

By: Andrew Loosemore - Head of Highways Asset Management
Alison Hews – Street Works Manager (East Kent)

To: Scrutiny Committee – 8th May 2019

Subject: Appendix 2 - Use of KLRS Funds

The KLRS sets-out the specific initiatives that any surplus revenues will be applied towards, which are principally associated to the objectives of the KLRS; to be applied equally (*within a limited tolerance*) to the following areas:

Transportation initiatives are defined as facilitating the management and monitoring of traffic and works to minimise disruption on the network and improve safety;

Enabling infrastructure initiatives are defined as those that promote and provide more effective facilities to enable future maintenance, access and improvement of assets;

Industry practices and **research & development** related initiatives cover the operational practices, new materials and ways of working for the control, planning and execution of works.

The primary purpose of these initiatives is based on reducing the impact of works on the highway network, to reduce any disruption whilst important and essential services are maintained. This Scope supports the aim to raise standards in the planning and execution of works for the benefit of the road users in Kent.

Recent successful bids to the KLRS Fund

Smart Winter: Awarded £84,500.00

SmartWinter is a programme of projects exploring new Winter technologies alongside the application of data analytics. SmartWinter envisages a range of benefits in five key areas:

- Improved safety and stakeholder satisfaction (for both Amey and KCC)
- Savings through reduced number of winter gritting runs
- Savings through reduced spend on basic winter facility/resource
- Savings on materials
- Better evidencing for revenue spend, transparency and defence against claims

The solution will address issues in the Transportation category managing and monitoring traffic and works to avoid disruption through its use of real-time and historic traffic data to analyse the impact of freezing and gritting services on vehicle movements

Turbo roundabouts: Awarded £53,500.00

Bid by Kent County Council to install a roundabout type known as a 'turbo roundabout', a concept widely used in the Netherlands and New Zealand. This involves segregating the lanes by way of a physical measures (in this case armadillo blocks) to keep drivers in lane, requiring them to select the correct approach position before entering the circulatory. In addition, give way signs and markings are installed on all approaches to alert drivers to the need to slow down, something that is not usually used on UK roundabouts. Finally, it is intended to use sequentially flashing chevron warning signs on the centre island to give drivers better site of the roundabout during the hours of darkness.

Smart Gullies: Awarded £35,000.00

Through the use of gully sensors this aims to provide clear and concise data on gully fill levels. KCC will be able to demonstrate how sensors can dramatically reduce the need for cleansing or inspection regimes, the sensor itself will show when a gully needs to be cleansed.

Farmers gritting Trials: Awarded £20,000.00

The funding was used by KCC to purchase 2 spreader units that will be installed on 2 tractors, (one in Maidstone and one in Sevenoaks), and for a set of snow tyres for the route in Sevenoaks where it has been identified that due to the local conditions this additional grip will assist with the gritting on a route with steep undulations.

A228 Malling Road (Mereworth): Awarded £69,500.00

Funds awarded to make use of a non-conventional ironwork repair, undertaken by Rhino Asphalt Solutions Ltd (RAS) who offer a unique 'Ironmaster system' that comes with a 5-year guarantee period. This 5-year guarantee period not only provides a degree of financial protection, knowing any repair costs during the guarantee period will be met by RAS, but the confidence in their product will almost certainly be reflected by the lowering of ironwork failures on the A228. This results in less disruption, less congestion and the possibility of the A228 being a more reliable diversion route for works taking place elsewhere.

The funds were secured not only to undertake improvement to ironwork falling under the remit of Kent County Council Highways Transportation & Waste (KCC HT&W), but also to include the utility covers present to further avoid disruption caused by potential failures.