

Consultation Responses and Actions

Policy (P) or Technical Directive (TD)	Issue raised	By	Action Required Y/N	Reason
P	<p>SRM1 - States that all signs placed on the highway shall conform to TSRGD 2002.</p> <p>The TSRGD 2002 is the current legislation regarding traffic signs and KHS are not permitted to authorise departures from legislation, this can only be authorised by the secretary of state for transport.</p>	Kent Police	Y	Agree with statement made and reworded policy statement to remove ambiguity.
P	<p>SRM2 - States that all signs shall be provided in accordance with KHS Sign and Road Marking Technical Directive where departed from the TSRGD 2002.</p> <p>The TSRGD 2002 is the current legislation regarding traffic signs and KHS are not permitted to authorise departures from legislation, this can only be authorised by the secretary of state for transport.</p>	Kent Police	N	The TD does not contain any departures from TSRGD 2002 but does place restrictions on the permissible variants allowed by the DfT
P	<p>5.2.2 Relevant Legislation – States that TSRGD 2002 Schedule 17 regulates when a sign should be lit or not. 5.2.3 relates to KHS departures from illumination requirements. Again this can only be authorised by the secretary of state for transport.</p> <p>All warning signs and regulatory signs should be illuminated where required by the regulations and any departures from law will lead to enforcement issues for the Police. Kent Police cannot be expected to carry out enforcement, where it is known that</p>	Kent Police	Y	<p>Meeting held with Kent Police and received response from DfT. Although DfT commended our efforts it would not be lawful and could place a liability on KCC should an incident happen as a result of non illuminated signage. Directorate Risk Manager was also of the opinion that the risks need to be made clear if we were to retain the policy wording.</p> <p>Outcome from the meeting was policy wording would be changed to be completely in accordance with TSRGD 2002 but restricted for some of the illumination</p>

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	<p>regulations have not been adhered to.</p> <p>KHS may also have a civil or criminal liability if signs are not illuminated as prescribed by the regulations, and this result in collision(s).</p>			<p>requirements as permitted under Schedule 17 to be cost effective and meet environmental policy for KHS.</p>
	<p>5.3.3 KHS Departures – States that KCC has DfT approval for the use of Traffic Management Products (TMP) FLECTA bollards only, which are non-illuminated.</p> <p>Where the bollards incorporate sign to diagram 610, Kent Police would like the opportunity to view the authorisation, as this may be required for court purposes.</p>	Kent Police	Y	<p>TD has taken guidance directly from Traffic signs Manual Chapter 4 regarding use of sign 610 on bollards. Authorisation has been given by DfT on 1 February 2008 allowing use of 610 signs on bollards at appropriate sites</p> <p>Permissions to be included in the TD as an appendix.</p>
P	<p>SRM 7, I have several sites where cast iron bollards are installed/being installed as part of an approved pallet of materials from the local planners, has/will this be explained to the various planning authorities</p>	Agreements Team	N	<p>Document will be an associated document of Kent Design as the current sign policy is. There will be a communication strategy whereby all staff will be briefed and this can be taken to meetings with developers/planners regarding material specification. As a policy it will have to be adhered to. If cast iron is insisted upon this can be overcome through commuted sums.</p>

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P	You mention that bollards are not to be used to control parking on the footway, can I ask what other methods are available/proposed as when speaking to local parking authorities in the past (specifically TMBC) I have been told that they do not have the resources for enforcing any parking restrictions and so would object to any proposed TRO. Surely as the local authority if we are aware of an issue affecting safety of pedestrian and highway users we have a duty of care to ensure they are protected?	Agreements Team	N	<p>It is more difficult for retro-fitting other solutions compared to installing bollards on existing highway, however installing bollards will not prevent people from parking on a footway as they have to be set back 450mm from the edge of carriageway which a car can still put its wheels on the footway. New development should have parking problems highlighted and be designed out at design stage.</p> <p>Bollards do not protect pedestrians, only safety barrier is designed to do this function. Bollards are constituted as a hazard in themselves and have safety and maintenance implications. The TD does state where highway is being detrimentally damaged they can be installed.</p>
P and TD	General comment about signs being accessible for all – could the recommendations laid out in Chapter 10 Inclusive Mobility (DfT) be taken into account?	Sustainable Transport	N	The guidance given in Inclusive Mobility should be used regardless and the policy makes no deviation from that already given
P and TD	Bollards both in the technical directive and the policy: again please can we ensure that the recommendations outlined in Inclusive Mobility (DfT) are followed e.g. position, colour contrast	Sustainable Transport	N	The guidance given in Inclusive Mobility should be used regardless and the policy makes no deviation from that already given

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P	Regarding cycle and perhaps pedestrian signs – would we consider adding times to these signs to encourage more people to choose active forms of transport?	Sustainable Transport	N	Not currently permitted under TSRGD 2002. If times are to be added to signs then an application to the DfT for authorisation can be gained but it is on a sign by sign basis and cannot be given for an area or countywide basis. Difficulty in getting a formula for calculating the times as this varies considerably from person to person, on the geography of the land and also the surface of the path being signed. No single county is calculating times in the same way.
TD	Do we need some guidance on the use of lines on shared cycleway/footways?	Sustainable Transport	N	This is covered under the TSRGD 2002
TD	Regarding the 'Cyclist dismount' sign – if it is to be used more as a warning then we need to do some education about this and I wonder if we should therefore recommend that the design of the sign should reflect this?	Sustainable Transport	N	Cannot change the design of the sign as it is regulated under the TSRGD 2002. It is an informative sign which advises a cyclist to dismount; it is therefore the cyclist's responsibility to determine if they dismount or not to proceed safely. Education to be undertaken by Sustainable Transport and/or Road Safety
P	There does not seem to be any mention of signs erected by the districts for their various litter etc campaigns. There are also public notices for planning and TRO's which both KHS and the districts erect	Network Management	N	These are not signs that are our responsibility to erect and maintain. The campaign signs should be covered under Town and Country Planning Act (Advertising) for permission and regulation through the districts/borough's. Permission is then required to erect on our infrastructure or to place in the highway. This

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				is covered through the permitting system and their policies.
P	The policy applies to “all areas of KHS that design and/or maintain traffic signs, non-illuminated bollards, road markings and road studs. It also applies to external consultants designing infrastructure to be adopted and maintained by KHS.” As traffic signals are covered by TSRGD, it should be made clear that the policy does not apply to them (if that is the case)	Network Management	Y	Wording has been altered
TD	Yellow box markings will only be installed on approval from Network Performance team. This may be appropriate, especially to avoid the introduction of markings that are expensive, or impossible to maintain. A method for seeking approval will need to be established.	Network Management	Y	Incorporated into Technical Approval Process
P and TD	Road studs which form part of a pedestrian crossing shall only be laid in a reflectorised road marking material. These requirements appear to contradict the Pedestrian Crossing Design Guide, which sought to establish a requirement for suitable delineation of crossings, avoiding paint drips and misshapen ‘stud’ markings.	Network Management	Y	This is a quality standards issue and should be checked after installation. Take this forward into the Red Book for tolerance levels.
P	Passive safety policies. These have implications for ITS and street lighting schemes. Unless similar policies are adopted	Network Management	Y	This is currently the case and a Passive Safety policy is being developed which includes all service areas in KHS

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	in these fields, the lack of consistency could lead to complex litigation in the event of a crash.			
P	Definition of road studs in one section it appears to apply to cats eyes. They are two different things and should be clarified as such	Network Management	Y	Wording altered to avoid confusion
P	All requests for interactive signs shall be assessed in accordance with Road Safety's priority assessment. This is not referenced elsewhere in the document, nor is its status defined. The use of this loose terminology in a Policy is inadvisable.	Network Management		Policy reworded to remove loose terminology
P	Interactive signs shall be located between 100m and 250m from the start of a speed limit. This is only relevant to signs displaying speed limits. Accordingly the policy should refer to Interactive Speed Signs. All VAS are interactive as implied in the policy above.	Network Management		Policy reworded
P	The quoted relevant legislation permits a wide range of signs to be used as VMS (VAS). The policies should introduce limits to prevent further consideration of signs that would never warrant a priority assessment, otherwise there is a danger that this will appear to be a very open-ended policy.	Network Management		Policy reworded

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P	There are several development sites where cast iron bollards are installed/being installed as part of an approved pallet of materials from the local planners, has/will this be explained to the various planning authorities.	Transport & Development	N	Policy will be an associated document of Kent Design. There will be a communication strategy whereby all staff will be briefed and this can be taken to meetings with developers regarding material specification. The Materials group is being reformed with its first meeting on 6 th September which will also assist in disseminating material specification.
P	Bollards are not to be used to control parking on the footpath, can I ask what other methods are available/proposed as when speaking to local parking authorities in the past have been told they do not have the resources for enforcing parking restrictions.	Transport & Development	N	It is more difficult for retro fitting an existing highway design, however, new developments should have parking problems highlighted and engineered out at design stage. Bollards do not protect pedestrians only crash barrier would do this. Bollards are hazards in their own right and have safety implications. The TD states they may be used where highway is being detrimentally damaged.
P	Is it bollards specifically or the reflective panels/banding of that should only be considered in 30mph areas or less. i.e bollards to only go in under 30mph areas or bollards can go in but to only be reflective under 30mph areas	Transport & Development	Y	Have removed ambiguity in wording. Bollards should only be installed in 30mph and less areas. They have to always be reflective.
P	Need to have a policy regarding when a sign is deemed a structure	Structures	Y	Included in the Technical Directive