefore need regular updating and re-publishing.
4. KCC are in the process of reviewing the current maps and will be updating and publishing a new set of maps this calendar year.

Sat Nav Data

5. KCC are collating a comprehensive inventory that will provide accurate data relating to road widths, height restrictions, gradients and traffic orders. This data will be given to Ordnance Survey and the Sat Nav companies in order to introduce this data into their devices.
6. In addition, KCC are encouraging Ordnance Survey to carry out regular driven surveys to record the location of traffic orders (weight limits and one way streets) and supply this information to the sat nav companies.
7. KCC is keen to see that Sat Nav equipment and data is improved to avoid HGVs being directed down unsuitable roads occurring in future. It is recognised that this is a long term solution due to the complexity of the data that is held by KCC and the method by which data is transferred and utilised by Sat Nav companies. This data is likely to take one to two years to collate and become fully available to the Sat Nav companies.

Route Signage

8. "Unsuitable for HGVs" signs have been used in Kent for many years to deter drivers from using very minor roads. At present there are no DfT approved "sat nav" signs for use on the public highway in England. There is a concern that the provision of such signs could lead to a

proliferation of signs in the countryside, which is in direct conflict with the desire to reduce sign clutter.

Satellite Navigation Devices – an update

9. However KCC will introduce DfT approved multilingual route signing to direct British and foreign lorry traffic to and from commercial premises by the most appropriate routes. These signs will be introduced on the network as and when they have been assessed as a necessity.

HGVs in Yalding and East Farleigh

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

Proposal

11. In response to the increasing concerns relating to use of inappropriate routes by HGVs using satellite navigation systems, KCC have been collating complaints received to identify locations that are frequently affected by inappropriate use of minor roads by HGVs.
12. In response to this KCC are developing the following list of strategies to effectively manage the HGV traffic on its network:
- Undertake a Kentwide Freight Strategy.
 - Introduce multilingual route signing to direct British and foreign lorry traffic to and from commercial premises by the most appropriate routes.
 - Update and publicise a 'Kent Lorry Route Map' for lorry drivers to direct them to principal commercial areas.
 - Promoting 'Freight Quality Partnerships' to ensure working in partnership with Freight Associations, the police and other bodies to promote good practice and develop innovative ideas
 - Continue regular liaison with the DfT, Ordnance Survey and Sat Nav companies to improve the accuracy and quality of data being provided.
 - Continue to press the DfT to provide some leadership in the development of In-Vehicle Information Systems (IVIS) legislation.

Conclusion

13. Members are asked to note this report.
-

Accountable Officer: Lloyd Holliday, Network Performance Manager, 01622 696940

HA Tactical Diversion Routes

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

Introduction

1. This report provides information on the progress of the proposed HA Tactical Diversion Routes.

Background

2. The Traffic Management Act, and its specific Network Management Duties, emphasises the need for adjacent highway Authorities to work together to reduce congestion on the network.
3. It is the duty of the local traffic authority to manage their road network with a view to securing the expeditious movement of traffic on the authority's road network and facilitating the expeditious movement of traffic on road networks for bordering authorities.
4. In other words this means that we must proactively manage traffic on our network even if this traffic is a result of an incident caused on our bordering traffic authority's network, and this includes the Highways Agency motorway & trunk road network.

Identification of Routes

5. Over several months we have been working with the HA to identify suitable Tactical Diversion Routes. The success of this work and the progress we have made over a short period of time has been as a result of each authority's willingness to work harmoniously together to improve how we deal with the aftermath of congestion as a result of traffic incidents on the motorway and trunk road network.
6. The Tactical Diversion Routes will be used to divert traffic off the HAs network onto KCC roads to assist in incident management. **These will only be used as a last resort.** The HA will use its variable message signs to implement Strategic Diversions using its own roads first. In Kent this would involve advance signing from M25 and beyond. When an incident closes a section of motorway at present traffic is given no directions when it is forced to leave the motorway. The purpose of signing a diversion route is to manage the situation. Local traffic may still make its own decision about the route to take but longer distance traffic will be seeking guidance and should be expected to follow the signed route.
7. The procedure for identifying routes is set out in the National Guidance Framework. This details that whilst the HA and local traffic authority will bear their own costs for identifying routes, the HA will fund the introduction of the route, including sign design and, if appropriate, make a contribution to an improvement on a local road to facilitate the establishment of the tactical diversion. We chose M20 Junctions 2 to 13 to pilot this procedure. There are already a number of de facto diversions in the area and suitable roads linking with M2.
8. Plans of all the potential routes were drawn up and these were then assessed on a risks basis recognising that the potentially high volumes of traffic would be difficult to handle on local roads. We identified certain areas as unsuitable for use, such as A20 through Ditton and all town centre routes in Maidstone, and these have been excluded.

HA Tactical Diversion Routes

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

Establishing the Routes

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

Operating the Routes

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

Further Routes and Proposed Implementation Timeline

13. Once these initial routes have been formally agreed and the process for establishing and operating the routes is understood, it is intended to carry out the same process for the remaining motorway and trunks roads across the County. The following list is a proposed implementation timeline:

M20 Jct 2-13 to be fully operational by December 2008
A259 from Brenzett to Rye to be fully operational by spring 2009
A249 from Stockbury to Sheerness to be fully operational by spring 2009
M20 Junction 1 to 2 to be fully operational by spring 2009
M2 to be fully operational by summer 2009
A2 to be fully operational by summer 2009
A20 to be fully operational by summer 2009
A2070 to be fully operational by summer 2009
A21 to be fully operational by summer 2009
M25 motorway section within Kent to be fully operational by summer/autumn 2009
M26 to be fully operational by summer/autumn 2009

14. This timeline will be delivered subject to the authorisation from KHS of the proposed routes and approval from the Highways Agency to implement the recommended route improvements.

HA Tactical Diversion Routes

Conclusion

15. Further routes will be reported back to the Highways Advisory Board in the coming months for information.
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Accountable Officer: Lloyd Holliday, Network Performance Manager, 01622 696940

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Proposed KCC Permit Scheme

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

Introduction

1. Under the Traffic Management Act, Local Highway Authorities (LHAs) have been given the option to operate a permit scheme in accordance with Part 3 of the Act. Permit schemes are designed to give the local authority further control over all works on the highway. It is intended that LHAs will have powers to direct all roadworks with regard to where, when and how they may be carried out.
2. KCC have made a strategic and political decision to introduce and operate a permit scheme at the earliest possible opportunity. We have been working in partnership with the DfT on developing a KCC Permit Scheme and at the present time we are the first County to implement a scheme.
3. KHS believes that a permit scheme is the right option for KCC for the following reasons:
 - meets requirements under TMA Network Management Duty
 - assists towards improving the use of road space by proactively managing roadworks
 - satisfies the public desire for KHS to improve the control of roadworks
 - improves the ability to minimise disruption from roadworks
 - increases KCC's powers to direct and control activities on the highway
 - improves co-ordination and planning of activities on the highway
 - increases the scope for collaborative working arrangements and best practice.
4. This report provides an update on the progress of the proposed KCC Permit Scheme and the consultation process. Also a summary of the key issues within the scheme are detailed in the report.

KCC Permit Scheme – An Overview

Permit Application Timeline

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

Permit Fees

6. KHS propose to charge the following Permit Fees:

Works Type	0, 1, 2 roads (incl. TSS)	3, 4 roads
Provisional Advanced Permit (PAP)	£ 87	£ 74
Major (> 10 day incl. TROs)	£ 240	£ 148
Standard (4 – 10 days)	£ 130	£ 74
Minor (< 4 days)	£ 65	£ 45
Immediate	£ 53	£ 39

7. KHS propose to introduce reductions in permit fees to encourage best practice amongst works promoters. These fee reductions are:
 - 30% discount for shared sites
 - 30% discount for guaranteed extending working hours (e.g. 24 hour working)
 - 5% discount for Considerate Contractor Scheme Members who meet site safety standards

Proposed KCC Permit Scheme

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

Permit Offences

9. KHS have decided to introduce fines for certain offences. These are as follows:
 - Working without a permit (£500)
 - Contravening the permit condition (£120)
 - No information board or permit displayed on site (£120)
 - Overrun charges (up to £2500 per day)

Related Matters

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

Restrictions Following Substantial Roadworks

11. KHS are proposing to introduce restrictions to activities in the highway following substantial roadworks such as resurfacing of up to 5 years. Certain activities will be exempt from these restrictions such as emergency works, service connections, etc.

Key Performance Indicators

12. From the KPIs proposed by the DfT, KHS have decided to introduce four that reflect our approach. These are as follows:
 - KPI 1. The number of permit and permit variation applications received, granted and refused.
 - KPI 2. The number of conditions applied by condition type.
 - KPI 3. The number of approved extensions.
 - KPI 4. The number of inspections carried out to monitor conditions.

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

Scheme Consultation

13. Under Permit Scheme Regulation 13, DfT requires that all prospective permit scheme authorities must consult externally for a period of 12 weeks. KHS commenced the external consultation on 12th February 2008 and decided to run this process until 25th April 2008. The consultation has consisted of a consultation seminar held on 10th March 2008 and a consultation questionnaire that consists of 24 key questions related specifically to parts of the scheme where KHS have made decisions.
14. The consultees have been carefully chosen to ensure that we are consulting as wide an audience as possible. These include the Emergency Services, Utilities, Transport Operators, Councillors, etc.
15. All comments received through the consultation process have been published on the KHS website along with KHS responses. So far, we have received positive support for the proposed scheme, the consultation process and for the general way in which KHS are dealing with the scheme.

Proposed KCC Permit Scheme

Proposed Implementation Timeline

16. KHS have decided to introduce a Permit Scheme at the earliest possible time. The earliest a Permit Scheme can be introduced is 1st October 2008. KHS plans to implement the permit scheme in three stages. Stage 1 will be introducing permits on KHS works, phase 2 will be permitting utility works on 0, 1, 2 roads and stage 3 will be introducing permits on all works on all roads. There will be a 3 month gap between each stage to ensure that we use the time to improve systems and processes.
17. In early May, KHS will be submitting a final KHS Permit Scheme to the DfT along with an application to operate such a scheme. The DfT will then be given up to 4 months to review the application and if successful KHS will be given an Order from the Secretary of State to run the Permit Scheme.

Conclusion

18. The HAB are asked to give their support to the Permit Scheme.
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Management of Footway Parking

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

Introduction

1. The 12 Kent District/Borough and City Councils are responsible for the practical application of parking policy within a framework set by the County Council. This report summarises the current situation with regard to the management of footway parking.

Background Information

2. There is a general concern that cars parked on pavements are a problem in many parts of the County. The main concerns are:
 - Parked cars cause serious obstruction on the footway which causes a safety issue to pedestrians.
 - Cars cause damage to the structure of the pavement.
 - Uneven pavements result in trip hazards for pedestrians and create an unsightly environment.
3. Without the implementation of a Traffic Regulation Order, the responsibility for the enforcement of footway parking remains with the Police. However, this is not a high priority for them and the Police may only choose to enforce if the parked vehicle is causing an obstruction to other road users. There is a public perception that all parking issues are now dealt with by the Local Authority and it is expected by the public that Civil Enforcement Officers will deal with the issue of vehicles parked on a footway. The Police will support the implementation of a Traffic Regulation Order allowing both the introduction of signs which will act as a visual deterrent to the motorist and the enforcement of footway parking by Civil Enforcement Officers as part of their day to day functions.
4. This report updates a previous HAB report of September 2004 concerning problems caused by vehicles parking on footways and the proposals to introduce a pilot scheme in Canterbury, with a view to investigating whether such prohibitions could, in future, be applied more widely.
5. In March 2007, Canterbury Council introduced a footway parking enforcement pilot scheme, by means of a Traffic Regulation Order, in 4 areas in the City's enforcement area which were identified following verbal and written complaints from the general public. For the first month written warning notices were issued and formal enforcement commenced on 1 April 2007. Each of the areas in the trial was covered by the normal enforcement beats and the frequency of enforcement was not changed for the specific purpose of dealing with footway prohibition.

Financial Implications

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

Management of Footway Parking

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

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

Benefits and Conclusions of the Pilot Scheme

8. There is anecdotal evidence that the enforcement of footway parking in the pilot areas has been successful in reducing the problem and the general public have been generally supportive of the concept. The issue of Penalty Charge Notices to offenders appears to have raised awareness and has increased compliance with the regulations which is shown by the relatively small number of Penalty Charge Notices issued and the high acceptance of liability for this contravention.
9. The instances of parked cars causing obstruction to pedestrians in the pilot area have dramatically decreased leading to an increased safe environment for footway users.
10. Damage to the structure of the pavement has also reduced, resulting in fewer trip hazards, an improved environment and a future saving on repairs carried out by the Highway Authority.

Future Proposals

11. Canterbury Council have reported to Members of their Joint Transportation Board with proposals to extend footway enforcement into 3 further areas that have objective evidence of a problem, have the support of local residents, are within existing enforcement areas and where problems cannot be resolved through cost effective physical measures such as bollards.
12. Maidstone Council along with Gravesham Council will also be reporting to Members of their Joint Transportation Boards to request Members approval to commence the enforcement of footway parking at specified locations within their areas.

Recommendations

13. Members are asked to recommend that District/Borough and City Councils continue to introduce and increase the enforcement of footway parking. This can be carried out on a gradual approach, in areas which have objective evidence of a problem, have the support of local residents, are within existing enforcement areas and where problems cannot be resolved through cost effective physical measures.

Accountable Officer: Lorna Day, Kent Parking Manager,
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Transportation and Safety Package Programme 2008/09

A report by the Head of Transport & Development to the Highways Advisory Board on 8 May 2008

Introduction

1. Kent County Council's (KCC) local transport funding for 2008/09 was determined by the Department for Transport (DfT) in December 2007 as part of its assessment and settlement announcement regarding Kent's transport strategy, the Local Transport Plan (LTP). This funding has been provided to support local transport schemes that deliver the LTP, which itself sets out the County Council's approach to achieving a number of key transport objectives:
 - Improve access to key services by sustainable modes of transport;
 - Tackle the occurrence of peak hour congestion, particularly in larger urban areas;
 - Improve road safety by reducing the number of people killed or seriously injured on Kent's roads;
 - Improve local air quality, particularly in designated Air Quality Management Areas (AQMAs).
2. Kent's LTP funding for 2008/09 is £12.883M, which consists of 67% supported borrowing and 33% grant. An additional sum of £0.5M income from the Dartford Tolls is to be added to the fund for schemes in Kent Thameside, giving a total budget of £13.383M. Of the £13.383M, £2.233M will be used to fund detailed design and supervision of construction of 2008/09 schemes and forward design of 2009/10 schemes, and £1.5M is required to complete the 2007/08 programme. This results in a budget of £9.65M for scheme implementation.
3. This report details how the funding allocation is proposed to be spent on implementing Kent's Transportation and Safety Package Programme. It is an update of a draft list of schemes presented to the Highways Advisory Board (HAB) in September 2007. A summary of these allocations together with countywide schemes is shown in **Appendix 1**. The schemes proposed for 2008/09 are presented in order of District and include the individual PIPKIN score, scheme rank (out of 124 schemes) and cost.

Scheme Prioritisation (PIPKIN)

4. The proposed Transportation and Safety Package Programme for 2008/09 represents a significant milestone in delivering Kent's local transport priorities and establishing local investment programmes in that it has 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 (HAB) in July 2006, and was approved by the Cabinet Member for Environment, Highways and Waste on the strength of the recommendations of this Board.
6. The introduction of PIPKIN has resulted in all scheme proposals being subjected to a formal assessment, then being prioritised in accordance with their likely impact and wider contribution towards Kent's strategic and local transport objectives. PIPKIN measures the relevant merit of a scheme in comparison to others submitted in the same financial year, it does not result in schemes being rejected.

7. PIPKIN provides 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 these schemes equates to more than £20M. Revisions to the viability of some schemes and the inclusion of others in the 2007/08 programme has resulted in a final list of 124 schemes to be funded from the 2008/09 budget.

Priorities for Funding

8. Kent's scheme priorities for 2008/09 provide 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 include a programme of Casualty Reduction Measures (CRMs) and support for continued investment in sustainable transport measures including Smarter Choices initiatives.
9. The proposed programme includes:
 - Following the successful launch of the Maidstone Traffic Management Centre funding is allocated for the continued expansion of **UTMC across Kent** (£250k) and targeted funding will be used to support UTMC in Canterbury (£400k), Dartford (£100k) and Gravesham (£50k);
 - Investment in **Quality Bus Partnership** (QBP) and public transport initiatives Countywide (over £3.4M) including infrastructure to support **Park & Ride** in Ashford (£250k) as the first step towards delivering Smartlink, and also in Maidstone (£700k).
 - Improved access to key services by **walking and cycling**, including improved access to schools through a countywide programme of Safer Routes to Schools and Smarter Choices initiatives (over £3.2M) and improvements to Public Rights of Way countywide (over £400k);
 - Phase 1 funding for improvements to the **A2 Slip Roads** in Canterbury (£200K);
 - Investment in **road safety** initiatives through a targeted programme of Countywide Casualty Reduction Measures (CRMs) (£400K).
10. All the schemes listed in this report will be reported to the appropriate Joint Transportation Boards and all schemes should be disclosed in local land charge searches.

Conclusion

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

Recommendations

12. Subject to the views of this Board, it is proposed to recommend to the Cabinet Member for Environment, Highways and Waste that:

- (i) the proposed Transportation and Safety Package Programme for 2008/09 (as shown in Appendix 1) be approved;
 - (ii) this Board provides on going support for the development and application of Kent's Scheme Prioritisation Model, PIPKIN;
 - (iii) the Joint Transportation Boards receive a report on the approved schemes for their area.
-

Accountable Officer: David Hall 01622 221982

Background Papers: HAB 11 July 2006 Item 10
HAB 18 September 2007 Item 6

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APPENDIX 1 - 2008/09 Integrated Transport Programme

Ashford

PIPKIN Rank	Title	Cost	PIPKIN score
1	Newtown Road, bridge alterations to improve bus, ped and cycle access	£ 200,000	100
2	Warren Park & Ride, bus priority measures	£ 250,000	94
30	A2042 Towers School Cycle Route	£ 80,000	69
45	PROW AU19 surface improvements	£ 5,000	65
79	PROW AU 39 Beaver Housing Estate, improved surface	£ 3,000	58
105	A28 Ashford Road junction with Kiln Lane, Bethersden - CRM 1402, improve signs	£ 7,500	55
111	Boys Hall Road - Cycleway	£ 80,000	55
124	Norman Road - Toucan and footway	£ 52,000	53
TOTAL		£ 677,500	

Canterbury

PIPKIN Rank	Title	Cost	PIPKIN score
6	Canterbury to Folkestone Quality Corridors, bus stop and highway improvements	£ 100,000	81
15	Urban Traffic Management & Control, variable message signing and UTC coordination	£ 400,000	78
23	A2990 Chestfield Road, safer route for cyclists - CRM 1383	£ 40,000	70
34	Shalloak Road, Broad Oak, centre line studs - CRM 1385	£ 10,000	68
70	A2 Slips, Canterbury - Land purchase and design	£ 200,000	60
74	PROW CW15 & CW17 - Whitstable, surface improvements	£ 23,800	59
84	Implementation of Canterbury Bus Strategy, bus infrastructure and real time info	£ 300,000	58
92	PROW CW52 - Whitstable, surface improvements	£ 28,600	56
118	Herne Bay Road Pelican Crossing	£ 97,000	54
120	Cycle parking, various locations in Canterbury	£ 5,000	53
TOTAL		£ 1,204,400	

Dartford

PIPKIN Rank	Title	Cost	PIPKIN score
11	Dartford Rail-Bus Interchange improvements and real time info, Home Gardens	£ 20,000	79
19	Swanscombe & Greenhithe walking and cycling improvements	£ 10,000	73
26	Urban Traffic Management & Control, to better manage traffic on ring road	£ 100,000	69
27	Oakfield Lane, Wilmington - Pelican Crossing	£ 50,000	69
	Signing and bus stop improvements in rural Dartford - Installation of RTPI	£ 50,000	68
41	Sedleys & Langafel Schools - pedestrian improvements - PROW DR213	£ 30,000	66
44	B2174 Princes Road - Footway/cycleway	£ 150,000	66
50	Longfield Station - Interchange Imps	£ 25,000	64
52	B2174 Princes Road/Shepherds Lane - Toucan Crossings	£ 70,000	64
59	Ped Crossing Imps - Dartford various locations	£ 50,000	63
62	Oakfield Junior School - PROW DR103 and DR111, ped improvements	£ 12,000	61
63	Dartford Grammer School - PROW DB15/17/21, ped improvements	£ 15,000	61
68	A225 Lowfield St/Cranford Rd - CRM 1410, refresh road markings	£ 10,000	60
80	A225 Princes Road/Park Road - CRM 1409, Improved surfacing and junction realignment	£ 15,000	58
83	Pedestrian links to Bluewater - St Clements Way (Phase 1)	£ 150,000	58
110	NW Dartford Town Centre - Traffic Mgmt with new signing	£ 50,000	55
115	Highcross Road/Betsham Road - CRM 1411, lighting, cats eyes and road markings	£ 40,000	54
TOTAL		£ 847,000	

Dover

PIPKIN Rank	Title	Cost	PIPKIN score
3	Dover Priory Railway Station, ped and environmental improvements	£ 100,000	88
31	Bus Stop Infrastructure Improvement Programme on Dover Diamond Route	£ 100,000	69
43	Beechwood Ave Deal, cycle route - Deal Cycle Routes Phase 3	£ 75,000	66
54	Deal Cycle Routes (phase 4)	£ 130,000	64
56	River Dour Cycle Route	£ 353,000	64
87	A258 Queen Street, Deal - CRM 1387, pedestrian crossing improvements	£ 22,000	56
90	PROW ED46 Hawkshill Down, surface improvements	£ 18,000	56
102	B2011/Plough Hill, Church Hougham - CRM 1390, improved surfacing	£ 5,000	55
104	A258/Ringwould Rd, Ringwould - CRM 1388, improved surfacing	£ 7,500	55
107	A257/Mill Road, Wingham Green - CRM 1386, improve signs and surfacing	£ 15,000	55
TOTAL		£ 825,500	

Gravesham

PIPKIN Rank	Title	Cost	PIPKIN score
16	A226 Rochester Rd/Stonebridge Rd - UTMC re traffic conditions in Gravesham	£ 50,000	76
25	Fastrack Route B, Off Vehicle Ticketing and CCTV	£ 390,000	69
29	Footway/cycle link from Northfleet Technical College to Hall Road/Coldharbour Road	£ 20,000	69
37	Hall Road Pedestrian and cycle facilities	£ 60,000	68
38	Darnley Road/Dashwood Road - Ped crossing improvement	£ 90,000	68
42	B260 Longfield Road, Meopham	£ 50,000	66
49	Pedestrian Crossing Imps at various locations in Gravesham	£ 25,000	64
53	Extension of Cycle Route - A227 Istead Rise	£ 80,000	64
67	B261 Old Road West/A227 Wrotham Road - CRM 1408, lining and signing	£ 5,000	60
73	PROW NG14 - Singlewell, surface improvements	£ 14,000	59
99	Thames Way Northfleet, cycle route extension	£ 47,000	56
103	St Georges Secondary School - PROW NG18, improved ped route	£ 6,000	55
TOTAL		£ 837,000	

Maidstone

PIPKIN Rank	Title	Cost	PIPKIN score
5	Refurb of Chequers Bus Station	£ 50,000	84
9	Maidstone Urban Traffic Management & Control	£ 500,000	80
12	Maidstone Quality Bus Partnership, upgrade of corridors	£ 100,000	78
18	Langley Park Farm P&R Buses	£ 450,000	75
22	New Cut Road toucan crossing installation, and new cycle route link on Postley Rd	£ 20,000	70
32	Maidstone Park and Ride Improvement	£ 250,000	68
61	Bredhurst 20mph area and new footway on Forge Lane	£ 75,000	63
82	PROW KB18 & 19 - Public Footpath improvements	£ 60,000	58
100	Maidstone Bends A229 Headcorn Rd, Staplehurst - CRM 1405, enhanced signs and chevrons	£ 24,000	55
112	Lenham, Maidstone Road footway	£ 27,000	55
122	A249 Detling Hill, CRM 1406, High Friction Surfacing	£ 10,000	53
TOTAL		£ 1,566,000	

Sevenoaks

PIPKIN Rank	Title	Cost	PIPKIN score
47	Bat & Ball junction Improvements	£ 20,000	64
58	Edenbridge High St Footway Improvements	£ 20,000	63
64	Integrated Access Route - PROW SR49 surface upgrade - Otford Station	£ 12,000	60
65	Cycle stands at stations, signposting for cyclists and peds - Darent Valley Phase 1	£ 25,000	60
66	Crockham Hill, phase 2 of speed management in village centre	£ 25,000	60
88	B2173 High St junc with Station Road, Swanley - Bus stop kerblines to be straightened	£ 15,000	56
91	PROW SU4/DR165 Seal, surface improvements	£ 25,000	56
116	PROW SD83 Lynden Way, Swanley, upgrade surface	£ 60,000	54
TOTAL		£ 202,000	

Shepway

PIPKIN Rank	Title	Cost	PIPKIN score
51	Pedestrian and cycling improvements to 3 schools	£ 30,000	64
76	PROW HR11 New Romney, Surface Improvement	£ 30,000	59
77	Hawkinge ped safety improvements and traffic calming	£ 60,000	59
109	M20/A20(J12) Eastbound Slip, Chertion - CRM 1394, junction modification	£ 40,000	55
117	Improved walking routes to Folkestone town centre	£ 80,000	54
TOTAL		£ 240,000	

Swale

PIPKIN Rank	Title	Cost	PIPKIN score
35	Sheppey Way, Iwade, Cycle facilities	£ 15,000	68
95	Sheerness, West Sheppey cycle routes	£ 70,000	56
97	N Sittingbourne & Iwade cycle routes	£ 90,000	56
101	A2 London Road, Sittingbourne - CRM 1401	£ 3,600	55
108	PROW ZS14 - Minster, improvement to path	£ 20,000	55
TOTAL		£ 198,600	

Thanet

PIPKIN Rank	Title	Cost	PIPKIN score
7	Broadstairs Traffic Management, car park signing strategy to discourage through traffic	£ 75,000	80
8	Connect 2 - KCC contribution to improved cycle routes connections (Crab & Winkle Way / Victoria)	£ 100,000	80
13	QEQM Hospital Entrance junction improvements for buses and peds	£ 210,000	78
20	Turner to Dickens - strategic walking route	£ 90,000	73
21	Cecil Sq/Cecil St, Margate, improved pedestrian crossing route - CRM 1395	£ 50,000	71
24	Victoria Traffic Lights (phase 2)	£ 75,000	70
33	Harbour Parade, Ramsgate, improved safety at ped crossing - CRM 1396	£ 10,000	68
39	Dane Valley Cycle Routes (phase 4)	£ 100,000	68
46	A254 QEQM to Westwood cycle route link	£ 125,000	65
48	Viking Coastal Trail - Links to Stations	£ 28,000	64
60	A254 Margate Road (westwood/Northwood), Improve ped crossing facilities	£ 72,000	63
69	Bus Stop Infrastructure Improvement Programme, boarders and clearways	£ 100,000	60
78	A254 inter-urban corridor imps to manage traffic flows	£ 80,000	59
TOTAL		£ 1,115,000	

Tonbridge & Malling

PIPKIN Rank	Title	Cost	PIPKIN score
55	A20 Bus Priority (phase 1)	£ 193,000	64
57	A25 Sevenoaks Road, Borough Green - Pedestrian Crossing	£ 50,000	63
75	PROW MU28/29/31, Tonbridge, surface improvements	£ 25,000	59
86	PROW MT126 Hadlow, Surface improvements	£ 10,000	56
89	PROW MR101a/105/118/125 East Malling, surface improvements	£ 18,000	56
106	Medway Valley Initiative, improved cycling and walking routes in Medway Gap	£ 10,000	55
113	Station Road/Tea Pot Lane crossing Aylesford pedestrian improvements	£ 52,000	55
123	Lucks Hill - CRM 1397, Refurbishment and surface improvements	£ 62,000	53
TOTAL		£ 420,000	

Tunbridge Wells

PIPkin Rank	Title	Cost	PIPkin score
10	Public Transport information and priority system, pilot in T Wells	£ 380,000	79
17	QBP 281 service upgrade of bus stops and shelters	£ 125,000	76
71	A26 St John's Road Cycle Lanes	£ 10,000	59
72	Community Access Route PROW WB57A Liptraps Lane, surface improvements	£ 10,000	59
81	Improvement of ped routes in town centre	£ 40,000	58
85	PROW WC257 - Frittenden surface improvements	£ 5,000	56
96	Paddock Wood Cycle Links to key facilities	£ 80,000	56
114	PROW WC368 - Couston Road, Cranbrook, surface improvements	£ 20,000	54
119	Tudley Lane CRM 1414, High Friction Surfacing	£ 6,000	53
121	A264 Ashurst Rd CRM 1416, junction and sign improvements	£ 6,000	53
TOTAL		£ 682,000	

Kent wide

PIPkin Rank	Title	Cost	PIPkin score
4	Traffic Management Centre Development	£ 250,000	85
14	Public Transport Information, upgraded bus stops and improved roadside information	£ 250,000	78
28	Countywide Bus Stop Programme, replacement of posts and improved waiting areas	£ 50,000	69
40	Off Highway Infrastructure to support School Travel Plans	£ 100,000	67
93	Interactive Signs Countywide	£ 35,000	56
94	Package of non programmed quick win CRMs	£ 50,000	56
98	Install DDA Friendly Dropped Kerbs, countywide	£ 100,000	56
TOTAL		£ 835,000	

TOTAL Countywide Allocation 2008/09 £ 9,650,000

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Gate on Manor Road (Gravesend Town Centre)

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

Introduction

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

Discussion

4. A major extension of the town centre pedestrian zone was introduced in 1990, the restrictions in the town centre (including Manor Road) included restrictions on the times of day when vehicles can enter roads and the class of vehicle permitted to enter the roads, and permission to enter for access or loading/unloading purposes.
5. The conditions have remained unchanged during this period with the exception of a small variation in the time during which access is permitted.
6. The restrictions in Manor Road are however complex. All vehicles are prohibited between 10.30 am and 4.30 pm except for access to small private off-street car parks and access for loading by goods vehicles. These exceptions were necessary to ensure the viability of small businesses in this road.
7. The complex nature of the restrictions has resulted in the restrictions being ignored by some drivers as Manor Road offers an opportunity to travel from west to east across the town centre without using the one-way system. This is however useful to a limited amount of traffic visiting the town centre as there are west to east routes just outside the immediate town centre area.
8. Surveys of traffic activity were undertaken when Gravesham Borough Council promoted the introduction of the gate, these are included in full in appendix 2.
9. In summary, the survey revealed 834 vehicles using the route between 7 am and 7 pm of which 98 appeared to be legitimate. During the busiest hour (17.30 to 18.30) 196 vehicles used the route.
10. In addition the crash data was reviewed as Gravesham Borough Council had also cited road safety as a reason to provide a gate. The 10 year crash record for Manor Road shows 3 crashes recorded.
11. The three crashes occurred overnight between 11 pm and 1 am, one of which involved a driver who tested positive for alcohol. They occurred in 1998, 2001 and 2006.

Gate on Manor Road (Gravesend Town Centre)

Police Concerns

12. Consultation with Kent Police indicates that whilst they acknowledge there is a degree of abuse of the current restrictions, this has been ongoing for many years and enforcement is unlikely to create a significant long term reduction in use.
13. The Police also acknowledge the sign is complex and therefore difficult for drivers to understand, but it must reflect the conditions that apply. If the sign is to be simplified the restrictions (in the Traffic Regulation Order) must be revised. As has already been indicated, the restrictions reflect the needs of the town centre businesses.
14. The Police do not support the provision of an unmanned gate as suggested by Gravesham Borough Council. Their concern is that the gate will not be properly managed and that it could be open when it is meant to be closed and vice versa. Pedestrians could therefore be more vulnerable thinking traffic is not allowed to enter, but in fact have access because the gate has not been closed.

Highway Concerns

15. The provision of a gate across a highway is not generally allowed. Any form of 'obstruction' be it a gate or rising bollards has to be risk assessed to ensure it will operate correctly and does not introduce danger to road users or liability to the Highway Authority.
16. The proposal by Gravesham Borough Council i.e. an unmanned gate which might be closed by legitimate users or parking attendants or town wardens is not a robust or safe system. It exposes the Highway Authority to unnecessary risk of claims.

Summary

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

Conclusion

19. Although drivers do ignore the restrictions, there are no overriding safety reasons for a gate to be introduced for safety reasons.

Accountable Officers: Martin Wybraniec (01622) 544042

Downs Road and Hogg Lane, Northfleet

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

Introduction

1. Downs Road and Hogg Lane are narrow country lanes linking the hamlet of Northfleet Green and Istead Rise (south of A2) with the Pepperhill and Painters Ash estates in Northfleet; linking residents with the primary school at Painters Ash and local shops and doctors surgery. Its location is shown in the attached plan.
2. The use of the road has been limited to cars and small vans by the presence of a low underpass under the A2, with typically a few hundred vehicles per day. However, because of its remoteness and low use there is a history of dumping and unsocial behaviour in the underpass. At other times of congestion on A2 it had become a rat run between villages south of A2 and Gravesend.
3. The section of the route from Northfleet Green Road (just south of the Channel Tunnel Rail link) to just north of the A2 has been realigned in two stages, once for the CTRL and now for the A2 widening works. For the later scheme, the underpass has been replaced by a bridge, hence removing the physical height restriction. The road has been closed since August 2006 and under the A2 widening permission it is due to reopen in October this year with no restrictions as to its use.
4. It was appreciated at the time of the Public Inquiry into the A2 scheme that this was an opportune time to debate the future of the Downs Road/Hogg Lane link and this should be carried out by the relevant Local Authorities.

Public Consultation

5. The attached report, written by the Gravesham Engineering Services Manager, included as Appendix 1, to the Gravesham Joint Transportation Board on 26 March this year explains the options considered and consultations carried out to date.
6. The view of Kent Highway Services is given in paragraph 3.3 of that report, essentially being that the consultation hadn't proved that the highway was no longer required and to the contrary the needs of the local communities were paramount and that the road should therefore remain open but with weight and physical width restrictions on it.
7. The Joint Transportation Board resolved that it recommends to the County Highways Advisory Board that Downs Road/Hogg Lane be closed to all vehicular traffic but remain open to pedestrian, cycle and equestrian traffic
8. To stress the feelings of local residents who would have their most convenient link cut off, there was a 148 signature petition sent to Gravesham Borough Council, an article in the local newspaper of 3 April and a complaint to the Local Government Ombudsman.

Downs Road and Hogg Lane, Northfleet

Conclusion

9. Subject to the views of this Board it is proposed to recommend to the Cabinet Member for Environment, Highways and Waste that:
 - (i) approval is given to progress the statutory consultation on Traffic Regulation Orders to place a 3.5 tonne and 7 ft width restriction on the sections of Hogg Lane and Downs Road between Northfleet Green Road and just north of old A2. And, subject to favourable consultation, implement said Orders, appropriate signing and physical width restriction to be in place on the reopening of the road in October this year.

Accountable Officer - Colin Martin 01474 544074

colin.martin@kent.gov.uk

Background Documents-

Location Plan

Appendix 1 – Report to the Gravesham Joint Transportation Board of 26 March 2008

Gravesham Borough Council

Report to: Gravesham Joint Transportation Board

Date: 26 March 2008

Reporting officer: Engineering Manager

Subject: Downs Road, Northfleet

Purpose and summary of report:

To report the results of a consultation exercise that has been carried out regarding the future of Downs Road, Northfleet as to whether it should be re-opened as normal road for traffic, re-opened but restricted in some way, or closed to vehicles as a through route.

Recommendations:

That the Board recommends to the County Council's Highway Advisory Board that the Downs Road / Hogg Lane is closed to all vehicular traffic but remain open to pedestrian, cycle and equestrian traffic.

1. Introduction

- 1.1 Downs Road (and its extension Hogg Lane) runs from Istead Rise to Landseer Avenue, Northfleet. For this report the term refers primarily to the section north from the junction with Board Ditch Road in Istead Rise and does not refer to Downs Road further south. The road connects Istead Rise and Northfleet Green with the Northfleet urban area (and vice versa), and therefore avoids the need to pass through the A2 junctions at Pepper Hill and Tollgate. In origin it was, and is still over substantial lengths, a narrow country lane, appropriate to the level of traffic it carries, with the occasional larger vehicle using it for access (e.g. farm equipment). At the Northfleet urban end Landseer Avenue is a normal housing estate road with on street parking, built to appropriate standards. Via Gainsborough Drive or Pickwick Gardens it is possible to reach Dene Holm Road, which is a bus route; however both these roads are designed as housing estate roads.
- 1.2 When High Speed 1 (Channel Tunnel Rail Link) was built Downs Road was realigned over a new bridge and widened to modern design standards. This included the upgrading a section of Northfleet Green Road and its junction with Downs Road, which links through the hamlet of Northfleet Green to New Barn Road. When opened there were significant problems arising from use of the widened roads for dumping rubbish, burning out cars and related activities.
- 1.3 Downs Road has now been closed since 2006, to allow the construction of the new widened A2. The section under the old A2 consists of a narrow single track

under-bridge, with limited height clearance and right angle bends with no forward visibility at each end. This could be regarded as an extreme form of traffic calming, and was probably originally built to provide access from the south to the farm land on which the Painters Ash housing estate was subsequently constructed.

- 1.4 The A2 widening project as approved replaces Downs Road / Hogg Lane with a bridge over the new A2 and an upgraded route with sweeping curves to modern standards which will connect to the existing junction with Landseer Avenue. The underpass under the old A2 will be demolished.
- 1.5 In view of the previous history of the road it was considered that the option of keeping Downs Road closed or restricted to traffic (but not to walkers, cyclists and equestrians) should be explored. Plans showing the original and proposed road configuration are included in the appendix to the report.

2. Consultation

- 2.1 In a previous consultation exercise regarding the Gravesham Local Development Framework, questions had been asked about the future of Downs Road, and the overall response had been approximately 50:50 for and against a possible closure. This indicated that there was a live issue, but one that needed more detailed consideration. A consultation has recently been carried out on the A2 Outdoor Activity centre concept, and as part of that process questions were also asked regarding the future of Downs Road. Although the issues are independent of one another, they are related by location / geography.
- 2.2 An exhibition panel was displayed in Towncentric discussing the issue, and this material was also displayed at the two Leisure Centres and online at both the Gravesham and Green Grid web sites. The exhibition at Towncentric was staffed for two days but then viewable for a further week. A special exhibition was held at Painters Ash Primary School between 17:00 and 20:00 on 12 March 2008 to which invitations were sent to 1,290 addresses. Although concerns were expressed over the extent of these invitations, over a 100 people attended.
- 2.3 315 respondents replied to the A2 questionnaire, in addition a number of letters have been received and a petition against closure from Northfleet Green with 148 signatures. As might be expected this issue generated a number of responses by residents who were strongly for and against the options.
- 2.4 The options offered were:
 - (i) I would like Downs Road to be re-opened to all vehicular traffic
 - (ii) I would like Downs Road to be re-opened to cars, LGV's (under 6ft wide), pedestrians and cyclists
 - (iii) I would like Downs Road to be closed to vehicles but remain open for pedestrians, cyclists and equestrians
- 2.5 The overall result of the consultation (where this question was responded to) was that 7% would like Downs Road fully re-opened, 35% would like it re-opened with some form of restriction, and 58% would wish to see it restricted to walkers, cyclists and equestrians. This could be interpreted that 58% would like to see its closure to vehicular traffic and 42% for it to be re-opened in some form.

- 2.6 The results have also been analysed by post code, where given, which was only possible in 144 cases (45% of total). These forms produced equivalent figures of 12.5%, 20.1% and 67.3% respectively. The responses from those most immediately affected (Downs Road, Landseer Avenue, Northfleet Green etc) were too few to analyse so the comparison was made between Istead Rise and Painters Ash wards. Painter Ash results were 13.9%, 16.3% and 69.8% respectively, and 6%, 17.6% and 76.5% from Istead Rise. These should be treated with caution because of the responses that are excluded due to a lack of a lack of post code, but tend to suggest there is more support for closure from those most closely affected.

	Re-open Downs Road to vehicles	Re-open Downs Road to vehicles with restrictions	Close Downs Road to vehicular traffic
All responses	7%	35%	58%
Responses with a post code	12.5%	20.1%	67.3%
Responses from Painters Ash Ward	13.9%	16.3%	69.8%
Responses for Istead Rise Ward	6%	17.6%	76.5%

- 2.7 Comments for re-opening highlighted the role of Downs Road as a link between Istead Rise and Northfleet Green, and Northfleet (and vice versa), ease of access to elderly relatives, access to Painters Ash Primary School, and the avoidance of the congested A2 junctions. One response suggested that the road should be widened to full 2 way width. Those responses for closure highlighted the anti social activities that had occurred, the conflict between pedestrians and vehicles (and the school), and the restricted nature of Downs Road.

3. Conclusion

- 3.1 It is important to emphasise that by default the Downs Road will reopen as shown in the attached plans, which form part of the approved A2 widening scheme. It is only if an alternative is considered more appropriate that any action will need to be taken. A Traffic Regulation Order (TRO) would be required to either keep the road closed to all vehicles or impose some form of weight or other restriction, which would be open to objection.
- 3.2 If the road were to remain open to vehicular traffic, the Police, who would be responsible for enforcement, would prefer a weigh restrictions as opposed to a width restrictions as many family cars are wider that the standard 6'- 6" or 2m width restriction.
- 3.3 It is the Highway Authority's view that in order for user rights to be limited/extinguished on a highway or public right of way it has to be proven that the highway is no longer required for that purpose, or there is an equally convenient (or better) alternative route. In this case, whilst many residents would prefer to close the road to vehicular traffic in view of the historical problems with it and potential future problems of recreating a rat run, the result of the consultation

do not indicate that the road doesn't serve a useful purpose to many local residents. It would also serve as a useful route for emergency vehicles. Hence, subject to the views of the emergency services, the Highway Authority would recommend that the road be kept open but with both a 3.5 tonne weight restriction and a 7 ft width restriction on it. Whilst it is understood that the Police prefer a weight limit which they can legally enforce, given that this enforcement would be likely to be sporadic at best and then only after problems occur, and given the rural location of the road, it would want to be a self-enforcing. Therefore any width restriction should include physical measures.

- 3.4 It would be necessary to agree any alterations to the approved proposal for the A2 widening scheme with the Highways Agency.
- 3.5 It is clear that there is little support for the total re-opening of the road, and that the choice is between a restricted or closed road. In this it is important to note that any negative impacts (either due to a loss of access or the impact of traffic etc) will fall on relatively few people in Northfleet Green, Downs Road and Landseer Avenue and connecting streets.
- 3.6 In all scenarios access would be maintained from the south to the farmland between the old and new A2's, and the A2 and High Speed 1 drainage lagoons for appropriate vehicles.
- 3.7 It is not desirable to create a route that is attractive to significant flows of traffic because of the restricted nature of the access routes, both rural and urban. Although this is a significant link for local residents, the present closure has resulted in a significant reduction in problems with anti-social activity.
- 3.8 Whilst there is majority for closure it is not overwhelming. Nevertheless considering the views of the wider community of Istead Rise and Painters Ash it is considered that closure to vehicular traffic is the most appropriate action.
- 3.9 Retaining this as a through route is likely to lead to a return of the former anti-social behaviour to the detriment of the local residents of Northfleet Green and Landseer Avenue. The enforcement of a weight or width restriction will also be reliant on the Police being able to provide appropriate resources.

4. Risk and Section 17

- 4.1 The risk of not re-opening the road is the loss of convenient access for local residents. In re-opening the road there is a danger of creating a rat run with both additional traffic on unsuitable roads and the prospect of anti-social activities. The latter is not specific just to this scheme and the whole A2 corridor needs to be looked at in that context.

Background Papers

A2 Outdoor Activity Centre Consultation Report, Jacobs plus additional analysis
Original Response Forms

March 2008 Planning & Regeneration Services, Civic Centre, Gravesend.

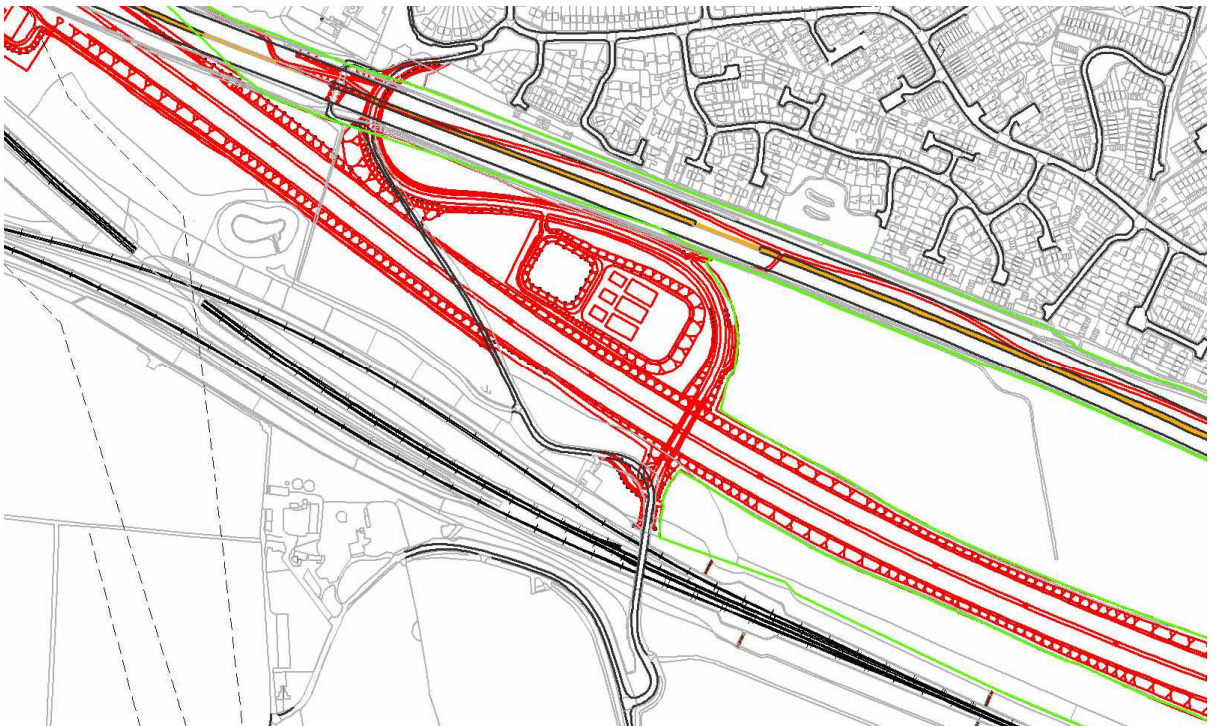
All requests to inspect the above documents **MUST** be directed in the first instance to the Committee Section of the Democratic Services Department.

Appendix

Highway configuration before A2 widening scheme construction

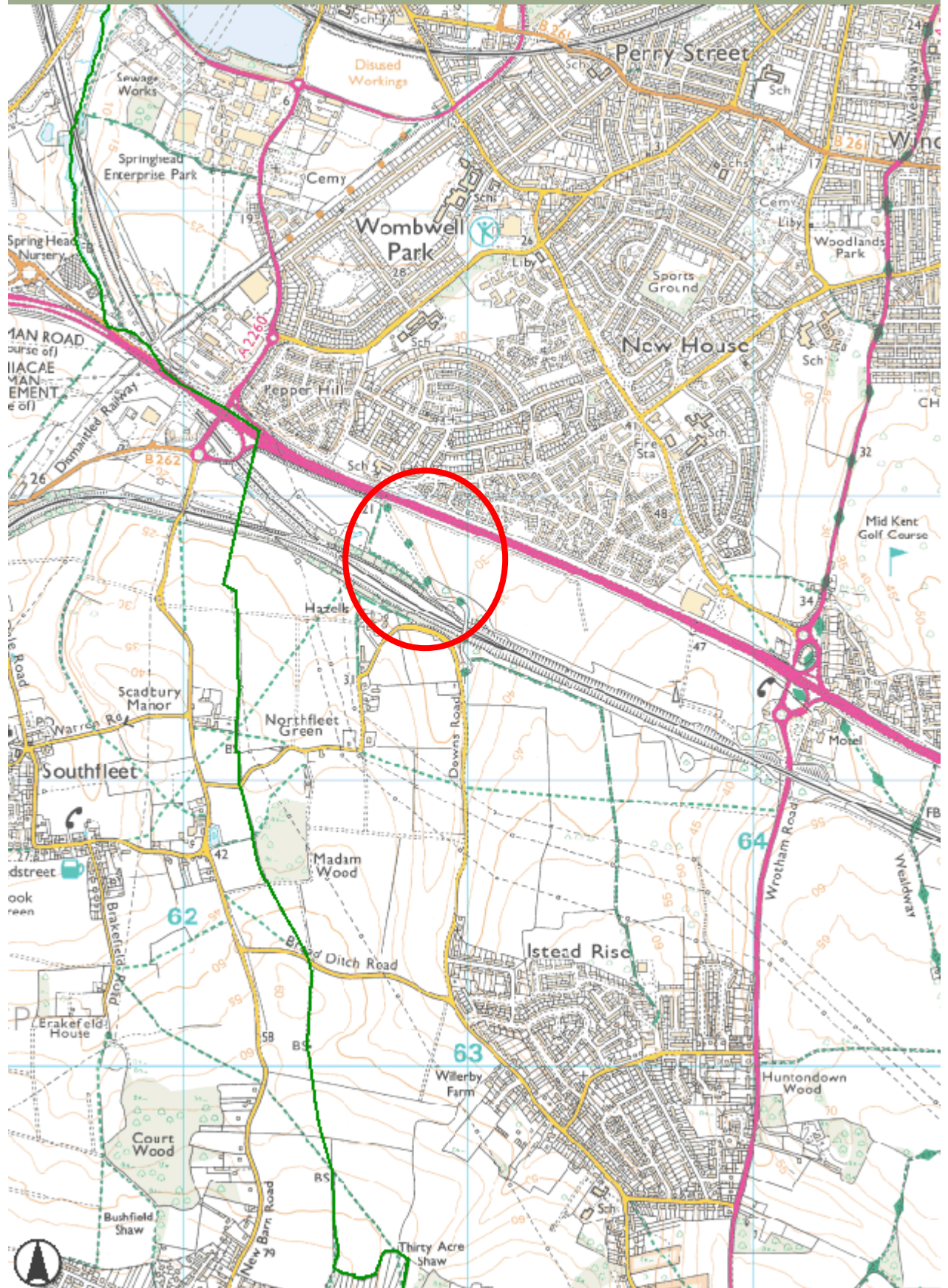


Highway configuration after A2 widening scheme



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LOCATION PLAN OF SECTION OF DOWNS ROAD & HOGG LANE UNDER CONSIDERATION



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