



## AGENDA

### HIGHWAYS ADVISORY BOARD

**Tuesday, 3rd March, 2009, at 10.30 am**  
**Council Chamber, Sessions House, County**  
**Hall, Maidstone**

Ask for: **Karen Mannering**

Telephone **(01622) 694367**

*Tea/Coffee will be available 15 minutes before the start of the meeting.*

#### **UNRESTRICTED ITEMS**

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

1. Substitutes
2. Declarations of Interests by Members in items on the Agenda for this meeting.
3. Minutes - 6 January 2009 (Pages 1 - 12)
4. Kent Highway Services - Director's Update (Pages 13 - 14)
5. Future Working Relationships with EDF (Pages 15 - 18)
6. Capital Road Maintenance Programme 2009/10 (Pages 19 - 26)
7. The Transportation and Safety Package Programme 2009/10 (Pages 27 - 34)
8. Kent Permit Scheme Update (Pages 35 - 38)
9. Public Transport Developments, Funding and Initiatives (Pages 39 - 42)
10. Results from the Highway Tracker Survey 2008 (Pages 43 - 48)
11. Progress Report on Major Capital Projects (Pages 49 - 60)

#### **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, 23 February 2009**

*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

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### HIGHWAYS ADVISORY BOARD

MINUTES of a meeting of the Highways Advisory Board held in the Council Chamber, Sessions House, County Hall, Maidstone on Tuesday, 6 January 2009.

PRESENT: Mr C Hibberd (Chairman), Mr W A Hayton (Vice-Chairman), Mr T J Birkett, Mr J R Bullock, MBE, Ms S J Carey, Mr A D Crowther (substitute for Mrs P A V Stockell), Mr D S Daley (substitute for Mr I S Chittenden), Dr M R Eddy (substitute for Mr R Truelove), Mr C G Findlay, Mr R F Manning, Mr J I Muckle, Mr R A Pascoe, Mr A R Poole, Mr R Tolputt and Mrs E M Tweed.

IN ATTENDANCE: Mrs C Bruce (Interim Director Kent Highway Services), Mr D Hall (Head of Transport & Development), Ms L Day (Kent Parking Manager), Mr S Gasche (Public Transport Team Leader), Mr D May (Ringway), Mr J Pearce (Senior Engineer, Road Safety), Mr R White (Transport and Development Business Manager), and the Head of Democratic Services (represented by Mrs K Mannering).

#### UNRESTRICTED ITEMS

**1. Declarations of Interests by Members in items on the Agenda for the meeting**  
(Item 2)

Further to Minute 1(2) of 11 November 2008, Mr Muckle requested progress on the guidelines being drawn up. Work was continuing on the paper and the Chairman assured Members that he would endeavour to have a report for the next meeting.

**2. Minutes - 11 November 2008**  
(Item 3)

(1) Further to Minute 5(2) of 11 November 2008 – Permanent Lorry Park, Members requested details of the outcome on the award of the contract for the Economic Impact Study. Caroline Bruce undertook to circulate details of progress to Members.

(2) RESOLVED that the Minutes of the meeting held on 11 November 2008 are correctly recorded and that they be signed by the Chairman.

**3. Kent Highway Services - The Director's Update**  
(Item 4 – Oral report by Interim Director, Kent Highway Services)

(1) The Interim Director gave an oral update on some of the key issues and developments in KHS, as follows:-

(a) *Staffing*

Members would be aware that since the last HAB, John Hobbs had been unable to continue his work as Director of Highways Improvement for personal reasons.

We were enjoying a period of stability and were starting to reap the benefits of this – staff had welcomed job security and morale was improving. However, she recognised that many staff were still reeling from the significant change over the last four years, and she had some way to go to ensure that **all** staff felt happy and valued. This was understandably one of her key priorities.

*(b) Transformation*

We were now nearing the end of the implementation of technology planned during transformation – with streetlighting moving from their Mayrise system to the WAMS/Confirm software during January and February. Additionally Job Smart was being implemented and this would improve the programming of maintenance work and visibility of the status of fault repair to KHS staff and the Contact Centre – which would enable us to provide more information to the public about when a fault would be resolved.

A site for the West Kent depot was being actively pursued and she hoped to be able to share more details over the course of the next few months.

*(c) Journey times into Maidstone*

Anecdotally we had heard from a number of stakeholders - members, traders, bus operators - about the positive effect of the Traffic Management Centre and technology on journey times into Maidstone – and importantly the reliability of those journeys. We now had data to evidence this improvement with journeys taking on average 3.5 minutes per mile in the peak run up to Christmas against a baseline in 2007 of 4.2 minutes per mile.

*(d) Winter service*

With the cold snap greeting the New Year it was timely to give an update on the winter service, but members would be aware that preparation for winter starts in October and might have seen the press coverage or heard radio interviews with one of the supervisors for the salting teams.

Coverage was on 30% of the road network with 53 salting routes and 64 vehicles carried out salting duties. Salt was kept throughout the county for use by those vehicles. Additionally 250 snow ploughs were held by farmers in rural areas and these had been serviced ready for action.

Salting runs were up by about 50% on this time last year.

As at 5 January, between 10,000 and 12,000 tonnes of salt was held in depots with further deliveries later in the week. Members would also recall that we had started to use pre-wet salt (which basically improved stickability of the salt) and a report on this in the early summer was planned as part of the annual winter maintenance report to HAB which would be brought forward from September.

*(e) LED programme*

The programme to replace all traffic light heads with LED technology was on track to be delivered by 31 March this year. As at mid December 332 sites had been completed with a further 180 sites remaining and 67 sites having some technical

issues. It was understood this replacement programme was to be a first nationally, and the benefits would be reviewed over the course of 09/10.

We were looking at the potential for LED streetlights in due course, but this was something we would need to evaluate over the course of the next few years.

*(f) Reactive maintenance work*

Along with improving staff morale, this was a key priority – getting the basics right. It would be fair to say that the new technology and working practices we had implemented had taken longer to bed down than was originally thought, and this had led to a loss of confidence by some in the service. We were all working very hard to turn this round, and the massive commitment that teams were demonstrating day in day out was acknowledged.

Members and parish colleagues had started to see the benefits of the community liaison officers and the direct contact that many had with them. Members were urged to report routine faults through the Contact Centre so that the liaison officers had time to support them for JTBs, parish work or when issues needed to be escalated.

In terms of fault resolution, we aimed to resolve basic faults such as potholes, signage and so on within 21 days of the fault being reported. In many district areas we were delivering well on this. In two or three areas more faults were being raised and there was a small backlog. We were receiving about 800 fault reports per week from the public which were being resolved alongside the faults picked up through the routine safety inspections.

Overall, there were currently 3,500 jobs still outstanding over 21 days, against a high of 7,500 in October. Many of the outstanding jobs had in fact been completed and there was a big push to update the systems. Job Smart would again help with this as the system would update automatically once a job had been completed.

Operational performance data was reviewed weekly by team leaders and managers on a weekly basis at team and service group level.

(2) The Board:-

(a) noted the report;

(b) agreed that, in future, a written report be submitted; and

(c) requested an occasional report from the Cabinet Member for Environment, Highways and Waste.

**4. Jobsmart - Presentation**

*(Item 5 – Report by David May, Ringway)*

(1) Mr May gave a presentation on Jobsmart having circulated a detailed diagram of the system.

## JobSmart - What did it do?

- A way of electronically scheduling jobs to gangs effectively and efficiently
- A way of letting people know what was going to happen
- A way of getting clear job instructions to the gangs in the field
- A way of monitoring the live progress of things as they happened in the field
- A way of letting people know what had happened and storing records

## JobSmart - How was it Smarter, Better, Faster?

- Live feedback of quality information to those who needed to know (informed Customers)
- Effective scheduling of work leading to improved efficiency (value for money)
- Creating realistic targets and ensuring delivery (meeting Customer expectations)
- Passing on accurate information to gangs out in the field (safe and right first time)
- Capturing and exchanging data electronically (less paper, accessible records)

(2) Following a detailed question and answer session, Mr May invited Members to visit Jobsmart. The Chairman thanked Mr May for a very informative presentation.

## **5. Enforcement by Motorcycle Patrols - One Year Pilot Scheme** *(Item 6 – Report by Interim Director, Kent Highway Services)*

- (1) The 12 Kent District Councils were responsible for the practical application of parking policy within a framework set by the County Council. The requirements of the Traffic Management Act 2004 and the associated Network Management Duties had placed a responsibility on KCC as the Highway Authority to provide a more efficient and economic civil enforcement package. There was an expectation that local authorities would provide a universal level of enforcement across the highway network with a concentrated presence in areas of increased risk, such as school sites.
- (2) There was a general concern that vehicles parked outside schools on legally enforceable school keep clear markings were causing a potential safety issue in many parts of the County.
- (3) Traditional enforcement patrols consisted of one Civil Enforcement Officer in a van. To regularly enforce school keep clear markings, the patrol must negotiate town centre traffic during the two busiest times of the working day, resulting in the possibility of only one school receiving enforcement per day. As an example, Thanet District contains 54 school keep clear markings and effectively, a regular patrol might take upward of eight weeks to complete an enforcement circuit of the District.
- (4) Although the possibility remained of using more than one enforcement patrol to visit the schools, this had serious repercussions on the enforcement of the remainder of the District on a day-to-day basis.
- (5) There was also a concern that more rural areas and those locations where there were few waiting restrictions were not being enforced as rigorously as

other localities and that illegal parking might cause safety issues. Although the sites were included within regular enforcement beats, they were often not enforced as frequently as the busier town centre and residential areas.

- (6) There were often telephone calls received from members of the general public reporting illegal and unsafe parking both at school sites and in more remote locations. If an enforcement officer was despatched, the vehicle had more often moved on by the time the patrol was able to reach the location.
- (7) Kent County Council officers had agreed to operate a one-year motorcycle enforcement pilot scheme in partnership with Thanet District Council to provide high level enforcement at all schools within their District along with a rapid response to more remote locations. The scheme would commence, following a publicity campaign to local schools, on 1 April 2009. The pilot scheme would be closely monitored in order that all results could be analysed at the end of the 12 month period.
- (8) Kent County Council was to provide funding of approximately £40k to purchase one motorcycle, one staff member, all equipment and full training. Thanet District Council would provide all insurance costs, vehicle running costs and maintenance. They would employ the necessary staff member under their terms and conditions for a 1 year period.
- (9) Similar motorcycle enforcement schemes elsewhere in England had been successful in reducing the problems caused by inconsiderate parking outside schools and in more remote locations.
- (10) Patrols by motorcycle would significantly increase enforcement outside schools during opening and closing hours and reduce the risks of accidents. There would also be a highly visible enforcement presence at the areas of increased risk.
- (11) There would be an increase in a rapid response service to enforce more remote and rural areas, especially during those times of the day when congestion occurred within town centres making it difficult for a conventional patrol to reach the sites.
- (12) As a consequence of the highly visible, reactive service there should be a resulting increase in positive publicity and public confidence, and fewer accidents.
- (13) The Board:-
  - (a) supported the pilot scheme in principle; and
  - (b) recommended that the Cabinet Member review the situation at the end of the 12 month period.

## **6. Concrete Roads**

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

- (1) Further to Minute 3 of 8 July 2008 concerning Magnolia Avenue, Cliftonville, and the need for KHS to consider an approach to maintaining the Authority's minor

concrete roads asset, the report updated members on progress in assessing the County's concrete estate roads.

(2) The condition assessment of Kent's minor roads was achieved by a visual survey carried out on a two year cycle. Six Districts were surveyed one year and the remaining six the following year. The six Districts being surveyed this year were: Maidstone, Canterbury, Gravesham, Shepway, Thanet and Tunbridge Wells. In order to complete an assessment of the condition of the concrete road asset, this year's survey will be extended to cover concrete roads in the other six Districts that the local Highway Inspector considered were in need of attention. The report would be followed up with a further report in April to promote a programme of repairs.

(3) This year's visual survey was being enhanced to record the particular types of deterioration exhibited by concrete roads to enable a comprehensive assessment of the needs for maintaining that part of the roads asset. Therefore, the concrete road survey data would be separately analysed to develop a specific programme of repairs for the County's concrete estate roads.

(4) A further report would be presented to the May meeting of the Board to consider the needs for investment in the concrete roads asset. The report would make use of the enhanced survey and analysis used to compile a proposed programme of works.

(5) The Board noted:-

- (a) the progress being made in identifying the need for investment in the County's concrete estate roads; and
- (b) that a further report would be submitted post April 2009.

**7. Kent Design Guide - Interim Guidance Notes prepared as a response to the publication of Manual for Streets and Planning Policy Statement PPS3: Housing**

*(Item 8 – Report by Interim Director, Kent Highway Services)*

*Prior to consideration of the report Members received a presentation from Mr White, Transport & Development Business Manager.*

(1) The publication of the "Manual for Streets (Department for Transport, Communities and Local Government & Welsh Assembly Government, March 2007)" had necessitated a review of the Kent Design Guide. Furthermore, the publication of Planning Policy Statement PPS3: "Housing (Communities & Local Government, November 2006)" heralded a shift in guidance concerning residential parking 'standards' such that local planning authorities were required to produce residential parking policies for their areas. Kent's District Councils asked Kent Highway Services to use its considerable knowledge and growing evidence base on the subject to produce a response to PPS3.

(2) The public realm arm of the Commission for Architecture and the Built Environment, Space, facilitated an external review of the Kent Design Guide that gave it a relatively clean bill of health. However, the visibility guidance in



the Guide had been superseded, the Quality Audit ‘concept to completion’ process needed to be enlarged upon and the guidance in respect of residential parking needed to be emphasised. The latter also satisfied the need to replace the residential parking element of Kent and Medway Structure Plan Supplementary Planning Guidance SPG4 (Vehicle Parking Standards) to accord with PPS3.

- (3) The Kent Planning Officers Group (KPOG), as ‘client’ for the Kent Design Initiative, had overseen preparation of and consultation on the resulting Interim Guidance Notes. They had been approved by KPOG and were to be offered for adoption, for Development Control purposes, by Medway Council and Kent’s District Councils. Formal approval by Kent County Council would encourage such adoption.

#### *Interim Guidance Note 1 – Quality Audits*

- (4) The Kent Design Guide promoted collaborative working (“the Development Team approach”) on all developments involving the creation of new streets and places. Manual for Streets developed the idea into Quality Audits. These enabled the Development Team to balance a range of complimentary and competing factors to arrive at the best overall development.
- (5) The Quality Audit Note established the way that Quality Audits should work, with reference to the Building for Life standard that was being recommended for use by all those involved in designing, assessing and building new housing.
- (6) The Note also drew upon survey work conducted by Kent Highway Services, in conjunction with the Kent Design Initiative, into residents’ views on recently completed developments.

#### *Interim Guidance Note 2 – “Visibility”*

- (7) The ‘visibility standards’ contained in the Kent Design Guide had been superseded by the guidance contained in Manual for Streets. The Interim Guidance Note explained the changes and related them to good design.

#### *Interim Guidance Note 3 – Residential Parking*

- (8) Parking was by far the biggest cause of dissatisfaction among residents of recently completed developments. In spite of the guidance contained in the Kent Design Guide, discredited ideologies on the location, design and number of spaces were still being imposed. PPS3 sought a design-led approach that took account of expected levels of car ownership, having regard for the most efficient use of land and assisting with demand management at appropriate locations.
- (9) The Interim Guidance Note draws on national guidance on the design of and appropriate amounts of parking, interpreting both through the substantial evidence base gathered from residents in recently completed developments. It satisfied the aims of PPS3, offering development partners and elected members an opportunity to design, approve and build streets and places in which parking would not cause neighbour disputes, inconvenience to pedestrians and danger (perceived and actual) to all users.

- (10) Two aspects of the Note which might prove to be controversial were worth highlighting. Firstly, the growing evidence base showed that only about half of garages provided as part of the parking provision were used for that purpose, even when non-use results in inappropriate parking. The Interim Guidance Note recommended that where there were no on-street parking controls, garages should be additional to the appropriate amount of parking for vehicles. Secondly, where there were no on-street controls, the recommended amounts of parking were expressed as “minimum”. False limitations on amounts of parking had resulted in problems for residents, and had not always been in the interests of good design.
- (11) It was important that new and updated guidance should be made known to all those who were expected to use it. Furthermore, training was often needed to help practitioners make use of new approaches to their work. The Interim Guidance Notes would be the subject of training and awareness-raising within Kent Highway Services and among Kent’s District Councils as part of the ongoing partnership aimed at delivering design excellence and Putting Kent First. They would also figure in training that was being formulated by the Kent Design Initiative.
- (12) The preparation of the Interim Guidance Notes, their adaptation for inclusion on the Kent Design Guide website and the training and awareness-raising necessary to bring them into widespread use were part of the work of the Kent Design Initiative. No additional resources were needed.
- (13) The Interim Guidance Notes satisfied the requirements of updating the Kent Design Guide to bring it in line with Manual for Streets and provided an evidence based response to PPS3. They maintained and enhanced the Kent Design Initiative’s commitment to design excellence.
- (14) Dr Eddy queried whether any part of the proposed recommendations to the Cabinet Members should first appear in the Forward Plan. Officers undertook to look into the matter.
- (15) Subject to the outcome in paragraph (14) above, the Board:-
  - (a) agreed that the Cabinet Member for Environment, Highways and Waste and the Cabinet Member for Regeneration and Supporting Independence be informed that :-
    - (i) the three Interim Guidance Notes were needed to reflect changes in national guidance since the Kent Design Guide was published in 2005;
    - (ii) a thorough consultation had been undertaken using the Kent Design Initiative network. Representations had been embraced where appropriate; and
    - (iii) the Notes had been approved by the Kent Planning Officers Group as updates to the Kent Design Guide and, in the case of Residential Parking, also as an appropriate response to Planning Policy Statement PPS3: Housing; and
  - (b) supported the proposal for recommendation to the Cabinet Member for Environment, Highways and Waste and the Cabinet Member for Regeneration and Supporting Independence that the Quality Audit and

Residential Parking Interim Guidance Notes be approved for adoption by Kent County Council; and for recommendation for adoption by Kent's District Councils;

(c) noted the "Visibility" Interim Guidance Note, which updated guidance contained in the Kent Design Guide.

*A formal vote was not taken but Dr Eddy requested that his abstention be recorded.*

**8. Canterbury Quality Bus Partnership - Targets and Bus Stop Clearways**  
*(Item 9 – Report by Interim Director, Kent Highway Services)*

- (1) The report set out the current position concerning the provision of bus stop clearways in the Canterbury district, and recommended that the Cabinet Member approved the original recommendation of the report considered by the Canterbury Joint Transportation Board (JTB) on 25 November 2008 that all present and future bus stop clearways should be restricted for 24 hours a day, 7 days a week.
- (2) The Department for Transport (DfT) set out its guidelines on the provision of bus stop clearways in DfT circular 02/2003: The Traffic Signs Regulations and General Directions (TSRGD) 2002. Paragraphs 24-32 set out the new regulations which were designed to enable buses to pull up level with the kerb at bus stops in order to facilitate easy access and egress for bus passengers. In addition, the regulations foresee the legally binding requirement of the Disability Discrimination Act (DDA) 2004, which required all buses to be DDA compliant by 2017. This meant that wheel-chair users must be able to access and egress low-floor buses *at all times of operation, including evening and early morning services*. To restrict access by bus to able-bodied passengers only during those times by restricting the times of operation of bus stop clearways would be contrary to the requirements of the DDA, and would therefore require further changes to the bus stop infrastructure when the whole bus fleet was converted to low-floor access by 2017.
- (3) Paragraph 29 of TSRGD was particularly relevant to the issue of the period of time for which the restrictions should apply to vehicles other than buses stopping at bus stop clearways. It stated: *".. and that the hours of operation and enforcement should take account of the hours when buses are operating"*. As buses operated on all the principal inter-urban routes serving Canterbury between 0600 and 2400, and on most of the city centre routes between 0630 and 2330, and as the DfT guidelines permitted the restriction to apply 24 hours a day, it was recommended that this provision be applied to all present and future bus stop clearways in the Canterbury district. The reason for the uniform approach was that, where a timed restriction applied, vehicles frequently parked during the evening and were not removed until after the morning peak period had commenced, causing serious problems for access and egress at bus stops when they were blocked by parked vehicles.
- (4) The development and improvement of the bus network was dependent on a constructive working partnership between the bus operator, the City Council and the County Council. This had been exemplified in Canterbury by the operation of a Quality Bus Partnership (QBP), which sought to promote improvements to bus services through understanding and co-operation between the parties to the QBP. The extension of bus stop clearway

restrictions so that they applied all day every day was an essential pre-requisite for the success of the QBP, as it would be indicative of a serious commitment by KCC to the support of the existing bus network and to its future development for the reasons set out in the report.

- (5) The following comments from Mr M Northey, Chairman of the Canterbury JTB, had been circulated to Board Members prior to the meeting:-

“I should be grateful if the Board would consider the following and not reverse the Canterbury JTB recommendation. We debated it thoroughly, did not come lightly to our conclusion and it was passed with a comfortable majority. We believe that HAB will take great account of this.

The officer paper makes some good arguments for the bus stop clearway -- but only for those hours when the bus is running. There is no merit at all in denying the public highway to parking of other vehicles -- which form the overwhelming majority - when there are no buses needing a clearway. We really must not anticipate what the national government may or may not do in ten years' time. Lessons of the past few months have shown us how uncertain the world is.

Why restrict liberty for road users a) when there is no need to b) because what may or may not happen in the far future?

The correct course is proper enforcement at times when that is necessary - not blanket restrictions at other irrelevant times, which will anyway not be observed by the careless but will inconvenience the responsible”.

- (6) The Canterbury JTB considered a report at its meeting on 25 November 2008 which recommended that all bus stop clearways be restricted for 24 hours a day, 7 days a week. Its recommendation was rejected, and the present policy of bus stop clearway restrictions applying only between 0700 and 1900 remained. This caused serious problems for buses needing to provide level kerb access and egress for all bus passengers during the evenings and early mornings, and also sent out a message which was contrary to the published policy of Kent County Council which supported the development of sustainable transport and promotes travel by public transport in particular wherever possible. The KCC officers therefore recommended that the Highways Advisory Board should not accept the recommendation of the Canterbury JTB, and should make provision for 24 hours a day, 7 days a week restrictions for all bus stop clearways in the Canterbury district.
- (7) The Board supported the proposal for recommendation to the Cabinet Member for Environment, Highways and Waste that the recommendation from the Canterbury JTB not to extend bus stop clearway orders for 24 hours per day was not supported.

*Carried 9 for, 2 against*

**9. Circular Roads 1/2006 Setting Local Speed Limits, Update**  
*(Item 10 – Report by Head of Network Management)*

- (1) The latest results of the work carried out by Jacobs UK on the speed limit review were set out in the report. This was the latest in a series of HAB reports on the speed limit review. It set out the funding implications for the implementation of the demonstration project; gave details of the communication process with the parish council and others on the demonstration area; set out the recommendations of the review of phase 1; and gave details of the programme for the completion of the review.
- (2) The estimated cost of the recommended changes in the demonstration area was £225,621. This covered the signing and lining required to make the limits enforceable and clear to drivers whilst seeking to reduce clutter wherever possible. A detailed breakdown of the costs was set out in Appendix 1 of the report.
- (3) In May 2008 presentations were given to the parish councils in the demonstration area. The presentations included an opening address by Keith Ferrin and he was followed by presentations from Jacobs on how the speed limits were considered; the Kent Police Traffic Unit gave their position; and John Wilson, who had represented all of the parish councils in the demonstration area. In addition to the presentations copies of the Jacobs report were provided and the parish councils were invited to comment on the reports recommendations. Subsequently a number of comments were received along with letters from individual residents, a local Councillor and action groups. The review team, the Kent Traffic Police and John Wilson, reconsidered the comments. A further report was then produced and circulated to all those who wrote to the council giving details of any subsequent changes or giving detailed explanation on why further changes could not be included.
- (4) The review on Phase 1 was now complete and a draft report had been prepared. It covered 11 “A” class roads and 9 “B” class roads (a complete list of roads was set out in Appendix 2 of the report), and 109 parish councils (a complete list of councils was set out in Appendix 3 of the report). The report recommended reductions to 40 speed limits and increased to 13 which represented changes to 19.18% of the total of 267km of road covered within the phase 1 area.
- (5) During discussion Caroline Bruce undertook to provide Members with details of the above changes, following the meeting.
- (6) The programme for the completion of the review of the A and B road network was as follows:-

<b>Financial year</b>	<b>scheme</b>
2009/10	Implement demonstration project Detailed design & communication Phase 1 Review Phase 2
2010/11	Monitor demonstration project Implement Phase 1 Detailed design & communication Phase 2

	Review Phase 3
2011/12	Monitor Phase 1 Implement Phase 2 Detailed design & communication Phase 3
2012/13	Monitor Phase 2 Implement Phase 3
2013/14	Monitor Phase 3

- (7) Local communication with Parish Councils in the demonstration area had been through John Wilson of East Farleigh PC who had agreed to act for all of the councils within the demonstration area. His role was to reassure the Parish Councils within the area that the county councils approach was robust and fully in line with the Government's guidance. With the review of Phase 1. John Wilson had now been joined by volunteers from three parish councils within the phase 1 area who were now acting in a similar role.
- (8) At present there was insufficient time and funding to also consider "C" and unclassified roads across the county, however, such roads could not be completely ignored. So where a crash analysis indicated that a lower limit was wholly or partly the measure required to reduce crashes, then a crash remedial report could be produced and funding for that scheme provided through the small improvement's budget, its priority being set by PIPKIN.
- (9) Subject to the Board receiving the information referred to in paragraph (5) above, the Board supported the proposals for recommendation to the Cabinet Member for Environment, Highways and Waste that:-
- (a) the funding of the demonstration area next year 2009/10 be agreed;
  - (b) the continuation of the programme of the speed limit review be agreed; and
  - (c) the recommendations of the phase 1 report be noted and supported.

### **Adverse Weather Conditions**

The Chairman undertook to circulate the following to the staff of Kent Highways Services, on behalf of Board Members:-

"At the meeting of the Highways Advisory Board on 6 January the Members requested that I should record the Board's appreciation of the exceptional work done by staff of KHS during the current period of cold weather.

They are aware that the outdoor staff have endured very cold conditions at inconvenient times and the indoor staff have willingly provided back-up whilst continuing to perform their normal duties."

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**By:** Interim Director of Kent Highway Services  
**To:** Highways Advisory Board – 3 March 2009  
**Subject:** Director's Update  
**Classification:** Unrestricted

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**Summary:** This report provides a brief up-date for Members on the progress being made in developing an effective and efficient Highway Service.

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**1. Introduction**

1.1 Members have requested a written update to each meeting of this Board. This report in particular covers the excellent response to a colder than average winter. Other key areas covered in this report include white lining, Parish Portal, Permits and Kent Traffic Officers.

**2. Key Issues**

2.1 Permit Scheme for Kent

This subject is covered in detail elsewhere on this agenda. However, I am pleased to report excellent progress with a likely introduction of a permit scheme in 2009 (subject to approval by the Secretary of State). This is a national first and reflects the excellent background undertaken by the Network Management team over a two year period. This progress reflects the County Council's strategic aims to improve traffic flows and reduce congestion across Kent.

2.2 Winter Service

Kent Highways Services was very pro-active in responding to the snow and ice emergency which gripped Kent and the UK during December, January and February. 50 salting runs were completed between October and January which would normally cover the whole winter period. In comparison, during 2007-08, only 30 runs were necessary. Kent was early to react to the emergency ensuring that adequate stocks of salt were maintained in the face of a national shortage. It is worth noting that some serious flooding issues were effectively managed after the snow emergency in February.

2.3 White Lining

White lining will be treated as a major priority in the first three months of 09/10 and all towns in Kent will receive a re-refresh of lines up to one km out of the town centre. A re-refresh of lines will also be undertaken where there is a high incidence of crashes. The opportunity will be taken to invite districts to request re-lining in relation to their parking responsibilities.

#### 2.4 Kent Traffic Officers

I am pleased to report good progress on the establishment of Kent Traffic Officers (KTOs) who will be another key weapon in the fight against traffic congestion. Kent Police approved the County Council's draft accreditation application on 23 December 2008. Publicity on this issue commenced on 15 February. A number of training sessions have been undertaken through Kent Police, particularly relating to the use of Police Powers.

#### 2.5 Parish Portals

The Parish Portal is a key part of Kent Highway Services' transformation initiative and is designed to offer a full range of highways services online. "**My Kent Highways Online**" will provide the public, parish representatives, and County Members with a number of 'online services' to make access to highways services more convenient. Workshop-style seminars with parishes and county members took place on 20 and 27 February.

#### 2.6 Staff Morale and Performance

I am also pleased to report growing positive staff morale which is reflected in improving standards of customer and Member care, evidenced by the comments I receive from staff on a regular basis and my improved performance.

### 3. Conclusion

- 3.1 Kent Highway Services is making positive progress both in its drive to become a more effective operational unit but also in terms of wider policy objectives such as congestion busting.

### 4. Recommendations

- 4.1 Members note the good progress being made.

<b>Background Documents:</b> None
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#### Author Contact Details

Caroline Bruce, Interim Director of KHS.

✉ caroline.bruce@kent.gov.uk

☎ 01622 694192



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**By:** Head of Asset Management  
**To:** Highways Advisory Board - 3 March 2009  
**Subject:** Future Working Relationships with EDF  
**Classification:** Unrestricted

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**Summary:** This report advises members of the past performance of EDF in its relationship with KHS and sets out the improved future working practices between the two organisations. Members are asked to note the report.

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## **1. Introduction**

- 1.1 Members have been aware for some time of the poor performance of EDF with regard to requests for work from KHS Street lighting, both in the repair of faults as well as the provision of new connections.
- 1.2 There has been no lack of effort from KHS staff in pursuing EDF for an improved performance but in the vast majority of cases, the chase has proved fruitless for whatever reason EDF have put forward. In the majority of cases, a lack of 'jointing resources', to make the connection from the EDF Network to the KHS streetlight system, appears to have been the fundamental underlying problem for EDF. Demands across the south east for skilled jointers have far outweighed the number of qualified jointers available to EDF

## **2. Existing Performance of EDF and KHS**

- 2.1 The performance indicator used by KHS with regard to EDF is "Average days to respond to streetlight faults" with a target of 30 days. For the year to date (to December '08), EDF has managed 64.7 days, from KHS records. To help Members, the performance of KHS in repairing faults has been on average for the year 4.7 days, when the work has been released to the contracting arm, against a target of 5 days.

## **3. Service Level Agreement**

- 3.1 To move the whole performance effort forward, a Service Level Agreement (SLA) has been developed in joint consultation between EDF Energy Networks and representatives of Local Authority Lighting Customers and incorporates as a minimum standard the Ofgem National SLA recommendations released in October 2007 with regard to unmetered connections. Though not legally binding, the SLA outlines the minimum level of service to which EDF Energy Networks and Local Authorities will aim to work.
- 3.2 Attached are extracts from the SLA at Appendix 1 which gives Members a feel for the new targets for EDF for both faults and new connections, in the vast majority complying with KHS targets for EDF. Ofgem require EDF to report performance data for street lighting on a quarterly basis. This data has first to be agreed with the customers, the lighting authorities. If agreement cannot be reached, Ofgem will be informed of that fact for their assessment.

3.3 Performance meetings will be held on a regular basis with EDF, weekly, monthly, quarterly and annually with the quarterly meeting in place to agree the performance data that is submitted to Ofgem. These performance meetings together with project and ad hoc meetings will allow a professional and trusting working relationship to develop.

3.4 To ensure that KHS transfers all required information to EDF when requesting fault repairs or new works, the new business management system being put in place within KHS will automatically complete all necessary details to be sent to EDF thus removing any possible delays at the Kent end.

#### **4. Conclusion**

4.1 I am optimistic that the SLA represents a positive and constructive way forward in improving the performance of EDF in its working relationship with KHS. At the present time, I believe that 15 highway authorities in the EDF region have signed up with the SLA thus allowing for continuous improvement across the whole of the south east area.

4.2 KHS Street lighting is now part of a South East Group of lighting authorities which includes the counties of East and West Sussex and Surrey, Brighton Unitary and London Boroughs. Performance will be monitored across all authorities.

4.3 As the new relationship evolves between KHS and EDF, I will be keeping Members up to date with all developments and performance levels. I will also be reporting to Members on the future developments of the Street lighting service, with very progressive proposals for a developing unit.

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✉ Norman.bateman@kent.gov.uk

☎ 01622 221123

Background Documents - None

## 4. EDF ENERGY NETWORKS SERVICE CATEGORY SUMMARY

### Levels for Emergency Attendance and Fault Repairs to Unmetered Connections

Category	Ofgem Definition <sup>1</sup>	Refined Definition	Service Level	Clock start event	Clock stop event
Emergency Attendance	Work necessary to remove immediate danger to the public or property arising from the electricity distribution network.	Emergency attendance is required in situations where there is immediate danger to the public caused by the electricity network or the collapse of an asset.	<ul style="list-style-type: none"> <li>80% of incidents attended in 2 hours</li> </ul>	The notification of an emergency fault with the required minimum information by the LA or emergency service to the specified EDF Energy Networks contact.	EDF Energy Networks attends site.
High Priority Fault Repair	Work that is urgent but would not require attendance out of normal working hours to restore electricity supplies to street furniture e.g. at the site of an accident black spot, major road junction, pedestrian crossing facility, an area of public order concerns, a reoccurring fault or traffic signals.	Work that is urgent but would not require attendance out of normal working hours to restore electricity supplies to street lighting or street furniture.	<ul style="list-style-type: none"> <li>50% of jobs complete in one Working day or less</li> <li>90% of jobs complete in 10 working days or less</li> </ul>	The receipt of notification (including minimum information) by EDF Energy Networks from the LA.	Notification to designated LA contact that electrical work is complete.
Single Unit Fault Repair	Fault on service e.g. no current, low voltage, faulty cut-out (i.e. electrically distressed), loss of neutral and high earth impedance affecting one unit.	Fault on service e.g. no current, low voltage, faulty cut-out (i.e. electrically distressed), loss of neutral and high earth impedance affecting one unit.	<ul style="list-style-type: none"> <li>60% of jobs complete in 10 working days or less</li> <li>80% of jobs complete in 20 working days or less</li> </ul>	The receipt of notification by EDF Energy Networks from the LA (including minimum information).	Notification to designated LA contact that electrical work is complete.
Multiple Unit Fault Repair	Fault on service e.g. no current, low voltage, faulty cut-out (i.e. electrically distressed), loss of neutral and high earth impedance affecting more than one unit.	Where there is a fault on service e.g. no current, low voltage, faulty cut-out (i.e. electrically distressed), loss of neutral and high earth impedance affecting more than one unit.	<ul style="list-style-type: none"> <li>75% of jobs complete in 10 working days or less</li> <li>90% of jobs complete in 20 working days or less</li> </ul>	The receipt of notification by EDF Energy Networks from the LA (including minimum information).	Notification to designated LA contact that electrical work is complete.

1

## Competition in Connections - UMC Service Level Agreement

### Service Levels for Completion of Connections Work

Category	Ofgem Definition	Definition	EDF Energy Networks Service Level	Clock Start Event	Clock Stop Event
New works orders with 1-10 jointing operations per order.	May include the following: new capital lighting schemes, road improvement schemes, provision of connection/disconnections, service transfer, new service and disconnections.	New works orders comprising 1-10 tasks.	<ul style="list-style-type: none"> <li>• 60% of orders complete in 15 working days or less</li> <li>• 90% of orders complete in 30 working days or less</li> </ul>	Asset ready date or order receipt date, whichever is the latest	Notification to designated LA contact that electrical work is complete.
New works orders with 11-50 jointing operations per order	May include the following: new capital lighting schemes, road improvement schemes, provision of connection/disconnections, service transfer, new service and disconnections.	New works orders comprising 11-50 tasks.	<ul style="list-style-type: none"> <li>• 70% of orders complete in 25 working days or less</li> <li>• 90% of orders complete in 35 working days or less.</li> </ul>	Asset ready date or order receipt date, whichever is the latest	Notification to designated LA contact that electrical work is complete.
New works orders with 51-100 jointing operations per order	Not subject to Ofgem SLA.	New works orders comprising 51-100 tasks.	<ul style="list-style-type: none"> <li>• Timescales to be agreed with customer</li> </ul>	Asset ready date or order receipt date, whichever is the latest	Notification to designated LA contact that electrical work is complete.
New Works orders with 100 plus jointing operations per order.	Not subject to Ofgem SLA.	New works orders comprising more than 100 tasks.	<ul style="list-style-type: none"> <li>• Timescales to be agreed with customer</li> </ul>	Asset ready date or order receipt date, whichever is the latest	Notification to designated LA contact that electrical work is complete.

### Reinstatement

Reinstatement will be completed as soon as practicable working within the confines of the Traffic Management Act.

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**By:** Head of Countywide Improvements  
**To:** Highways Advisory Board - 3 March 2009  
**Subject:** Capital Road Maintenance Programme 2009/10  
**Classification:** Unrestricted

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**Summary:** This report sets out details of assessment of condition of roads, prioritisation and delivery programme. The report also advises Members of the indicative level of additional funding that will enable the delivery of a larger programme in the coming financial year. Members are therefore asked to note the programme and that works will begin in April.

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## **1. Introduction**

- 1.1 The assessment of the condition of the highway network is essentially divided into two Categories: Classified (A, B and C Class) roads and Unclassified (the remainder) of the network.

## **2. Classified Roads**

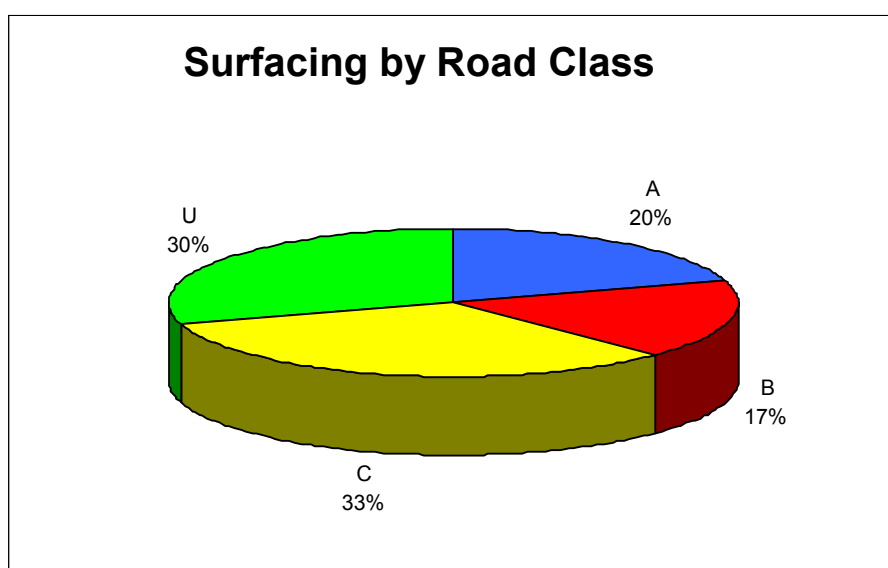
- 2.1 The assessment of the condition of these roads is carried out using a vehicle mounted measurement system known as 'Traffic – Speed Condition Survey' (TRACS). This records cracking, deformation, riding quality and surface texture. This process is also linked to identified skid deficient sites which have been determined from a combination of crash details in wet weather conditions and the actual measurement of skid deficiency. Additional testing is used to determine whether the road will fail from heavy vehicle loading.
- 2.2. The combination of these results is verified by site inspections and engineering judgement is used to determine the most appropriate treatment necessary to prolong the life of the road being considered, e.g. reconditioning, strengthening, resurfacing, surface dressing, etc.

## **3. Unclassified Roads**

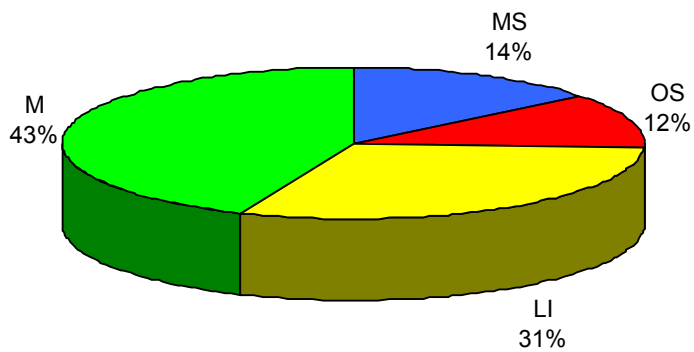
- 3.1 The assessment of the condition is undertaken by driven visual inspection. Additional sites can be added from other sources such as highway inspectors, Members, the public and Parish Councils.
- 3.2 Whereas the major road network is likely to fail from vehicle loading, the minor network is much more likely to fail from aging. Subsequent site inspections are therefore undertaken to verify the condition and determine the most appropriate treatment.

#### 4. Surfacing Needs

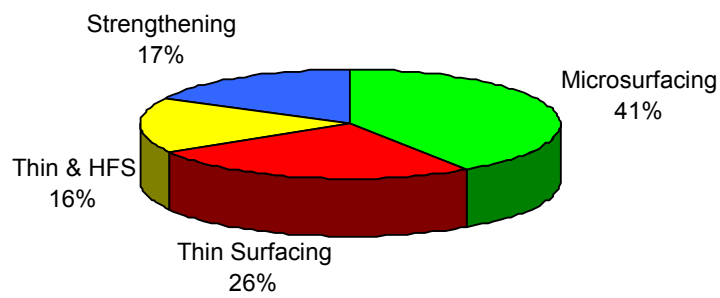
- 4.1 Previous priorities have been based on treatment of 'worst first' rating from the database of the condition of the network. A new process has been devised that bases the treatment of the network on economic rating and prioritises roads that have been rated on a cost effective treatment basis. That is to say; if a road is in the 'worst list' this year it may deteriorate very little in the next couple of years and the treatment will be the same at the end of this period, however another road may be lower down on the 'worst list' this year but over the next couple of years it could deteriorate rapidly and if left untreated would require major works. Therefore it is more cost effective to treat these sooner than those which appear to be in a worse condition.
- 4.2. The current maintenance emphasis is on the reduction of reactive maintenance works, in particular on the minor network. The aim for the surfacing programme this year is to treat the roads that are more liable to need reactive treatment. It has been decided therefore, that the 2009/10 works programme will contain approximately 70% of sites that are in the Minor & Locally Important hierarchy.
- 4.3 Significant additional funding (subject to approval) has thus been made available in 2009/10 to improve this balance. The budget for Carriageway and Footway Resurfacing for next year is likely to be set at around £20m compared with less than £10m in this year.
- 4.4 From the sites initially prioritised, only 24 were shown as requiring Surface Dressing (in 08/09 there were over three times as many in the Surface Dressing programme). It is therefore proposed not to have a Surface Dressing programme for 09/10 but to prepare for a larger programme in 2010/11 to benefit from economy of scale and achieve better value for money.
- 4.5 The graphs below and the attached Appendix 1 show the split of the programme and a list of schemes proposed for 2009/10 respectively.



### Surfacing by Hierarchy



### Surfacing by Treatment



## 5. Recommendations

5.1 Members are asked to note the programme so that work can begin in April.

### Author Contact Details

Behdad Haratbar,  
Head of Countywide Improvements  
✉ [behdad.haratbar@kent.gov.uk](mailto:behdad.haratbar@kent.gov.uk) ☎ 01622 698269

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ROAD NO.	ROAD NAME	PARISH	DISTRICT
	Brookfield Road	Ashford	Ashford
	New Ash Green Road	New Ash Green	Sevenoaks
	Cranbrook Road	Tenterden	Ashford
	A252 Canterbury Rd	Chilham	Canterbury
	Templar Way	Ashford	Ashford
	Loose Road (Quiet)	Maidstone	Maidstone
	Loose Road (Camera)	Maidstone	Maidstone
	HFS Sevenoaks	Sevenoaks	Sevenoaks
	HFS Swale	Swale	Swale
	HFS T&M	Tonbridge	Tonbridge & Malling
	Brent Swing Bridge	Faversham	Swale
	Glassenbury Road	Goudhurst	Tunbridge Wells
	Reculver Road	Beltinge	Canterbury
	Grove Ferry	Upstreet	Canterbury
	Liverton Hill	Lenham	Maidstone
	A228 Kings Hill	West Malling	Tonbridge & Malling
	Geddes Hill	Pembury	Tunbridge Wells
	Maidstone Road	Brenchley	Tunbridge Wells
	Winchett Hill	Tun Wells	Tunbridge Wells
	Calverly Park Gardens	Tun Wells	Tunbridge Wells
	North Road	Tun Wells	Tunbridge Wells
	Bedgebury Road	Bedgebury	Tunbridge Wells
	Hall Oak Road	Sevenoaks	Sevenoaks
	A25 Main Road	Sevenoaks	Sevenoaks
	Kent Hatch Road	Sevenoaks	Sevenoaks
	A25 Borough Green	Borough Green	Tonbridge & Malling
	Canterbury Road	Folkestone	Shepway
	London Road	Hythe	Shepway
	Lowfield Street	Dartford	Dartford
	Beechmont	Sevenoaks	Sevenoaks
	Ashgrove	Sevenoaks	Sevenoaks
	The Street	Meopham	Gravesham
	Granville	Sevenoaks	Sevenoaks
	The Slade	Tonbridge	Tonbridge & Malling
	Avebury Ave	Tonbridge	Tonbridge & Malling
	Park Road	Faversham	Swale
	North Road	Goudhurst	Tunbridge Wells
	White Cottage	Tonbridge	Tonbridge & Malling
	Colne Road	Tonbridge	Tonbridge & Malling
	Shakespeare Rd	Tonbridge	Tonbridge & Malling
	Hackington Rd	Canterbury	Canterbury
A20	London Road	Aylesford	Tonbridge & Malling
B2068	Fausett Hill	Lower Hardes	Canterbury
B2080	Appledore Road	Tenterden	Ashford
C150	Bromley Green Road	Ruckinge	Ashford
C152	Romden Road	Smarden	Ashford
C152	Wissenden Lane	Bethersden	Ashford
C154	Godinton Lane	Ashford	Ashford
C159	Swain Road	Tenterden	Ashford
C161	Wittersham Road	Rolvenden	Ashford
C161	Catts Hill	Stone-cum-Ebony	Ashford
C166	Acton Lane/Ebony Road	Stone-cum-Ebony	Ashford
C183	Waltham Road	Waltham	Canterbury
C207	Stodmarsh Road	Canterbury	Canterbury
C220	The Street Ash	Ash	Dover
C244	Water Lane	Smarden	Ashford
C44	Bull Lane	Bethersden	Ashford
C91	Burnthouse Lane	Smarden	Ashford
U13610	Grimthorpe Avenue	Whitstable	Canterbury
U11217	Green Hill Lane	Egerton	Ashford
U11218	Elvey Lane	Pluckley	Ashford

ROAD NO.	ROAD NAME	PARISH	DISTRICT
U11222	Sparrow Hatch	Bethersden	Ashford
U11224	Ram Lane	Hothfield	Ashford
U11239	Wagstaff Lane	Biddenden	Ashford
U11282	Thurstons Lane	High Halden	Ashford
U11295	Birchett Lane	Orlestone	Ashford
U11295	Spot House Lane	Orlestone	Ashford
U11295	Woodchurch Road	Orlestone	Ashford
U11321	Knock Hill	Stone-cum-Ebony	Ashford
U11351	Denwood St	Crundale	Ashford
U11362	Longport	Crundale	Ashford
U11367	Blackwall Road	Wye with Hinxhill	Ashford
U11962	Bewsbury Cross Lane	Whitfield	Dover
U11967	Chapel Lane	St Margarets-at-cliffe	Dover
U12636	Readers Bridge Road	Tenterden	Ashford
U12703	Mill Pond Lane	Tenterden	Ashford
U13315	Court Road	Deal	Dover
U13322	St Richards Road	Deal	Dover
U13855	Birch Close	Broadstairs & St.Peters	Thanet
U13855	Beech Drive	Broadstairs & St.Peters	Thanet
U14136	Cherry Gardens	Broadstairs & St.Peters	Thanet
U14136	Chestnut Drive	Broadstairs & St.Peters	Thanet
U14157	Camden Road	Broadstairs & St.Peters	Thanet
U14271	Barrows Close	Birchington	Thanet
U14271	Phillips Road	Birchington	Thanet
U15189	Durrant Way	Swanscombe & Greenhithe	Dartford
U15836	Keary Road	Swanscombe & Greenhithe	Dartford
U15842	Leonard Avenue	Swanscombe & Greenhithe	Dartford
U15858	Munford Drive	Swanscombe & Greenhithe	Dartford
U15903	Worcester Close	Swanscombe & Greenhithe	Dartford
U15934	Evergreen Close	Higham	Gravesham
U16029	Briar Dale	Higham	Gravesham
U16058	Carton Road	Higham	Gravesham
U16212	Gainsborough Drive	Northfleet	Gravesham
U16279	Hollytree Drive	Higham	Gravesham
U19583	Almond Close	Broadstairs & St.Peters	Thanet
U19659	Holly Close	Broadstairs & St.Peters	Thanet
U19724	Pear Tree Close	Broadstairs & St.Peters	Thanet
U19787	The Hawthorns	Broadstairs & St.Peters	Thanet
U19788	The Maples	Broadstairs & St.Peters	Thanet
U19793	The Pines	Broadstairs & St.Peters	Thanet
U19796	The Silvers	Broadstairs & St.Peters	Thanet
U1997	Stalisfield Road	Charing	Ashford
U23607	Frogs Lane	Rolvenden	Ashford
U2756	Plains Avenue	Maidstone	Maidstone
A224	London Road	Sevenoaks	Sevenoaks
A225	Offord Road	Sevenoaks	Sevenoaks
A227	Wrotham Road	Gravesend	Gravesham
A227	Wrotham Road	Gravesend	Gravesham
A227	Wrotham Road	Gravesend	Gravesham
A255	Queens Road	Broadstairs & St.Peters	Gravesham
A26	Eridge Road	Tunbridge Wells	Thanet
A28	Sturry Road	Canterbury	Tunbridge Wells
A290	Whitstable Road	Canterbury	Canterbury
B2051	Eastern Esplanade	Margate	Canterbury
C118	Faversham Road	Whitstable	Canterbury
C192	St Stephens Hill	Canterbury	Canterbury
C268	Birchwood Road	Swanley	Sevenoaks
C278	New Barn Road	Longfield & New Barn	Dartford
C637	New Cut Road	Boxley	Maidstone
U1587	Workhouse Lane	East Farleigh	Maidstone
U1661	Cradducks Lane	Staplehurst	Maidstone

ROAD NO.	ROAD NAME	PARISH	DISTRICT
U18282	Beaconsfield Road	Sittingbourne	Swale
U1884	White Hill Road	Detling	Maidstone
U2848	Suffolk Road	Maidstone	Maidstone
A2	East Street	Sittingbourne	Swale
A20	Ashford Road	Sellinge	Shepway
A260	White Horse Hill	Hawkinge	Shepway
B2006	Dover Street	Sittingbourne	Swale
B2054	Grange Road	Ramsgate	Thanet
C119	Joy Lane	Whitstable	Canterbury
U18829	Swale Avenue	Queenborough	Swale
A20	London Road	East Malling & Larkfield	Tonbridge & Malling
A229	Palace Avenue	Maidstone	Maidstone
A255	The Broadway	Broadstairs & St.Peters	Thanet
A256	Priory Road	Dover	Dover
A267	Nevill Street	Tunbridge Wells	Tunbridge Wells
A291	Canterbury Road	Herne & Broomfield	Canterbury
B2026	Mill Hill	Edenbridge	Sevenoaks
B2027	Clinton Lane	Hever	Sevenoaks
B2052	Hartsdown Rd junction coffin corner	Margate	Thanet
B255	Southfleet Road	Bean	Dartford
C196	Shalmsford Street	Chartham	Canterbury
C206	Station Road	Adisham	Canterbury
C349	Penenden Heath Road	Maidstone	Maidstone
C394	Queens Road	Maidstone	Maidstone
C395	Mote Road	Maidstone	Maidstone
C402	Marine Parade	Sheerness	Swale
C431	Northdown Park Rd	Margate	Thanet
C581	Kingsdown Road	Deal	Dover
C581	Ringwould Road	Ringwould with Kingsdown	Dover
U13364	Mill Road	Deal	Dover
U13566	South Street	Whitstable	Canterbury
U1600	Haste Hill Road & Green Lane	Boughton Monchelsea	Maidstone
U16564	St Johns Road	Gravesend	Gravesham
U1707	Pearsons Green Road	Brenchley	Tunbridge Wells
U21246	Quarry Road	Tunbridge Wells	Tunbridge Wells
U2370	Bell Road (East)	Maidstone	Maidstone
U2872	Union Street	Maidstone	Maidstone
A26	Mount Ephriam	Tunbridge Wells	Tunbridge Wells
A226	East Hill Overy Liberty, The Brent	Dartford	Dartford
A227	Wrotham Road	Gravesend	Gravesham
A254	Eaton Rd/Queens Ave/Ramsgate Rd	Margate	Thanet
A255	Boundary Rd/High St/Park Rd	Ramsgate	Thanet
A26	London Rd, Mt Ephraim, St Johns Rd	Tunbridge Wells	Tunbridge Wells
A26	High Street, Tonbridge Road	Tonbridge	Tonbridge & Malling
A28	Mill Road, Island Road	Sturry	Canterbury
A28	Canterbury Road	Ashford	Ashford
A28	Tourtel Road	Canterbury	Canterbury
A28	Wincheap	Canterbury	Canterbury
A28	Broad Street, Military Road	Canterbury	Canterbury
B2010	Smiths Hill/Yalding Hill	West Farleigh	Maidstone
B2027	Stocks Green Rd / Hildenborough Rd	Hildenborough	Tonbridge & Malling
B2050	Manston Road	Manston	Thanet
B262	Station Road	Dartford	Dartford
C389	Upper Grosvenor Road	Tunbridge Wells	Tunbridge Wells
A26	St Johns Road	Tunbridge Wells	Tunbridge Wells
A26	London Road	Tunbridge Wells	Tunbridge Wells

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**By:** Head of Transport & Development Planning  
**To:** Highways Advisory Board - 3 March 2009  
**Subject:** The Transportation and Safety Package Programme 2009/10  
**Classification:** Unrestricted

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**Summary:** This report is to inform members of the proposed Transportation and Safety Package Programme for 2009/10 to be recommended for approval by the Cabinet Member for Environment, Highways and Waste.

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## 1. Introduction and Policy Framework

- 1.1 Kent County Council's (KCC) local transport funding for 2009/10 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 2009/10 includes a capital allocation of £14.752M, which consists of borrowing approvals and grant and is specifically for the implementation of Integrated Transport (IT) schemes. Of the £14.752M, £2.600M will be used to fund detailed design and supervision of construction of 2009/10 schemes as well as forward design of 2010/11 schemes, and £2.200M is required to complete the 2008/09 programme. These include schemes which have been deferred in order to provide additional funding for maintenance in 2008/09. This results in a budget of £9.952M for implementation of new schemes. The allocation for new schemes in 2008/09 was £9.65M.
- 1.3 This report provides details of the 69 schemes that make up the proposed Transportation and Safety Package Programme for 2009/10 together with a brief summary of key elements of the programme. The schemes proposed for 2009/10 are shown at **Appendix 1**.

## 2. Scheme Prioritisation

- 2.1 The proposed Transportation and Safety Package Programme for 2009/10 has been devised using Kent's Scheme Prioritisation Methodology, PIPKIN. A report outlining the principles and a proposal to implement PIPKIN was presented to the (HAB) in July 2006, and was approved by the Cabinet Member for Environment, Highways and Waste on the strength of the recommendations of this Board.
- 2.2 All scheme proposals have been subjected to a formal assessment and 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. Revisions to the viability of some schemes, such as their public acceptability and their deliverability, and the inclusion of previously approved carryovers from the 2008/09 programme has resulted in a final list of 69 new schemes to be funded from the 2009/10 budget. Schemes which have not achieved sufficient priority can be resubmitted as part of the 2010/11 programme.
- 2.3 The 2010/11 programme will be assessed using a revised scheme prioritisation system. This system is currently being developed through an informal member group and will be the subject of a future report to this Board.

## 3. Priorities for Funding

- 3.1 The proposed Transportation and Safety Package Programme for 2009/10 includes:
- (a) Funding for the development of Kent's successful **Traffic Management Centre** (UTMC) to new areas of Kent and targeted funding to support the evolution of UTMC in Tunbridge Wells, Gravesend, Maidstone and Canterbury (£1.025M) as well as extension and upgrading of the Kent bus tracking and real time passenger information system (£350K).
  - (b) A new and innovative **Kickstart Public Transport initiative** (£1.627M). Bus companies were invited to submit proposals for capital funding to deliver a step change in local bus services and frequencies to support regeneration and help tackle congestion. Investment will fund new buses in Ashford including Stagecoach (10 vehicles) allowing *Line A* to be increased in frequency from 15 to 10 minutes and low floor vehicles and frequency improvements to be cascaded to routes 3 and 5. Enhancements are also planned for route 13 from Singleton to the town centre (1 vehicle) and for Ashford E Line linking Eureka Park – Town Centre – Orbital Park (2 vehicles). These enhancements will lay the groundwork for Ashford's Smartlink network. The Eastonways 38/ 38A, serving the Ramsgate and Birchington areas, is to be enhanced with 2 new vehicles. 2 new vehicles are also to be provided on the 326/ 327 Sittingbourne to Gillingham, operated under contract to Chalkwell.
  - (c) Investment in bus infrastructure to support **Quality Bus Partnership** (QBP) initiatives in Ashford, Canterbury, Dover, Maidstone and Thanet (£0.8M). This is match funding which has levered in significant investment from bus operators in new vehicles and higher frequency services.
  - (d) Investment in road safety initiatives through a targeted programme of **Casualty Reduction Measures** (CRMs). There are 17 schemes (£1.3M) 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 £1.0M contribution will help fund a package of new and upgraded ticket machines for operators and help bring forward the ticket machine investment programmes planned by Stagecoach and Arriva. It is proposed that the machines will also link with Kent's GPS and Real Time Passenger Information System. A pilot is planned in partnership with Stagecoach for Kent Freedom Pass holders in Thanet; it is hoped that a launch will be possible in September 2009.
- (f) A £250K investment is proposed to upgrade bus stop poles and information to passengers as part of Kent's **Public Transport Information Strategy**. This will complete a programme to upgrade all of the 560 most important (level 1) bus stops in Kent, it is also key to supporting a re-tendering of the Kent Roadside Infrastructure Unit.
- (g) The programme includes a range of measures on the highway to support **Safer Routes to School** (£375K) as well as infrastructure within the school grounds including new 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 which has achieved a 5% switch at primary schools from car to walking to school.
- (h) £100K is to be spent on **upgrading pedestrian crossings to DDA compliancy**. A further £50K is to be top sliced from the programme to introduce dropped kerbs 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 2009/10 of 69 schemes detailed in this report 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**

- 6.1 Subject to the views of this Board, it is proposed to recommend to the Cabinet Member for Environment, Highways and Waste that:
  - (a) the proposed Transportation and Safety Package Programme for 2009/10 (as shown in Appendix 1) be approved;
  - (b) this Board notes the development and application of Kent's new Scheme Prioritisation System;

- (c) 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:

*Highways Advisory Board 11 July 2006, Item 10*

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

## **Appendices**

Appendix 1 – 2009/10 Transportation & Safety Package Programme

**Author Contact Details:** David Joyner,  
Sustainable Transport Manager,  
01622 696852  
david.joyner@kent.gov.uk



**APPENDIX 1 - 2009/10 Transportation & Safety Package Programme**

**Ashford**

PIPKIN rank	Scheme ref	Description	Ward	Scheme Type	Scheme Objective	Cost
13	ASH24	Ashford Domestic Station Improvements	Victoria	Multi-modal interchange	Tackling congestion	£ 90,000
20	ASH20	Bus Strategy Action Plan Pilot Scheme - Routes 'A', 3 & 5	Stanhope	Bus infrastructure	Tackling congestion	£ 200,000
48	PRW04	Highfield Lane Estate to William Harvey Hospital	N Williesborough	Walking	Tackling congestion	£ 20,000
52	ASH30	Halstow Way to Noakes Meadow Cycleway	Beaver	Cycle track	Tackling congestion	£ 40,000
53	ASH34	Safer Routes to School - Beaver Green School, Cuckoo Lane	Beaver	First 'safe routes'	Casualty reduction	£ 20,000
103	ASH29	Christchurch School to Park Farm cycleway	Norman	Cycle track	Tackling congestion	£ 60,000
<b>Total</b>						<b>£ 430,000</b>

**Canterbury**

PIPKIN rank	Scheme ref	Description	Ward	Scheme Type	Scheme Objective	Cost
5	CAN13	Canterbury Bus Strategy	Westgate	Bus stops with travel information	Tackling congestion	£ 300,000
17	CAN14	Canterbury Urban Traffic Management	Westgate	Urban Traffic Control (installations)	Tackling congestion	£ 150,000
27	CAN23	Canterbury to Chartham off road cycle route	Wincheap	Cycle track	Tackling congestion	£ 100,000
38	CAN19	Connect 2	Harbour	Cycling	Tackling congestion	£ 50,000
<b>Total</b>						<b>£ 600,000</b>

**Dartford**

PIPKIN rank	Scheme ref	Description	Ward	Scheme Type	Scheme Objective	Cost
43	DAR36	Pedestrian Crossing Improvements	Town	New or improved footway	Improving accessibility	£ 25,000
45	DAR16	High Street, Bean - new footway	Bean & Darenth	New or improved footway	Improving accessibility	£ 20,000
56	DAR38	A2018 Rochester Road - cycle route improvements	Heath	Unsignalled crossing	Tackling congestion	£ 50,000
57	DAR11	Pedestrian links to Bluewater	Castle	Signalled crossing	Tackling congestion	£ 100,000
<b>Total</b>						<b>£ 195,000</b>

**Dover**

PIPKIN rank	Scheme ref	Description	Ward	Scheme Type	Scheme Objective	Cost
14	ITT02	Kent Bus Tracking System East Kent	Town & Pier	Bus priority	Tackling congestion	£ 250,000
24	DOV02	Bus Stop infrastructure improvements in the Dover District	Town & Pier	Improvements to existing bus stops	Tackling congestion	£ 100,000
28	DOV01	River Dour Cycle Route (Phase 2)	Town & Pier	Cycle track	Tackling congestion	£ 100,000
<b>Total</b>						<b>£ 450,000</b>

**Gravesham**

PIPKIN rank	Scheme ref	Description	Ward	Scheme Type	Scheme Objective	Cost
22	GRA04	UTC Gravesend, including VMS	Central	Urban Traffic Control (installations)	Tackling congestion	£ 125,000
36	GRA23	B2175 The Hill/Stonebridge Road (Thames path connection)	Northfleet North	Cycle track	Tackling congestion	£ 40,000
46	GRA22	Pedestrian Crossing Improvements	Pelham	New or improved footway	Improving air quality	£ 50,000
54	GRA18	Wrotham Rd (North) cycle routes	Woodlands	Cycle track	Improving air quality	£ 40,000
-	Top slice	A227 Gravesend to Wrotham speed limit signing review	Gravesend/Wrotham	Other Schemes	Tackling congestion	£ 50,000
<b>Total</b>						<b>£ 305,000</b>

<b>Maidstone</b>						
PIPKIN rank	Scheme ref	Description	Ward	Scheme Type	Scheme Objective	Cost
10	MAI28	Cycle Improvements Maidstone Town Centre	High Street	Cycle lane	Tackling congestion	£ 30,000
19	MAI10	Urban Traffic Management Control System	High Street	Urban Traffic Control (installations)	Tackling congestion	£ 200,000
25	MAI09	QBP Scheme	Shepway South	Improvements to existing bus stops	Tackling congestion	£ 100,000
119	MAI05	Fant Traffic Calming	Fant	Urban Traffic Calming	Improving Accessibility	£ 85,000
126	MAI21	Ware Street Zebra Crossing	Bearsted	Unsignalled Crossing	Tackling congestion	£ 25,000
Total						£ 440,000

<b>Sevenoaks</b>						
PIPKIN rank	Scheme ref	Description	Ward	Scheme Type	Scheme Objective	Cost
1	SEV08	Speed Limit (cycle route) - Swanley	Swanley White Oak	Safety scheme	Casualty reduction	£ 50,000
Total						£ 50,000

<b>Shepway</b>						
PIPKIN rank	Scheme ref	Description	Ward	Scheme Type	Scheme Objective	Cost
16	SHE04	Folkestone Pedestrian Improvements	Folkestone Harvey West	New or improved footway	Casualty reduction	£ 80,000
31	SHE09	Bus Stop Improvements - Route 10/10A (Folkestone to Ashford)	Folkestone Harvey Central	Improvement to existing bus stop	Tackling congestion	£ 125,000
32	SHE11	Bus Stop Improvements - Route 12/711/712 (Folkestone to Dover)	Folkestone Harvey Central	Improvement to existing bus stop	Tackling congestion	£ 80,000
42	SHE17	Folkestone High Speed Rail Link Station Access Improvements	Folkestone Harvey West	Multi-modal interchange	Improving accessibility	£ 200,000
Total						£ 485,000

<b>Swale</b>						
PIPKIN rank	Scheme ref	Description	Ward	Scheme Type	Scheme Objective	Cost
11	SWA06	Homewood Avenue Safer Routes to School	Chalkwell	Traffic management	Casualty reduction	£ 100,000
21	SWA15	Marine Parade/Richmond Street SRTS	Sheerness East	Crash remedial measure	Casualty reduction	£ 75,000
34	SWA32	Cycle Network improvements - Sittingbourne	St Michaels	Cycling	Tackling congestion	£ 60,000
39	SWA26	Swale-wide bus infrastructure improvements	Milton Regis	Improvement to existing bus stop	Tackling congestion	£ 95,000
40	SWA08	Borden Traffic Management	Chalkwell	Traffic management	Casualty reduction	£ 50,000
44	SWA36	Bell Road refuges by Memorial Hospital, Sittingbourne	St Michaels	Traffic management	Casualty reduction	£ 15,000
50	SWA33	Sheerness High Street pedestrian refuge	Sheerness East	Crash remedial measure	Casualty reduction	£ 10,000
51	SWA20	Priory Row, Davington - Safer Routes to School	Davington Priory	First 'safe routes'	Casualty reduction	£ 15,000
227	SWA19	Lynsted Footway	Teynham & Lynsted	New or improved footway	Improving accessibility	£ 100,000
Total						£ 520,000

**Thanet**

PIPKIN rank	Scheme ref	Description	Ward	Scheme Type	Scheme Objective	Cost
6	THA25	Cliffonville Primary School SRTS	Cliffonville East	Unsignalised crossing	Casualty reduction	£ 100,000
7	THA21	Margate seafront to Drapers Mill	Margate Central	Cycle track	Casualty reduction	£ 160,000
8	THA20	Broadstairs Traffic Plan (Phase 2)	Viking	Toucan or puffin crossing	Tackling congestion	£ 150,000
9	THA05	Thanet Quality Bus Partnership	Margate Central	Improvement to existing bus stop	Tackling congestion	£ 100,000
23	THA10	Westwood Transport Plan	Northwood	Road duelling & widening	Tackling congestion	£ 250,000
30	THA14	Pysons Road, Broadstairs	St Peter's	Unsignalised crossing	Tackling congestion	£ 211,000
37	THA08	Garlinge Primary School - SRTS	Garlinge	Unsignalised crossing	Casualty reduction	£ 165,000
41	THA26	Westbrook Avenue/Westgate Bay Avenue, Margate	Westgate-on-Sea	Unsignalised crossing	Casualty reduction	£ 190,000
47	THA22	Chilton Primary School SRTS/Nethercourt Hill, Ramsgate	Cliffsend & Pegwell	First 'safe routes'	Casualty reduction	£ 150,000
49	THA24	Junction improvements for pedestrians - mass action plan (Thanet)	Dane Valley	New junction/improvement scheme	Casualty reduction	£ 20,000
62	THA04	Dane Valley Cycle Routes (Phase 5)	Dane Valley	Cycle track	Tackling congestion	£ 111,000
<b>Total</b>						<b>£ 1,607,000</b>

**Tonbridge & Malling**

PIPKIN rank	Scheme ref	Description	Ward	Scheme Type	Scheme Objective	Cost
3	TON05	A20 & A228 to Kings Hill - bus priority measures and infoimps	Aylesford	Bus priority scheme	Tackling congestion	£ 50,000
15	TON14	Tonbridge Station Interchange	Judd	Multi-modal interchange	Tackling congestion	£ 40,000
33	TON13	Winterfield Lane - footway	East Malling	New or improved footway	Tackling congestion	£ 200,000
<b>Total</b>						<b>£ 290,000</b>

**Tunbridge Wells**

PIPKIN rank	Scheme ref	Description	Ward	Scheme Type	Scheme Objective	Cost
2	TUW01	Urban Traffic Management & Control (UTMC) Tunbridge Wells	Pantiles & St Marks	Bus infrastructure scheme	Tackling congestion	£ 300,000
4	TUW18	A264 Pembury Road - Linked Signalised junctions with Bus Priority	Sherwood & Parks	Signal upgrading	Casualty reduction	£ 50,000
26	TUW17	Longfield Road 'Great Lodge' junction improvements	Sherwood	Junction improvement	Tackling congestion	£ 50,000
35	TUW14	A264 Langton Road Cycleway	Rushall	Cycle lane	Tackling congestion	£ 150,000
<b>Total</b>						<b>£ 550,000</b>

**Countywide**

PIPKIN rank	Scheme ref	Description	District/Ward	Scheme Type	Scheme Objective	Cost
12	STT09	QBP Kickstart Scheme (Ashford, Thanet, Swale)	Ashford, Stanhope/ Countywide	Bus infrastructure	Tackling congestion	£ 1,627,000
18	ITT01	Traffic Management Centre Development	Countywide	Urban Traffic Control (installations)	Tackling congestion	£ 250,000
29	ITT03	Kent Bus Tracking System West Kent	Countywide	Bus priority	Tackling congestion	£ 100,000
92	STT08	Smart Card Compliant Ticket Machines	Countywide	Bus infrastructure	Tackling congestion	£ 1,000,000
94	STT01	Public Transport Information Strategy	Countywide	Improvements to existing bus stops	Tackling congestion	£ 250,000
142	STT02	Platinum School Travel Plans - Off highway infrastructure	Countywide	School travel plans	Tackling congestion	£ 100,000
160	STT03	Upgrading pedestrian crossing points	Countywide	Walking	Improving accessibility	£ 100,000
-	Top slice	Reactive drop kerbs	Countywide	Unsignalised crossing	Improving accessibility	£ 50,000
-	Top slice	CRMs fastrack for quick delivery	Countywide	Crash remedial measure	Casualty reduction	£ 50,000
-	Top slice	Pedestrian Crossing (8 sites)	Countywide	Unsignalised/Signalised crossing	Improving accessibility	£ 500,000
<b>Total</b>						<b>£ 4,027,000</b>

**TOTAL Countywide Allocation 2009/10: £ 9,949,000**

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**By:** Network Performance Manager  
**To:** Highways Advisory Board – 3 March 2009  
**Subject:** Kent Permit Scheme Update  
**Classification:** Unrestricted

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**Summary:** This report is for information only and details the current status of the Kent Highways introduction of a Permit Scheme. Members are asked to note the report.

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## **1. Introduction**

- 1.1. The purpose of this report is to inform the Highways Advisory Board of the progress with the development and introduction of a Permit Scheme into Kent.
- 1.2. There are no decisions required at this stage in relation to this implementation and the purpose of this report is to provide information only.

## **2. Background**

- 2.1. Through the introduction of a Permit Scheme, Kent County Council intends to increase its powers of coordination and management of activities by works promoters competing for space or time in the street. The Traffic Management Act (TMA), under which a Permit Scheme can be applied and introduced, broadens the coordination and co-operation duties under the New Roads and Street Works Act 1991 (NRSWA). Therefore the Kent Permit Scheme is intended to make coordination and management more effective and deliver the following specific objectives:
  - to improve safety – for those using, living or working on the street, including those engaged in activities controlled by the Scheme;
  - to minimise the inconvenience and disruption caused by roadworks activities on people using the streets;
  - to protect the structure of the street and the integrity of apparatus in it.
- 2.2 In a wider policy context, the County Council is committed to fighting the effects of traffic congestion and this is a priority in its Towards 2010 programme. A successful permit scheme will contribute significantly to aiding the “expeditious” movement of traffic on the highway which is a requirement under the TMA.

### **3. Progress to Date**

- 3.1. Further to guidance from Department for Transport, the Kent Permit Scheme underwent further design and development during the last three months of 2008. The key areas of change included the production of a cost-benefit assessment, specifically for operational permitting aligned to the stated objectives. In addition, the proposed method of operation had to be adapted to meet with the national interface for electronic transfer of information between works promoters and the highways authority.
- 3.2. As a result of this Scheme development a decision was made to enter into a third mini-consultation with the public stakeholders, including the works promoters. This consultation concluded on 12<sup>th</sup> December 2008 with an overall positive and supportive response from the stakeholders.
- 3.3. On the 14<sup>th</sup> January 2009, Kent County Council submitted an application to operate a Permit Scheme within Kent to the Secretary of State for Transport. A copy of the Kent Permit Scheme and application was also sent to the Department for Transport (DfT). The DfT undertake a review and assessment of the Scheme and make the ultimate recommendation to the Secretary of State.
- 3.4. The application letter requested an early meeting with the DfT to discuss the Scheme and the development of the full cost-benefit assessment. This request was met with a positive response and a meeting was held on 12 February 2009 with the Head of the Traffic Management Division.
- 3.5. Early feedback from the DfT in relation to the Kent Permit Scheme content is very positive. The project team will continue working closely with the DfT to support their review and subsequent recommendation for the legal order.
- 3.6. A copy of the provisional Kent Permit Scheme has been published to a public facing website ([kent.gov.uk](http://kent.gov.uk)) and a generic email address has been created to receive comments and requests for information ([kent.permitscheme@kent.gov.uk](mailto:kent.permitscheme@kent.gov.uk)). The application document and associated appendix items have not been published; however members of the public, including works promoters can request these documents in writing to Kent Country Council (KCC). Any documents issued will be covered by a legal disclaimer developed through KCC Legal Services.
- 3.7. The project to implement the Kent Permit Scheme has now moved from a design phase and is in the build and test phases (*further details in the next section*).

### **4. Implementation of the Kent Permit Scheme**

- 4.1. The DfT have indicated that the review process for a Permit Scheme should be four months, however to date no other Permit Scheme has been submitted and approved, so this timescale is subject to change as a result of any associated delay through clarification or development.
- 4.2. In consideration to the above timescale, the current planned date to introduce a Permit Scheme into Kent is July 2009. Once Kent County Council has received the legal commencement order from the Secretary of State they will have to provide the works promoters with at least 4 weeks notice before introducing the Scheme. The project will complete readiness checks with the works promoters in preparation for this to ensure the implementation of the Scheme is successful.

- 4.3. The relationship between KHS and the works promoters within Kent remains very positive and although works promoters will be affected by the introduction of a permit scheme, they remain supportive of KCC's approach and openness with the development and introduction.
- 4.4. The National Joint Utilities Group (*NJUG*) will remain an active member of the Kent Permit Scheme Project Board and from March 2009 Kent Highway Services will conduct monthly sessions focused on the Permit Scheme with a Stakeholder Group from the Kent HAUC (*Highway Authority and Utilities Committee*) to maintain the positive working relationships.
- 4.5. The introduction of a Permit Scheme to Kent Highway Services is not constrained by the legal commencement order from the Secretary of State. No fees or fixed penalty notice payments will be made between the Alliance partners and Kent County Council so operational permits are viewed as an internal business process. The monitoring of permit applications, variances and any fixed penalty notices will still be reviewed and assessed. KHS intend to implement an operational Permit Scheme into the Alliance at the earliest opportunity and based on the current project timescale this should come into affect by May 2009.
- 4.6. The project is now delivering the building and testing of IT systems, focusing upon recruitment of the new organisation and production of training and support material. The majority of business processes have been developed and accepted.
- 4.7. The primary risk to the introduction of the Kent Permit Scheme is the DfT review and recommendation to the Secretary of State. The project team will mitigate this risk by maintaining a close working relationship with the DfT and works promoters to ensure the introduction of a Permit Scheme into Kent is managed and successful.
- 4.8. Following the DfT's advice, the final approval will be granted by the Secretary of State.

#### **Author Contact Details**

Lloyd Holliday – Network Performance Manager

✉ [Lloyd.holliday@kent.gov.uk](mailto:Lloyd.holliday@kent.gov.uk)

☎ 07917454182

**Background Documents: None**

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**By:** Head of Transport and Development, Kent Highway Services  
**To:** Highways Advisory Board - 3 March 2009  
**Subject:** Public Transport Developments, Funding and Initiatives  
**Classification:** Unrestricted

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**Summary:** This report informs members of the principal developments, funding arrangements and initiatives undertaken in the provision of public transport in Kent during 2008/09 and planned for implementation during 2009/10.

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## **1. Introduction**

- 1.1 Public Transport is experiencing growth in Kent. The County Council has been at the forefront of developing and implementing new partnership initiatives in recent years through Kickstart funding, and has continued to work closely through its Quality Bus Partnerships (QBPs) with operators and district councils to improve local bus services. Passenger numbers have increased by some 20% over the past 5 years. In 2005/06 some 45.7 million trips were recorded, in 2006/07 48.6m trips were recorded and in 2007/08 51.7m trips.
- 1.2 During 2008/09 a number of key initiatives have been delivered and further initiatives are planned for 2009/10. This report updates Members on progress.

## **2. Principal Developments**

### **2.1 Quality Bus Partnerships**

The Transport Act 2000 and the Local Transport Act 2008 provide for the establishment of Voluntary Partnership Agreements between bus operators, district councils and county councils. These are generally known as Quality Bus Partnerships (QBPs) and by the end of 2008 there were four in existence in Kent – Maidstone, Tunbridge Wells, Canterbury and Thanet. On 9 February 2009 an Ashford QBP was signed, a four-party agreement which also included the Ashford's Future Partnership Board. It is also intended to reach agreement for the signing of a Dover QBP by the end of April 2009. QBPs establish close working relationships between the parties to each agreement, and aim to improve the quality and reliability of bus services through the attainment of targets for punctuality, reliability, bus stop access and other improvements. Kent has been particularly successful at establishing QBPs and encouraging investment in Kent which has brought significant improvements in local bus services.

### **2.2 Bus Stop Improvements**

Kent Highway Services, in partnership with Arriva Southern Counties and Stagecoach East Kent, is implementing a programme of improvements to bus stops throughout the county. This will eventually result in every urban bus stop being provided with a 24/7 bus stop clearway (to prevent unlawful parking), a raised kerb (wherever possible) to assist the mobility impaired, a clearly branded bus stop flag, and clear tailored timetable information for the routes

serving the stop. It is planned to launch a new roadside infrastructure unit contract to upgrade and maintain timetable information during 2009.

### 2.3 Kent Freedom Pass

The Kent Freedom Pass scheme enabling free travel for £50 annual pass for young people living in Kent and schooled in Kent in academic years 7-11 has been expanded, with Swale and Thanet districts being added in January 2009. The final four districts – Dartford, Gravesham, Sevenoaks and Ashford – will complete the scheme in June 2009. This innovative approach has seen a significant increase in bus passenger journeys by young people. There are currently over 12,000 passes on issue and on average some 250,000 trips are made per school term month.

### 2.4 KCC Kickstart

The principle of pump-priming existing bus services to improve the quality of service has been adopted by KCC, with over £1 million of capital funding for the provision of new vehicles. The main funding was awarded to Stagecoach in East Kent for their 'A-line' route in Ashford, which was launched together with other improvements and the signing of their QBP on 9 February 2009. The Ashford A line provides a 10 minute frequency service linking Stanhope and Singlewell with Ashford Station and the Town Centre. Other areas of the County are also to benefit from this initiative, which is funding new low floor easy access vehicles with other bus operators in Swale, Thanet and Sevenoaks.

### 2.5 DfT Kickstart

(a) The Department for Transport (DfT) has recently announced that it is ready to receive bids for its new Kickstart funding scheme. The DfT is looking to pump-prime bus services which will contribute to its overall objectives of increasing bus patronage, and in particular developing bus services as an alternative to car use, bringing with it a reduction in congestion and benefits to the environment. The DfT will give consideration to bids which demonstrate improved accessibility and social inclusion, and especially schemes which make use of the new bus powers in the Local Transport Act 2008.

(b) Bus operators in Kent have been approached by KCC with a view to submitting bids which meet the DfT criteria. The two principal operators, as well as the smaller operators, have been invited to participate in the bidding process, which must be completed by 3 July 2009. We intend to demonstrate good partnership working by submitting proposals for complimentary capital expenditure through the Transportation and Safety Package programme on roadside infrastructure improvements and, in some cases, match-funding for vehicle procurement.

### 2.6 Smartcards

KCC is working in partnership with the Kent bus operators to roll out new Electronic Ticket Machines (ETMs) with Smartcard readers and GPS/GPRS transmitters on all service vehicles. This project will generate significant benefits to passengers and bus operators, including reduced bus stop dwell times, more effective delivery and administration of concessionary travel schemes including those for senior citizens and Freedom pass holders, and enhanced information on patronage, network performance and the identification of incidents and congestion. It is hoped that a pilot scheme will be launched in partnership with Stagecoach in Thanet from September 2009 for Freedom pass holders attending Thanet schools.

## 2.7 High Speed Rail Services

KCC's Select Committee on Future Passenger Rail Services in Kent reported in October 2008 on the likely impact of the introduction of High Speed Rail, and other rail service changes, due in December 2009. The select committee made a number of recommendations, including the need for improved access at the stations to be served by the High Speed service. Since then, members of the KHS Transport & Development teams have met with Southeastern, the rail operator, and plans are in place for modest improvements to walking, cycling and bus access and information at these stations. A Station Travel Plan has been developed for Ashford and is due to be launched this summer. It is hoped that this will be a model for promoting sustainable travel to other stations in Kent.

## 2.8 The Kent & Medway Concessionary Travel Scheme

KCC has provided additional funding to sustain the Kent & Medway Concessionary Travel scheme for over 60 year olds and disabled people. This has enabled pass holders to travel from 9.00 am instead of from 9.30am.

## 3. Sustaining Kent's Supported Services

### 3.1 Tendered Network

(a) KCC has a clearly established member approved policy to determine the provision of financial support for socially necessary public transport services. This states that the cost of any such service should not exceed £3 per passenger journey, and that the journey should provide access to one of the following services which could not otherwise be attained: education, employment, health care, or essential food shopping.

(b) About 20% of the scheduled bus routes in the county are provided with revenue support. Tenders for these services, are awarded in accordance with Best Value principles. The revenue funding for these is provided by a combination of KCC funding (£5.6 million) and by the DfT's Rural Bus Subsidy Grant (£2.3 million). Services have been sustained during 2008/09. Passenger numbers on these services are currently running at 4,149,576 trips, slightly up on last year. The County Council also now supports 9 Kent Karrier services. These services provide a combination of dial a ride and fixed routes for disabled people and for people living in rural areas away from the main bus routes.

## 4. Funding

4.1 The total revenue budget allocated for supporting bus services in 2009/10 has been set at £8.381 million. £9.3 million has been allocated to fund the Kent Freedom Pass and a £0.650 million contribution is to be made to the Kent & Medway Concessionary Travel Scheme. The Kent Kickstart initiative, smartcards and bus stop improvements are covered by capital funding through the Transportation and Safety Package Programme in the Local Transport Plan which is reported to this Board separately.

## 5. Conclusion

- 5.1 KCC continues to make significant investment, through both funding and personnel, in the creation of good quality public transport services throughout the county. The Council is committed to attaining modal shift from car to public transport, by enhancing the provision of bus services and by improving access for all. Recent initiatives such as Kickstart funding and the Freedom Pass, and new ones such as Smartcard, will continue to encourage sustainable transport options throughout Kent, thus improving the quality of life and ensuring a first-class public transport service for the residents of, and visitors to, the county of Kent.

## 6. Members are requested to note the report.

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

*Select Committee on Future Passenger Rail Services in Kent, Kent County Council, October 2008*

*Kickstart Bus Funding Competition 2009 – Guidance on the application process, Department for Transport, January 2009*

**Contact Officer:** Stephen Gasche  
Public Transport Team Leader (East Kent)  
✉ [stephen.gasche@kent.gov.uk](mailto:stephen.gasche@kent.gov.uk)  
☎ 01622 221995

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**By:** Interim Director, Kent Highway Services.  
**To:** Highways Advisory Board - 3 March 2009.  
**Subject:** Results from the Highway Tracker Survey 2008  
**Classification:** Unrestricted

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**Summary:** Inform Members of the results of the 2008 Resident, County Member, District Member and Parish/Town Council Highway Tracker Survey.

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### Introduction

1. (1) Satisfaction surveys, to gauge perception of the highway service have been carried out since 1987. The 2008 survey was carried out in November and December and included seeking views from residents, County Members, Parish/Town Councils and for the first time, District Members.
- (2) The survey is conducted by an independent market research company called BMG and a summary of the results are presented in this report. This information will be used to help improve service delivery.
- (3) A total of 1,237 face to face interviews were carried out on a representative sample of Kent residents with approximately 100 interviews, reflecting the age, gender and economic status, in each of the twelve Districts. This sample size gives a +/- 2.78% accuracy for results at a County level and +/- 10% accuracy at a District level.
- (4) In addition to residents views the same survey questions were asked of all County and District Members and Parish/Town Councils. A total of 63 County Members responded (a response rate of 75%), 193 District Members replied (a response rate of 33%) whilst for Parish/Town Councils a total of 154 completed the survey (a response rate of 50%)
- (5) The questionnaire comprised over 40 questions, ranging from satisfaction with the condition of roads, pavements, streetlights and local bus and train service, the most important and most in need of improvement of the services KHS provides, through to views on congestion, accessibility to local services and vulnerability when using the highway
- (6) Results are reported by 'Net-Satisfaction'. This is a figure calculated by taking the % of people who are dis-satisfied with the service from the % who are satisfied. This gives a true reflection of the service and a balance between those happy, those un-happy and those who are not sure.

## Survey results

2. (1) The key headline from the survey is the continuing improvement in the public's perception of roads, pavements and streetlights. For the third successive year there are more residents satisfied than dissatisfied and the last two years results are shown in Table 1 below (see more detail in Appendix 1)
- (2) The other key headline is the significant difference in perception between residents and County Members, District Members and Parish/Town Councils. This continues the trend over the last three years where there are significantly more members dissatisfied than satisfied with roads, pavements and streetlights, although there has been an improvement this year from the 2007 results. These results are set out in Appendix 2.

	% of residents who are . . .							
	Satisfied		Neither satisfied or dissatisfied		Dissatisfied		Net satisfaction	
	2007	2008	2007	2008	2007	2008	2007	2008
Condition of roads	51%	54%	16%	21%	32%	25%	<b>+19%</b>	<b>+29%</b>
Condition of pavements	48%	51%	17%	21%	32%	28%	<b>+16%</b>	<b>+23%</b>
Streetlights	64%	63%	15%	19%	20%	18%	<b>+44%</b>	<b>+45%</b>

**Table 1**

- (3) Overall 73% of residents were aware of Kent Highway Services prior to the interview. Whilst 28% were aware of the single 08458 247 800 number to call KHS only 14% have contacted KHS to report a problem or seek information.
- (4) Of those who had contacted KHS 62% were satisfied with the response with 28% dissatisfied. This is a considerable improvement from the 2007 survey
- (5) Residents rate road repairs and cleaning drains/stopping flooding as the top **most important** KHS services whilst County Members rate cleaning road drains/stopping flooding, pavement repairs and road repairs as the most important with Parish/Town Councils rating road repairs and cleaning road drains/stopping flooding. District Members stated road repairs, cleaning drains and preventing flooding and pavement repairs
- (6) Residents state that the KHS services that **most need improving** are repairing roads and pavements and cleaning drains whilst County Members feel it is repairing roads, pavements and cleaning drains with Parish/Town Councils stating road repairs and cleaning road drains. District Members also identified road repairs and cleaning road drains. So there is strong consensus as to where improvement should be directed.

- (7) In terms of congestion 33% of residents feel they are affected by peak time congestion on a daily basis which is lower than the 2007 survey. Interesting to note is that in Maidstone, where the Traffic Management Centre is now in operation, there has been a reduction from 44% to 31% of residents who feel their journey is affected by congestion on a daily basis.
- (8) Responses to ways of alleviating congestion, as in previous surveys, centred around greater restrictions on roadworks and staggering school opening times.
- (9) In all 60% of residents use a car to travel to work with 49% using one on a daily basis. It was recognised by 49% of respondents that KHS encourages residents and businesses to adopt green forms of travel. Car share schemes and discounts for train/bus tickets and cheaper fares were the three strategies most likely to change people's use of the car to travel to work.
- (10) In all, 54% of the public have used local bus services in the past with 71% of users satisfied with the service overall. Cost, cleanliness and comfort were reasons for dissatisfaction.
- (11) There were 50% of residents who have used the train with 64% satisfied with the overall service provided. Cost, cleanliness, punctuality and frequency were the main reasons for dissatisfaction

### **Further Information**

3. (1) The tracker survey report is very large and contains much more detailed information along with an executive summary at the beginning. A full copy of the report will be available on the KCC website.

### **Conclusion**

4. (1) The annual tracker survey provides a wide range of information to help shape and improve highway service delivery. Members are asked to:
  - Note the good progress being made in public perception of the highway service.
  - Work closely with officers to understand the concerns of Members and Parish/Town Councils demonstrated through the survey

<b>Background Documents:</b> None
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**Other Useful Information:** None.

### **Author Contact Details**

David Thomas, Business Improvement Manager, E&R Resources.

✉ david.thomas@kent.gov.uk

☎ 01622 696863

Results from the Highway Tracker Survey 2008

Table 1 -Residents - Satisfaction with the condition of roads in Kent – year-on-year comparison

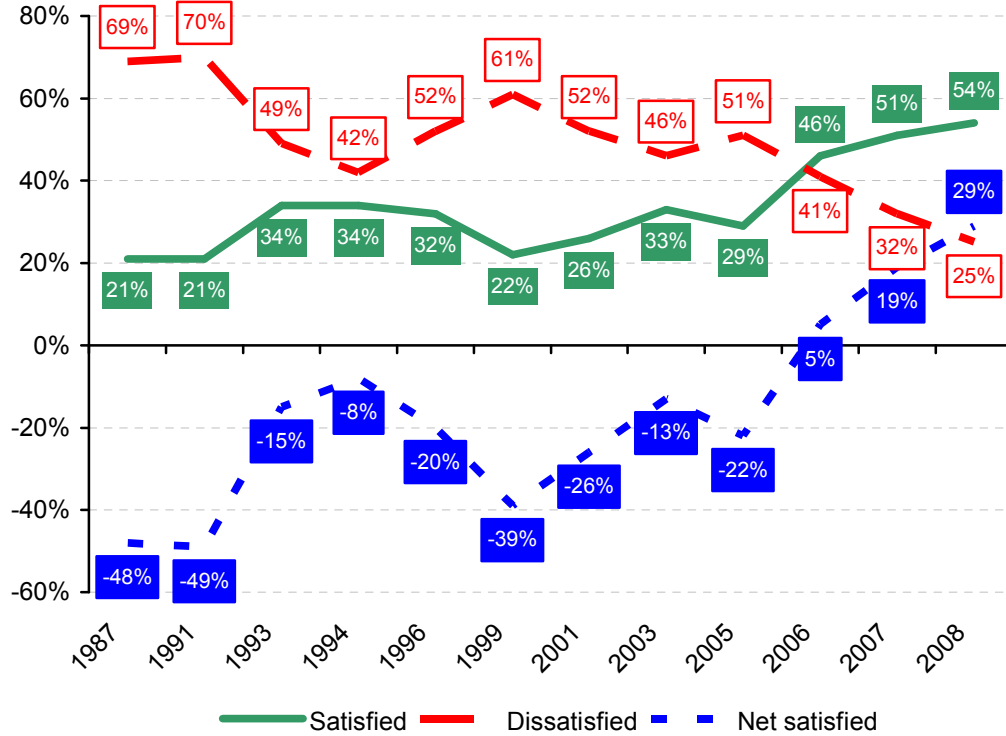
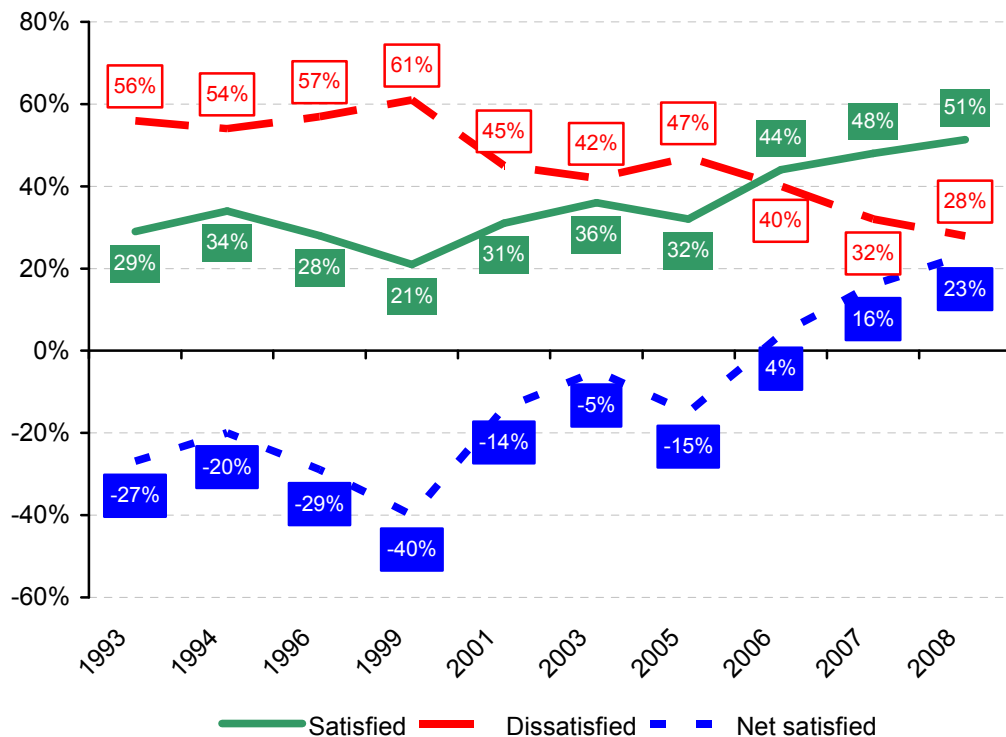
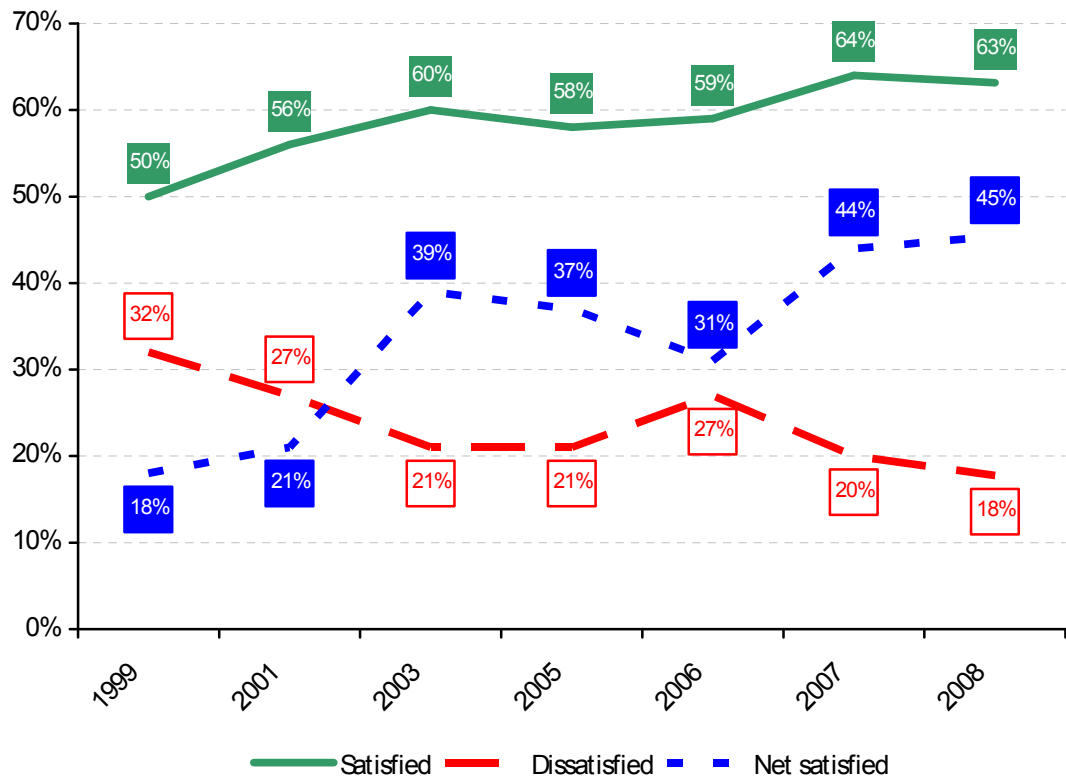


Table 2 - Residents - Satisfaction with the condition of pavements in Kent – year-on-year comparison





**Table 3 - Residents - overall satisfaction with the condition of street lighting in Kent – year-on-year comparison**



## Results from the Highway Tracker Survey 2008

**County Member satisfaction with roads, pavement and streetlights**

	% of <b>County Members</b> who are . . .							
	Satisfied		Neither satisfied or dissatisfied		Dissatisfied		Net satisfaction	
	2007	2008	2007	2008	2007	2008	2007	2008
Condition of roads	5%	17%	11%	18%	84%	65%	<b>-79%</b>	<b>-48%</b>
Condition of pavements	5%	16%	21%	21%	74%	63%	<b>-69%</b>	<b>-47%</b>
Streetlights	32%	33%	26%	29%	42%	38%	<b>-10%</b>	<b>-5%</b>

**Table 2****Parish/Town Councils satisfaction with roads, pavement and streetlights**

	% of <b>Parish/Town Councils</b> who are . . .							
	Satisfied		Neither satisfied or dissatisfied		Dissatisfied		Net satisfaction	
	2007	2008	2007	2008	2007	2008	2007	2008
Condition of roads	7%	8%	9%	12%	84%	80%	<b>-77%</b>	<b>-72%</b>
Condition of pavements	15%	11%	28%	37%	57%	52%	<b>-42%</b>	<b>-41%</b>
Streetlights	28%	27%	51%	55%	21%	18%	<b>+7%</b>	<b>+9%</b>

**Table 3****District Members satisfaction with roads, pavement and streetlights**

	% of <b>District Council Members</b> who are . . .							
	Satisfied		Neither satisfied or dissatisfied		Dissatisfied		Net satisfaction	
	2007	2008	2007	2008	2007	2008	2007	2008
Condition of roads	n/a	11%	n/a	16%	n/a	73%	n/a	<b>-62%</b>
Condition of pavements	n/a	8%	n/a	19%	n/a	73%	n/a	<b>-65%</b>
Streetlights	n/a	27%	n/a	34%	n/a	39%	n/a	<b>-12%</b>

**Table 4**

Note: 2008 was the first time a survey has been undertaken with District Members

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**By:** Countywide Improvements Major Projects Manager  
**To:** Highways Advisory Board – 3 March 2009  
**Subject:** Progress Report on Major Capital Projects  
**Classification:** Unrestricted

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**Summary:** Bi-annual report on the progress of major projects for information. Members are asked to note the report.

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## 1. Introduction

- 1.1 It is an appropriate time to update the Board on progress of the major transport and highway schemes following the last report in September 2008. It is the intention to continue to provide reports half yearly and when there are important issues to bring to Members notice.
- 1.2 The last six months continue to be dominated by the considerable efforts of the Team in progressing the growth area schemes in Kent Thameside and Ashford within the funding and time constraints; and progressing other schemes, mainly in East Kent. There have been some considerable successes and substantive progress in this period against a backdrop of continuing change within KHS and E&R and new operating systems.
- 1.3 **Eurokent Phases 4 & 5** was opened on time in November. This scheme has been forward funded by the County Council to facilitate future mixed use development with pay-back from the raised land values.
- 1.4 **Fort Hill De-dualling** was completed on time in October. A Stopping Up Order for the redundant highway was successfully achieved on 6 November. Both of these aspects were crucial to allowing the Turner Contemporary construction contract to start on time. The scheme included public realm improvements to The Parade, King Street and Duke Street on behalf of Margate Renewal Partnership and these were substantially completed in February. Public Realm works to Harbour View at the entrance to Turner Contemporary and the Pier are about to start.
- 1.5 The **Shared Space** elements of Ashford Ring Road opened in November, consistent with its revised budget and programme, so that Ashford town centre was clear of traffic management in the critical pre-Christmas trading period. The scheme has had mixed reviews but as an innovative scheme its operation and safety will be closely monitored. Newtown Road Bridge was completed in December giving a less oppressive wider span and in particular increased headroom to accommodate future Smartlink buses.

- 1.6 The statutory orders for **Sittingbourne Northern Relief Road** were confirmed by the Secretary of State for Transport on 23 December 2008. This follows the Public Inquiry in July and has endorsed, in particular, the proposal for a low level fixed link bridge crossing of Milton Creek. All efforts are now being directed at the next stage of funding approval to enable a substantive start to be made before September 2009, within the validity period of the planning consent.
- 1.7 The statutory orders for **East Kent Access Phase 2** are expected to be confirmed by the Secretary of State for Transport in March 2009. This follows a frustrating period over nearly 2 years, since the Public Inquiry, to secure a piece of land by voluntary negotiation for a replacement EDF sub-station that in turn allowed the orders to be confirmed. All efforts are now being directed at the next stage of funding approval to enable a substantive start to be made before September 2009, within the validity period of the planning consent. Construction tenders were invited in anticipation of the Orders decision and these are to be returned in March.
- 1.8 **Rushenden Relief Road** has made considerable progress. SEEDA has secured replacement and compensatory ecological habitat which was a key planning condition. SEEDA has also let a contract for enabling works for its own development that includes advance works for the Relief Road. The County Council has invited tenders for the Relief Road and these were returned in February and are currently being assessed. Substantial progress now needs to be made on the funding and delivery agreement with SEEDA and it is hoped that this will be concluded soon so that the County Council is able to award the construction contract in late March/early April 2009.
- 1.9 The Board will recall the substantial claim by Union Railways/London & Continental Railways against the County Council in connection with the **South Thameside Development Route Stage 4**. The County Council was given leave to appeal against the decision, in favour of the claimants, by the President of the Lands Tribunal into Preliminary Issues. The appeal is to be heard in the Court of Appeal in the week beginning 23 March 2009.
- 1.10 Fastrack has received further awards as follows.
- Highways Magazine Excellence Awards 2008- Shortlisted.
  - ITS UK Award for Excellence 2008 – for Fastrack’s “pioneering approach to local urban regeneration using innovative technology to completely overturn passenger perception and experience of bus transport.
  - ACE Engineering Excellence Award 2008 – Transport Category.
  - PTRC Bus Priority conference - Outstanding success in bus priority.
- 1.11. **On Eurokent**, the agent for the contractor, Jackson Civil Engineering, won a Considerate Contractor award for ‘Performance beyond Compliance’.
- 1.12. The recent and rapid down turn in the economy has made it difficult to judge the effects on construction costs and construction inflation. However, the analysis of the tenders for East Kent Access Phase 2 and Rushenden Relief Road will be of considerable assistance. A robust understanding of costs and inflation is critical because DfT funding is on a cash basis and the County Council is obliged to make judgements about inflation over the development and construction period of the project.

## **2. Progress**

- 2.1 A progress or status report on East Kent Access Phase 2, Sittingbourne Northern Relief Road, Rushenden Relief Road, A2 Slips, Canterbury, Borough Green & Platt Bypass, Operation Stack Lorry Park, other schemes and land matters is given in the Appendix to this report.
- 2.2. For brevity, only some of the background provided in previous reports is provided with the focus given to activity in the last half year and in the coming months. A number of acronyms are used and a glossary is given at the start.

## **3. Conclusion**

- 3.1 Some of the issues referred to in this report are live issues and at the time of the Board meeting matters may have progressed. Where appropriate a verbal update will be given at the Board meeting.
- 3.2 This report is for Members' information.

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### **Author Contact Details**

John Farmer – Major Projects Manager

✉ john.farmer:kent.gov.uk

☎ 07740 185252

### **Scheme Contacts:**

East Kent Access Phase 2 – Geoff Cripps

A2 On-Slip, Canterbury – Geoff Cripps

Kent Thameside Fastrack, Northfleet Embankment – John Turner

Sittingbourne Northern Relief Road – John Turner

Borough Green & Platt Bypass – John Turner

Maidstone Schemes - John Turner

Operation Stack Lorry Park – John Farmer

Rushenden Relief Road – Richard Shelton (Jacobs seconded Project Manager)

Ashford Ring Road – Jamie Watson

Victoria Way, Ashford – Jamie Watson

M20J9 – Drivers Roundabout – Jamie Watson

Land and Property – Isla Britchford

Background Documents: None

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## Progress Report on Major Capital Projects

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### Glossary of Terms

AFC	Ashford's Future Company
AFPB	Ashford's Future Partnership Board
DCLG	Department of Communities and Local Government
GAF(2)	Growth Area Funding – 2 <sup>nd</sup> tranche
GAF(3)	Growth Area Funding - current 3 <sup>rd</sup> tranche
CIF	Community Infrastructure Fund
RIF	Regional Infrastructure Fund
DfT	Department of Transport
PE	Programme Entry
CA	Conditional Acceptance
LCA Part 1	Land Compensation Act 1973 Part 1
MTP	Medium Term Plan
NR	Network Rail
LTP	Local Transport Plan
CPO	Compulsory Purchase Order
SRO	Side Roads Order
SEEDA	South East England Development Agency
S106 contribution	Contribution under the Town & Country Planning Act
S106 Scheme	Navigable waterway Order under the Highways Act
S278 Agreement	Developer funded and constructed highway works

**Everards Link Phase 2 (EL2)**

Phase 2 will provide a link from the bus interchange at Greenhithe Station (Everards Link Phase 1) through to Ingress Park and eventually onto Swanscombe Peninsula. This will become part of the Fastrack riverside route.

Construction, by Birse Civils Limited, was completed at the end of July 2008. The final account has been agreed. The cost has been funded by a £5.3m allocation from DCLG's CIF programme. Crest Nicholson are being pressed to reimburse the £0.5m costs of the extended underpass works at The Avenue carried out on their behalf in accordance with an Agreement.

The scheme cannot be brought into use until Crest Nicholson, the developer of the Ingress Park site, has completed its connection of the route into Ingress Park. This is a planning obligation on the development of the site.

The underpass has been physically sealed at both ends, the excavation has been secured and overall access to the bus way boarded off.

**Northfleet Embankment**

This is another link in the Kent Thameside Fastrack public transport network. SEEDA is Master Planning the development of the Northfleet Embankment area, broadly the land from Grove Road at Northfleet eastwards to the existing Imperial Business Estate at Gravesend. This development will include dedicated Fastrack links.

The current network is missing a dedicated link from Bath Street, Gravesend to the Imperial Business Estate. DCLG is funding the feasibility assessment of this link and this work will be completed in April 2009. The intention is to complete the outline design and approve it for development control and Land Charge disclosures. It will be progressed to a planning application at this stage as the scheme is not programmed for the immediate future.

**Sittingbourne Northern Relief Road**

The Relief Road will provide a link across Milton Creek, linking Ridham Avenue and Castle Road, where existing developer funded sections of the Relief Road have already been built. It is a complex and expensive scheme because in addition to the Creek crossing, the scheme crosses the Sittingbourne & Kemsley Light Railway and a redundant landfill site.

The funding approval in principle is based on an estimated cost of £43.0m and funded by £29m LTP, £9.9m DCLG and £4.1 S106 developer funding.

The statutory Orders were confirmed by the Secretary of State on 23 December 2008 following a Public Inquiry held in July.

All efforts are now being directed at securing the next stage of DfT/DCLG funding approvals, satisfying the pre-commencement planning conditions, completing the detailed design and procuring a contractor.

The update of the business case was submitted to DfT at the end of February. Both DfT and DCLG are being helpful and pragmatic in respect of the information that they require to support their Conditional (CA) and Full Approval (FA) funding considerations.

Early entry onto land has been negotiated to allow scrub and tree clearance before the bird nesting season. This work has commenced and this will allow trapping of environmentally protected species and their relocation in the spring to provide a screened and clear route corridor.



Notices have been published in the OJEU inviting contractors to be considered for inclusion on the tender list and the submissions are currently being assessed.

The objective is to make a main contract start or at least a substantive start no later than September 2009 in order to formally implement the Relief Road planning consent.

This is a period of intense activity and the next two months will be critical particularly in respect of DfT progress in progressing the next stage of funding approvals.

### **Rushenden Relief Road**

The County Council is progressing this scheme on behalf of and at the request of SEEDA. The scheme provides a new link between the A249 and the regeneration areas avoiding the unsuitable Main Road. The estimated cost is about £13m and would be funded by DCLG and SEEDA resources.

SEEDA are the Lead body for funding and have assembled all the land and satisfied the key pre-commencement planning conditions. They have also awarded a contract for works to facilitate their gateway developments and this includes works to also facilitate the Relief Road construction.

Tenders for the Relief Road have recently been returned and they are currently being assessed.

SEEDA are in discussions with DCLG on the revised funding and spend profile required to deliver the scheme.

The objective is to award a contract to allow an April 2009 start but a formal Agreement is also required with SEEDA covering funding and risk and this is the urgent focus of activity.

All major infrastructure projects are difficult and the County Council and SEEDA continue to work in partnership to deliver this important regeneration infrastructure scheme for Sheppey.

### **Ashford**

#### **Ashford Ring Road 2 Way Transformation**

The scheme is for the transformation of the Ring Road to 2 way and enhanced public realm and shared space concepts to the south and west sectors between Station Road and New Street. The scheme also includes enhanced public realm to Bank Street between Tufton Street and Elwick Road.

The total cost of the scheme is some £16m and is in the main funded from DCLG GAF(2) and GAF(3) but with other public, private and European funding.

Any major changes to a town centre road are difficult and controversial but this is compounded by the introduction of innovative shared space concepts and complex public realm designs, art and materials.

While much of this is new and at the forefront, Ashford is not a 'one-of' and these ideas are increasingly being promoted and advocated nationally as a solution to balance the needs of all users in town centres across the UK.

The main feature of the scheme is the public realm works to Elwick Road/Godinton Road/West Street/Forge Lane and this was substantially completed and opened to traffic at the start of November 2008. Achieving this objective was important so that there were no major traffic management measures and inconvenience to the town centre and Ashford business community in the pre- Xmas trading period.

This is an innovative scheme and the operation of the shared space elements particularly at Elwick Square will be monitored closely. Excessive speed was an early concern but

average speeds are coming down closer to the 20mph speed limit as drivers become more familiar with the layout and concept. However there is no intent to be complacent and 'SID' (speed indicator device) will be used regularly to reinforce the need to drive slower.

The other key issue is how pedestrians will come to terms with the shared space. Most pedestrians seem to be embracing the concept without difficulty. Others who are more cautious have a nearby Pelican crossing or courtesy crossings around the edges of the Square. It is the latter that will be monitored closely. They are differentiated in alternating strips of different coloured paving but the contrast is not bold and they do not have the signage and lining that would accompany a formal 'Zebra' crossing. The concern is that there may be confusion with drivers not giving them particular regard and pedestrians regarding them as quasi 'Zebra' crossings and a right to cross and expectations that drivers will always stop.

Other aspects of the overall layout are being monitored and in particular it is likely that the Apsley Street junction will require some modification.

In addition to formal Safety Audit processes the Project Manager and key people involved in the scheme meet regularly to review the operation of the scheme. A workshop has also been held with representatives of local access groups to explain the scheme and get their initial reactions to any issues of concern.

### **Newtown Road Bridge, Ashford**

The scheme is to replace the deck carrying the railway and gain width and increased headroom so that the route is available for a future high quality SMARTLINK bus service and to provide a better and less oppressive route for pedestrians and cyclists. The scheme has £4.8m Growth Area and £0.2m LTP IT funding and is being delivered on our behalf by Network Rail.

The scheme was completed and Newtown Road reopened to traffic in December 2008.

### **Ashford – Transport Strategy**

The County Council is actively working on two projects that are the immediate priority within the overall Transport Strategy for Ashford:

- Victoria Way Phase 1 - A link between Victoria Road and Leacon Road. It will provide a new town centre street to reflect the growth of the town centre and also offer a degree of traffic relief to the town centre.

Funding will be from GAF(3) and CIF if the current bid is successful – decision expected in March 2009.

Considerable progress has been made on developing the scheme and a public exhibition was held on 27 & 28 February together with a number of targeted local briefings. Plans will be on display at the Board meeting and the scheme will be formally reported to a future meeting of this Board.

### **Drovers Roundabout to M20 Junction 9 - Improvements and signalisation of Drovers roundabout, signalisation of Junction 9 and a new footbridge over the M20. The scheme is related to development proposals including the proposed Park and Ride.**

Funding will be from GAF(3), RIF if current bid is successful – decision expected in March 2009 - and developer funding.

Drovers Roundabout is a difficult junction with five dual carriageways entering a relatively small roundabout. The proposed improvement and signalisation was highly constrained by proposed land use. Further assessment work using more current traffic data has confirmed

client doubts about the design and this is being reviewed with the benefit of the land constraints being relaxed.

The improvements to M20 Junction 9 remove the pedestrian provision and the intent is to provide a new foot/cycle bridge to the east on a more appropriate desire line between Eclipse Business Park and the town centre.

At the crossing point the M20 runs adjacent to Simone Weil Avenue. Ashford's Future Partnership Board is to consider whether the bridge should be to higher design standard and whether it should also bridge over Simone Weil Avenue. Further GAF funding has been made available to Ashford's Future Company that allows consideration of this aspect of the scheme.

The scheme will be formally reported to a future meeting of this Board when a suitable improvement scheme for Drivers Roundabout has been identified and the proposals for the bridge have been determined.

### **Operation Stack Lorry Park**

The County Council has identified the Aldington site as the preferred location for a lorry park because it is on the M20, mid way between junctions 10 & 11, has no statutory environmental designations, is relatively well screened by the M20, CTRL and the Sellindge Converter Station.

Topographical and initial geotechnical surveys have been completed. An environmental scoping report has been produced to inform the main surveys and the wintering birds survey has been completed. The main programme of seasonally dependent environmental surveys are about to commence and will be completed in the autumn.

Outline design of the lorry park and M20 junction has commenced. Contact has been established with the Environment Agency as issues of flooding, drainage and water supply will be key factors in the design.

MVA has been retained to research and articulate the economic impact of Operation Stack that could become the basis of a future business case for funding.

In project management terms, Strategy has taken responsibility for the wider strategic and economic aspects and Countywide Improvements will focus on developing the lorry park proposals.

### **East Kent**

#### **Eurokent Phases 4 & 5, Thanet**

In partnership with Thanet District Council (TDC), SEEDA, and Rosefarm Estates, the County Council is constructing the access road at Eurokent. The County Council is forward funding the bulk of the Phase 5 construction costs on the back of the uplifted land values. The scheme will facilitate the development of the site and provide a local bypass to a particularly poor section of Haine Road.

The overall cost is some £6.7m and SEEDA and Rosefarm are contributing £1.3m leaving the net cost to the County Council of £5.4m consistent with the budget allocation.

Construction by Jackson Civil Engineering started in January 2008 and opened to traffic on target at the end of November. Junction changes and connection works that were only possible after the main route opened were completed at the end of February.

Old Haine Road has been given a reduced speed limited of 30mph and a weight restriction – other than for access – of 7.5tonnes. There has been considerable correspondence with local residents who feel that too much traffic is still using the old road and that the speed and weight restriction are not being followed or enforced.

The difficulty is that the new road is primarily to access new development and not a bypass in a conventional sense. It is a longer route with several roundabout junctions and hence the old road inevitably remains an attractive option particularly with the current level of traffic in the Westwood area and before further development obligations to provide infrastructure improvements are implemented.

The scheme has only recently been fully completed and all new layouts take time to settle down however, residents feel very strongly about the situation. In addition to formal traffic volume and speed monitoring, discussions will be held with the East Kent Transportation Manager to see whether further measures should be considered, and with the Police about enforcement aspects.

### **East Kent Access Phase 2**

Government indicated its intent in principle to fund the £64m cost when Programme Entry status was approved in July 2006. Since then, the estimated cost of the scheme has increased to £72.00m. The bulk of this increase is the result of programme slippage, construction inflation and only a small element of the increase can be attributable to a direct increase in cost arising from the detailed design development of the scheme.

The statutory Orders were published in October 2006 and a Public Inquiry was held in April 2007. The main statutory objections were successfully negotiated away.

EDF has a sub-station that requires to be moved and they look to the County Council to secure the necessary land that was not included in the CPO. The land was acquired in January 2009. It is frustrating that EDF has still not formally withdrawn their holding objection but it is hoped this will be done soon so that the Secretary of State can confirm the Orders.

In anticipation of confirmation of Orders, the updated business case has recently been submitted to DfT as part of the Conditional Approval (CA) submission. Unfortunately, in line with their national policy, because the scheme cost and funding requirement has increased, DfT require further traffic modelling work to be done involving additional cost and time. However, DfT are being helpful in advising on the most effective way of carry out this work and they are also willing to consider the CA on an incremental basis to save time.

Network Rail is actively involved and co-operating in principle but their processes are onerous and their stance can be inconsistent. The railway bridges, particularly the Foads Lane underpass, are such critical components of the scheme that some higher level Officer or political engagement with Network Rail may now be appropriate as the construction phase approaches.

Construction tenders have been issued and they are to be returned in late March 2009. Only three firms passed the rigorous selection process and one firm subsequently withdrew. The return of tenders will give a more accurate view of the project costs and funding need, including the archaeological investigations which are likely to be more extensive than previously thought following a recent detailed data review by the Environment Team.

Advance works to construct a new pond in Southern Water's land at Ebbsfleet Lane to provide replacement ecological habitat was completed in February 2009.

The objective is to make a main contract start or at least a substantive start no later than September 2009 in order to formally implement the planning consent.

### **Fort Hill De-dualling, Margate**

As part of the regeneration of Margate Fort Hill has been reduced to a single carriageway to reduce severance and integrate the Turner Contemporary and Rendezvous sites more with the town and particularly the old town.

The scheme will include public realm and accessibility improvements to Harbour View and King Street, and to The Parade and Duke Street that are being promoted by Thanet District Council.

The overall cost is about £1.2m and funding is £550,000 from the County Council, £200,000 from the Integrated Transport allocation for footway enhancements and the remainder from Objective 2 funding secured by Thanet District Council and the County Council.

The basic de-dualling works were completed in October 2008. This then allowed a Stopping Up Order for the area of redundant highway to be promoted and this was obtained in November 2008 to complement the Turner construction programme.

The Parade was completed in summer 2008 and the public realm works to Duke Street and King Street were substantially completed in February 2009. This leaves Harbour View that will commence soon with its construction phase integrated into the Turner construction programme.

### **Mid Kent Borough Green & Platt Bypass**

Following issues that led to the abandonment of the Celcon Planning Application Public Inquiry in 2007, the Leader gave a commitment that the County Council would submit a new planning application for the Bypass.

All environmental, engineering and traffic surveys have now been completed and an outline design developed. The key issue is that the process of sand extraction and backfilling has trapped areas of water and created an ideal habitat for great crested newts. Some 5 hectares of replacement mitigation land must be identified to support and form part of the Bypass planning application. Contact has been made with the main landowners and there are on-going discussions to try and identify suitable land. I am hopeful that a mutually acceptable solution can be found but this will take time and hence a planning application is unlikely to be possible before July/August 2009.

The traffic surveys and modelling has also shown that the attraction of traffic onto the Bypass will put the capacity and operation of the A20 White Hill roundabout under pressure and appropriate improvements are being investigated.

### **A2 Slips Canterbury**

The Minister for State for Transport agreed in December 2007, that the on-slip at Wincheap can proceed and on the basis that associated measures are progressed in parallel to ensure the benefits to the City Centre are captured.

The on-slip is estimated to cost £1.5m and will be funded from the Integrated Transport allocations.

All environmental, engineering and traffic surveys have been completed and the design developed.

Public consultation is now in hand with the intent to firm up the proposals and start the promotion of the statutory Orders over the summer 2009.

### **Maidstone Schemes Maidstone Bridge Gyrotory**

There has been an idea for some time to consider widening the Fairmeadow leg to make it two-way and thereby take pressure off the rest of the gyrotory and particularly the St Peters Street entry.

When looking at the proposal in detail over the summer 2008 it was clear that this would be an expensive scheme. There are significant utilities that would need to be moved and in particular the EDF sub-station would need to be relocated in a more compact form at the back of its site. Although near the river, EDF has no immediate plans or need to move the sub-station and it is not critically vulnerable to flooding. Construction would also be difficult because of the constraints of working in the middle of the gyratory and the associated traffic management that would be required.

The overall cost would be about £3.5 - £4m. This is likely to be prohibitive but because the gyratory is such a key junction in the Town, it has been agreed with the Borough Council to carry out a review of the current traffic situation and benefits of such a scheme. This work is in hand and should be completed in April 2009.

#### **South East Maidstone Strategic Link (SEMSL)**

The County Council has agreed with the Borough Council to fund on a shared basis, up to £150,000, work to assess development options and any implications for SEMSL in terms of route, standard and junction strategy to inform the Borough Council Local Development Framework (LDF).

#### **Land & Property**

On-going work to process requests from individuals, companies and Property Group to release land if not required for highway purposes

#### **Land Compensation Act Part 1 Claims (LCA Part1)**

Claims are being received and assessed for:

#### **County Council Schemes:**

A228 Leybourne & West Malling Bypass  
Fastrack Phase 1 Major Scheme  
Everards Link Phase 1

#### **Develop Funded Schemes:**

M20 Junction 4  
Hawkinge Bypass – Phase 1  
Hawkinge Bypass – Phase 2  
Kemsley Fields, Sittingbourne

On-going liaison with Developers to give them confidence in the assessment process because they have the financial liability which can be significant in some cases.