

**ENVIRONMENT, HIGHWAYS AND WASTE POLICY
OVERVIEW AND SCRUTINY COMMITTEE**

Tuesday, 25th May, 2010

10.00 am

Oakwood House, Maidstone





AGENDA

ENVIRONMENT, HIGHWAYS AND WASTE POLICY OVERVIEW AND SCRUTINY COMMITTEE

Tuesday, 25th May, 2010, at 10.00 am
John Wigan Room, Oakwood House,
Maidstone

Ask for **Karen Mannering**
Telephone **01622 694367**

Tea/Coffee will be available 15 minutes before the meeting

Membership (12)

Conservative (11): Mr C Hibberd (Chairman), Mr J R Bullock, MBE, Mr N J Collor,
Mr J Cubitt, Mr M J Harrison, Mr J D Kirby, Mr S Manion,
Mr R A Pascoe, Mr W Richardson, Mrs E M Tweed and
Mr M Whiting

Liberal Democrat (1): Mr M Robertson (Vice-Chairman)

UNRESTRICTED ITEMS

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

Item No

A. Committee Business

- A1 Substitutes
- A2 Declaration of interests by Members in items on the Agenda for this meeting
- A3 Minutes - 25 March 2010 (Pages 1 - 6)

B. ITEMS FOR DISCUSSION

- B1 Cabinet Member's and Executive Director's Update (Oral report)
- B2 Winter Service Consultation 2009/10 (Pages 7 - 22)
- B3 Street Lighting Policy and Strategy 2010 (Pages 23 - 62)
- B4 Policy for the Management of Obstructions and Temporary Items on the Public Highway (Pages 63 - 74)
- B5 Cycle Kent 2010 (Pages 75 - 80)
- B6 The Minerals and Waste Development Framework Informal Members Group (Pages 81 - 84)

- B7 Passenger Rail Services (Pages 85 - 88)
- B8 The Transportation and Safety Package Programme 2010/11 (Pages 89 - 100)
- B9 Future of Highways - Procurement Update (Pages 101 - 104)

C. SELECT COMMITTEE UPDATE

- C1 Select Committee - Update (Pages 105 - 106)

EXEMPT ITEMS

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

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

Monday, 17 May 2010

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

ENVIRONMENT, HIGHWAYS AND WASTE POLICY OVERVIEW AND SCRUTINY COMMITTEE

MINUTES of a meeting of the Environment, Highways and Waste Policy Overview and Scrutiny Committee held in the Darent Room, Sessions House, County Hall, Maidstone on Thursday, 25 March 2010.

PRESENT: Mr C Hibberd (Chairman), Mr M Robertson (Vice-Chairman), Mr N J Collor, Mr J Cubitt, Mr J D Kirby, Mr R A Pascoe, Mr R J Parry (Substitute for Mr M J Harrison), Mr K Smith (Substitute for Mr S Manion), Mrs P A V Stockell (Substitute for Mr W Richardson), Mrs E M Tweed and Mr M Whiting

ALSO PRESENT: Mr N J D Chard

IN ATTENDANCE: Mr M Austerberry (Executive Director, Environment, Highways and Waste), Mr S Gasche (Public Transport Team Leader), Mr D Hall (Head of Transport & Development), Mr R Hallett (Directorate Finance Manager), Pierpoint (Public Transport Team Leader), Mr M Sutch (Head of Planning & Transport Strategy) and Mrs C Valentine (Community Delivery Manager) and Mrs K Mannering (Democratic Services Officer).

UNRESTRICTED ITEMS

1. Minutes - 22 January 2010

(Item A3)

(1) Mrs Tweed requested the following be added to the final sentence in paragraph 6(4) – Equalities in Environment, Highways and Waste Annual Report:-

“,in particular, repeated complaints by elderly motorists about road safety at road junctions with poor visibility, where near-misses have been encountered.”

(2) RESOLVED that, subject to the above being included, the Minutes of the meeting held on 22 January 2010 are correctly recorded and that they be signed by the Chairman.

2. Cabinet Member's and Executive Director's Update (Oral report)

(Item B1)

(1) Mr Chard gave a verbal report on the following issues:-

Integrated Strategy & Planning

DaSTS Study London to Dover/Channel Tunnel; Lower Thames Crossing; Minerals & Waste Development Framework; Rail Summit; Terminal T2, Dover; Olympic Delivery Authority's Transport Plan; A21 Tonbridge - Pembury

Waste Management

New Romney HWRC – Update – Planning Permission for site had been approved 16 March 2010; North Farm HWRC, Tunbridge Wells – Planning Permission for Site Improvements had been approved 4 March 2010.

Kent Highway Services

Traffic Systems; Business Improvements; Network Performance; Roadworks; Member Highway Fund Seminar; Director of Kent Highway Services; JTB Referrals; Transportation & Safety Package Programme.

Environment

DeCReASE Regional Board

- (2) RESOLVED that the update be noted and a copy circulated to Members of the Committee.

3. Financial Monitoring Report

(Item B2 - Report by Mr Nick Chard, Cabinet Member for Environment, Highways and Waste; and Mr Mike Austerberry, Executive Director of Environment, Highways and Waste)

- (1) Members were asked to note the March budget monitoring report to be reported to Cabinet on 29 March 2010. There were no significant variances to report on the revenue budget since the report was written. The major elements of the predicted outturn remained a significant underspend on Waste offset by additional spending required on Highways. Since the report was written there had been some slippage on the energy and water investment fund.

- (2) RESOLVED that the budget variations for the EHW Portfolio for 2009/10 based on the March report to Cabinet be noted.

4. Kent Winter Service Review - December 2009 to February 2010

(Item B3 - Report by Mr Nick Chard, Cabinet Member for Environment, Highways and Waste)

- (1) The past winter was the worst in the UK for over 30 years. This impacted on services and agencies across the country as well as in our region. The report set out how key operators in Kent fared during the severe weather and the lessons learnt that would be used to improve services in the future.

- (2) Kent Highway Services had a Winter Service Policy and Plan which was approved by the POSC in September 2009. These set out how KHS dealt with keeping the highway network free from snow and ice. The report included information relating to snow emergencies; salt bins; district council assistance; salt; media; customer contact; staffing; future development of the winter service; Southeastern; Eurostar; Eurotunnel; and the Port of Dover.

- (3) There followed a question and answer session which included the following issues:-
- The inclusion of small hamlets in future plans
 - The employment of District Councils' workforce to assist with snow clearance
 - The gritting of roads not on bus routes and the condition of pavements
- (4) RESOLVED that:-
- (a) the report be noted;
 - (b) officers be thanked for the excellent service provided, and for the regular member updates; and
 - (c) a more detailed report be submitted to the POSC at a meeting to be arranged in May.

5. Public Transport Development

(Item B4 - Report by Mr Nick Chard, Cabinet Member for Environment, Highways and Waste)

(1) The annual report informed members of the principal developments, funding arrangements and initiatives undertaken in the provision of public transport in Kent during 2009/10 and planned for implementation during 2010/11. This year's report also provided a summary of the principal legislative changes following the Local Transport Act 2008, and the bearing they were having on the delivery of public transport.

(2) Public Transport continued to go from strength to strength in Kent. Principal developments included Quality Bus Partnerships; Bus Stop Improvements; Kent Freedom Pass; KCC Kickstart; DfT Kickstart; Smartcards and Real Time Information (RTI); the Kent & Medway Concessionary Travel Scheme; and Rail Services.

(3) This year's report provided a summary of the principal legislative changes following the Local Transport Act 2008 and the bearing they were having on the delivery of public transport. The new legislation had developed the original powers contained in the Transport Act 2000, and provided three distinct levels of agreement to facilitate partnership between bus operators, district councils and local transport authorities which were set out in the paper.

(4) KCC had continued to make significant investment, through both funding and personnel, in the creation of good quality public transport services throughout the county. The County Council was committed to attaining modal shift from car to public transport, by enhancing the provision of bus services and by improving access for all. Wherever possible KCC would make use of the new powers contained in the Local Transport Act 2008 to enhance the quality of the partnerships between the County Council and its stakeholders.

(5) There followed a question and answer session which included the following issues:-

- Sittingbourne/Victoria train services
- Progress on DfT Kickstart bids
- Status of QBP in Sevenoaks
- Kent Freedom Pass – working with rail operators
- Withdrawal of Cannon Street train service via Maidstone East

(6) RESOLVED that:-

(a) the report be noted; and

(b) a further report be submitted to the next meeting of the POSC detailing -

(i) data and information on the present timetabled Mainline train services to and from London stations to Kent that had changed after the introduction of the High Speed train service;

(ii) an analysis of those services that were quicker, the same time or slower;

(iii) what KCC could do to influence a change of services and connectivity to allow a much higher percentage of better services; and

(iv) the report to be sent to the Chairman of the RED POSC with a request for it to be included on the agenda for its next meeting.

6. Results from the Highway Tracker Survey 2009

(Item B5 - Report by Mr Nick Chard, Cabinet Member for Environment, Highways and Waste; and Caroline Bruce, Interim Director of Kent Highway Services)

(1) The report informed Members of the key results of the 2009 Resident, County Member, District Member and Parish/Town Council Highway Tracker Survey. The full survey report was over 200 pages long and available on the KCC website. It provided a wide range of information to help shape and improve highway service delivery.

(2) Satisfaction surveys, to gauge perception of the highway service had been carried out since 1987. The 2009 survey was carried out in November and December and included seeking views from residents, County Members, Parish/Town Councils and for the second time, District Members. The survey was conducted by an independent market research company called BMG and a summary of the results were presented in the report. The information would be used by the Director and Senior Management team to identify actions to help improve service delivery.

(3) The key headline from the survey was the continuing improvement in the public's perception of pavements and streetlights with a slight dip in roads caused primarily by dissatisfaction with the condition of country lanes and residential roads. However for the fourth successive year there were more residents satisfied than dissatisfied.

(4) RESOLVED that:-

- (a) the progress being made in public perception of the highway service be noted; and
- (b) Members work closely with officers to continue to improve the service as seen through the eyes of Members and Parish/Town Councils.

7. KHS Contracts - A Brief Overview

(Item B6 - Report by Mr Nick Chard, Cabinet Member for Environment, Highways and Waste; and Caroline Bruce, Interim Director, Kent Highway Services)

(1) The KHS Alliance delivered services to the people of Kent through 4 main organisations; Ringway, Jacobs, Kent County Council (KCC) and Telent. Individual contracts existed between KCC and the three private sector organisations. A position statement on the current KHS contracts including current contract remits and relevant timescales was submitted to Members.

(2) Contractor and consultancy contracts were re-tendered in 2006 and although some market testing was currently taking place, highway services were primarily delivered through the three countywide term-service contracts shown in the report. The contracts had an initial 5 year term to 2011 with possible annual extensions to 2016. The contracts did not have any work load guarantees and all had a 12 month termination notice clause.

(3) RESOLVED that the report be noted and further information be provided to Members in due course.

8. Delivering a Sustainable Transport System (DaSTS) - Presentation

(Item B7)

(1) Mr Sutch gave a presentation on the DaSTS Study: London to Dover/Channel Tunnel. There followed a question and answer session which included the following issues:-

- M2 Junction 5/5a
- Local Development Frameworks – schemes/prioritisation
- Ashford Relief Road
- Housing provision
- European funding

(2) Following debate Mr Sutch was thanked for a very informative presentation.

(3) RESOLVED that:-

- (a) the current situation be noted; and
- (b) copies of the presentation be circulated to Members.

9. Select Committee - update

(Item C1 - Report by Overview, Scrutiny and Localism Manager)

Select Committee: Renewable Energy

(1) Further to Minute 8 of 22 January 2010, the Select Committee held its inaugural meeting in January 2010. The Select Committee was piloting a different style of working and had gathered written evidence prior to agreeing its list of oral witnesses. This mirrored the way that Parliamentary Select Committees carried out their work. Visits had been arranged for the Select Committee and it would be meeting on 31 March 2010 to review the written evidence received and agree a list of witnesses. Hearing sessions would be held during April, May and the first week of June.

Suggestions for Select Committee topic reviews

(2) The Scrutiny Board at its meeting on 24 February 2010 received an update on the current Select Committee topic review programme. It was agreed that Members be asked to consider whether there were any topics that they would like to put forward for consideration for inclusion in the future topic review programme.

(3) RESOLVED that:-

(a) the report be noted; and

(b) Members submit any suggestions for the 2010/11 Select Committee Topic Review Programme to Karen Mannering.

From: Nick Chard, Cabinet Member – Environment, Highways & Waste

To: Environment, Highways and Waste Policy Overview and Scrutiny Committee
- 25 May 2010

Subject: Winter Service Consultation 2009/10

Classification: Unrestricted

1. Background

At the EH&W POSC on 23 March 2010, it was reported that a consultation process on the winter service for 2009/10 would be taking place commencing April 2010. The results of the consultation will be used to inform and improve the winter service policy and plan for 2010/11. District winter plans will be made available on line to county and district Members. The consultation involves the following:

- Chief Executives of district councils
 - Structured interviews will be undertaken by IPSOS MORI with Chief Executives or their nominated representatives
- Elected members – telephone interviews by Community Liaison Team Leaders and Officers
- District Members – on line survey
- Parish councils – on line survey
- Joint Transportation Boards- Winter service will be an item on the agenda and JTB members will have the opportunity to discuss and make recommendations to the EH&W Policy Overview Committee
- All responses will be collated and presented to the POSC in May and July

1.1. The independent polling organisation IPSOS MORI has been commissioned to conduct the in depth interviews with Chief Executives and assess the results of the on line surveys.

2. Findings to date

As at 17 May 2010 IPSOS Mori had completed telephone interviews with 10 of the 12 district council chief executives or their nominated representatives. 148 on line survey responses had been received. 13 County Members had been interviewed. An interim summary of the results from the district councils is presented at Appendix A. Some of the key findings are:

- Different experience across the districts
- Most main roads were cleared and treated adequately
- During the first phase of the bad weather KHS was thought to be badly prepared but the second phase showed that learning had clearly taken place
- There is a need for local district plans
- Inconsistent communication
- Contact centre needs to respond better to residents
- The Winter Service Policy is considered to be a reference document
- District and KHS should come together for discussions on key priority areas
- Good pre winter meeting need to identify local priorities

3. Joint Transportation Boards

A report will be submitted to the next round of Joint Transportation Boards and the discussions that take place there will be included in the final report to this committee.

4. Final report

The online fieldwork will be closed on 1 June and IPSOS Mori will submit their final report by 16th June. The final consultation report and an initial draft Winter Service Policy will be presented to the July POSC meeting.

5. Recommendations

It is recommended that Members of this committee

- i. Note the contents of this report
- ii. Discuss the Winter Service Policy 2009/10 and the overall response to the winter service provided last year. The results of these discussions will be incorporated into the report that will be presented to this committee in July

Contact: Carol Valentine, Community Delivery Manager: Tel 01233 648348

**Kent Winter Service policy review
Interim summary of qualitative interviews with district councils in Kent
– based on interviews with ten districts
13 May 2010**

Clearing and salting roads and footpaths Winter 2009/2010

- Different experience across the districts.
- Most agreed that main roads were cleared and treated adequately.
- B roads and more local routes were not cleared and treated, some understood that a lack of resources led to this decision, but some felt more dialogue with districts would have led to targeting of important B roads, to help keep residents moving. And some clearance was just too late, making the effort wasted.
- Most acknowledge that many authorities across the country were caught off-guard by the bad weather.
- The response from KHS was thought to be different at different points in the Winter;
 - In the first phase of bad weather KHS was thought to be poorly prepared, without adequate plans in place. Staff were not available and communication was poor for most districts, although not all.
 - In the second phase learning had clearly taken place, offers of staff from some districts was accepted – though not all and districts were better informed of the action planned by KHS.

Issues of concern

- Inconsistent communication across the county for staff and residents.
- Customer contact centre at KHS did not respond to residents as residents hoped, leading to complaints to districts.
- Poor local knowledge of important priority routes in some areas.
- Lack of involvement of some districts in the prioritisation of key local routes.
- Clearing of footpaths was a key issue and one which the districts are keen to support KHS on in the future.
- Lack of preparedness to use district street cleaning staff from KHS.
- Poor communication with residents, leading to complaints targeted at districts.
- Possibility that the county-wide depots are difficult for staff to reach in bad weather, and too far from the districts they service. Although it is acknowledged that efficient use of resources is essential.
- It was suggested that because KHS is based around function not area that the service is disjointed.

Feedback on the Winter Service Policy Statement

- Considered to be a reference document.
- Not read by many.
- Those who have read the document consider it to be written in an accessible way, but without the detail they seek.
- Some would like district specific versions that provide more detail on KHS plans for their area or at least districts plans attached. However, it was acknowledged that this did not require details to be provided on every street and footpath that would be cleared, as this would be too much detail. It was hoped that a useful document would come from discussions between the district and KHS.

- More important that districts and KHS come together for discussion of key priority areas, mixed feelings on the level of formality that agreements require. Formal agreements do not necessarily mean inflexibility but reassure that everyone knows what they are doing (especially members) and helps with advance planning. Those districts with very good relationships with key members of KHS staff are less keen that formal agreements be prepared, as they fear that this might damage those good relationships. However, those without the good relationships are keen for greater dialogue and a formal agreement setting out responsibility.
- Need to involve more consultation with districts, and include more information about district priority areas. Going forward technical officers group might be most appropriate vehicle.

Communication

- Those districts who still had good links with staff at KHS who had been working at their district five years ago, when districts had more involvement in treating and clearing roads during Winter, were happy with the levels of information they had access too.
- Those who had lost those staff links were very critical about the lack of local knowledge, about the time taken for KHS to react to local problems, and about the areas selected as priorities.
- There is desire for good pre-Winter meetings to identify local priorities, whether this forms part of the development of the Winter Service Policy Statement or not.
- Some felt that the dialogue with residents was poor, that the KCC call-centre was ill-prepared, and that the districts consequently fielded complaints from residents.

Prioritisation of road maintenance after Winter 2009/2010

- Again, this was mixed. Some felt they had had opportunities for dialogue and members and officers had been adequately involved.
- Others felt that they did not know what progress KHS were making in their area.
- Again districts desire to be involved in discussions over local priorities.

KENT HIGHWAY SERVICES

WINTER SERVICE
POLICY STATEMENT

FOR 2009/10

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1. INTRODUCTION

1.1 Winter Service - Statutory Duty

1.1.1 The legal position relating to winter service changed on 31 October 2003 with the introduction of the Railways and Transport Safety Act 2003 (Section 111). This legislation added an additional sentence to section 41(1) of the Highways Act 1980 (c.66) (duty of highway authority to maintain highway). The additional sentence is as follows: -

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

(This new legislation overturned the previous ruling by the House of Lords in 2000, which stated that highway authorities did not have a duty under section 41(1) of the Highways Act 1980 to prevent or remove the formation of or accumulation of ice and snow on the road).

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

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

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

1.2 Winter Service Standards

1.2.1. In order to respond as quickly and efficiently as possible to its responsibilities KHS has adopted policies and standards for each of the winter service activities and these are detailed within this document. In July 2005 the Roads Liaison Group, published ‘Well Maintained Highways’. Section 13 deals with ‘Winter Service’ which updates the same section in the ‘Code of Practice for Maintenance Management’ published in 2001. Our current approach has been reviewed and found to be consistent with the guidance as recommended in the new document. The operational details for the winter service activities in Kent are detailed in the Winter Service Plan 2009/10 that complements this Policy Statement.

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

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

1.3 **County Council Maintained Highways**

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

1.4 **Motorways and Trunk Roads**

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

2. **WINTER SERVICE OBJECTIVES**

2.1 **Salting**

2.1.1 Objectives:

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

2.1.2 Roads to be Included within Primary Precautionary Salting Routes

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

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

2.1.3 It would be impractical and financially draining to carry out precautionary salting of footways, pedestrian precincts or cycleways and therefore no provision has been made. However, there will be a certain amount of salt overspill onto footways and cycleways when precautionary salting is being carried out on adjacent carriageways. Post salting of footways and cycleways will be carried out on a priority basis during severe winter weather, as resources permit.

2.2 **Snow Clearance**

2.2.1 Objectives:

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

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

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

2.2.4 Snow clearance on footways and cycleways will be carried out on a priority basis as detailed in paragraph 6.3.

2.3 **Snow Fencing**

2.3.1 Objective:

- To reduce the number of obstructions caused by the accumulation of snow (Section 102 of the Highways Act 1980)
- *Snow fencing is expensive, but in exceptional circumstances can be very useful at a limited number of sites that regularly experience severe problems with drifting snow. Community Delivery Managers can make arrangements with landowners to allow the erection of snow fencing, but without payment.*

2.4 **Roadside Salt Bins**

2.4.1 Objective:

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

3. **WINTER SERVICE GENERAL**

3.1 **Winter Service Contracts**

3.1.1 Winter service in Kent is included within the Term Maintenance Contract awarded to Ringway Infrastructure Services. This contract was awarded in 2006 and will last for five years.

3.2 **Winter Service Season**

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

3.3 **Alternatives to Salt**

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

4. WEATHER INFORMATION

4.1 Weather Information Systems

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

4.2 Weather Reports

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

4.3 Winter Duty Officers

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

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

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

5. SALTING

5.1 Planning of Precautionary Salting Routes

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

5.2 Precautionary Salting

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

5.3 Post Salting

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

5.4 **Spot Salting**

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

5.5 **Instructions for Salting of Primary Routes**

5.5.1 Instructions for precautionary salting of primary routes will be issued if road surface temperatures are expected to fall below freezing unless:

- Road surfaces are expected to be dry and frost is not expected to form on the road surface
- Residual salt on the road surface is expected to provide adequate protection against ice or frost forming

5.5.2 Instructions for precautionary salting of primary routes will also be issued if snowfall is expected.

5.5.3 The *Winter Duty Officer* will issue routine instructions for precautionary salting of primary routes, for the whole of Kent, by means of the Kent Road Weather Forecast.

5.5.4 The *Winter Duty Officer* or Community Delivery Managers may issue instructions for post salting and spot salting.

5.6 **Instructions for Salting of Secondary Routes**

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

6. **SNOW CLEARANCE**

6.1 **Instructions for Snow Clearance**

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

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

6.2 **Snow Clearance Priorities on Carriageways**

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

- A229 between M20 and M2, A249 between M20 and M2, A299 and A289;
- Other "A" class roads;

- All other roads included within primary precautionary salting routes;
- One link to other urban centres, villages and hamlets with priority given to bus routes;
- Links to hospitals and police, fire and ambulance stations;
- Links to schools (in term time), stations, medical centres, doctor's surgeries, old people's homes, cemeteries, crematoria and industrial, commercial and shopping centres;
- With the approval of Community Delivery Managers, other routes as resources permit.

6.3 **Snow Clearance Priorities on Footways**

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

- One footway in and around shopping centres, and on routes to schools (in term time), stations, bus stops, hospitals, medical centres, doctor's surgeries, old people's homes, industrial and commercial centres and on steep gradients elsewhere;
- One footway on main arteries in residential areas and the second footway in and around local shopping centres;
- With the approval of Community Delivery Managers, other footways, walking bus routes and cycleways as resources permit.

6.4 **Agricultural Snowploughs for Snow Clearance**

6.4.1 Agreements will be entered into by whereby snowploughs provided and maintained by KHS are assigned to local farmers and plant operators for snow clearance operations, generally on the more rural parts of the highway.

6.5 **Snow Throwers/Blowers for Snow Clearance**

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

7. **SEVERE WEATHER CONDITIONS**

7.1 **Persistent Ice on Minor Roads**

7.1.1 During longer periods of cold weather Community Delivery Managers may instruct salting action to deal with persistent ice on minor roads which are not included within the precautionary salting routes.

7.2 **Ice and Snow Emergencies**

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

8.1 **Provision of Roadside Salt Bins**

8.1.1 Roadside salt bins can be sited at potentially hazardous locations for use by the public, to treat ice and snow on small areas of the carriageway or footway.

8.1.2 *An assessment criteria for installing a new salt bin has been devised and is shown at Annex 1. The form will be used by Community Operations staff to assess requests.*

8.2 **Payment for salt bins**

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

9. **BUDGETS**

9.1 **Winter Service Budget**

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

9.2 **Ice and Snow Emergencies**

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

10. **PUBLIC AND MEDIA COMMUNICATIONS**

10.1 **Neighbouring Authorities and other Agencies**

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

10.2 **The Media**

10.2.1 Local media organisations will be informed when instructions for salting of primary precautionary salting are issued.

10.3 **Pre-Season Publicity**

10.3.1 It is important that the public are aware of and understand the KHS approach to winter service. A leaflet for drivers and other road users relating to winter service is available.

10.4. **Publicity during Ice or Snow Emergencies**

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

Annex 1

SALT BIN ASSESSMENT FORM

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

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

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

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

To: Environment, Highways & Waste Policy Overview & Scrutiny Committee - 25 May 2010

Subject: Street Lighting Policy and Strategy 2010

Classification: Unrestricted

Summary: This report informs members of the development of a new policy and strategy for street lighting. Kent Highway Services (KHS) is looking to take this service to the forefront of highway lighting authorities in the country and these documents set out the way forward.

1. Introduction

1.1 Kent Highway Services (KHS) provides and maintains street lights, lit signs and lit bollards for the benefit of highway users and to aid crime prevention. However, there is no statutory requirement on highway authorities to provide public lighting. All do and therefore require a policy and strategy document to lay out the way in which lighting is provided and maintained.

2. Background

2.1 Street lighting has made great steps forward in the recent past as shown by the very positive responses given as feedback by county and district members and parish councillors in the tracker survey of December 2009. The performance has remained at a consistently high level for defects wholly in the control of KHS. Routine repairs, due to be completed within 28 days, had an end of year performance of 95% against the agreed standard of 90%.

2.2 To maintain the progress that has been made and to set out the service direction for the future, a new policy and strategy has been produced by the Street Lighting team. This is now before you for comment before going for approval by the Cabinet Member for Environment, Highways and Waste.

3. Discussion

3.1 The policy and strategy have been designed to address the three main principles of the street lighting service;

- Energy and Carbon Emissions
- Maintenance
- Efficiency and Cost Reductions

3.2 Energy and Carbon Emissions

KCC is committed to the reduction of energy consumption and CO₂ emissions from street lighting. This can be achieved by replacing aging lights with modern, efficient lighting which consumes less energy and also reduces 'light spill'.

By assessing existing lit streets KCC will consider if de-illumination, part night lighting, light dimming or switch off and removal of certain lights is appropriate. On all new developments KCC will offer advice to the planning authorities as to whether the areas to be adopted require lighting. If lighting is deemed to be required, lighting classes will be specified, together with switching criteria which may include dimming and part night lighting.

3.3 Maintenance

KCC is committed to maintenance in accordance with the principles set out in 'Well-lit Highways – Code of Practice for Highway Lighting Management' and Institution of Lighting Engineers Technical Reports and good industry practice.

KCC is committed to making the first visit to a street light that is not working within 28 working days of the fault being reported. It is always the priority to repair faults on the first visit, however if specialist parts are needed or the electricity supply is faulty this may not be possible.

3.4 Efficiency and Cost Reductions

By collecting and updating information about all lighting in the County, maintenance priorities and efficient repairs can be undertaken.

3.5 Attached at Appendix 1 is the proposed Policy document and at Appendix 2 the Strategy. The hierarchy of the documents is very clear with the Strategy delivering the detail behind the Policy. The documents give the opportunity to take the service forward in a controlled and supported way.

3.6 Once the documents are approved, an Asset Management Plan will be created which will set out the levels of service to be delivered and the intervention criteria for maintenance that will apply. Technology moves forward, public expectations increase and energy prices rise, these all have to be dealt with.

4. Recommendations

It is recommended that members support the adoption of the Policy and Strategy for Street Lighting to go forward to the Cabinet Member for adoption.

Contact Officers:

Norman Bateman, Head of Technical Services and Asset Management
Sue Kinsella, Street Lighting Manager



Kent Highway Services Street Lighting Policy

Kent Highway Services (KHS) provides and maintains street lights, lit signs and lit bollards for the benefit of highway users and to aid crime prevention. However, there is no statutory requirement on highway authorities to provide public lighting, therefore this policy document lays out the ways in which lighting is provided and maintained.

Energy and Carbon Emission

Kent Highway Services are committed to the reduction of energy consumption and CO₂ emissions through a variety of policy commitments:-

SL P1 - When installing new or when replacing existing units, energy efficient, low wattage 'white' lighting will be used. In specific locations 'white' light may not be appropriate, in these instances other energy efficient lighting will be used.

SL P2 – Newly lit streets or streets that are benefiting from replacement lighting will be designed to use the minimum amount of units or minimum energy consumption and will be assessed to consider if de-illumination, part night lighting, light dimming or removal of certain units is appropriate. These options will only be carried out after full consultation with the emergency services and representatives of the local community.

SL P3 – All streets in the County that are currently lit will be assessed and will be given a 'lighting category' from the British Standard for Street Lighting Design. Based on this category and other factors such as local amenities, night-time activity, traffic flows, community safety and crime levels. KHS will assess whether the same lighting level is required for the street all night and consider if de-illumination; part night lighting; light dimming or switch off and removal of certain units is appropriate.

SL P4 – All lit signs will be assessed to current standards and replaced with non illuminated signs where appropriate. All signs that remain lit will be lit during the hours of darkness only, using low energy units. Where accessibility for maintenance is difficult or expensive, long life lamps will be considered.

SL P5 – All lit bollards will be assessed to current standards and replaced with high-reflectivity, non-illuminated bollards where appropriate. All bollards that remain lit will be lit during the hours of darkness only, using low energy units. Where accessibility for maintenance is difficult or expensive, long life lamps will be considered.

SL P6 – All 'mercury' type units have been replaced with efficient low energy units (6300 units) during 2009-10.



Maintenance

Kent Highway Services are committed to maintenance in accordance with the principles set out in 'Well-lit Highways – Code of Practice for Highway Lighting Management'. The following policies enable KHS to provide an effective maintenance regime

SL P7 – All reported faults will be assessed and visited with the intention of affecting a permanent repair within 28 working days (a permanent repair may not be possible on the first visit due to the need for specialist parts or because of electricity supply faults). If the unit is unlit because of an electrical supply fault the electricity supply company will be notified.

SL P8 – As appropriate, lamps will be bulk changed on a cyclical basis to ensure efficiency of maintenance and certainty of lighting.

SL P9 – The selection of new or replacement apparatus will take account of whole life cost, including repair, vandal resistance, energy consumption, other lighting styles in the vicinity and ongoing maintenance. Minimising environmental impact such as sky glow will also be a consideration.

SL P10 – All lit units and private cable installations will be the subject of an electrical test every 6 years in accordance with BS7671.

SL P11 – Structural testing of lighting columns will be carried out as recommended by the Institution of Lighting Engineers Technical Report No22, and 'Well-lit Highways – Code of Practice for Highway Lighting Management'.

Efficiency and Cost Reductions

Kent Highway Services are committed to providing value for money for the residents of Kent. The cost of energy and maintenance is reviewed regularly and the following policies support the aims of an efficient street lighting service

SL P12 – The cost of energy for street lighting will be assessed and paid based on half-hourly meter readings.

SL P13 – The inventory of the Kent lighting stock will be completely reviewed by the end of June 2010 and continuously maintained to ensure unmetered electricity payments are correct, maintenance regimes can be planned accurately and future reductions can be targeted.

SL P14 – All redundant equipment will be assessed for potential reuse where appropriate, recycled or disposed in accordance with current waste disposal standards.

SL P15 – New technological developments and methods of working will be assessed and implemented if they are deemed appropriate and will ensure a sustainable lighting service



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Kent County Council

Street lighting Strategy for Kent



Street Lighting Strategy for Kent

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Forward

I am pleased to present this strategy document which covers all aspects of street lighting in Kent.

Over the years, the highway service in Kent has invested a great deal of time and money into priorities such as road and pavement resurfacing and providing new improvement schemes. Street lighting has always been maintained well but has not had the investment and guiding policies that enable us to ensure it performs to the best of its ability

Since 2005, Kent County Council have provided a comprehensive highway service in Kent and during a restructuring in April 2008, a single street lighting group has been established which works in partnership with our long term alliance partners to deliver this service.

Over 20% of the calls to the Highways Contact Centre are related to street lighting, which shows how important it is to the general public, which proves that we must deliver an effective maintenance service.

I am committed to reducing the amount of energy used in street lighting and will pursue all possible ways to do this. Any change to street light regimes will only be enacted following appropriate consultation with the emergency services and representatives of the local community.

I am also committed to reducing the carbon footprint of this part of our service. We currently use a great deal of electricity to light our streets some of which is not as efficient as it could be, therefore needlessly increasing our carbon footprint. I am looking at many ways to reduce this for the benefit of our current and future generations.

Nick Chard – Cabinet Member for Environment, Highways and Waste



1.0 INTRODUCTION

Street lighting forms a highly visible and vital part of the streetscape. Lighting is provided to enable safe use of the highway for road users and pedestrians and also helps to promote strong and safe communities.

Lighting can also be a key element in successful regeneration projects and can provide an area with a strong visual identity.

However, lighting also consumes a great deal of energy and therefore contributes to carbon emissions. Street lighting is also a contributor to light pollution.

This document strikes a balance between the need to reduce the environmental impact of street lighting and the need to provide lighting for the safe use of the highway and for the community in general.

This policy outlines the basic principles and standards applying to street lighting in Kent. The term street lighting encompasses lighting and all other items of illuminated street furniture (such as lit bollards and lit signs) provided on the public highway. Other lighting exists on the public highway that belongs to District, Town or Parish Councils and the Highways Agency, which this document does not cover.

There are consistently high levels of investment in research and development in the lighting industry, and street lighting is no different. Emerging technology, including LED lighting, is attempting to reduce energy consumption and improve lighting output and colour. It is important the KCC continues to be part of technological advances while proving efficiency and value for money.



2.0 Policy and Strategy

The Street lighting strategy and policies have been developed to maintain and deliver a quality service for the residents of Kent and road users, additionally this strategy will promote the reduction of CO₂ emissions associated with this asset. It also supports the aims and objectives of other Kent County Council (KCC) strategies and initiatives.

2.1 Legislative Powers

Where street lighting is provided KCC is under a duty of care to ensure that it is maintained in accordance with all its legal obligations and that it adheres to professional guidance and good industry practice.

KCC is required to maintain any street lighting it does provide in a safe condition for the benefit of the community it serves.

On the 1 April 1967, under the provisions of the Local Government Act 1966, KCC assumed responsibility for the maintenance and operation of highway lighting throughout the County generally, including the provision of new installations.

District Councils also have the power to provide lighting as local lighting authority under the powers of the Public Health Act 1985.

Where District, Town or Parish Councils wish to provide lighting on a highway the consent of KCC, as Highway Authority, is required.

The Highways Agency is the Highway Authority for road lighting on Trunk Roads and motorways, and will have its own policies and practices for the maintenance of those installations.

2.2 Vision for Kent

KCC's community strategy, The Vision for Kent, details how the Council will improve the economic, environmental and social wellbeing of the county of Kent over the next 20 years.

Street lighting plays a vital part in supporting the aims of this vision by helping to provide safer communities, supporting regeneration, helping to keep Kent moving and being a key factor in improving the environment.



2.3 KCC Strategic Plan(s)

Street lighting is a component in a number of current strategic plans as it is a key element of both highway and community safety.

2.4 The Local Transport Plan

The local Transport Plan (LTP) sets out our strategies, targets and spending programmes for transport for the five years from 2006/7 to 2010/11. It is a means of helping to deliver wider aims like strengthening the economy or tackling social deprivation.

Street Lighting is an integral part of the LTP with appropriate, well maintained lighting impacting on many of the aims and objectives of the LTP, for example:-

“Reducing road casualties through local safety schemes ...”

“...ensuring the improvement of opportunities for walking, cycling and the use of high quality public transport.”

“Where possible and appropriate, community safety lighting schemes are incorporated into schemes, particularly to provide illumination at bus stops and on walking routes to and from them”

2.5 Kent Highway Service Asset Management Plan

This strategic document should be read in conjunction with the Highway Asset Management Plan.

2.6 Kent Design

KCC ensures quality residential and industrial development through its local planning guidance, Kent Design. Street lighting is a key element in developments, both for safety and aesthetics.



2.7 Street lighting Policy

Kent's street lighting policy is grouped into the following categories

- Energy and Carbon Emissions
- Maintenance
- Efficiency and Cost Reductions

The policies are detailed in the following pages. The guiding principles of each category is

Energy and Carbon Emissions

KCC is committed to the reduction of energy consumption and CO₂ emissions from street lighting. This can be achieved by replacing aging lights with modern, efficient lighting which consumes less energy and also reduces 'light spill'.

By assessing existing lit streets KCC will consider if de-illumination, part night lighting, light dimming or switch off and removal of certain lights is appropriate. On all new developments KCC will offer advice to the planning authorities as to whether the areas to be adopted require lighting. If lighting is deemed to be required, lighting classes will be specified, together with switching criteria which may include dimming and part night lighting.

Maintenance

KCC is committed to maintenance in accordance with the principles set out in 'Well-lit Highways – Code of Practice for Highway Lighting Management' and Institution of Lighting Engineers Technical Reports and good industry practice.

KCC is committed to assessing faults and visiting defects, with the intention of affecting a permanent repair, within 28 days of the fault being reported. It is always the priority to repair faults on the first visit, however if specialist parts are needed or the electricity supply is faulty this may not be possible.

Efficiency and Cost Reductions

By collecting and updating information about all lighting in the County, maintenance priorities and efficient repairs can be undertaken.



2.7.1 Energy and Carbon Emissions

KCC's policies regarding energy and carbon emissions are detailed below.

SL P1 - When installing new or when replacing existing units, energy efficient, low wattage 'white' lighting will be used. In specific locations 'white' light may not be appropriate, in these instances other energy efficient lighting will be used.

KCC has chosen to use a small selection of lamps and lanterns to achieve this objective. Street lights in Kent can vary in their wattage from 18W to 400W; older equipment tends to have less light output for higher wattage and therefore energy consumption is higher. Older units also tend to have differing colour appearance and poorer colour definition (rendering) compared to natural daylight and are often orange in appearance. By using white light, streets appear brighter and more welcoming whilst consuming less energy.

SL P2 – Newly lit streets or streets that are benefiting from replacement lighting will be designed to use the minimum amount of units or minimum energy consumption and will be assessed to consider if de-illumination; part night lighting, light dimming or switch off and removal of certain units is appropriate. These options will only be carried out after full consultation with the emergency services and local representatives of the community.

SL P3 – All streets in the County that are currently lit will be assessed and will be given a 'lighting category' from the British Standard for Street Lighting Design. Based on this category and other factors such as local amenities, night-time activity, traffic flows and crime levels, KCC will assess whether the same lighting level is required for the street all night and consider if de-illumination; part night lighting; light dimming or switch off and removal of certain units is appropriate.

It is important to light streets for the safety of the highway user and for community safety, however most streets are lit all night, irrespective of the need. By assessing each street within Kent, certain low risk streets may be able to have lighting levels reduced for certain periods of the night. This assessment would be based on traffic speed and traffic volume, crime statistics, community safety, understanding of local needs and other issues (e.g. late night businesses, hospitals, doctor's surgeries etc)



SL P4 – All lit signs will be assessed to current standards and replaced with non illuminated signs where appropriate. All signs that remain lit will be lit during the hours of darkness only, using low energy units. Where accessibility for maintenance is difficult or expensive, long life lamps will be considered.

Lit signs are regulated under the Traffic Signs Regulations and General Directions 2002. In 2002 the regulations were updated and took account of technological advances that meant highly reflective traffic signs could be used in place of previously lit signs. Many lit signs have been replaced since the change in the regulations; however further conversion work may be appropriate.

SL P5 – All lit bollards will be assessed and will be replaced with high-reflectivity, non-illuminated bollards where appropriate. All bollards that remain lit will be lit during the hours of darkness only, using low energy units. Where accessibility for maintenance is difficult or expensive, long life lamps will be considered.

Lit bollards are placed at most lit junctions, including roundabouts and traffic signal junctions, they are also placed at island in the carriageway, especially highlighting right-turn-lanes or crossing points. In 2001 the Department for Transport approved the use of high reflectivity, unlit bollards in place of lit bollards in certain circumstances. The replacement of these lit bollards ensures that no energy is used and has the added benefit of being less susceptible to vandalism and damage from traffic. Since the 2001 it has been the practice of KCC to remove illuminated bollards and replace them with high reflectivity, unlit bollards where appropriate.

SL P6 – All ‘mercury’ type units have been replaced with efficient low energy units (6300 units) during 2009-10

In the 1950’s, the mercury vapour lamp was installed as the best light source available for street lighting but has been superseded in intervening years by more efficient and lower energy lighting. Mercury lamps are now recognised as environmentally unfriendly due to the high mercury content and are a cost burden for local authorities because of both high energy usage and high CO₂ emissions. Kent has some 6300 mercury lamps and by March 2015 it is unlikely that it will be possible to purchase replacement lamps. By acting proactively and removing these, replacing them with modern lamps and lanterns



it is anticipated to save energy in the region of 80 tonnes CO₂ and 1.9Mw hours per annum.

2.7.2 Maintenance

SL P7 – All reported faults will be assessed and visited with the intention of affecting a permanent repair within 28 working days (a permanent repair may not be possible on the first visit due to the need for specialist parts or because of electricity supply faults). If the unit is unlit because of an electrical supply fault the electricity supply company will be notified.

Faults are reported to KCC via the contact centre, direct calls to the street lighting team, calls from council members, reports from the night patrol, or online reporting via the KCC website. This allows all faults to be assessed, prioritised and programmed.

SL P8 – As appropriate, lamps will be bulk changed on a cyclical basis to ensure efficiency of maintenance and certainty of lighting

Bulk, lamp changes ensure that lights continue to operate with the expected output and the likelihood of the light being out is reduced. It is the most economic way of reducing faults and can effectively reduce CO₂ emissions from maintenance vehicle by using a planned approach to travel on the highway.

SL P9 – The selection of new or replacement apparatus will take account of whole life cost, including repair, vandal resistance, energy consumption, other lighting styles in the vicinity and ongoing maintenance. Minimising environmental impact such as sky glow will also be a consideration.

The type of lamp, lantern, switching device and column is important in order to ensure value for money over the lifetime of the installation and ensure that ongoing maintenance is kept to a minimum.

SL P10 – All lit units and private cable installations will be the subject of an electrical test every 6 years in accordance with BS7671.

The British Standard requires that all lighting units are tested for electrical compliance every 6 years. This is to ensure that safety remains an absolute priority for all electrical apparatus on the highway.



SL P11 – Structural testing of lighting columns will be carried out as recommended by the Institution of Lighting Engineers Technical Report No22, and ‘Well-lit Highways – Code of Practice for Highway Lighting Management’.

Structural testing ensures that columns and brackets are kept in a sound condition and that any potential failures are identified. This allows for efficient scheduling of a replacement programme to be implemented.

2.7.3 Efficiency and Cost Reductions

SL P12 – The cost of energy for street lighting will be assessed and paid based on half-hourly meter readings.

To achieve effective half hourly metering, light levels are assessed by Photo Electric Control Unit (PECU) array, which is based in the Maidstone area. The PECU array has a selection of photocells (the piece of equipment that is in street lights to determine whether it is switched on or off) and records every half an hour throughout the day, when, in theory, the lights across the county are on or off. This data is used to assess the length of time a light has been on, and therefore how much energy has been used each month. A monthly invoice is then produced by the energy supplier which reflects this usage.

SL P13 – The inventory of the Kent lighting stock will be completely reviewed by the end of June 2010 and continuously maintained to ensure unmetered electricity payments are correct, maintenance regimes can be planned accurately and future Reductions can be targeted.

The inventory is vital to ensure that maintenance is targeted to ensure that the asset remains safe and is maintained as efficiently as possible. Information on maintenance history is also used to target future planned programmes which can reduce CO₂ emissions and maintenance costs. The inventory is also the fundamental basis for energy payments as the energy supplier use aspects of the inventory (e.g. lamp and control gear wattage, switching device) to assess energy consumption and cost.



SL P14 – All redundant equipment will be assessed for potential reuse where appropriate, recycled or disposed in accordance with current waste disposal standards.

Due to the age of the street lighting stock, the potential for reuse of equipment is limited, however there may be some items that this will be appropriate to. The safe disposal of equipment is vital due to the possible presence of hazardous materials.

SL P15 – New technological developments and methods of working will be assessed and implemented if they are deemed appropriate and will ensure a sustainable lighting service

The investment in research and development in the lighting industry is quite extensive and new technology is developing more rapidly than at any other time. As new equipment to achieve lower carbon emission, energy reductions, improved lighting standards or better colour rendering is developed it will be assessed and if it is appropriate for Kent its use will be implemented.



3.0 Information about Kent's Highway Lighting

In 2007, the lighting on Kent's roads consisted of approximately:-

- 113,000 street lights
- 14,000 lit signs
- 5,500 lit bollards

As with all assets of this size, these figures will change as investment and policy decisions are implemented. In Kent, there is a growth of approximately 1% in lighting each year due to new housing and industrial developments. However with changes to policies and standards, the amount of street lights, lit bollards and signs will significantly reduce in the coming years.

3.1 Asset Inventory

The need to have and maintain an accurate inventory of lighting units is imperative to ensure high standards of maintenance efficiency, replacement of life expired equipment and ensure that investment is targeted to the areas of highest priority and those which will achieve greatest impact.

Well-lit Highways, a Code of Practice for Highway Lighting Management, published by the UK Lighting Board States that:-

'...All authorities should develop and operate detailed asset management systems of their public lighting stock, to assist in the effective maintenance management of the assets in accordance with the authority's defined maintenance strategy, to enable appropriate risk assessment strategies to be formulated, and to facilitate the purchase of electricity for unmetered equipment. Fault and repair histories, together with the results of inspections and electrical and structural testing, should be included to allow the monitoring of the condition of the lighting stock and to determine future asset replacement programmes...'

The existing inventory is being revamped to include a Global Information System (GIS) mapping layout, this comprehensive system will allow for greater interrogation of the database and allow the asset to be maintained more efficiently.

It is vital that this inventory is continuously updated with all new, replacement and removed lighting units and that all maintenance activities are recorded as accurate and as soon as possible after the event.

A periodic audit of the inventory will be undertaken.



4.0 Investment / Development Strategy

In order to determine where it is best to target future investment to reduce energy consumption, CO₂ emissions and provide an efficient maintenance service, it is vital to have an understanding of where the strategy will take KCC in the next 15 years.

In addition to a robust asset inventory, it is important to understand how each street within the county should be treated in terms of lighting. Street lighting can be an emotive issue and it is vital that a robust and justifiable method is applied to substantiate a particular approach to a particular street.

To understand where to target investment, it is important to understand firstly whether lighting should be provided or not; whether part night lighting or part night dimming can be installed or if lighting can be removed from existing streets.

In Kent, we have an adopted road and pavement hierarchy, based on need and usage. By applying standard criteria to these different classes of road and pavement in either built up or non-built up areas, a general assessment of lighting need can be made. Appendix B details the general approach to provision of lighting based on these categories. Appendix C explains the road and pavement hierarchy in more detail.

Once the general standard of lighting is applied to all streets, a lighting category is applied to those streets that are lit to obtain a lighting class. This will be based on criteria set out in the British Standard for lighting which depend on factors such as traffic volumes, traffic speed, crime statistics and night time activity.

These standards are applied to all streets in Kent and when assessed against the asset inventory a detailed investment and development strategy can be created and calculations can be carried out to assess whole life costing and energy savings for different investment levels.



5.0 Energy Purchasing and Consumption

5.1 Energy Purchasing

The street lighting stock in Kent requires some 55GW of electricity per year. The management of the use and the mechanism of purchasing the electricity is undertaken by the highway authority to ensure efficiency and value are obtained.

5.1.1 Purchasing Mechanism

Energy is purchased by Kent County Council on the open market. KCC has established a company that purchases electricity on the open market for some 33 local authorities in the South East. Energy is purchased when the market conditions are favourable and this ensures the best value at all times.

5.1.2 Unmetered Payment

Electricity is usually supplied to street lighting equipment without it going through an electricity meter. This is because it is impractical to install a meter in every item of equipment and it would be impractical for the supply company to read each meter. Where metered supplies exist, these are read and charged in a similar way to a domestic supply.

The method of paying for the energy used in unmetered equipment is based on the asset inventory and the details that it contains regarding the number of lights, their wattage and the length of time that they are intended to be working. This requires the inventory to be maintained and agreed with the electricity supply company on a frequent basis.

5.1.3 Half Hour Metering

Until late 2008, the unmetered payments described in 5.1.2 were based on a set 'switch on/switch off' time, which was detailed in the asset inventory. This led to inaccurate charging as it was not a true representation of when the light was on or off.

To overcome this, light levels are measured at a central point, in Maidstone, every half an hour and a calculation is made to assess how much energy has been used by the street lights around the County. This ensures more accurate reflection of energy use for the street lights.



5.2 Energy Consumption

Although energy is paid based on the asset inventory, the actual energy consumption and therefore carbon emissions are used whenever the photocells or time clock switches a light on. It is vital that we reduce the amount of energy used, which can be achieved in a number of ways, but only following consultation. Each location chosen will be individually assessed and a robust business case developed.

5.2.1 Clipping

Clipping is when the control that turns a light on and off is set to be as close to dusk and dawn as possible. By reducing the amount of time that each light is lit for each night by just a few minutes it can save up to 28Kw/h per light per year, which equates to some 2.4% of burning hours.

5.2.2 Dimming

Lighting levels are determined via criteria laid down in the British Standard and are determined by traffic flow, crime levels and night time activity. In many streets it may be appropriate to dim the lights to a predetermined level once the rush hour is over, or the pubs have closed. Dimming may therefore be appropriate after 8pm in some roads and midnight in others. Once in dimmed mode a street light can reduce its power consumption and CO₂ emissions by 47%.

5.2.3 Part night lighting

Where traffic and pedestrian flows are extremely low, for example on some industrial estates late at night, it may be appropriate to turn those street lights off at midnight. They would then be switched back on again in time for the morning rush hour.

5.2.4 Switch off and removal of columns

In some streets it may be inappropriate that a road is lit and in these locations after a specific assessment has been carried out, it may be appropriate to switch off the street lighting and remove the columns.



6.0 Maintenance Standards – Guiding Principles

6.1 Monitoring and Patrolling

High quality, reliable night patrolling is vital to ensure the consistency of lighting levels and that all faults are known, without total reliance on the public reporting faults.

The night patrol is also a safety inspection specifically for the lighting on the highway, and supplements the safety inspections carried out by the Councils Highway Inspectors. In addition to detecting lights that are not working, patrolling is undertaken to report faults such as missing doors, lanterns and highlights obvious structural defects e.g. leaning column.

6.2 Reporting faults

Faults can also be reported to KCC via the contact centre, calls from council members or online reporting via the KCC website www.kent.gov.uk

All units have a unique code, called a gazetteer reference. These are clearly marked on all lights and are used to identify the unit that is being reported.

Calls will be assessed and non-emergency faults that are reported out of office hours will be actioned the next working day.

6.3 Emergency response

An emergency response is available 24 hours per day, 365 days per year for street lighting faults that present an immediate danger to all.



7.0 Maintenance Standards

7.1 General

All street lighting apparatus installed on behalf of KCC must comply with the requirements of the street lighting policy, strategy and the list of approved apparatus in Appendix A. The environmental impact from future maintenance activities and whole life costings based on a 30 year life will be taken into account prior to any apparatus being specified in Appendix A. This robust approach will ensure that all future street lighting installations are sustainable in the long term.

All street lighting apparatus must comply with the relevant British Standards.

7.2 Street Lights

7.2.1 Columns

All new lighting columns will comply with the requirements of the latest British Standard and will be of a type, height and spacing to ensure that the required lighting level is achieved. Columns will also be selected to ensure that consideration is given to both design and local environment.

The standard colour for lighting columns is light grey (as defined in BS 4800 colour code 00 A O1). Some areas may have a locally adopted colour for street furniture and therefore the columns may require a different colour. This will be agreed with KCC, prior to installation.

7.2.2 Lanterns

Lanterns will be of a high International Protection (IP) rating and of modular construction to provide a future proof structure for installing the latest technical advances.

The design of the optic should allow for a degree of adjustability, and ensure that sky glow is kept to an absolute minimum.

The lantern should be able to be mounted on to a column or bracket without the need for any additional adaptors. They will be able to accept as wide a range of lamp sizes as possible, this will reduce the number of spare parts that are required to be kept in the stores and carried on maintenance vehicles.



7.2.3 Lamps

Lamps for new installations are currently one of three types: Metal-halide, Fluorescent or High Pressure Sodium. Metal-halide and Fluorescent lamps are white light sources and will be used in residential areas and other areas of high pedestrian use or where an impact be using white light is desirable. High Pressure Sodium may be used where there is little or no pedestrian use. Other light sources may be required to be used depending upon the specific location to be lit.

Signs and bollards will be lit by using either fluorescent lamps or Light Emitting Diodes (LED).

As appropriate, lamps may be bulk changed on a cyclical basis to ensure efficiency and certainty of lighting. The bulk change frequencies will vary depending upon the lamp type, the amount of part night lighting and the location of the equipment.

All lamps must be disposed of correctly and in accordance with British and European legislation and directives.

7.2.4 Structural inspection and testing

The structural inspection and testing of all street lighting will be undertaken in accordance with the recommendations in the Institution of Lighting Engineers (ILE) Technical Report No22 and the County Surveyors Society (CSS) publication 'Well-lit Highways – Code of Practice for Highway Lighting Management'. Following the inspection (and or testing) the lighting column will be categorised for condition and any remedial work programmed.

Notwithstanding, if any column is discovered to be in a structurally unsound condition it will be treated as an emergency and made safe. If this poor condition was due to corrosion all similar age and type of columns in the area will be subjected to a structural inspection. This is to ascertain if it was a one off or whether there is a problem due to the local ground conditions or a manufacturing defect.



7.3 Lit Signs

All existing lit signs will be assessed to current standards and will be replaced with non illuminated units where regulations permit. Where signs have to be lit, they will only be during the hours of darkness.

7.4 Lit Bollards

All existing lit bollards will be assessed to current standards and replaced with high-reflectivity, non-illuminated bollards where appropriate. All new bollards will have a private supply to facilitate easy isolation in the event of a crash. Where bollards have to be lit, they will only be during the hours of darkness.

7.5 Photocells

All new street lights, illuminated signs and bollards are to be controlled via an electronic photoelectric control unit.

As photocells fail on existing installations they should be upgraded with the type currently being used for new installations.

7.6 Electrical testing

The electrical testing of all street lighting, illuminated signs, bollards and private cable networks will be undertaken and recorded in accordance with BS7671. Any piece of apparatus that fails this test will be made safe and a programme for repair instigated.



8.0 Electricity Supply Cables

8.1 Distribution Network Operator

The Distribution Network Operator (DNO) owns and manages most of the network of cables that power the highway lighting stock.

There exists a service level agreement (SLA) between KCC and the DNO (currently EDF Energy) that covers all aspects of the electricity supply service. This includes the time to repair a cable fault or the time to install a new supply to a lighting column etc.

KCC currently cannot work on the DNO's cables, and to a great extent have no control on how the DNO's programme their works. The highways service is in the process of obtaining the status of Independent Connections Provider (ICP).

8.2 Private electricity supply

There are locations where there is no DNO network fully available and in these cases a private cable is installed which KCC is responsible for maintaining.

It is important that the location of all private supply cables are recorded and maintained on the asset inventory. This recording is an ongoing process and updates are being made to the inventory on a regular basis.



9.0 Design Standards

Design standards are in every case to be in accordance with the latest versions of the documents listed below.

British Standards (BS 5489)

European Standard (EN13201)

ILE Technical Reports

IEE Wiring Regulations

KCC Standard detail drawings

Kent Design

Design Manual for Roads and Bridges

Traffic Signs Regulations and General Directions



10.0 Replacement Criteria

10.1 Street Lighting

Street lights are replaced when they are damaged due to impact, vandalism or through deterioration, either through a planned replacement programme or in a reactive manner where circumstances dictate. Dangerous columns will be made safe or removed even if funds are not available to replace them.

Upgrades and improvements to the existing street lighting asset, including lanterns, are undertaken annually. Priorities and budgets will be based on the Street Lighting Delivery Plan.

10.2 Lit signs

All illuminated signs that are not required to be lit under the Traffic Signs Regulations and General Directions 2002 will be replaced with high reflectivity unlit signs.

Signs that have to remain lit will be replaced on a needs based assessment.

10.3 Lit bollards

All illuminated bollards that are not required to be lit under the Traffic Signs Regulations and General Directions 2002 will be replaced with high reflectivity unlit bollards.

Bollards that remain lit will be replaced on a needs based assessment.



11.0 KCC Schemes Involving Street Lighting

Each year, a number of highway improvement schemes or major highway schemes are implemented with new or amended street lighting as part of the project.

All of these schemes will comply with Street Lighting Policy and Strategy documents.

All new schemes will take account of maintenance requirements and will reduce the maintenance risks and liabilities, these measures may include:-

- reducing the amount of new street lighting needed
- reducing the amount of new lit signs.
- use of hinged columns in areas of limited vehicular access
- use of high reflectivity bollards, not lit bollards
- use of low energy, white light for all new installations
- lighting in the central reserve of new dual carriageways will only be placed if no other option is available

All changes and additions to lighting undertaken as part of a KCC scheme will be updated on the street lighting asset inventory.



12.0 New Developments

The lighting requirements for new developments will be assessed using the principles detailed in section 4. This will allow advice to be given to developers and planning authorities on the lighting classes to ensure new developments can be adopted by the highway authority with the option of part night lighting, dimming etc.

Many new developments, particularly residential developments, will be lit and will comply with Kent Design and the KCC Street Lighting Policy and Strategy.



13.0 Decorative Lighting, Flower Baskets and Other Attachments to Street Lighting Columns

Requests for decorative lighting, flower baskets and other attachments to street lighting columns should be made to KCC stating the location and the reason for the request.

A 'licence pack' will be issued to the applicant which details the information required and limitations of any approved licence. The full application must be submitted at least 2 months prior to the intended erection date.

No attachment should be fixed to a lighting column until approval has been granted. Any attachment fixed to a lighting column without the appropriate approval in place may be removed. If a structural test is required to be made to the lighting column in order to ascertain whether the column can take the additional loading from the attachment, the cost must be borne by the person making the application.

No electrical connections can be made into the street lighting power supply without the written consent from KCC.

All attachments shall comply with the relevant British Standards and ILE Technical and Wiring Regulations.



14.0 Health and Safety

All works shall be carried out in a manner that is safe for the operatives, the public and all road users. Where appropriate location or project specific risk assessments and method statements are required, these shall be agreed with KCC before any works commence on site. The requirements of the Construction, Design and Management Regulations 2007 will be fully complied with.

All persons working on any street lighting project within the county of Kent must be suitably qualified to carry out the task that they have been delegated.



Appendix A Approved Apparatus

Material - Specification / Supplier

Lamp Columns - Stainton Metal Company or CU Phosco

Tubular / Folded Columns to BS5649 – K Factor 1.5
G2a finish

A & B Class Roads

5m

Post Top
Integral Bracket (Hockey Stick Type 5° uplift) 0.3m projection

6m

Post Top
Integral Bracket (Hockey Stick Type 5° uplift) 0.3m projection
Separate side Entry Bracket (1.0m max) popular type

8m

Post Top
Separate side Entry Bracket (1.5m max) popular type

10m

Post Top
Separate side Entry Bracket (2m max) popular type
Separate side Entry Double Arm Bracket (2.0m max) popular type

12m

Post Top
Separate side Entry Bracket (2.5m max) popular type
Separate side Entry Double Arm Bracket (2.5m max) popular type

Footpath Lighting

Trent Mid Hinged range with Normal door
Trent Mid Hinged range with Flush door

ALL COLUMNS TO BE PAINTED IN ACCORDANCE WITH AREA COLOUR AS SPECIFIED.



Sign Posts

Stainton or The Post and Column Company Ltd

Lanterns

(45w -70w) Electronic – One Part / Mini Cell

Philips - Mini Iridium 451 45w / 60w Cosmo

Philips - Iridium 252 45w / 60w Cosmo

Wrtl - Arc 45w / 60w Cosmo

Philips – Residium 55w Flu

Philips - SGS 252 50w / 70w Son T

Urbis - Sapphire 1 60w Cosmo

Wrtl – Arc 50w / 70w Son T

Industria 2015 50w / 70w Son T

DW Windsor – DW 400 45w / 60w Cosmo

(90w - 150w) Electronic – One Part / Mini Cell

Philips - Iridium 252 90w Cosmo

Wrtl - Arc 90w Cosmo

Philips - SGS 253 100w / 150w Son T

Wrtl – Arc 100w Son T

Philips - Iridium 252 140w Cosmo

Wrtl - Arc 140w Cosmo

(250w - 400w) Electronic – One Part / Mini Cell

Philips – Iridium 254 250w / 400w Son T



Special / Decorative Columns and Lanterns - Subject to Approval

Lamps – Philips, Sylvania, Osram or Ventura

External Sign Lights – Simmonsigns

LUA 1 x 11w c/w Photo cell
LUA LED c/w Photo cell

Internally Light Signs – Ringway Signs or Simmonsigns

LED c/w Zodion SS12HT 35/18

Sign Faces – Ringway Signs

Class 1 Reflective
Class 2 Reflective

Photo Cells – RTE / Zodion

ER4N
Oasis 1000 (Estate Road)
Oasis 2000 (Major Road)
Microstar 2000
SS12HT 35/18

Wall Boxes / Pole Brackets – Pudsey Diamond or AC Ford

Illuminated Bollards – Haldo, Glasdon or Simmonsigns

Reflex (Flexible) 2x 11w c/w Photo Cell
Safelite (600) 2x 11w c/w Photo Cell
Halo 3x10w c/w Photo cell

Non Illuminated Bollards - TMP

Flecta Heritage – Plus



Feeder Pillars – Haldo / Pudsey Diamond

66 (150 x 150) - G2a finish / Galv
2120 - G2a finish / Galv

Secondary Isolation - Charles Endirect (LSI Range)

Refuge Beacons – Charles Endirect or Simmonsigns

A/V Galley AVG-3 - Higlou Beacon (Opal) Celstar 2 – Non flashing LED Unit
A/V Gallery AVG-3- Higlou Beacon (Amber) Celstar 2 - flashing LED unit.

Belisha Beacons – Charles Endirect or Simmonsigns

Modubel Pedestrian crossing beacon assembly with LED unit
Modupost with above beacon assembly.

School Wig Wags – Simmonsigns

Pulsa LED

Cable Joints - Birkett



Appendix B – Criteria for Assessing Lighting Needs of Individual Streets

Table 1 – Investment / Development Categories for Built Up Areas

Carriageway hierarchy	Footway hierarchy	Light all night	Part night Lighting or dimming	Not lit
Major Strategic	Prestige			
Other Strategic	Prestige			
Locally Important	Prestige			
Minor	Prestige			
Major Strategic	Major			
Other Strategic	Major			
Locally Important	Major			
Minor	Major			
Major Strategic	Other			
Other Strategic	Other			
Locally Important	Other			
Minor	Other			

Table 2 – Investment / Development Categories for Non-Built Up Areas

Carriageway hierarchy	Footway hierarchy	Light all night	Part night Lighting or dimming	Not lit
Major Strategic	Prestige	n/a	n/a	n/a
Other Strategic	Prestige	n/a	n/a	n/a
Locally Important	Prestige	n/a	n/a	n/a
Minor	Prestige	n/a	n/a	n/a
Major Strategic	Major			
Other Strategic	Major			
Locally Important	Major			
Minor	Major			
Major Strategic	Other			
Other Strategic	Other			
Locally Important	Other			
Minor	Other			

There will be particular locations and local factors that will lead to exceptions. These include: -

- the lighting of all roundabouts
- the lighting of particular junctions or crash sites
- the lighting of urban alleyways



Appendix C – Road and Pavement Hierarchy Definitions

The Road Hierarchy for Kent is determined as follows :-

Hierarchy Category	Description
Major Strategic (hgv loading >10msa)	Routes or parts of routes linking major urban centre where these are not linked by trunk roads
Other Strategic (hgv loading >2.5msa - <10msa)	Routes or parts of routes between other urban centres or centres of industry/commerce
Locally Important (hg loading >0.5msa - <2.5msa)	Routes or parts of routes of local importance in the distribution of goods or people
Minor Roads (hgv loading < 0.5msa)	All other routes, including estate roads and rural lanes

Msa = million standard axels

The Pavement Hierarchy for Kent category is determined as follows:-

Hierarchy Category	Description
Prestige (C.O.P. 1(a) and 1)	Pedestrianised areas and main shopping centres
Major Walking Routes (C.O.P. 2 and 3)	Routes to schools, hospitals etc; smaller town centres with shopping streets. Lengths of High Amenity footway paving where numbers of peds may not be great, but extra maintenance may be required – these lengths are sometimes quite isolated from other main areas
Other footways	all remaining footways including segregated footways

From: Nick Chard, Cabinet Member – Environment, Highways & Waste

To: Environment, Highways & Waste Policy Overview & Scrutiny Committee

Subject: Policy for the Management of Obstructions and Temporary Items on the Highway

Classification: Unrestricted

Summary:

This report seeks approval from the members of the Policy Overview and Scrutiny Committee to approve a policy for the control and licensing of temporary items on the highway, including Advertising Boards and Tables and Chairs. The Enforcement Team have reviewed the previous Street Furniture Policy document and recommend updating current working procedures and improve control of obstructions on the highway. The main focus of the policy is to allow safe movement for pedestrians, those with buggies and those who have reduced mobility. Enforcement of the policy will be a key point, to remove items causing danger and a process of warnings and charges, ending in removal and disposal where necessary of items not licensed or not complying with licensing requirements.

1. Introduction

- 1.1 Advertising boards, commonly referred to as A-boards are currently placed at will and with little regulation across the highways of Kent, often affecting the free and safe passage of highway users, due to thoughtless placement and a lack of maintenance. There is therefore the need for a policy to regulate the use of A-boards through licensing, in order to minimise any obstruction and disruption to the highway users, in the same way as we are doing with Tables and Chairs.
- S.130 Highways Act 1980* states the highway authority has a duty to 'assert and protect the rights of the public to the use and enjoyment of any highway' and *S.16 Traffic Management Act 2004* states that it is the duty of the network management duty to 'secure the expeditious movement of traffic' where traffic includes all groups of highway users. These acts together place duties on us to ensure that we consider all aspects that affect traffic flow and this includes footway traffic. S115 of the Highways Act provides that we may authorise and so licence the placing of items including A boards and Tables and Chairs on the highway.
- 1.2 The rights of the public to move freely and safely along the highway apply to all users of the highway, including those with limited mobility and this is key to this policy, to ensure that all users of the highway have equal access to the highway. By licensing the A-boards, as we

currently do with Tables and Chairs, safety would improve, not least because there will be fewer hazards for the users to negotiate in their day-to-day journeys.

2. Policy outline and Charging

- 2.1.1 Licensing of A-boards is proposed in a similar way to our existing licensing of Tables and chairs. A-boards and Tables and Chairs will only be permitted on the highway outside the relevant premise if they have a licence and evidence is provided at the time of application of Public Liability insurance. An unobstructed width of 2m of the highway will normally be required for footway users – however, a distance of 1.5m will be permissible where certain circumstances prevent the full 2m from being available. If this distance cannot be achieved, then the item(s) will not be granted a licence and will not be allowed to be placed there. (A-boards will be permitted leaving a 1.3m minimum width, as a ‘point obstruction’). Normally only one A-board will be permitted per property, unless it is on a street corner or occupying multiple units, when no more than two may be permitted.
- 2.2 In the interests of public safety and improving highway aesthetics, the size of an A board is to be between a minimum of 0.8m and a maximum of 1.05m in height and between a minimum of 0.45m and a maximum of 0.7m in width only and must be appropriately weighted to keep it upright and securely in place. All items will be licensed for a specific position/area outside the premise, normally against the building line. Larger Tables and Chairs areas may require barriers to prevent spread outside the licensed area.
- 2.3 Restrictions may be given on the licence regarding times the items may be placed, perhaps relating to pedestrianised hours for the street, or occasions when the items must be removed, for example on Market days when the street is unusually congested.
- 2.4 Licences will be issued for one year at a time at a charge of £65 for an A board, (Tables and Chairs are currently £150); this will include a site visit and assessment and checking public liability insurance as part of this process. Licences will show the required position of the items with any conditions and must be displayed in the shop window.

3. Enforcement Action

- 3.1 All complaints received will be investigated and acted upon to improve levels of compliance with licensing of items on the highway.
- 3.2 Whenever a premise is not complying with the terms of the licence issued, a £47.50 non-compliance charge may be applied, to recover the cost of site visit and investigation.

- 3.3 If there is no licence in place for a premise they will be asked to remove the items and apply. They will be notified in writing that a repeat offence will incur a non-compliance charge (£47.50 to recover the cost of that inspection visit). This warning could also be applied to goods on the highway (currently not licensable).
- 3.4 Further stages will involve formal written warnings and possible removal and disposal of the items, with costs recovered where possible.
- 3.5 All communications between KHS and those placing items will be recorded to form an evidence trail, should prosecution be required at a later date.

4. Conclusion

- 4.1 These proposals bring the control of A boards into line with current work practices, particularly in relation to Tables and chairs which are already licensed, rather than simply having operating guidelines. There are no major differences in approach and we believe the proposals are both relevant and practicable in the control of A boards, to make the highway a safer place. The suggested fees are £65 per single A-board licence, (Tables and Chairs are currently £150 licence). A non-compliance charge of £47.50 will be applied, where a licence requirement or previous warning is not complied with. Licences are renewable on a yearly basis and will remain unchanged until such times as all licensing charges for highway activities are reviewed.
- 4.2 It is recognised that this is likely to result in additional workload for existing personnel and consideration will be given to a self funded part-time post in each of the two Road works offices. This will largely depend upon levels of compliance and will be reviewed by Officers.

5. Recommendations

- 5.1 Subject to the views of this Committee, it is proposed to recommend the approval of the Policy for Obstructions and Temporary Items on the Highway, to allow for licensing A-Boards on the highway as outlined above, also for charging of annual fees for A-board or Tables and Chairs licence and of a non-compliance charge to cover the cost of an inspection for any items on the highway, where a premise has after warning, failed to comply with what was required of them, whether through licence or formal warning. This will support the current approach being developed to improve control measures used for items on the highway, helping KHS to continue to provide a better experience for all highway users.

**Officer Contact Details: Claremarie Vine and Highway Enforcement Team,
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**A POLICY FOR
THE MANAGEMENT OF OBSTRUCTIONS
AND TEMPORARY ITEMS ON THE
PUBLIC HIGHWAY**

1 Introduction

This policy sets out the processes to be considered when applying for permissions to place items on the public highway, to include street furniture, temporary advertising boards (removable licensed items), etc. It is intended to act as a guide to applicants to explain why there is a need to control and manage items placed on the highway, the issues to be considered and the conditions that will be applied upon successful application.

1.01 Common law

Common law has established that a highway is a route which all persons can use to pass and repass along as often and whenever they wish without hindrance and without charge. This definition therefore includes the carriageway (road), verge and the footway (pavement). In order to preserve these rights of way it is necessary to ensure that they are not obstructed either wilfully or without due consideration. Consequently there is an obligation to regulate features placed on the highway to minimise risk and to make sure that there are no severe hazards particularly for the visually impaired, for those with mobility problems, the elderly and those with young children.

1.02 Responsibilities

In the County of Kent, the main responsibilities lie with the Kent County Council (KCC), as Highway Authority, and the owners of any items placed on the highway.

- KCC is responsible for the highway and must ensure that, public access is maintained that items approved do not obstruct drainage, sight lines or road traffic signs and that the area is safe, in line with Highways Act 1980.
- The owner of any items that are placed on the highway is responsible for obtaining the relevant permissions in advance and placing the items safely, in accordance with the permissions granted. The owner is also responsible for maintaining the items in good condition and in the correct position on the highway.

1.03 Provision of amenities and Café Culture

KCC is keen to further develop a 'café culture' to improve the town centre areas in a general move towards a vibrant 21st century environment where external 'pavement' dining using furniture placed on highway and public land can be a vital part of the life and character of the area.

1.04 Powers

Both KCC and local district/borough authorities have powers under the Highways Act 1980 to allow certain items of street furniture such as benches and bus shelters on the highway. Private sector traders have no such power to place features on the highway, only on their own private forecourt where no highway rights exist – as planning permission may still be required. Both authorities can grant permissions, (or licences), to others to carry out street trading activities, to provide advice or information, or for the production of income, such as Tables and Chairs or A-Boards on the highway. The powers also exist to remove these items in respect of unauthorised street trading under the same Act and the Town Police Clauses Act 1847.

1.05 When can items be placed

An applicant may only place any street furniture on the highway when all the required approvals have been granted as necessary. In addition, street furniture may not be placed until evidence of Public Liability Insurance has been provided and checked and the approval is on public display within the body of the business as specified.

2 Criteria for Consideration

Before making an application, consideration must be given to the following which will be taken into account as part of any formal assessment.

2.01 Space and Positioning

A clear footway width of 2.0m will normally be required for the unimpeded use of pedestrians. This width is to allow wheelchairs and prams to pass and to provide a consistent and reasonable route for blind and partially sighted pedestrians. Licensed items should normally be placed adjacent to the premises at the back of the footway. In some large communal areas this requirement may be waived.

- A reduced width of 1.5m may be permitted where there are fewer pedestrians expected, or other facilities exist, such as alternate walkway or in a pedestrian area.
- A greater width may be required in particularly heavily trafficked locations.

The available route past the premises must be straight, obvious and unobstructed, for example; the through route must not meander between the licensed items or standing customers.

2.02 Approved area

When a licence is granted a temporary form of enclosure may be required to identify and contain the area and to give a clear warning to pedestrians. A low level tapping rail will be a necessary requirement of any barrier.

- The means of enclosure must be sufficiently robust to cope with resistance to winds, especially near exposed areas.
- Rope or chain barriers are not considered suitable because they are potentially hazardous to pedestrians specifically the visually impaired.
- Portable planters may be considered but they must be well maintained, planted, kept clean of debris such as litter and cigarette stubs and be able to resist accidental or mischievous movement.
- Enclosures should have a minimum top rail height of 800mm but no more than 1050mm.

2.03 Furniture

The licensed items must be of reasonable quality and suitable for commercial use.

- Materials and colours should not be too bright, garish or overly reflective. In some areas further conditions as to the material or colour of the furniture may be imposed, especially in areas of special interest or local conservation areas.
- Furniture must be properly maintained, replaced as necessary and kept clean.
- Furniture must all be of the same type. Domestic plastic patio furniture will not be acceptable.
- Items must not damage the surface of the highway nor generate unreasonable noise when being moved at night.

2.04 Umbrellas/Parasols

Umbrella location, colour and material must be specified. They shall be positioned so that they do not overhang beyond the enclosure and weighted to prevent them being dislodged by the wind.

- Only the company name or logo may be permitted on umbrellas but these should not be too dominant.
- Outside gas heaters should not be placed on the highway as they present a hazard.

2.05 Storage

All furniture and other items must not be stored on the public highway when not in use and should be removed outside of agreed hours.

2.06 Cleanliness for café areas

The applicant is responsible for the cleanliness of the café area at all times, also for wind blown litter in the area around the outside of the enclosure.

- At least one litterbin should be available at all times of operation.
- If smoking is permitted it must comply with relevant legislation.
- Plastic glasses are to be used when specified in conditions of licence.

If the site is not kept clean the work may be undertaken by KCC or its nominated contractor and recharged to the licence holder.

2.07 Environment/nuisance

The area must be conducive to sitting/eating/drinking and therefore consideration should be given to traffic volume, bus stops, taxi ranks and fumes. .

- The proposed activities must not constitute a nuisance and strict observance of clientele must be monitored at all times.
- External public address systems and amplified music will not be allowed within the approved area.

For all activities, it is recommended that the hours of operation will depend on the location, facilities available and Police guidance. It would be expected that any business be concluded on the highway by 11pm and special conditions may be applied.

2.09 Communal areas

There may be some sites where an area of highway/public land is divided into predetermined areas available for different business to attract custom. Specific additional conditions may apply in these situations but this policy, the terms and conditions identified herein will always apply.

2.10 Pedestrians/deliveries

Vehicles and items such as licensed items will only be allowed at the same time in such streets if adequate, clearly defined, pedestrian space remains. Even during the hours when vehicles are normally excluded, such items should occupy only the identified area in order to ensure a free and unobstructed route for Emergency Service vehicles and delivery access.

2.11 Neighbours

As part of the administration of the Licence, there are two legal consultative requirements. These are:

- To seek the consent of interested frontagers close to the property
- To accept representations up to 28 days after a public notice has been posted on or near the premises.

2.12 Regulations

The use of the area may involve a number of approvals, in addition to meeting the criteria of this policy - it is important to secure the appropriate approvals and have a clear understanding about the obligations and conditions that apply in respect of each approval/licence and what is covered.

2.13 Public liability insurance

Valid Public Liability Insurance for at least £5,000,000 which also indemnifies the KCC its agents, servants and workmen against any costs, claims, expenses, actions or damages arising will need to be provided.

Evidence of such public liability insurance shall be provided to the satisfaction of the KCC respectively before permission can be granted.

2.14 Fees and charges

Fees and non compliance charges will be payable within the provisions of the fees scale determined by the KCC for the period for which the application or permission relates. There will be different level of charges for each licence, amendment and non compliance inspection. Please see Appendix A for the current, up to date fees.

2.15 Special areas and events

There may be some sites where, as part of public projects or events, a share or all of the licensed trading area may be required to accommodate the proceedings. The licence holder will vacate the 'events' area for the period concerned.

- Alternative arrangements for approved items on the highway may be considered but cannot be guaranteed.
- Due notice of a forth coming event will be given, where practical. There may also be situations where high pedestrian or traffic flow may influence the placing of licensed items and the licence holder may be required to reduce the size of the enclosure or vacate the site.
- When a street market is active, items will not be permitted on the highway unless agreed otherwise, that there is sufficient space to accommodate passing pedestrians, shoppers, the stalls and stock and access is available for Emergency Service vehicles.

All situations will be assessed as necessary but additional conditions may need to be imposed as appropriate.

3 Conditions

3.01 The applicant shall display a complete copy of the permission(s) in the front window (or as otherwise agreed) at or near to the place to which the permission is applicable, throughout the period of consent.

3.02 Nothing in this shall absolve the applicant from prosecution should the application area be used in any other way than consented to or if any use expands beyond the application area.

3.03 With the exception of planning permissions and listed building consents, the permission may be withdrawn after warning, at no cost to the authority, at any time during the period of consent if complaints are received, conditions alter or if full compliance of all conditions is not achieved. Unless there is an immediate problem, the applicant will be served with a written warning/notice to comply. A failure to still comply will result in a second communication indicating that action will be taken. Applicants should note that the licence will last for one year and will require renewal reassessment.

4 Procedures

4.01 For permission to place items on the highway, first contact Kent Highway Services, to establish if your application would be acceptable in principle, i.e. the area is not exempt or too

restricted. Full information will be supplied with the application form and additional information documents.

4.02 If the indication is that the submission is satisfactory the applicant should then make contact with the relevant Planning Officers within the local district/borough authority to submit a planning application as necessary to cover all the relevant aspects of the proposal as outlined in this policy. Local authority planning, listed building and advertisement consents take approximately eight weeks to administer.

4.03 The applicant should contact the District/Borough Councils Licensing Department to determine if approval is needed to trade on street and to make the appropriate application where necessary. The applicant should also contact this department if a liquor licence or extension will be required. Liquor licences are not administered until after planning permission is granted.

4.04 The applicant should contact the District/Borough Council's Environmental Health Department to discuss any issues relating to noise, food health and safety and litter.

4.05 The applicant should complete and return the application form along with all the relevant necessary documentation and payment. To ensure that the application is processed quickly, applicants should have considered all the points listed in the 'checklist' and supply all the relevant supporting data.

4.06 It may take up to six weeks to process all aspects of the application which takes into consideration all representations made by interested frontagers who would be materially affected by the proposal. Consultation may include the local Police, local councils and local disability Access Groups.

4.07 It must be emphasised that the placing of any item on the highway must not commence until the applicant has all the required permissions or licences and paid the associated fees and charges.

5 Enforcement Action

All complaints received will be investigated and acted upon to improve levels of compliance with placing and permission of items on the highway.

On any occasion where the premise is clearly not complying with the terms of the permission issued, a charge for non-compliance will be applied, to recover the cost of site visit and investigation. Please see Appendix A for the current, up to date fees.

- If there is no permission in place for a premise they will be asked to remove the item(s) and apply.
- Further stages will involve formal written warnings and notice to comply, then where necessary, removal and disposal of the items and costs recovered from owners where known.

All communications between KHS and those placing licensed items will be recorded to form an evidence trail, should prosecution be required at a later date.

RELEVANT LEGISLATION

- Control of Pollution Act 1974
- Environmental Protection Act 1990
- Highways Act 1980
- Local Government (Miscellaneous Provisions) Act 1982
- Planning (Listed Buildings and Conservation Areas) Act 1990
- The Disability Discrimination Acts 1995 & 2005
- The Licence Act 2003
- The Police and Criminal Justice Act 2001
- Town and Country Planning Act 1990 (as amended)
- Town and Country Planning (Control of Advertisements) Regulations 1992 (as amended)
- Town Police Clauses Act 1847

OTHER DOCUMENTATION

- Manual for Streets (DfT)
- Inclusive Mobility (DfT)

Appendix A – Charges applicable to The Management of Obstructions and Temporary Items on the Public Highway from 1st April 2010

Section 2.14 of the Policy for the Management of Obstructions and Temporary Items on the Public Highway states that fees and non compliance charges will be payable according to the fees scale determined by the KCC for the period for which the application or permission relates. There will be different levels of charges for each licence, amendment and non compliance inspection and these are set out below.

Tables and Chairs – licence application £150

This is an administration fee, chargeable on application or annual renewal, for processing the application and is required at the time the application is submitted. The fee includes a site inspection to verify that there is adequate space to accommodate the proposal. The fee is not refundable even if the application is refused; applicants are advised to ensure they have any other permission necessary and considered all relevant issues, before applying. If granted, the licence will be valid for 1 year.

Change of licence scope - Tables and Chairs £115

This is an administration fee, chargeable when an existing licence holder wishes to change the scope of the licence (e.g. additional tables and chairs), for processing the application and is required at the time the application is submitted. The fee includes a site inspection to verify that there is adequate space to accommodate the proposal. The fee is not refundable even if the application is refused; applicants are advised to ensure they have any other permission necessary and considered all relevant issues, before applying. If granted, the licence will be valid for the remaining period of the original licence – the original being valid for 1 year.

Non Compliance Charge - Tables and Chairs £47.50

This charge is to recover the cost of the site inspection and related administration, when a licensed premise is inspected and found to be not complying with their licence. This charge will be made on each occasion where non-compliance is found. The premise will be notified of the non-compliance and asked to correct it as soon as possible that day, immediately if it is causing a nuisance to highway users or a danger.

A-Boards – licence application £65

This is an administration fee, chargeable on application or annual renewal, for processing the application and is required at the time the application is submitted. The fee includes a site inspection during the year to verify that adequate space is being maintained and that the licence is being adhered to. The fee is not refundable even if the application is refused; applicants are advised to ensure they have any other permission necessary and considered all relevant issues, before applying. If granted, the licence will be valid for 1 year.

Non Compliance Charge – A-boards £47.50

This charge is to recover the cost of the site inspection and related administration, when a licensed premise is inspected and found to be not complying with their licence. This charge will be made on each occasion where non-compliance is found. The premise will be notified of the non-compliance and asked to correct it as soon as possible that day, immediately if it is causing a nuisance to highway users or a danger.

Fees and charges applicable

By: Nick Chard, Cabinet Member – Environment, Highways & Waste
David Brazier, Deputy Cabinet Member
David Hall, Head of Transport & Development

To: EHW Policy Overview and Scrutiny Committee
25 May 2010

Subject: Cycle Kent 2010

Classification: Unrestricted

Summary:

Cycling is a low cost form of transport that offers numerous benefits for the people of Kent. Investment in cycle infrastructure is extremely cost effective with a reported benefit to cost ratio of 20:1 compared to 3:1 for other transport schemes. Much has been done to meet the targets outlined in the Local Transport Plan for Kent 2006/11 (LTP). However, continued investment in a safe, high quality cycle network, training and promotion is required to significantly increase the number of people choosing to cycle on a regular basis. *Cycle Kent 2010* brings together a new strategic approach with support from national and local stakeholders to ensure that we achieve a well planned network that is popular, safe and convenient to use.

1 Introduction

- 1.1 Cycling offers a unique combination of well demonstrated benefits which are not provided by any other forms of transport. These include improved health, well-being and fitness as well as reductions in pollution and congestion. One of the key targets outlined in the LTP is to increase the number of cycling trips by 38% over a 2003/4 figure.
- 1.2 This report outlines the rationale for investing in and supporting a growth in cycling. It highlights achievements and steps being taken to meet the target to increase cycling trips in Kent. Additionally, Members are invited to attend and support a major event called **Cycle Kent 2010** on 18 June at Shorne Wood Country Park which will showcase cycling to key national and local decision makers.

2 Why invest in and support a growth in Cycling?

- 2.1 Cycling is a key component of the Department for Transport's (DfT) Carbon Reduction Strategy (2009). This document states that cycling has enormous growth potential. For example, only 2% of journeys to and from railway stations are currently made by bike and yet 60% of the population lives within a 15 minute cycle ride from a station.

- 2.2 New road capacity costs £11 million/km compared to £70k/km for a comparable section of cycle track. Increasing the number of cycling journeys can reduce congestion and improve air quality; both key targets for the county. In addition, cycling becomes safer as numbers increase e.g. doubling the number of cyclist's results in a reduced risk by approximately a third (Jacobsen, 2003).
- 2.3 The joint DfT/ Department of Health *Active Travel* Strategy (2010) highlights the benefits that regular cycling has for improving health and well being. Regular cycling is associated with reduced risk of ill health and premature mortality (Andersen et al., 2000). In children, cycling to school is associated with greater cardiovascular fitness and decreased indices of ill health, including obesity (Cooper et al, 2006; Ortega et al, 2008). The cost of physical inactivity in England is estimated at £8.2 billion a year, both in terms of treatment and the cost to the wider economy.
- 2.4 A recent report commissioned by Cycling England suggested that returning cycling trips to the levels recorded in 1995 would save approximately £500 million in costs related to ill health, pollution and congestion. At present only 1.5% of journeys are made by bike. If this figure was increased by 50% the total savings are calculated to be £1.3 billion (SQW, 2007).
- 2.5 Sustrans (2008) reported that the number of journeys on the National Cycle Network have increased to 386 million walking and cycling trips, an increase of 9% on the previous year. Membership of the CTC and British Cycling is at an all time high and the number of cycling events in the county has grown significantly in recent years; for all abilities and ages. British Cycling is one of UK Sports most successful teams. In the run up to the 2012 Olympics, investment in the county's cycle infrastructure has the potential to provide a lasting legacy for residents of Kent.

3 Progress and Work in Hand

- 3.1 **District cycling strategies** are vital to the delivery of a well planned and effective local cycle network. They also ensure that the network is compatible with County objectives. In addition, these strategies are vital tools when communicating with developers, local and national agencies and the public. Currently there are adopted and published strategies for Dover, Thanet, and Canterbury. Cycling strategies are under development for Kent Thameside, Sevenoaks, Ashford, Tonbridge & Malling, Shepway and Tunbridge Wells.
- 3.2 Kent has over 416 miles (670km) of cycle network. The first phase of the counties map based **Cycle Track Asset Database** has recently been completed. This is fundamental to the improvement of key links as well as improving our ability to maintain the network to a good standard.
- 3.3 If more people are going to be encouraged to cycle then a convenient, safe and a **well maintained cycle network** is required. To help achieve this, a cycle track maintenance budget has been established and work is under-way to introduce a new regime of inspection and pro-active repairs. This will ensure that issues are resolved quickly and with greater cost efficiency.

- 3.4 **Sustrans Rangers** are volunteers who help to maintain the National Cycle Network (NCN). Kent Highway Services (KHS) have entered into an agreement with Sustrans to support the Rangers project in Kent. As a result, 6 teams of Rangers have been formed to work with KHS to undertake basic sign maintenance, vegetation clearance and fault reporting. Recently a Ranger group cleared over 300 bags of rubbish and other waste from the cycle track that passes through Pegwell Bay Country Park.
- 3.5 **New cycle routes** are being introduced to improve the Kent cycle network. Some of those most recently completed/ under construction include: Oyster Bay Trail between Herne Bay and Reculver, St. Michaels to Tenterden, Princes Park Dartford, Chartham to Canterbury and the A2 Activity Park route in Kent Thameside, which will be designated NCN 177. Feedback on new cycle routes has been excellent and where high quality cycle tracks exist they are well used. For example, an automated cycle counter located on the Tonbridge to Penshurst cycle route recorded 44,000 cycle trips between March and December 2008
- 3.6 Importantly, providing high quality cycle infrastructure benefits all users including pedestrians and disabled people. For example, pedestrians constitute between 51% and 60% of users on the traffic free sections of the NCN (Sustrans 2005). A disabled lady wrote to praise the new off-road cycle route between St. Michaels and Tenterden. The lady explained that, for the first time, she is now able to accompany her son in her wheelchair as he rides to school on his bicycle.
- 3.7 The Sustrans **Connect 2** project demonstrated wide public support for cycling in the UK by winning the vote in the Peoples £50 million lottery bid. It aimed to find practical solutions to the barriers such as dangerous road crossings, that prevent people being able to walk or cycle safely to key facilities. The Kent Connect 2 projects are an extension of the Crab & Winkle Way to Whitstable, Reculver and the Viking Coastal Trail; a link from Dartford town centre to the coast via a bridge over the river Darent; and the Dover Riverside scheme.
- 3.8 The county has some excellent **cycling facilities** including Bedgebury Forest and Fowlmead Country Park. These provide cycling events and facilities for all ages and abilities from family cycle routes through scenic forest through to mountain bike and road racing. Planning permission and a large proportion of funding has now been secured for the A2 Activity Park in Kent Thameside. This project will transform the land left after the re-routing of the A2 into a road cycling circuit, mountain bike circuit, Skate Park and equestrian route. This will provide a safe environment for children to learn about cycling and cycle sport.
- 3.9 Kent Rider **cycle training** is delivered at Kent Schools by the Road Safety Team. Last academic year some 7000 Year 6 children completed the course. This year DfT awarded £112K to pilot *Bikeability*, the National Standard for Cycle Instruction, in Kent. This pilot project is delivering Bikeability in place of Kent Rider to Year 6 Children in Ashford and Canterbury. This scheme is complemented by *Bike it*, a project co-funded through Sustrans, where an

Officer works intensively with target schools to find practical ways to enable more children to cycle. Last year *Bike it* achieved a 7.8% increase in children who cycle to school every day and a 14.6% decrease in children who never cycle to school. This was associated with a 4% decrease in the number of children who were driven to school.

3.10 **Cycling Promotions** are run through a number of publications including the KM Newspaper and “What’s On” magazine and via the Explore Kent website and Explore Kent by Bicycle brochure, in partnership with the Public Rights of Way Team and Sustrans. Data from the Explore Kent website has demonstrated a steady growth in the number of visits to the cycling pages.

4 Cycle Kent 2010

4.1 Whilst much has been achieved to date, it is important that this impetus is maintained and strengthened through further co-ordinated and joint working with our partners. To this end, all County and District Members have been invited to attend *Cycle Kent 2010*. This important event for decision makers offers a unique opportunity to meet and question key figures from Cycling England, Sustrans, Department of Health and Britain's Olympic Team. The aim of the event is to maximise the potential of cycling in our county by bringing key stakeholders together to form a new Kent wide partnership and working group that will produce and drive forward a countywide cycling development plan.

5 Conclusions and Recommendations:

5.1 Cycling offers a unique combination of well documented benefits for the people of Kent. Benefits include improved health, well-being and fitness as well as delivering reductions in pollution and congestion. In addition, investment in cycling is cost effective and has wide public support. Members are asked to note the work undertaken to date to develop and promote cycling initiatives in Kent. In addition, Members are asked to endorse and support the *Cycle Kent 2010* event on 18 June 2010.

Contact: Simon Allum - Mobility Management Team Leader
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✉ Simon.allum@kent.gov.uk

Background Documents:

Andersen, L. B., Schnohr, P., Schroll, M. and Hein, H. O. (2000). All-cause mortality associated with physical activity during leisure time, work, sports, and cycling to work, *Archives of Internal Medicine*, 160:1621-1628

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Department for Transport (2009). *Low Carbon Transport: A Greener Future. A Carbon Reduction Strategy for Transport*, HMSO.

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By: Nick Chard, Cabinet Member – Environment, Highways & Waste
David Brazier – Chairman of Minerals & Waste Development Framework
Informal Members Group

To: Environment, Highways & Waste Policy Overview & Scrutiny
Committee – 25 May 2010

Subject:

The Minerals and Waste Development Framework Informal Members Group

Classification: Unrestricted

Summary

To report on the Terms of Reference, operation and programme of the Informal Members Group.

Background

1 The Planning and Compulsory Purchase Act 2004 requires the County Council to prepare a *Minerals and Waste Development Framework* (MWDF). This will contain policies and proposals for minerals and waste planning over the next 15-20 years. It will replace the Kent Minerals Local Plans and the Kent Waste Local Plan.

2 The MWDF will take into account the waste collection and disposal by KCC and the District Councils, but is at arms length from them. Its preparation is also separate from the development control function of KCC as Minerals and Waste planning authority. It will address the land use needs of all waste streams and all minerals in the KCC area.

3 The programme for preparing the MWDF Framework is set out in a *Development Scheme* (DS) approved by Government in May 2009. The DS will need to be updated, but informs the public and stakeholders of the nature of the plans to be prepared and provides for the preparation and adoption of the following “*Development Plan Documents* “:

- Minerals and Waste Core Strategy – the first priority
- Mineral Sites Development Plan Document
- Waste Management Sites Development Plan Document

4 There will be a number of preparatory and evidence documents on which consultation must also take place. The *Core Strategy* will be preceded by the *Issues and Options* document and the *Policy Directions* document. It will be supported by several *Topic Reports* that will provide the technical justification for the County Council’s position.

5 When it is adopted, the MWDF will become part of the statutory development plan, alongside the District Council *Local Development Frameworks* and the *South*

East Plan. The MWDF is therefore a *Framework Plan* that sets out the County Council's policy. Decisions on the policy direction at critical stages of the process, and the adoption of the MWDF are therefore matters for the POSC and the full Council.

The Informal Members Group

6 The Leader and Cabinet Member for Environment, Highways and Waste recognised that the preparation of the MWDF would benefit substantially by being informed and steered by a small cross party Informal Member Group. Therefore eight Members have been appointed as follows :

Mr David Brazier Chairman
Mr Robert Burgess
Mr Harold Craske
Mr John London (member of the Planning Applications Committee)
Mr Malcolm Robertson (member of the Planning Applications Committee and the EH&W POSC)
Mr Chris Smith
Mr Nigel Collor (member of the EH&W POSC)
Mr William Richardson (member of the EH&W POSC)

7 The MWDF has considerable technical content and its preparation will extend over about three years up to adoption of the Core Strategy, with the Sites Development Plan Document following immediately after this. The MWDF must be adopted by the full Council, and the route for such a policy document is through the EH&W POSC. Because of this the *Informal Members Group* includes members of not only the EH&W POSC but also the Planning Applications Committee with experience of minerals and waste related developments. During the preparation of the MWDF the IMG may wish to invite other Members to attend for particular matters.

Terms of Reference for the IMG

8 The IMG held its first meeting on 7 April when it agreed its Terms of Reference as follows

“The IMG is to be known as the *MWDF Informal Members Group* and will :

- steer the preparation of the MWDF in accordance with the Project Plan
- consider and advise on the aims, evidence and policy direction of the Kent Minerals and Waste Development Framework
- authorise the publication of evidence and consultation documents
- refer proposed policy documents for consideration by the Environment, Highway and Waste Policy Overview and Scrutiny Committee (POSC) and for adoption by the full Council *

* The policy documents to be referred to POSC alone are :

- *Issues and Options* and *Policy Directions* documents for the Core Strategy

* The policy documents to be referred to POSC and full Council are the public consultation and submission versions of :

- Minerals and Waste Core Strategy
- Mineral Sites Development Plan Document
- Waste Management Sites Development Plan Document “

9 Members of the POSC will note that it is proposed that the IMG agree to the publication of technical documents etc. but that draft policy documents be referred to the POSC for agreement prior to consultation, and also to full Council as they reach their final form prior to submission to Government.

Functions of the Informal Members Group

10 The Informal Members Group will meet regularly during the preparation of the MWDF, and normally this is not expected to be less frequently than every 2 months. There are however stages in the process such as after public consultation, when a period for analysis and report writing is required before reporting to the IMG.

11 The Informal Members Group will submit as appropriate progress reports to POSC, and also as appropriate progress reports and other documents to the Cabinet.

Programme

12 The Development Scheme is a statutory timetable agreed with the Government’s regional office (GOSE) in March 2009. It gives a timetable for the key stages in preparing the Core Strategy and will need to be updated with the agreement of GOSE.

13 The programme for the Core Strategy is expected to be broadly as below with the number of consultations envisaged. The *Sites Development Plan Documents* for Minerals and Waste must follow Adoption of the *Minerals and Waste Core Strategy* and will follow a similar cycle of consultation. The work required to prepare the *Sites Development Plan Documents* is very substantial because it must allocate land for development that can be delivered. In view of this, work on the *Sites Development Plan Documents* will proceed in parallel with that on the *Core Strategy*, for which the main steps are as follows :

Minerals and Waste Core Strategy	Dates
Consultation with statutory bodies on scope of Sustainability Appraisal	completed
Consultation on scope of Statement of Community Involvement	May 2010
Consultation on <i>Issues and Options Document</i> (Regulation 25)	Autumn 2010
Consultation on <i>Policy Directions Document</i> (Regulation 25)	Summer 2011
Consultation on Core Strategy (Regulation 27)	Winter 2011-12
Submission of Core Strategy (Regulation 30)	Summer 2012

Examination hearings
Receipt of Inspector's Report
Estimated Adoption of Minerals and Waste Core Strategy

Autumn 2012
end 2012
early 2013

14. The IMG has an initial programme of site visits and meetings as follows:

- 24th May 13:30 at Maidstone Hilton hotel**
Launch of the MWDF with the Minerals and Waste Industry
- 26th May 13:30 at Lecture Theatre Sessions House**
Launch of the MWDF with government, community and environment organisations
- 4th June Visit of IMG to key mineral and waste sites in mid and north Kent (a whole day)**
- 21st July IMG meeting to consider the draft *Issue and Options* document.**
To be referred to September 14th POSC prior to consultation.

From the above members of the POSC will note that there will be a further report to its meeting on 14 September 2010 to consider and endorse the *Issues and Options Document* prior to its consultation.

Recommendation

Members are asked to note the Terms of Reference, operation and programme of the Minerals and Waste Development Framework Informal Member Group as set out in this report.

Background Documents:

Accountable Officer: Tim Martin (01622) 221618
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Integrated Strategy and Planning Division
Kent County Council
April 2010

By: Nick Chard, Cabinet Member – Environment, Highways & Waste
Mike Austerberry, Executive Director – Environment Highways & Waste

To: Environment, Highways & Waste Policy Overview and Scrutiny
Committee 25 May 2010

Subject: Passenger Rail Services

Classification Unrestricted

Summary: This report updates Members on passenger rail services following the extensive timetable changes in December 2009

Introduction

1. Following the completion of the Channel Tunnel Rail Link (HS1) in 2007, full domestic services between Kent and Stratford/St. Pancras using the high speed line were introduced from 13 December 2009. At the same time Southeastern completely revised the timetable for all its services in Kent, South London and Sussex.

History

2. The Strategic Rail Authority (SRA), at the time the non-departmental public body set up by Government to provide strategic direction for the railway industry, consulted on a draft train specification for the Integrated Kent Franchise (IKF) in February 2004. The specification outlined the proposed number of trains per hour between stations in the peak and off-peak periods. The County Council responded to the draft, objecting in particular on proposals for the:

- Loss of the Maidstone to Cannon Street service
- Loss of off-peak services at many smaller rural stations
- Reduction of services on the North Kent Line (NKL) to London termini other than St. Pancras
- HS1 services extending only as far as Folkestone Central station

3. The IKF was awarded by Government to Southeastern in April 2006 and between the February 2004 consultation and the major timetable change last December, pressure from the County Council and others resulted in improvements to the specification with HS1 services extended to Dover, at least one train per hour stopping at all Kent's stations in both directions and increased trains on the NKL as far as the Medway Towns. However, despite intense lobbying from MPs, Maidstone and Tonbridge and Malling Borough Councils as well as the County Council, the Maidstone – Cannon Street services were cut from December. There are also fewer

services from stations east of the Medway Towns on the NKL to Victoria and Charing Cross/Cannon Street and the journey times are now longer compared to the pre-13 December situation as more intermediate stops are made.

Current Situation

4. Since the high speed services have started, it is realised that because the trains are usually stabled overnight at Ramsgate and some have to travel to and from Dover at the start and finish of the day, they pass through Sandwich and Deal. There is strong pressure to get these trains to stop at these stations to enable passengers to access the high speed services directly.

5. Kent County Council held a Rail Summit on 25 March which involved Southeastern, Network Rail, Passenger Focus and rail user groups. This gave the opportunity for rail passengers to voice their concerns about the current rail services and to receive responses from the rail industry representatives. Follow up meetings between the County Council and individual rail user groups are planned.

6. In the timetable changes introduced on 23 May 2010, Southeastern has made relatively minor adjustments to lengthen some trains to match passenger demand, has retimed and added stops to improve schoolchildren's journeys, and made some minor changes to train timings to enable better connections between train services. Timetable changes are made either in May or December.

Mechanism for future major timetable changes

7. The Government sets the minimum train specification as part of a rail franchise and this governs the level of subsidy it will grant the incoming franchisee. If a Train Operating Company wants to introduce an increase to the minimum specification, it must do so at its own financial risk – ie it will only do so if the increase in cost is relatively minor, or it considers it can make a profit through increased ticket sales.

8. At the Stakeholder meeting on 5 May, Southeastern discounted the likelihood of any significant changes being made in the current franchise which runs until 2012, with a possible extension to 2014 if performance targets are met by the train operator. Southeastern explained that they could not afford to introduce new services involving additional rolling stock as the subsidy they are receiving from Government continues to decline significantly and they are expected to pay a small premium to the Government in 2014. Southeastern's revenues have not increased as forecast in the franchise agreement due to the recession and the delays in housing and employment development - particularly at Ebbsfleet and Stratford. Indeed, Government has had to grant Southeastern additional subsidy recently to compensate for this loss in revenue.

Next Steps

9. As the last Government and Southeastern have refused to reintroduce the Maidstone to Cannon Street services and to enable the High Speed services to stop at Deal, it is necessary to lobby the new Government.

10. Failing that, it is imperative that very strong representations are made to the Government to influence the train specification for the next franchise starting in 2014 to ensure that the current deficiencies in rail services are corrected. Specifically for services to and from Maidstone, options for improved services include reinstatement of the Cannon Street service: an all-day service to Blackfriars, City Thameslink, Farringdon and St. Pancras before or after the Thameslink scheme is completed; or the extension of high speed services to Maidstone West, via Strood.

Recommendation

Members are asked to note the contents of the report

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From: Nick Chard, Cabinet Member for Environment, Highways & Waste

To: EHW Policy Overview and Scrutiny Committee – 25 May 2010

Subject: The Transportation and Safety Package Programme 2010/11

Classification: Unrestricted

Summary: This report is to inform members of new schemes proposed for the 2010/11 Transportation and Safety Package Programme to be recommended for approval by the Cabinet Member for Environment, Highways and Waste.

1. Introduction and Policy Framework

(1.1) Kent County Council's (KCC) local transport funding for 2010/11 was determined by the Department for Transport (DfT) in November 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, including:

- 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).

(1.2) Kent's LTP funding for 2010/11 includes a capital allocation of **£11.065m**, this consists of borrowing approvals and grant and is intended for the implementation of Integrated Transport (IT) schemes. It is proposed that the total spend on IT schemes in 2010/11 is **£8.752m**; the balance is required for overhead costs including the cost of Over-run Schese (schemes started in the latter part of 2009/10 and being completed in early 2010/11 financial year). Of this **£2.625m** is required to complete the 2009/10 programme (Appendix 1), which includes those schemes that were deferred in order to provide additional funding for maintenance. This results in a budget for implementing specified new schemes of **£6.052m**, which includes an allowance of £50k for additional Casualty Reduction Measures (CRM)

likely to come forward during the year and a small contingency reserve. The new schemes proposed for 2010/11 are shown at **Appendix 2**.

- (1.3) The remaining £75k will be used to fund forward design work needed for planned 2011/12 schemes. The original allocation for new schemes in 2008/09 was £9.952m.
- (1.4) This report provides details of all the new schemes in the proposed Transportation and Safety Package Programme for 2010/11 together with a brief summary of key elements of the programme.
- (1.5) In the meanwhile work has been progressing to complete the Over-run schemes

2. Scheme Prioritisation

- (2.1) The Transportation and Safety Package Programme for 2010/11 has been devised using Kent's Scheme Prioritisation System (SPS). A report outlining the principles of SPS was presented to the Highway Advisory Board on 5 May 2009 (agenda item no. 11), and was subsequently approved by the Cabinet Member for Environment, Highways and Waste.
- (2.2) All scheme proposals have been subjected to a formal assessment and have been prioritised in accordance with their likely impact and wider contribution towards Kent's strategic and local transport objectives. The relative merit of each scheme has been determined in comparison to others submitted in the same year. Schemes which have not achieved sufficient priority can be resubmitted as part of the 2011/12 programme.

3. Priorities for Funding

- (3.1) The proposed Transportation and Safety Package Programme for 2010/11 includes:
 - (a) Funding for the development of Kent's **Traffic Management Centre** (UTMC) (230K) and to meet Kent's obligation to monitor traffic flows under the Traffic Management Act 2006.
 - (b) Three successful bids were made for a **DfT Kickstart Public Transport initiative** to improve the Stagecoach Canterbury to Whitstable *Triangle* service, the Arriva 6/7 service between Maidstone and Tunbridge Wells, via Pembury Hospital and Fastrack. Additional Government funding will provide £1.3m and will result in major service improvements.
 - (c) Investment in bus infrastructure to support **Quality Bus Partnership** (QBP) and **Kickstart** initiatives in Ashford, Canterbury, Thanet, Maidstone Tunbridge Wells and Kent Thameside. Kent has a good record of 'levering in' investment

from bus operators in new vehicles and higher frequency services. This is the County Council's match funding to improve infrastructure supporting local bus services.

- (d) Investment in road safety initiatives through a targeted programme of **Casualty Reduction Measures (CRMs)**. There are 11 schemes (£532K) in total with casualty reduction as their primary objective.
- (e) A smart card bus ticketing system is under development for Kent. The precursor to this is to ensure all Kent buses are equipped with **Smart Card Compliant Ticket Machines**. There are over 800 public buses operating in the county. This £380K contribution will help complete the County Council's contributions to investment programmes planned by operators. It is proposed that the machines will also link with Kent's GPS and Real Time Passenger Information System. A pilot is planned in 2010 using the Kent Freedom Pass scheme.
- (f) The programme provides schools with grants for infrastructure within school grounds including footway improvements and bike shelters to support **Platinum School Travel Plans** (£100K). Schools receive platinum status for travel plans which have been in place for more than one year and where measures in the plan are actively being implemented. These schemes are part of Kent's successful travel to school initiative aimed at tackling school run congestion.
- (g) £165K is to be spent on **upgrading pedestrian crossings to DDA/DED compliancy** where these have been identified by disability groups and introducing dropped kerbs at crossing points requested through the year by the public.

4. Consultation/ Local Members

- (4.1) Many of the schemes within the programme have been developed in consultation with local stakeholders and Members. Subject to approval of the programme by the Cabinet Member, the schemes will now be reported through the Joint Transportation Boards as part of the ongoing design and consultation process.

5. Conclusion

- (5.1) The proposed Transportation and Safety Package Programme for 2010/11 of 55 schemes detailed in this report (**Appendix 2**) will make an important contribution to delivering targets in Kent's Local Transport Plan: tackling congestion, improving road safety, enhancing access to local services by bus, for cyclists and pedestrians and contributing to improvements in local air quality.

6. Recommendations

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

- (a) Approve the proposed Transportation and Safety Package Programme for 2010/11 (as shown in Appendix 1 & 2) and that,
 - (b) The Joint Transportation Boards receive updates on the approved schemes in their areas.
-

Background Documents: The following background documents have been used in the preparation of this report:

Report to Highway Advisory Board, 5 May 2009 – Item no. 11

The Local Transport Plan for Kent 2005/6 - 2010/11

Appendices

Appendix 1 – 2009/10 Over-run & Carry-over IT Schemes

Appendix 2 – 2010/11 Transportation & Safety Package IT Programme

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APPENDIX 1 - 2009/10 Over-run & Carry-over IT Schemes:

Ashford

		Description		Scheme Type	Scheme Objective	Cost
09-ITS-AS-02	carry-over	Christchurch School to Park Farm cycleway	Ashford, Stanhope	Cycle track	Tackling congestion	£ 60,000
Sub Total						£ 60,000

Canterbury

		Description		Scheme Type	Scheme Objective	Cost
09-ITS-CA-01C	carry-over	Canterbury Bus Strategy (Tourtel Road)	Canterbury, Westgate	Bus priority	Tackling congestion	£ 100,000
Sub Total						£ 100,000

Dartford

		Description		Scheme Type	Scheme Objective	Cost
09-ITS-DA-09	Overrun	Temple Hill Estate - traffic management (final phase - Littlebrook Manor Way)		Bus Stop Improvements	Improving accessibility	£ 9,709
08-ITS-DA-02	carry-over	Swanscombe & Greenhithe walking & cycling improvements		Cycle path modifications	Improving accessibility	£ 1,500
09-ITS-DA-02	carry-over	High Street, Bean - new footway		New or improved footway	Improving accessibility	£ 10,000
	carry-over	Parsonage La / Main Road Mini Roundabout		Junction modification	Casualty reduction	£ 9,850
	Sec106	Devon Road, South Darent - Footway over the River Darent		Top-up for S106 scheme	Improving accessibility	£ 19,000
Sub Total						£ 50,059

Dover

		Description		Scheme Type	Scheme Objective	Cost
09-ITS-DO-01	carry-over	Bus Stop infrastructure improvements in the D	Dover, Town and Pier	Improvements to existing bus stops	Tackling congestion	£ 50,000
09-ITS-DO-05	carry-over	River Dour Cycle Route (Phase 1)	Dover, Town and Pier	Cycle track	Tackling congestion	£ 100,000
08-ITS-DO-03	carry-over	Beechwood Avenue		Cycle track	Tackling congestion	£ 45,000
08-ITS-DO-04	carry-over	Sholden		Cycle track - Scheme on h	Tackling congestion	£ -
Sub Total						£ 195,000

Gravesham

		Description		Scheme Type	Scheme Objective	Cost
08-ITS-GR-03	carry-over	Hall Rd/Coldharbour Rd cycle link (Cygnet Leisure Centre)		New Cycle Path	Improving accessibility	£ 20,000
09-IT-GR-03	carry-over	Pram ramps (phase 2)		pram ramps	Improving accessibility	£ 25,000
09-ITS-GR-02	carry-over	Linear Park Cycle Access (Wrotham Road)		Cycle track	Improving air quality	£ 59,000
09-ITS-GR-05	Overrun	Wrotham Rd, Meopham - speed management		traffic signs and reduced s	Improving air quality	£ 45,000
	Overrun	Wellington St/Peacock St One-way Reversal		one-way reversal	Tackling congestion	£ 8,000
	Overrun	Thames Way Northfleet - cycle path		Cycle track	Improving air quality	£ 673
Sub Total						£ 157,673

Maidstone

		Description		Scheme Type	Scheme Objective	Cost
08-ITS-MA-03	carry-over	QBP Scheme	Maidstone, Shepway Sc	Improvements to existing t	Tackling congestion	£ 100,000
09-ITS-MA-06	Overrun	Fant Traffic Calming	Maidstone, Shepway Sc	Urban Traffic Calming	Improving Accessibility	£ 10,000
09-ITS-MA-08	carry-over	Ware Street Zebra Crossing	Maidstone, Shepway Sc	Unsignalled Crossing	Tackling congestion	£ 26,000
08-ITS-MA-09	carry-over	Mote Park to Detling Cycle Route		Advisory Cycle Route	Improving air quality	£ 15,000
Sub Total						£ 151,000

Sevenoaks

		Description		Scheme Type	Scheme Objective	Cost
08-ITS-SE-03	carry-over	Darent Valley Accessibility Improvements	Sevenoaks, Swanley W	fingerpost signs and pram ramps		£ 25,000
09-ITS-SE-01	carry-over	London Road Cycle Route (Phase 2 - Birchwood)		Cycle track & junction imp	Improving air quality	£ 40,000
Sub Total						£ 65,000

Shepway

		Description		Scheme Type	Scheme Objective	Cost
09-ITS-SH-02	carry-over	Bus Stop Improvements - Route 10/10A (Folke	Shepway, Folkestone H	Improvement to existing b	Tackling congestion	£ 80,000
09-ITS-SH-03	carry-over	Bus Stop Improvements - Route 12/711/712 (F	Shepway, Folkestone H	Improvement to existing b	Tackling congestion	£ 50,000
Sub Total						£ 130,000

Swale

		Description		Scheme Type	Scheme Objective	Cost
	Overrun	Tunstall Traffic Management		Traffic Management	Safety measures	£ 4,000
09-ITS-SW-01	carry-over	Homewood Avenue		Cycle track	Tackling congestion	£ 100,000
09-ITS-SW-03	carry-over	Cycle Network Improvements (Sittingbourne)		Cycle track	Tackling congestion	£ 60,000
09-ITS-SW-05	carry-over	Borden Traffic Management		Traffic Management	Safety measures	£ 60,000
09-ITS-SW-13	carry-over	Lynsted Footway		Footway	Improving accessibility	£ 100,000

Sub Total £ 324,000

Thanet

		Description		Scheme Type	Scheme Objective	Cost
09-ITS-TH-02	carry-over	Margate seafront to Drapers Mill	Thanet, Margate Centra	Cycle track	Casualty reduction	£ 150,000
09-ITS-TH-04	carry-over	Thanet Quality Bus Partnership	Thanet, Margate Centra	Improvement to existing b	Tackling congestion	£ 50,000
09-ITS-TH-05	carry-over	Westwood Transport Plan	Thanet, Northwood	Road duelling & widening	Tackling congestion	£ 250,000
09-ITS-TH-06	carry-over	Pysons Road, Broadstairs	Thanet, St Peters	Unsignalled crossing	Tackling congestion	£ 100,000
09-ITS-TH-07	carry-over	Garlinge Primary School - SRTS		Unsignalled crossing	Casualty reduction	£ 130,000
09-ITS-TH-12	carry-over	Dane Valley Cycle Routes (Phase 5)	Thanet, Westgate-on-Se	Cycle track	Tackling congestion	£ 170,000
Sub Total						£ 850,000

Tonbridge & Malling

		Description		Scheme Type	Scheme Objective	Cost
	carry-over	Bus Priority Measures, West Malling to Leybourne (Design Only)		Masterplan Development	Tackling congestion	£ 50,000
	carry-over	Winterfield La, East Malling - Speed Limit Reduction		speed limit reduction	NA	£ 5,000
09-ITS-TM-01	Overrun	Tonbridge Station - Taxi Interchange		better provision for taxi pa	Tackling congestion	£ 3,317
Sub Total						£ 58,317

Tunbridge Wells

		Description		Scheme Type	Scheme Objective	Cost
	Overrun	Lamberhurst Traffic Calming Leftovers		Traffic calming	Improving air quality	£ 5,000
	Overrun	Major Yorks Roundabout leftover (Fir Tree Road stopping-up order		Junction modification	Tackling congestion	£ 5,000
	carry-over	Pembury Road Leftovers (Dunorlan Park)		Modify access to TWBC's	NA	£ 55,000
07-ITS-TW-07	Carry -over	St John's Road Bus and Cycle Lanes	Tunbridge Wells, South	S106 Top Up	Tackling congestion	£ 120,000
09-ITS-TW-05	carry-over	A264 Langton Road Cycleway	Tunbridge Wells, Rusth	Cycle lane	Tackling congestion	£ 70,000
09-ITS-TW-04	carry-over	Hawkhurst Road / Slip Mill Road Junction Modifications		Junction modification (Qu	Casualty reduction	£ 29,000
Sub Total						£ 284,000

Kentwide

		Description		Scheme Type	Scheme Objective	Cost
		UTMC Tunbridge Wells		Traffic Management	Tackling congestion	£ 200,000
Sub Total						£ 200,000

Total for 2009/10 Overrun & Carryover Schemes:

£ 2,625,049

APPENDIX 2 - 2010/11 Transportation & Safety Package IT Programme

Ashford

SPS rank	Scheme ref	Description		Scheme Type	Scheme Objective	Cost
41	ASH01	Bus Stop Infrastructure Improvements (Ashford Town)	Ashford, Victoria	Improvement to existing bus stop	Tackling congestion	£ 100,000
55	ASH06	Henley Fields Cycle Track	Ashford, Stanhope	Cycle track	Tackling congestion	£ 80,000
Sub Total						£ 180,000

Canterbury

SPS rank	Scheme ref	Description		Scheme Type	Scheme Objective	Cost
2	CAN26	Old Thanet Way Cycle Route	Canterbury, Westgate	Casualty reduction measure	Tackling congestion	£ 160,000
7	CAN01	Canterbury QBP	Canterbury, Harbledon	Improvements to existing bus stops	Tackling congestion	£ 230,000
24	CAN09	Canterbury to Chartham Cycle Route (Phase 2)	Canterbury, Wincheap	Cycle track	Tackling congestion	£ 350,000
38	CAN19	Connect 2		Cycling	Tackling congestion	£ 50,000
-	Top slice	Littlebourne High Street (Preventing Property Damage)		Kerb realignment	Remedial works	£ 50,000
Sub Total						£ 840,000

Dartford

SPS rank	Scheme ref	Description		Scheme Type	Scheme Objective	Cost
1	DAR16	A226 London Road / Stone Place Road Junction		Casualty reduction measure	Casualty reduction	£ 173,000
21	DAR02	Princes Road Cycle Route (Olive Road - Lowfield Street)		Cycle track	Tackling congestion	£ 88,000
35	DAR04	Phoenix Place cycle Route		Cycle track	Tackling congestion	£ 10,000
36	DAR01	Princes Road Cycle Route (Heath Lane - Olive Road)		Cycle track	Tackling congestion	£ 178,000
45	DAR09	Bluewater - B255 St Clements Way		Casualty reduction measure	Casualty reduction	£ 7,000
48	DAR03	Princes Road cycle Route (Crayford Boundary - Shepherds Lane)		Cycle track	Tackling congestion	£ 127,000
59	DAR19	New Barn Road / Red Street		Relocation of Bus Stop	Safety Measure	£ 12,000
Sub Total						£ 595,000

Dover

SPS rank	Scheme ref	Description		Scheme Type	Scheme Objective	Cost
37	DOV17	River Dour Cycle Route (Phase 2)	Dover, Town and Pier	Cycle track	Tackling congestion	£ 200,000
Sub Total						£ 200,000

Gravesham

SPS rank	Scheme ref	Description		Scheme Type	Scheme Objective	Cost
13	GRA13	Cycle Infrastructure Improvements	Gravesham, Pelham	Signing	Tackling congestion	£ 5,000
23	GRA02	Nortfleet - Ebbsfleet station	Gravesham, Woodlan	New footway	Improving Accessibility	£ 40,000
61	GRA04	Coldharbour Road, Northfleet		New footway	Improving Accessibility	£ 46,000
103	GRA10	Sole Street Footway (Phase 1)		New footway	Improving Accessibility	£ 17,000
-	Top slice	Cross Lane (Echo Square)	Gravesham, Woodlan	Conversion to one-way	Safety Measure	£ 12,000
Sub Total						£ 120,000

Maidstone

SPS rank	Scheme ref	Description		Scheme Type	Scheme Objective	Cost
3	MAI07	A229 Running Horse Roundabout		Casualty reduction measure	Casualty reduction	£ 13,000
15	MAI22	Bus stop infrastructure improvements		Improvements to existing bus stops	Tackling congestion	£ 116,000
38	MAI26	Medway Valley Line Station accesses		Multi-modal access provision	Improving Accessibility	£ 70,000
58	MAI16	Nettlestead safety improvements		Pedestrian crossing & signing	Safety Measures	£ 29,000
122	MAI05	A274 Five Wents		Casualty reduction measure	Casualty reduction	£ 28,000
173	MAI11	A274 Warmlake Crossroads		Casualty reduction measure	Casualty reduction	£ 18,000
-	Top slice	A20 / West Street, Harrietsham		Provision of right turn lane	Safety Measures	£ 7,000
Sub Total						£ 281,000

Sevenoaks

SPS rank	Scheme ref	Description		Scheme Type	Scheme Objective	Cost
71	SEV07	Sevenoaks Town Centre Study	Sevenoaks, Swanley	Design only	Improving Accessibility	£ 50,000
-	CRM	B2024 / A25 Jn. Westerham		Casualty reduction measure	Casualty reduction	£ 21,000
-	Top slice	Eynsford Speed Management (Zebra)		Zebra crossing	Improving Accessibility	£ 27,000
Sub Total						£ 98,000

Shepway

SPS rank	Scheme ref	Description		Scheme Type	Scheme Objective	Cost
14	SHE24	Folkestone West Station Access Improvements	Shepway, Folkestone	Multi-modal interchange	Tackling congestion	£ 70,000
53	SHE01	Station Road, New Romney	Shepway, Folkestone	Signal Controlled Crossing	Improving Accessibility	£ 120,000
-	Top slice	Royal Military Avenue, Cheriton	Shepway, Folkestone	Safety Improvements	Safety Measures	£ 20,000
Sub Total						£ 210,000

Swale

SPS rank	Scheme ref	Description		Scheme Type	Scheme Objective	Cost
No Swale schemes						£ -
Total						£ -

Thanet

SPS rank	Scheme ref	Description		Scheme Type	Scheme Objective	Cost
10	THA26	Thanet Quality Bus Partnership	Thanet, Margate Cent	Improvement to existing bus stops	Tackling congestion	£ 50,000
Sub Total						£ 50,000

Tonbridge & Malling

SPS rank	Scheme ref	Description		Scheme Type	Scheme Objective	Cost
11	TON07	Capital maintenance of cycle network	Tonbridge and Malling	Improvements to cycle network	Tackling congestion	£ 173,000
-	Top slice	New Hythe Lane (Convert Zebra crossing to Pelican)		Signal Controlled Crossing	Improving Accessibility	£ 43,000
Sub Total						£ 216,000

Tunbridge Wells

SPS rank	Scheme ref	Description		Scheme Type	Scheme Objective	Cost
16	TUN09	A26 Bidborough traffic management		Safety measures	Tackling congestion	£ 85,000
33	TUN03	Pembury bus route Improvements		Improvement to existing bus stops	Tackling congestion	£ 333,000
51	TUN06	St John's Road cycle route (Campus Link)		Cycle track	Tackling congestion	£ 115,000
-	CRM	London Road / Vale Road, Tunbridge Wells		Casualty reduction measure	Casualty reduction	£ 50,000
-	CRM	A229 Gills Green, Hawkhurst		Casualty reduction measure	Casualty reduction	£ 30,000
-	Top slice	Frant Road, Tunbridge Wells		Pedestrian crossing point	Improving Accessibility	£ 24,000
-	CRM	B2079 Lady Oak Lane-Bedgebury Road		Casualty reduction measure	Casualty reduction	£ 50,000
-	CRM	Hook Green		Casualty reduction measure	Casualty reduction	£ 70,000
-	CRM	Colts Hill		Casualty reduction measure	Casualty reduction	£ 70,000
Sub Total						£ 827,000

Kent-wide

SPS rank	Scheme ref	Description		Scheme Type	Scheme Objective	Cost
42	CAN02	Canterbury UTMC			Tackling congestion	£ 230,000
5	SUS07	Off-highway works to support Exemplar STP's			Tackling congestion	£ 100,000
6	SUS04	Kent Kickstart Public Transport Scheme			Tackling congestion	£ 125,000
19	SUS06	Cycle Parking at Stations Countywide			Tackling congestion	£ 75,000
22	SUS02	Bus Stop Infrastructure Improvements			Tackling congestion	£ 100,000
28	SUS03	Gravesend Town Pier Pontoon	[Paid in full 2009/10]		Improving accessibility	£ -
29	SUS01	Smartcard Ticket Machines	[Adjusted due to slippage]		Tackling congestion	£ 600,000
43	TRA01	Kentwide UTMC and TMC Enhancement			Tackling congestion	£ 230,000
46	TUN01	Tunbridge Wells QBP			Tackling congestion	£ 50,000
32	DAR11	Dartford UTMC			Tackling congestion	£ 230,000
34	GRA09	Gravesend UTMC			Tackling congestion	£ 290,000
49	SUS05	Pedestrian Crossing Points (DDA/DED)			Improving accessibility	£ 165,000
-	Top Slice	A2 Slip Roads, Canterbury			Tackling congestion	£ 130,000
-	Top Slice	Reactive Casualty Reduction Measures			Casualty reduction	£ 50,000
		Unallocated contingency reserve				£ 60,000
Sub Total						£ 2,435,000

TOTAL Budget Allocation for New 2010/11 Schemes: £ 6,052,000

Total Budget for 2009/10 Overrun & Carryover Schemes: £ 2,625,049

£ 75,000

Total for Overrun, Carryover & New 2010/11 Schemes: £ 8,752,049

Forward Design for 2011/12

Final version - Revised by NS/JDW 13th April 2010

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

To: Environment, Highways & Waste Policy Overview & Scrutiny Committee, 25 May 2010

Subject: Future Highways – Procurement Update

Classification: Unrestricted

Summary: This report provides an update for members of the Policy Overview and Scrutiny Committee on the procurement of the Highways operational and maintenance contract.

1. Introduction

Members will recall that on 21 April 2010, the Cabinet Member for Environment, Highways and Waste informed all county members that a decision had been made to procure a new highways maintenance contract. This report provides further information for members' interest.

2. Indicative Timeline

Publish OJEU notice and Pre-Qualification Questionnaire (PQQ)	20 May 2010
Open Day for prospective bidders	8 June 2010
Evaluate PQQ	19 July 2010
Competitive Dialogue process with five to eight bidders commences	30 July 2010
Outline solution stage with prospective bidders complete	16 December 2010
Detailed solution stage with prospective bidders complete	23 February 2011
Best and final offer	25 April 2011
Contract award	30 June 2011
Contract commencement	1 September 2011

3. Current Contractual Situation

The main term maintenance and consultancy contracts were re-tendered in 2006 and the three contracts shown in Figure 1 were awarded with an initial five year term to 2011 with possible annual extensions to 2016.

Figure 1

Contract	Provider	Overview of services
Network Management Term Maintenance Contract	Ringway	Reactive repairs and routine minor maintenance: <ul style="list-style-type: none"> ○ potholes and patching, ○ winter service, ○ streetlighting, ○ gully cleansing, ○ lining and signing; and maintenance/improvement schemes up to £1 million
Professional and Highway Consultancy Term Services Contract	Jacobs	Specialist advice and top-up design support
Intelligent Transport Systems Contract	telent	Routine maintenance of traffic signals and intelligent traffic systems

4. Progress to date

For some months the Executive Director for Environment, Highways & Waste has been reviewing the highways procurement strategy and developing options for future service delivery with the Cabinet Member and other key stakeholders. The debate has centred on two main issues:

- **value for money** – ensuring that KCC is obtaining the best value from the market at any given time.
- **delivery** – the ability of the provider to deliver work to time, budget and quality.

As a result of the review work, the decision has been made to re-procure the existing maintenance contracts and seek to:

- create a mixed economy of service providers;
- protect the delivery of routine maintenance;
- improve customer responsiveness;
- provide commercial tension;
- provide opportunity to constantly test the market to provide demonstrable value for money;
- incentivise innovation;
- build increased capability across KHS;
- allocate risk to the most appropriate party.

Much of the *planned* maintenance work, largely capital-funded, will be handled outside the new contract arrangements and will be subject to regular competition through separate procurement processes. This will include, but not be restricted to, the

programme of resurfacing and surface dressing and major streetlighting renewal programmes.

There will be a highways core services contract(s) for routine maintenance to be awarded in early summer 2011 and with the following scope:

1. routine maintenance (carriageway, footway, structure repairs);
winter service;
emergency and out of hours response;

It is essential to have such a core services contract to provide an adequate resource (vehicles and drivers) to deal with any eventuality and especially throughout the winter service.

A 'competitive dialogue' process will determine whether the following services should also be included in the core services contract to drive greater economies of scale and deliverability resilience:

2. drainage, gully emptying and repairs;
3. signs and lines maintenance;
4. integrated transport services (with the ability to spot tender);
5. streetlighting (with some capital to be spot tendered);
6. traffic systems;
7. professional services (so as not to deter opportunities for design and build solutions);
8. highway surfacing.

If potential suppliers cannot demonstrate adequately the benefit of combining these services in one core services contract, any or all of the services listed as numbers 2 to 8 above will be removed from the scope and procured in separate, parallel, procurement streams. Senior officers are very clear that it is for the market to demonstrate the benefits of aggregation as it runs counter-intuitive to KCC's approach of disaggregation and market competition.

KCC will reserve the right to supplement these core services through top-up contracts with other providers if it so chooses.

The Professional and Highway Consultancy Term Services Contract will continue beyond 2011 but kept under close review.

5. Next Steps

Officers are currently preparing the contract notice that will appear in OJEU (the Official Journal of the European Union) and this will seek expressions of interest in the contract. Significant interest is expected, and a Suppliers' Day is planned for 8 June to give prospective bidders the opportunity to hear more about the County Council's requirements and the procurement process. An invitation to this session will be extended to members of the Environment, Highways and Waste POSC and it is hoped that at least some of the Committee will be able to attend.

Members may find it interesting to note that a number of neighbouring authorities are also currently re-tendering their highways contracts, most notably Essex and Surrey.

A further update will be given to the Policy Overview and Scrutiny Committee at its July meeting.

6. Recommendations

Members are asked to note the content of this report and to indicate whether they may wish to attend the Suppliers' Day on 8 June.

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By: Overview, Scrutiny and Localism Manager

To: Environment, Highways and Waste Policy Overview and Scrutiny Committee
25 May 2010

Subject: **SELECT COMMITTEE - UPDATE**

Classification: Unrestricted

Summary: This report advises Members on the progress of the Select Committee on Renewable Energy and invites suggestions for future Select Committee Topic Reviews.

Select Committee: Renewable Energy

1. (1) Since this Committee met in March the Select Committee on Renewable Energy has continued with its evidence gathering meetings and attended conferences and made visits that include; Pine Calyx nr Dover and Renewable Energy Systems Holdings Limited.

(2) The Select Committee is now looking to form its recommendations and write its report by the end of July.

(3) Regular update reports will be submitted to the Policy Overview and Scrutiny Committees (POSCs) to keep Members informed of the progress of the Select Committee.

Suggestions for Select Committee Topic Reviews

2. At the meeting of the Scrutiny Board on 24 February 2010 Members received an update on the current Select Committee topic review programme. Although resources to support reviews are all currently allocated, there would be the potential to start new reviews in November 2010 and January 2011. It was agreed that Members would be asked to consider whether there are any topics that they would like to put forward for consideration for inclusion in the future topic review programme. If Members do have any suggestions could they contact the Democratic Services Officer for this POSC.

Recommendation

3. Members are asked to note the progress on the Select Committee for Renewable Energy, and to advise the Democratic Services Officer of any items that they would like to suggest for inclusion in the Select Committee topic review programme.

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Background Information: *Nil*

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