

Public Document Pack

DOVER JOINT TRANSPORTATION BOARD

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18 February 2013

Dear Councillor

NOTICE IS HEREBY GIVEN THAT a meeting of the **DOVER JOINT TRANSPORTATION BOARD** will be held in the Council Chamber at these Offices on Thursday 28 February 2013 at 6.00 pm when the following business will be transacted.

Members of the public who require further information are asked to contact Kate Batty-Smith on (01304) 872303 or by e-mail at kate.batty-smith@dover.gov.uk.

Yours sincerely



Chief Executive

Dover Joint Transportation Board Membership:

Dover District Council Members

Councillor T A Bond (Chairman)
Councillor B W Bano
Councillor J H Goodwin
Councillor M A Russell
Councillor F J W Scales
Councillor R S Walkden
Councillor P Walker

KALC Representatives (non-voting)

Town Council Representatives (non-voting):

Kent County Council Members

Councillor N J Collor (Vice-Chairman)
Councillor B R Cope
Councillor G Cowan
Councillor S C Manion
Councillor L B Ridings
Councillor J A Rook
Councillor C J Smith

Mr K Gowland
Mrs S Hooper

P M Brivio (Dover Town Council)
M Burnham (Deal Town Council)
B A Scott (Sandwich Town Council)

AGENDA

1 **APOLOGIES**



2 **APPOINTMENT OF SUBSTITUTE MEMBERS**

To note appointments of Substitute Members.

3 **DECLARATIONS OF INTEREST**

To receive any declarations of interest from Members in respect of business to be transacted on the agenda.

Where a Member has a new or registered Disclosable Pecuniary Interest (DPI) in a matter under consideration they must disclose that they have an interest and, unless the Monitoring Officer has agreed in advance that the DPI is a 'Sensitive Interest', explain the nature of that interest at the meeting. The Member must withdraw from the meeting at the commencement of the consideration of any matter in which they have declared a DPI and must not participate in any discussion of, or vote taken on, the matter unless they have been granted a dispensation permitting them to do so. If during the consideration of any item a Member becomes aware that they have a DPI in the matter they should declare the interest immediately and, subject to any dispensations, withdraw from the meeting.

Where a Member is declaring an Other Significant Interest (OSI) they must also disclose the interest and explain the nature of the interest at the meeting. The Member must withdraw from the meeting at the commencement of the consideration of any matter in which they have declared a OSI and must not participate in any discussion of, or vote taken on, the matter unless they have been granted a dispensation to do so or the meeting is one at which members of the public are permitted to speak for the purpose of making representations, answering questions or giving evidence relating to the matter. In the latter case, the Member may only participate on the same basis as a member of the public and cannot participate in any discussion of, or vote taken on, the matter and must withdraw from the meeting in accordance with the Council's procedure rules.

4 **MINUTES** (Pages 4 - 8)

To confirm the attached Minutes of the meeting of the Committee held on 20 December 2012.

5 **ENVIRONMENT, HIGHWAYS AND WASTE CABINET COMMITTEE (EHWCC)**
(Pages 9 - 53)

To note the attached Minutes of the EHWCC meetings held on 20 September and 15 November 2012.

To note the attached report that went to the meeting of the EHWCC held on 10 January 2013:

- Joint Transportation Boards Agreement and Governance

6 **A COMMON SENSE PLAN FOR SAFE AND SENSIBLE STREET LIGHTING**
(Pages 54 - 70)

To consider the attached report of the Head of Programmed Work, Kent County Council.

7 **DOVER HIGHWAY WORKS PROGRAMME 2012/13** (Pages 71 - 84)

To consider the attached report of the Director of Highways, Kent County Council.

8 **EXCLUSION OF THE PRESS AND PUBLIC** (Pages 85 - 86)

The recommendation is attached.

The procedure for determining applications for on-street disabled persons' parking bays is attached.

MATTER WHICH THE MANAGEMENT TEAM SUGGESTS SHOULD BE CONSIDERED IN PRIVATE AS THE REPORT CONTAINS EXEMPT INFORMATION AS DEFINED WITHIN PART 1 OF SCHEDULE 12A OF THE LOCAL GOVERNMENT ACT 1972 AS INDICATED AND IN RESPECT OF WHICH THE PROPER OFFICER CONSIDERS THAT THE PUBLIC INTEREST IN MAINTAINING THE EXEMPTION OUTWEIGHS THE PUBLIC INTEREST IN DISCLOSING THE INFORMATION

9 **APPLICATIONS FOR DISABLED PERSONS' PARKING BAYS** (Pages 87 - 107)

To consider the attached report of DDC's Director of Environment and Corporate Assets.

Access to Meetings and Information

- Members of the public are welcome to attend meetings of the Council, its Committees and Sub-Committees. You may remain present throughout them except during the consideration of exempt or confidential information.
- All meetings are held at the Council Offices, Whitfield unless otherwise indicated on the front page of the agenda. There is disabled access via the Council Chamber entrance and a disabled toilet is available in the foyer. In addition, there is a PA system and hearing loop within the Council Chamber.
- Agenda papers are published five clear working days before the meeting. Alternatively, a limited supply of agendas will be available at the meeting, free of charge, and all agendas, reports and minutes can be viewed and downloaded from our website www.dover.gov.uk. Minutes are normally published within five working days of each meeting. All agenda papers and minutes are available for public inspection for a period of six years from the date of the meeting. Basic translations of specific reports and the Minutes are available on request in 12 different languages.
- If you require any further information about the contents of this agenda or your right to gain access to information held by the Council please contact Kate Batty-Smith, Democratic Support Officer, telephone: (01304) 872303 or email: kate.batty-smith@dover.gov.uk for details.

Large print copies of this agenda can be supplied on request.

Minutes of the meeting of the **DOVER JOINT TRANSPORTATION BOARD** held at the Council Offices, Whitfield on Thursday, 20 December 2012 at 6.00 pm.

Present:

Chairman: Councillor T A Bond

Councillors: P M Brivio (In place of B W Bano)
N J Collor
G Cowan
J H Goodwin
S C Manion
L B Ridings
J A Rook
M A Russell
F J W Scales
C J Smith (Minute Nos 400 to 404 only)
R S Walkden
P Walker

Also Present: Mr C Tough (Deal Town Council)
Mr B A Scott (Sandwich Town Council)

Officers: Mr R Heaps (KCC Highways and Transportation)
Mr S Rivers (KCC Highways and Transportation)
Highways and Parking Manager
Corporate Estate and Coastal Engineer
Democratic Support Officer

393 APOLOGIES

Apologies for absence were received from County Councillor B R Cope; District Councillor B W Bano and Mrs Marlene Burnham (Deal Town Council).

394 APPOINTMENT OF SUBSTITUTE MEMBERS

It was noted that, in accordance with Rule 4 of the Council's Procedure Rules, Councillor P M Brivio had been appointed as substitute Member for Councillor B W Bano.

395 DECLARATIONS OF INTEREST

Councillor J H Goodwin declared a Disclosable Pecuniary Interest in Minute No 398 (Southeastern Railway Stakeholder Newsletter) by reason that he was employed by Southeastern Trains and withdrew from the Council Chamber during consideration of this item.

396 MINUTES

In respect of Minute No 198, Mr Rivers confirmed that Members could use their funds to implement Public Rights of Way schemes in the current financial year. However, schemes which required a Traffic Regulation Order or lengthy consultation were unlikely to be able to complete the process before the end of the financial year.

In respect of Minute No 207, Councillor Ridings was advised that work to cut back overgrown foliage at the A256/A257 Ash roundabout could be carried out during scheduled resurfacing work. However, leaving some foliage in place was a recognised safety measure as it forced cars to slow down or stop altogether in order to check that they could proceed safely. Councillor Collor was advised that the cost of the East Kent access road was £11.15 million per kilometre. This was a significant figure but included the cost of two large structures, a signal-controlled roundabout and multiple pumped drainage systems.

The Minutes of the meeting of the Joint Transportation Board held on 20 September 2012 were approved as a correct record and signed by the Chairman.

397 ENVIRONMENTAL, HIGHWAYS AND WASTE CABINET COMMITTEE

The Board received the minutes of the Environment, Highways and Waste Cabinet Committee (EHWCC) meeting held on 4 July 2012 and the reports that went to the EHWCC meeting held on 15 November 2012.

RESOLVED: That the minutes and reports be noted.

398 SOUTHEASTERN RAILWAY STAKEHOLDER NEWSLETTER

The Board received the Southeastern Railway newsletter.

RESOLVED: That the newsletter be noted.

399 RIVER DOUR GREENWAY - UPDATE

In respect of Phase 1, Mr Heaps advised Members that the agreement for the dedication of land had been signed by Kent County Council (KCC) that day, and was due to be signed by Asda early in the new year. In respect of Phase 2, the deed of dedication was due to be signed by Dover District Council (DDC) and K-College the next day. DDC's Planning Committee had granted planning permission for the new bridge and construction was due to commence early in the New Year. In response to Councillor Cowan, it was clarified that a small payment had been made to K-College from Sustrans funding to compensate for the loss of parking spaces. Mr Heaps undertook to provide precise figures.

RESOLVED: That the report be noted.

400 PEDESTRIAN CROSSING BRIEFING PAPER

Mr Heaps referred Members to the report. In response to questions, it was clarified that parish councils could fund crossings themselves. However, the work involved in designing individual crossings took considerable resources and KCC would therefore also seek a contribution towards design costs. To provide some degree of certainty to the process, Mr Rivers undertook to explore with Amey, the new engineering consultant, if it was possible to provide fixed cost prices for the work involved in designing a range of crossings so that parishes were aware what resources they would need in total. Mr Heaps confirmed that crossings funded by parish councils would still need to meet the criteria used to prioritise schemes in general, and would require final approval by KCC to ensure that there were no safety concerns and that they met design standards. However, crash statistics would not be taken into consideration.

- RESOLVED: (a) That the report be noted.
- (b) That Mr Rivers be requested to explore fixed cost prices for the design work involved in a range of pedestrian crossings.

401 PROPOSED WAITING RESTRICTIONS - DOVER DISTRICT

The Board viewed photographs of the proposals, and was reminded that it had agreed at its meeting held on 22 September 2011 that eight proposed waiting restrictions at various locations in the district should be re-advertised due to an administrative error. One had since been withdrawn and the others re-advertised. Several Members cautioned against imposing too many parking restrictions, but welcomed that a pragmatic approach had been taken on proposals for Dodd's Lane in response to representations received from members of the public.

RESOLVED: That the proposed Traffic Regulation Orders set out at paragraph 3.3 of the report be proceeded with.

402 HIGHWAY WORKS PROGRAMME 2012/13

Mr Rivers presented the report which updated Members on works that had been approved for construction in 2012/13.

In respect of Appendix B1, Members were advised that the works to Pencester Road, Dover would be implemented by the end of April. It was clarified that the footway scheme was at Kings Close, Kingsdown not Dover. On Appendix B3, Mr Rivers clarified that a testing programme had identified defective street light columns. Dangerous ones had been removed immediately and others would be replaced on a priority basis. The Board would receive a report in due course which would give details of columns that had been removed and lights switched off.

In respect of B4, the Board was advised that soakaways were currently cleaned on a reactive basis. However, it was planned to move to a scheduled programme which would enable funding to be targeted where it was most needed. In terms of replacement, sites would be assessed on the basis of highway safety, property flooding, network disruption and impact on the local community, and work prioritised accordingly. The drainage works programme would be updated and placed on the KCC website. In response to requests, Mr Rivers advised that the junction of York Street/Townwall Street, Dover and Wellesley Road, Deal would receive attention from KCC's drainage team. Members were asked to let Kathryn Lewis, KCC's Drainage and Flood Manager, have details of blocked soakaways.

With regards to C2, Members were advised that footpath improvement works to EBX3 had been completed on 13 December. On C3, the access road to Betteshanger Business Park had been adopted following no objections being received. Works to Maison Dieu Road, Dover had been completed in November. Works on the new access at the White Cliffs Business Park were on hold pending work to be carried out by UK Power Networks. Mr Rivers undertook to respond to Councillor Goodwin in respect of road lining at Dixon Road, Dover.

RESOLVED: That the report be noted.

403 EXCLUSION OF THE PRESS AND PUBLIC

RESOLVED: That, under Section 100(A) 4 of the Local Government Act 1972, the public be excluded from the meeting for the remainder of the business on the grounds that the item to be considered involves the likely disclosure of exempt information as defined in paragraphs 1 and 2 of Part 1 of Schedule 12A of the Act.

404 APPLICATIONS FOR DISABLED PERSONS' PARKING BAYS

The Corporate Estate and Coastal Engineer presented a report to Members which detailed eight disabled parking bay applications.

Members were advised that one letter of objection had been received in relation to Application A, following formal advertisement. On Application B, no letters of objection had been received during informal consultation and formal advertisement. Both applications met the criteria.

In respect of Application C, the Board was advised that the application had come to Members for determination since, if approved, the bay would exceed the 5% guideline limit. It was clarified that the 5% limit had previously been exceeded in cases where an overwhelming need had been proven or when the road was a long one and existing bays were well spaced out. Councillor Cowan argued that, if the applicant met the criteria, a bay should be provided, regardless of whether the 5% limit would be exceeded. Councillor Scales commented that bays were not for the exclusive use of the applicant and could be used by anybody with a disability. Therefore, applicants should be able to demonstrate an exceptional need if the 5% guideline were to be exceeded. On Application D, Members were advised to defer the application since the applicant had been reported to the Blue Badge team at KCC and an investigation was ongoing.

At its meeting held on 20 September 2012, the Board had resolved that Applications E and F should progress to formal consultation. This had now finished and the original objectors had upheld objections submitted during informal consultation. Although Application E met all the criteria, the applicant owned a garage 70 metres from their property. However, they had difficulty walking this distance and a doctor's letter had been submitted in support. Application F also met all the criteria, but the applicant owned a garage at the rear of their property. However, a doctor's letter had been submitted which stated that the applicant should not lift the garage door as this could precipitate an angina attack.

The Board was advised that Applications G and H met all the criteria for a disabled parking bay. No objections had been received during informal consultation and it was recommended that these applications be progressed to formal advertisement.

- RESOLVED:
- (a) That Applications A, B, E and F be recommended for sealing by Kent County Council.
 - (b) That Applications C, G and H be formally advertised and, in the event that no objections are received, be recommended for sealing by Kent County Council (with any objections being referred back to a future meeting of the Dover Joint Transportation Board for further consideration).

- (c) That Application D be deferred pending an investigation by Kent County Council's Blue Badge team.

The meeting ended at 5.13 pm.

KENT COUNTY COUNCIL

**ENVIRONMENT, HIGHWAYS AND WASTE CABINET
COMMITTEE**

MINUTES of a meeting of the Environment, Highways and Waste Cabinet Committee held in the Darent Room, Sessions House, County Hall, Maidstone on Thursday, 20 September 2012.

PRESENT: Mr D L Brazier (Chairman), Mr N J Collor (Vice-Chairman), Mr J R Bullock, MBE, Mr I S Chittenden, Mr M J Harrison, Mr W A Hayton, Mrs J P Law, Mr R F Manning and Mrs E M Tweed

ALSO PRESENT: Mr G Cooke, Mr D S Daley, Cllr C Garland, Mr R Jarman, Mr R J Lees, Mr B J Sweetland and Mrs J Whittle

IN ATTENDANCE: Mr M Austerberry (Corporate Director, Environment and Enterprise), Mrs S Barton (Strategic Projects And Business Development Manager), Mr P Baldock (Finance & Performance Manager), Mr J Burr (Director of Highways and Transportation), Ms A Carruthers (Transport Strategy - Delivery Manager), Ms B Cooper (Director of Economic Development), Mr P Crick (Director of Planning and Environment), Mr S Dukes (Economic Development Officer), Mr J Farmer (Regeneration & Projects Manager), Mr R Fitzgerald (Performance Manager), Mr W Forrester (Head of Gypsy & Traveller Unit), Mr A Kamps (Principal Accountant), Mr D Latham (Roadworks & Enforcement Manager), Mr T Martin (Strategy Manager), Mr J Ratcliffe (Transport Planner), Mr T Read (Head of Highway Transport), Mrs C Valentine (Highway Manager) and Mrs K Mannering (Democratic Services Officer)

UNRESTRICTED ITEMS

33. Declarations of Interests by Members in items on the Agenda
(Item A3)

Mr Collor declared an interest in Item D2 as the Dover District Council Member on the Kent International Airport Consultative Committee.

34. Minutes of the meeting on 4 July 2012
(Item A4)

RESOLVED that the Minutes of the meeting held on 4 July 2012 are correctly recorded and that they be signed by the Chairman.

35. Pitch Fee for New Coldharbour Lane Gypsy & Traveller site - Decision No. 12/01957
(Item B1)

(1) The report detailed the reasons for the proposed pitch fee for the new Coldharbour site, and necessary compliance with the Mobile Homes Act, for current

and future pitch occupiers. It included the reason for, and proposed level of, a service charge towards costs of waste water disposal.

(2) The report recommended a pitch fee of £65 per week, to take effect from the handover of each new pitch on the new site, or 1 April 2013 if later, for existing pitch occupiers, subject to consultation under the Mobile Homes Act 1983.

(3) The Coldharbour Lane site in Aylesford was originally established in 1981, to accommodate families who had lived for some time down the adjacent (then) A20. Following various efforts down the years to improve and expand the site, Tonbridge and Malling Borough Council and the County Council started a joint project in 2008 to establish a new site, which had included new land acquisition and planning consent for a 26-pitch site, and part of the funding from the Homes and Communities Agency.

(4) The new site was now being constructed, and should be available for occupation early next year. There needed to be a pitch fee agreed for those who would be allocated a new pitch on the site, and an increase in pitch fee for those who lived on the old site currently.

(5) The proposed £65 per week per pitch fee would cover the costs of maintenance of the site and repayment of a significant proportion of the prudential borrowing needed to build the site. The implications to KCC if the pitch fee were not agreed and collected would be serious, as any shortfall would need to be found from the County Council's revenue budget.

(6) The Mobile Homes Act 1983 required site operators to consult over pitch fee increases with existing pitch occupiers, and to justify the proposed pitch fee set for new pitch occupiers. Consultation over the design of the new site had taken place with current occupiers, and they would be consulted over the proposed increase to their pitch fee.

(7) The new site was a complete transformation of the current site, on which the pitch fee had been £44.50 per week. Current pitch fees for sites managed by the Gypsy and Traveller Unit ranged between £44.50 and £57, so Coldharbour Lane, because of its current condition, was the lowest. The new site had larger pitches than the current site, and the new facilities included new amenity blocks, pitch surfacing, fencing and utilities; and had a play area for children.

(8) The Edenbridge site in Sevenoaks recently had significant improvements and expansion and its pitch fee was currently £72.10 per week. Based on the extent of the improvements resulting from the new site development, the recommended pitch fee for new pitch occupiers was £65 per week per pitch, and the recommended increase for current pitch occupiers was from £44.50 to £65. It was recommended that the increase for existing occupiers took effect from 1 April 2013.

(9) It was clearly vital that an appropriate new pitch fee was set for the Coldharbour Lane site. The new site was not just a refurbishment or major improvement, but a complete redevelopment and expansion and had a greater amenity offer for residents. Because of the increased pitch size, new "plot for life" blocks which complied with the Disability Discrimination Act, and new features like the play area, the proposed pitch fee of £65 was justified, and compared favourably with the pitch

fee of £72.10 on the only other extensively improved site in Kent, at Edenbridge in Sevenoaks District.

- (10) RESOLVED that the Cabinet Member be recommended to approve a pitch fee of £65 per week for the new Coldharbour Lane Gypsy and Traveller site.

36. Kent Thameside Strategic Transport (Homes & Roads) Programme - Decision No. 12/01953

(Item B2)

(1) The report set out the current conditions under which the Kent Thameside Strategic Transport (Homes & Roads) Programme was being developed and implemented covering in particular, the available funding, management of risk and the proposals for governance arrangements of the programme. It was proposed to seek a further Key Decision from Cabinet on 15 October in light of the considerable changes to the progress of development and the available funding that had taken place since a previous decision was taken on 21 February 2008 (Decision No. 07/01108), which agreed to the County Council acting as the Accountable Body for the programme.

(2) The Kent Thameside Strategic Transport (Homes & Roads) Programme was a package of improvements that responded to the complexities encountered in assessing the individual impacts and mitigation measures for significant development across the boroughs of Dartford and Gravesham. The 20-year programme aimed to provide key transport infrastructure improvements that would enable the planned level of development in Kent Thameside to be realised.

(3) As the Accountable Body for the programme the County Council was responsible for the management of the programme and administration of the funding. A dedicated Programme Investment Fund had been set up for the programme within the County Councils corporate financial system. A cash flow model had also been developed to assist the financial management process. The current estimated cost for the programme was £116.2m and anticipated funding was estimated at £84.0m leaving a funding gap of £32.2m (current prices).

(4) In the course of the management of the programme the situation might arise where the County Council was required to use its Prudential borrowing powers to ensure that schemes were completed. The estimated cost to the County Council was £800,000 per annum for every £10m borrowed. Although it was not envisaged that the County Council would exercise the powers to cover the shortfall in funding it might be necessary to use such powers to overcome short-term cash flow issues when implementing individual schemes. In such circumstances the County Council's borrowing costs would be funded through the programme.

(5) Discussions with Dartford and Gravesham Borough Councils had identified potential funding of around £5m from the New Homes Bonus initiative. An estimated 1170 dwellings were expected from sites between 2012/13 and 2015/16 based on information received from Land Securities and the Borough Councils, resulting in a cost to the County Council of around £1.0m, with the Borough Councils bearing the remaining cost.

(6) The programme (a) would contribute to Ambition 1 of the Vision for Kent (To Grow the Economy) by delivering the critical infrastructure to create the conditions for economic growth; (b) was in line with priorities 8, 9 and 10 of Bold Steps for Kent driving economic prosperity through unlocking key sites in the Thames Gateway Kent region, helping to deliver the Kent & Medway Housing Strategy and ensuring that new housing development was matched with the appropriate infrastructure; and (c) was identified within the Local Transport for Kent 2011-16 and would deliver a priority for the Thames Gateway Kent area set out in the integrated transport strategy Bold Steps for Transport “*Growth Without Gridlock*”.

(7) The report set out details relating to funding for the programme which largely consisted of public sector grants (principally through the Department for Communities & Local Government) and private sector developer contributions; a review of the programme in the Autumn of last year instigated by the uncertainty over public sector funding for the programme and the continuing poor market conditions causing concern over the ability of development to fund major infrastructure improvements; and a risk assessment conducted on the programme as part of the economic appraisal that was submitted to secure the £13m funding from the HCA.

(8) The programme was conceived in 2007 under the auspices of the Kent Thameside Partnership. With funding now available and the programme starting to move into its implementation stage, it was appropriate that more formal Governance arrangements were established. The suggested components of the Governance arrangements for the programme were set out in Appendix 4 of the report. The key component of the arrangements was the setting up of a Steering Group. It was proposed that the Cabinet Member for Regeneration & Economic Development was entrusted with the task of setting up the Steering Group in consultation with Dartford and Gravesham Borough Councils.

(9) Conditions had significantly changed since the programme was conceived and there was currently a £32m funding gap. The justification for the programme and its objectives had largely remained unchanged. Some public sector funding had already been secured along with developer contributions and implementation of the programme had started. There were significant risks inherent in the programme and strong management would be required to ensure that they did not materialise.

(10) The programme would be delivered over a 15-20 year period and there was a long term commitment on the part of all of the key stakeholders to the growth agenda in Kent Thameside as witnessed by the DCLG/DfT proposition. Whilst there was currently a funding gap it was envisaged that opportunities would arise to secure additional funding for the programme.

(11) Mr Lees (Local Member for Swanscombe & Greenhithe) highlighted that a number of the schemes contained in the Kent Thameside Strategic Transport Programme would affect his constituents. He raised concerns about how the schemes would be prioritised. He remarked that both the A2 Bean Junction and the London Road/St Clements Way Junction already had problems. He was also concerned that with the current funding gap there was the danger that schemes may not be built or significantly changed.

(12) In response Mr Lees was informed that it was proposed to establish a Steering Group to monitor the progress of the programme. A Forward Delivery Programme

would also be produced setting out the planned expenditure and implementation of schemes. This would be reviewed and agreed annually by the stakeholder through the Steering Group. The A2 Bean Junction and London Road/St Clements Way Junction have consistently been identified within the programme as priority locations for improvement. The commitment by DfT/HA to refresh the business case/design for the A2 Bean and A2 Ebbsfleet junctions should determine when the improvement of these junctions should take place. Any changes needed to the programme would be dealt with through the annual review of the Forward Delivery Programme.

(13) Mr Sweetland informed the Committee that the reasons why KCC was the Accountable Body for this programme were historic but there was probably no other organisation that could perform this function. He also highlighted that there was the risk that KCC could be liable for any overspend on individual schemes.

(14) Mr Bullock had concerns about KCC's role as the Accountable Body in particular he could envisage the transport improvements being implemented for the full build-out of development but the funding gap may not be resolved. In response Mr Bullock was informed that schemes would only be implemented within the forecast level of funding for the programme.

(15) Mr Austerberry (Corporate Director Enterprise & Environment) commented that this was a long-term strategic programme and the report did not hide the risks associated with the programme. EHW's role would be to implement schemes through its Major Projects division. It would be essential that before any commitment was made to the implementation of a scheme that it was fully designed, costed and the risks identified. He was comfortable that the right processes were to be put in place to provide robust management of the programme.

(16) Mrs Law was also concerned about KCC's role as the Accountable Body for the programme but supported the recommendations of the report.

(17) RESOLVED that the following recommendations to be considered by Cabinet be endorsed:-

- (a) that Kent County Council continuing to act as the Accountable Body for the Kent Thameside Strategic Transport (Homes & Roads) Programme, be confirmed;
- (b) that the setting up of the Governance arrangements for the Kent Thameside Strategic Transport (Homes & Roads) Programme be entrusted to the Cabinet Member for Regeneration & Economic Development in consultation with Dartford and Gravesham Borough Councils; and
- (c) that the Corporate Director Business Strategy & Support, in consultation with the Corporate Director Enterprise & Environment, be authorised to negotiate and execute legal and/or partnership agreements pursuant to the delivery and management of the Kent Thameside Strategic Transport (Homes & Roads) Programme.

37. KCC response to the Consultation by Maidstone Borough Council on Strategic Sites Allocations - Decision No. 12/01919
(Item B3)

(Local Members – Mr G Cooke, Mr D Daley and Mrs J Whittle; Maidstone Borough Council – Cllr C Garland, Leader; and Mr R Jarman, Head of Planning, were in attendance for this item and took part in the debate)

(1) The report proposed a response by KCC to Maidstone Borough Council's public consultations on *Strategic Site Allocations*. The main strategic developments proposed by the Borough Council were employment land at Junction 8 of the M20, retail and employment uses at Junction 7 of M20, and residential land at Allington and on the Sutton Road.

(2) Maidstone Borough Council consulted on their draft local plan Core Strategy in September 2011. The County Council supported the proposed number and distribution of dwellings, but objected to the proposal for a new site for warehousing and other employment uses near to Junction 8 of the M20. The consultation gave rise to requests that new strategic development sites, such as Junction 8, should be clearly identified. The Council therefore invited proposals for development sites (a 'call for sites') in June of this year. The call for sites asked for information about sites specifically at three strategic development locations: housing sites in North West and South East Maidstone, and employment sites at Junction 8 of the M20.

(3) The Borough Council was now consulting on the sites and policies that it proposed to allocate in the Core Strategy. The consultation was taking place for 6 weeks from 17 August 2012, and closed on 1 October. The allocations would become part of the Maidstone local plan Core Strategy which the Borough Council intended to publish in December 2012 before it was submitted to the Secretary of State for independent examination in 2013 (the Examination in Public).

(4) The Borough Council were also consulting on an *Integrated Transport Strategy* for Maidstone (ITS) prepared jointly with KCC as the highways authority. The draft ITS had been agreed for consultation by an informal group of Members from both authorities. It would then be referred to the *Joint Transport Board* for Maidstone in October, and would be considered by the Committee in November for subsequent adoption by both authorities.

(5) The decisions to be taken by the Borough Council might have long term financial implications for KCC as the provider of infrastructure and services to support development. The proposed response by KCC to the consultation supported the County Council's ambition to grow the economy.

(6) The report summarised:- (a) KCC's views on the main proposals in the draft Core Strategy – Housing, Town Centre, and Employment; (b) the proposed KCC Response to the current Strategic Sites Allocations Consultation – Housing, Housing land in North West Maidstone, Housing land in South East Maidstone, Housing at Rural Services Centres, Strategic employment locations, Strategic employment location at Junction 8 of M20, Strategic employment site at Junction 7 of M20, Retail Policy, Medical campus and employment uses.

(7) The National Planning Policy Framework (NPPF) introduced a 'presumption in favour of sustainable development' that should be reflected in local plans. The Planning Inspectorate had published a 'model policy' to show how local plans could comply with the requirement. Maidstone Borough Council proposed to incorporate it as Policy NPPF1 'Presumption in favour of sustainable development'.

(8) Resolved that the Cabinet Member be recommended to approve KCC's response to the consultation as follows:-

- (a) the Borough Council's target of 10,080 new dwellings by 2026, and the allocation of the strategic housing sites to meet the target, be supported;
 - (b) the allocation of the three strategic housing sites identified in Policy SS1, be supported, and the provision for junction improvements, be welcomed;
 - (c) the recognition of the need for a new primary school in the area be welcomed, and the provision in Policy SS1b (4) for the transfer of land for primary education at the site East of Hermitage Lane be noted. KCC would confirm the location of the school with the Borough Council, and the provision for financial contributions to education and other community facilities in Policies SS1a-c for each site, be welcomed;
 - (d) the allocation of the three strategic housing sites identified in Policy SS2, be supported, and the provision for transport improvements, and land or funding for a two form entry primary school be welcomed. However, KCC would request that the green wedge, shown on the Key Diagram in the consultation of September 2011, be extended to contain development in the south east sector of Maidstone to that now proposed;
 - (e) the provision for financial contributions to education in Policies SS2a and SS2c be welcomed, subject to the confirmation of education needs, requests amendments to Policy SS2a (Langley Park) to provide for the transfer of land for primary education, and to Policy SS2b (North of Sutton Road) to provide for contributions to education;
 - (f) the clarification of the distribution of dwellings among the rural service centres provided by the additional text to Policy CS1, be welcomed;
 - (g) the Borough Council be requested to include a policy be included in the Core Strategy that recognised the need for a positive response to development proposals from existing businesses for their own expansion and occupation;
 - (h) the principle of a strategic location for employment at Junction 8 of M20 for the reasons expressed in the report be opposed, and that KCC did not express a preference among the three sites described but would require any highway improvements to be fully funded by a developer. KCC's objection applied to all sites, and would not be overcome by the allocation of a small site such as site EMP-01-J8;
- Mrs Law abstained*
- (i) the allocation of an employment site at Junction 7 of M20 as defined on the map accompanying Policy SS4 be supported, subject to the provisions for highway, public transport and cycle/pedestrian access as set out in the policy, and the attention to be paid to the design and landscape of the site, be welcomed;

- (j) the allocation of part of the site at Junction 7 for prime office and similar business uses be sought, in place of a new site at Junction 8 of M20, and that it be promoted by Policy SS4 as the location in Maidstone for business uses to complement the town centre, together with a medical hub;
- (k) that Policy SS4 specify the area of land and the amount of retail and related floorspace that would be provided at Junction 7 of M20, and should be limited to the replacement of the existing retail and service floorspace (excluding the open area of the garden centre). The policy to state the nature of the retail centre proposed and clearly prevent future encroachment of retail uses into the remainder of this large allocation; and
- (l) the incorporation of text into Policy NPPF1 in favour of sustainable development be supported.

38. Speeding up the Traffic Regulation Order Process - Decision No. 12/01927 *(Item B4)*

(1) The report considered proposals to speed up the Traffic Regulation Order (TRO) process by delegating the consideration of non-controversial objections to TRO's, where the local County Councillor was in full support of the proposal to the Director of Highways and Transportation for consideration. It set out the process and procedures the Director would have to follow when considering the objections.

(2) The Road Traffic Regulation Act 1984 gave traffic authorities the powers to make TRO's for various reasons which were set out in the report. Typically, TRO's took the form of prohibitions or restrictions such as speed limits, weight & width limits, prohibition of driving or of motor vehicles, prohibited or prescribed movements, parking restrictions etc. A TRO could be proposed on its own or as part of a scheme.

(3) When a traffic authority wished to make a TRO it must follow a statutory procedure which was set out in The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. The procedure required the traffic authority to consult any persons likely to be affected by the restrictions or prohibitions to be imposed by the Order. The authority must publish a notice in a local paper and carry out other provisions to ensure adequate publicity for the proposal such as writing to affected parties or posting notices on the road where the TRO was being proposed. The traffic authority then must allow a minimum of 21 days for stakeholders to make comments on the proposal and, if they wished, formally object.

(4) Current KCC procedures when objections were received were to report them to the local Joint Transportation Board for the relevant area. The Board was typically asked to make a recommendation to the Cabinet Member for Environment, Highways & Waste on whether to proceed with the scheme notwithstanding the objections; implement the proposal with modifications, or abandon the proposal. If no objections were received to a TRO then the Director of Highways & Transportation already had delegated authority to proceed with making the Order as proposed.

(5) The main issue with the current procedure was the time it could take for a decision to be made when objections were received to a TRO. As stated, the traffic authority was legally required to consult when proposing a TRO. When added to the time it took to design a scheme, consult and then report to a local Joint

Transportation Board, which were only held every three months, it could take six to nine months to make an order for a very simple proposal such as a few metres of double yellow lines.

(6) Following the statutory consultation if five or fewer objections were received and the local County Councillor was in full support of proceeding with the proposal, a report would be submitted to the Director of Highways and Transportation requesting authorisation for the Order to be made. The Director would carefully consider the matter and if he was not happy to authorise the making of the Order it would be reported back to the local JTB for a recommendation to be made to the Cabinet Member. Once an Order had been made any objector would be notified in writing within 14 days that the Order had been made. It was a requirement of The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

(7) When more than five objections were made and/or the local County Councillor was not in full support of the proposal it would be (as existing procedures prescribed) reported to the local JTB for a recommendation to be made to the Cabinet Member. When no objections had been received, the Director of Highways and Transportation already had delegated authority to authorise the making of the Order.

(8) The proposed changes to the County Councils procedures for considering objections to TRO's complied with Section 13 of The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 which stated that the Order making authority should consider all objections duly made.

(9) A recent example were the proposed changes would have sped up the delivery of a MHF scheme would have been the implementation of a pedestrian crossing in Hothfield, Ashford. Only one objection was received to the proposal which had the full support of the local County Councillor, local Borough Councillor and Parish Council however, due to the one objection the delivery of the scheme had to be delayed for three months to allow the objection to be reported to the local JTB where it was agreed to proceed notwithstanding the objection.

(10) RESOLVED that the Cabinet Member be recommended to approve the following:-

Delegated authority was given to the Director of Highways and Transportation for the consideration of objections to TRO's when five or fewer objections had been received, and the local County Councillor was in full support of the proposal. TRO's with more than five objections or the County Councillor was not in full support of the proposal would still be reported to the local Joint Transportation Board (JTB) for a recommendation to be made to the Cabinet Member for Environment, Highways & Waste.

39. Introduction of a Kent Lane Rental Scheme (KLRS) - Decision No. 12/01932
(Item B5)

(1) The report related to the introduction of a lane rental scheme in Kent in order to apply charges to those carrying out works on the highway network, within specific strategic locations. The KLRS had been out for formal Consultation between 25 June

and 17 September and the results showed a positive support for the Scheme and the overall objectives.

(2) The Secretary of State for Transport had the power to provide a Council with the legal Order to introduce the Regulations that brought a lane rental scheme into effect. Transport for London commenced a scheme in June 2012 and KCC had been invited to consider an application for a scheme also. The Highways and Transportation Annual Plan for 2012/13 included an action listed under item 2.1 to “Agree Lane Rental pilot scheme with DfT for Kent’s most critical roads (to commence in Summer 2013)”.

(3) KCC had designed a Kent Lane Rental Scheme (KLRS) and had carried out an extensive consultation with key stakeholders who would be affected by the Scheme (interested parties). The Scheme was well-designed and well-targeted, focusing on the most critical parts of the highway network. It was intended to encourage those undertaking works to carry out their works in a less disruptive manner. The Scheme complimented the existing Kent Permit Scheme and would further decrease the impact of roadworks on the travelling public in Kent.

(4) The revenue received from a lane rental scheme would be used to cover the full operating costs of the scheme. The Council’s Local Transport Plan had an objective to “Keep Kent Moving” and a Kent Lane Rental Scheme was considered an essential tool to not only deliver the objective, but to also maintain and support the Councils legal duty to “secure the expeditious movement of traffic on the authority’s road network”.

(5) The Consultation resulted in over 200 comments received from 30 different interested parties. Overall, the KLRS received strong support from the interested parties, including the promoters of affected works, as a well-designed and purposeful Scheme. As a result of the Consultation changes were applied to the Scheme design. An Equality Impact Assessment (EqIA) was conducted on the KLRS and determined that the Scheme had potential positive impacts, but no potential adverse impacts.

(6) As part of the application, a full cost-to-benefit analysis had been carried out to show the potential positive impact for the introduction of a lane rental scheme into Kent, for both local residents and businesses. The base case net present value (NPV) was £8.29m (2010 prices) for the first year of operation, with a benefit to cost ratio (BCR) of 10.4. The scheme costs included a set up fixed cost as well as an annual running cost. On that basis the BCR demonstrated a robust return for the introduction of the KLRS.

(7) The current projected timescale to make an application for the KLRS and bring it into operation was based on submitting the application in October 2012. A decision on the KLRS should be obtained in December 2012 and a twelve week mandatory notice period to affected promoters of works would start in February 2013. During the notice period, it was intended to operate the Scheme, without charge, to test the operation and resolve any potential issues preventing success. The operation of the Scheme would require an additional 7 new employees, across 4 new functions, within the Roadworks and Enforcement service area. The cost of the new staff would be fully funded from the income derived from the Scheme.

Consultation Results update covering paragraphs 4.3 to 4.6 of the report

(8) The Consultation process resulted in 760 individual comments from 42 different organisations, comprising Promoters, Local Councils within Kent and many different user and transport representatives. There was a lot of support for the Scheme, including the design and approach taken by KCC in its development; together with a number of areas of clarification within the Scope and for the operation of the Scheme. It must be noted that the Promoter comments received (representing 85% of the total comments) were very similar in nature due to the influence of an industry generated response by the National Joint Utilities Group. As expected from this group of Consultees, these comments indicated a general reluctance towards Lane Rental Schemes, however there was a positivity towards the approach taken by KCC and an interest to work with KCC in order to identify the opportunities and capabilities of the KLRS. None of the comments received from Consultation would result in a need to change the fundamental Scope of the KLRS or the need to enter into a second Consultation.

(9) The Kent Lane Rental Scheme had been designed with cooperation and support from affected Stakeholders, including those who would be carrying out the affected works. KCC was now ready to submit an application to the Secretary of State for Transport to introduce the KLRS and bring it into effect at the earliest opportunity.

(10) RESOLVED that the Cabinet Member be recommended to approve the application to introduce the Kent Lane Rental Scheme with the aim to bringing a scheme into effect within 2013.

40. Highways & Transportation Winter Service Policy for 2012-13 - Decision No. 12/01921

(Item B6)

(1) Each year Highways and Transportation reviewed the Council's Highways and Transportation Winter Service Policy and the operational plan that supported it in light of changes in national guidance and lessons learnt from the previous winter. The report set out proposed amendments following the review.

(2) As a result of three successive bad winters, national guidance had been issued by the Department for Transport and was detailed in the code of practice for highway authorities – Well Maintained Highways – Section 13 Winter Service. Much of the guidance provided had long been incorporated in the Highways and Transportation (H&T) winter service policy and plan. Additions to the policy were set out in the report. The allocated budget for winter service for 2012/13 was £3,237,704, £20,000 of which was allocated for the purchase of additional salt bins.

(3) The revisions to the winter service policy met the objectives of the Council's medium term plan for 2014/15, Bold Steps for Kent. Working in partnership with other authorities contributed towards achieving a better service and value for money for Kent residents.

(4) Putting the citizen in control would be achieved by continuing to provide salt bags to parishes who requested them. Salt bins would be provided across the county and for the first time would be identified on a map on the Kent County Council

website. Advice on how people in the Kent community could self help during winter conditions would also be included on the website, including road safety tips.

(5) Well Maintained Highways recommended that local authorities identified a minimum network that would be treated continuously for a period of six days in the event of a severe winter event. For Kent it had been identified as being the main strategic network, i.e. all A and B roads and some other locally important roads as identified in the highway network hierarchy. Essentially, they equated to the current primary routes minus the local roads and roads that go through estates etc. H&T would always endeavour to treat the entire primary network as identified in the policy but recognised that there might be times, as experienced in previous years, where it would be prudent to reduce the network as stated above to maintain salt levels and keep main roads in Kent moving as much as possible

(6) Additionally H&T had identified an Operational Winter Period which was October to April, and a Core Winter Period which was December to February and the stocks of salt needed during those periods to effectively treat the network in line with recommended resilience levels.

(7) In previous years good relationships had been established with the Highways Agency MAC Area 4 who managed the trunk roads and motorways in Kent. KCC shared two depots with the HA and there had been a reciprocal salt sharing arrangement for some time which had worked very well. Additionally there was an arrangement with Medway Council in respect of the weather forecast and treating areas on the borders of Kent and Medway.

(8) Providing information to the people of Kent was a crucial part of delivering the winter service. Much work had gone into developing the winter page of the KCC website including information on salting routes, salt bin locations and links to local district plans and road safety information. Close working with local media organisations over the past few years had been beneficial and has increased positive coverage for the winter service. The media – radio, television and press – would now be provided with pre prepared media briefs in advance of the winter season detailing the basics of the winter service.

(9) Resources did not allow for the treatment of all public transport networks. However H&T were working closely with bus companies across the county to ensure that where possible communication channels were put in place so that the public could be informed of any changes to routes due to snow and ice.

(10) The three year contract for the weather forecast expired earlier in the year. A tender process had been commenced and a new three year contract would be in place in time for the start of the winter service. The ice prediction service would continue to be provided by Vaisala Ltd.

(11) The Winter Service Policy was set out in Appendix B of the report, and was supported by an operational Plan which had been updated in line with the Policy, and discussions with the contractor Enterprise plc to ensure that plans were aligned. In addition district plans had been developed in conjunction with district councils across the county and would be used together with the Policy and Plan to deliver the winter service.

(12) The Winter Service Policy set out Highways and Transportation's arrangements to deliver a winter service across Kent. The following revisions had been made:-

- (a) Identification of an Overall Winter Service and Core Winter Service Period
- (b) Minimum winter service network
- (c) Levels of salt needed to maintain resilience for the (a) and (b) above
- (d) Salt bins would be identified on a map on Kent.gov
- (e) A new three year contract to provide a winter weather forecast service would be in place for the start of the winter service season

(13) RESOLVED that the Cabinet Member be recommended to approve the updated Winter Service Policy for 2012/13.

41. Hadlow Road Link, Tonbridge - Decision No. 12/01952

(Item B7)

(1) Hadlow Road Link had been an aspiration for over 30 years. It was an expensive urban scheme that had not attracted either government or private sector development funding. The present economic climate, reduced funding and national transport policy made funding of a major scheme in a non growth area even more unlikely. The property held was deteriorating and several houses were boarded up because they were now unsuitable to be leased, making the area look 'run down', as well as the ongoing informal blight created by the presence of the proposal. Officers had been working with Tonbridge & Malling Borough Council on a more appropriate transport strategy that recognised that the Link Road was undeliverable and should be abandoned.

(2) The disposal of the land and property would realise capital receipts in an estimated range of £1.4 - £1.8m. The revenue implications would be positive as the loss of reducing rental income was offset by the avoidance of security costs and the need for significant maintenance if the properties were to be retained. The Head of KCC Property had agreed (a) to release £250,000 from the future capital receipts in order to help pump prime the development and implementation of priority measures identified in the revised transport strategy; and (b) that the cost of the assessment work – some £25,000 - that had been required to develop a revised transport strategy would be netted off the future capital receipts.

(3) The removal of the blight and disposal of the land and property held would allow more beneficial use to be made of the land and property that together implicitly contributed to the core objective of 'Help Kent Economy to Grow'. The scheme was identified in 'Growth without Gridlock' but progress towards meeting many of its core objectives could be more realistically achieved by a revised transport strategy.

(4) The report set out details of the scheme background; property aspects; and a review of the current Transport Strategy.

(5) Analysis identified that the Link Road was not essential to the implementation of the development in the Tonbridge Central Area Action Plan. Properties held were in a poor condition and needed to be sold so that the private sector could bring them into beneficial use and the capital receipts released for the wider public benefit. A revised joint transport strategy was being developed to reflect the current situation and the limited public sector that was available.

(6) RESOLVED that the Cabinet Member be recommended to approve that the proposed road scheme known as Hadlow Road Link be abandoned and no longer used for Land Charge disclosures or development control; and that land and property held for the scheme be declared surplus to highway requirements.

42. Freight Action Plan for Kent 2012 - Decision No. 12/01930

(Item B8)

(1) The report set out the responses to the public consultation on the draft Freight Action Plan for Kent and consequent amendments to the Plan. The consultation period was open from 28 May 2012 until 23 July 2012 but late submissions were accepted.

(2) The *Freight Action Plan for Kent* (FAP) identified the issues facing the county in relation to road freight, developed a series of objectives and outlined a number of key actions. It focussed on road haulage as it was the mode that predominantly affected the county's residents, visitors and workers, as well as the road network itself. However, the FAP expressly supported alternative modes of transporting goods that were considered more sustainable, such as rail and water.

(3) The FAP was subject to internal consultation in February 2012 and subsequently sent to stakeholder groups for six weeks during April and May. The Plan was also sent to KCC Members and Joint Transportation Boards. It produced 39 written representations and significant amendments to the document were made as a result of the process. A final draft version of the FAP was released for public consultation online from 28 May to 23 July 2012. The same stakeholder groups were again notified of the public consultation. The public consultation resulted in a further 25 written representations and 25 responses online.

(4) Some of the actions in the Plan had implications for officer time and consequently a new Freight Officer role was created in July 2012 and would be appointed in September 2012. There were no further financial implications beyond agreed budgets.

(5) The action points in the Freight Action Plan for Kent contributed towards all three of the key priorities in Bold Steps for Kent:

- To help the Kent economy grow
- To put the citizen in control
- To tackle disadvantage

(6) The stakeholder consultation produced a number of very detailed and helpful responses. As a result the FAP was significantly amended to rectify any omissions identified and for general improvement. It ensured that the draft released to the public

was as close to the final version as possible. The public consultation was promoted online on the Roads and Transport page and was also picked up by the industry website *Commercial Motor*. The responses to the public consultation could be split between the written representations made and the online responses, details of which were set out in the Appendix to the report.

(7) The *Freight Action Plan for Kent 2011 – 2016* provided a framework for dealing with the problems generated by road freight in the county. Through the public consultation the Plan had been well received and no significant amendments had to be made.

(8) RESOLVED that the Cabinet Member be recommended to approve the formal adoption of the Freight Action Plan for Kent.

43. Technical and Environmental Service Contract (TESC) - Decision No. 12/01935 *(Item B9)*

(1) The report updated Members on the TESC procurement process. On 14 March 2012 the decision was taken not to extend the current Jacobs contract beyond 31 March 2013. Members agreed that 'in house' expertise would be supported by a new core contract where general commissions were secured. In addition, a competitive 'framework' of specialist suppliers would be procured.

Market Engagement

(2) On 16 May 2012, the Leader of the Council welcomed senior representatives from over 40 local, national and global organisations to Kent. Presentations gave an overview of KCC's requirements including the procurement strategy and desired solution, including key aspects of the contract. On 24 and 25 May 2012, Enterprise & Environment (E&E) held a Market Engagement event to identify and discuss solutions to deliver Technical and Environmental services for Enterprise and Environment.

Commissioning and Procurement Board

(3) On 25 June 2012, the KCC Commissioning and Procurement Board approved the recommendation that the Council should procure a Core Contract plus specialised Lots. This would allow a core contract worth about 80% of the annual £4m - £5m budget to attract suitable companies whilst also delivering the Council some economies of scale. The TESC would be developed to allow other KCC Directorates and District Councils in Kent to commission services.

(4) The Paw-Print detailed in the report was used to illustrate how the Technical and Environmental Services Contract (TESC) would be comprised of a Core Services contract for the majority of the professional services, with some smaller specialist contracts ("toes") and internalised services. The Paw-Print approach gave better flexibility in the procurement of services and greater choices without significant additional procurement costs. The Council did not want the risk of having a number of different suppliers and therefore inter-dependencies within a process - the management of this would be complex – particularly if there were disputes as this would increase contractual liability upon KCC. To mitigate this, only specialist work

was being split out, for example work that was undertaken either at the beginning or the end of a process, or work that was an independent, standalone function.

(5) The report set out details of the next steps which consisted of

Core Contract - Pre-Qualification; Invitation to Tender (ITT); Tender Presentations: Preferred Bidder Identified; Mobilisation

The Smaller ("Toe") Contracts

H&T Internalisation

Waste Management

(6) The proposed contract spend by KCC would be approximately £4m - £5m per year for an initial period of up to 5 years, with possible extension(s) for a further 5 years. This was a significant potential reduction on historic spend through the "Jacobs" contract which was worth around £12m – £13m per year in 2010/11.

(7) The TESC aimed to encourage the use of local Kent supply chains and employment of a % of Kent apprentices in a similar way to the Enterprise Term Maintenance contract. The Materials Testing and Coring contract was one that might suit the local labour market. The contract would use key indicators to drive performance with financial penalties if standards were not met. At the PQQ stage, applicants had been assessed on their experience at attracting inward investment/funding for successful transport schemes and strategies. H&T would look to utilise the knowledge through the new contract.

(8) RESOLVED that:-

(a) the contents of the report be noted;

(b) the next steps as detailed in the report be agreed, thereby authorising the Cabinet Member to sign and award the future contract; and

(c) a small group of Members help with both the Bidders Clarification Day and assessment of the Tender Presentations.

44. Environment, Highways & Waste Forward Plan - current entries

(Item B10)

RESOLVED that the current entry in the Forward Plan for Environment, Highways and Waste, be noted.

45. Budget Consultation 2013/14

(Item C1)

(1) Consultation on the draft budget proposals for 2013/14 was launched on 6 September, and would run for 8 weeks up to 1 November 2012. The consultation had been launched much earlier than in previous years, which allowed more time for consideration of the options and more time for Cabinet and Cabinet Committees to consider consultation responses.

(2) The consultation focussed on £42m of savings which were the key new proposals. It included proposals to address the £28m of savings that were not identified at the time the current Medium Term Financial Plan (MTFP) was agreed, as well as some items which were included in the current plan but not in detail as there was no impact in 2012/13.

(3) Cabinet Committees had been asked to establish an Informal Member Group (IMG) to consider the specific budget issues for each portfolio. The IMG would meet throughout the autumn. There were no specific terms of reference for the IMG and each group would agree their own working arrangements and which officers should be invited to provide evidence. It was intended that the IMG would report its findings to the November meeting together with any specific issues for the Environment Highways & Waste portfolio arising from the consultation.

(4) RESOLVED that the Budget consultation launched on 6 September and the engagement with Cabinet Committees, including feedback from the IMG at the November meeting, be noted.

46. Enterprise & Environment Performance Dashboard

(Item C2)

(1) At the last meeting of the Cabinet Committee, it was agreed that the Performance Dashboard would contain a focussed sub-set of key performance and activity indicators, drawn from the year's Divisional business plans for the Enterprise & Environment Directorate.

(2) The Enterprise & Environment performance dashboard included latest available results for the agreed set of key performance and activity indicators drawn from this year's Divisional business plans. Separate tables had also been included in the Dashboard to provide the raw data/denominator used to calculate the performance indicator results.

(3) Where frequent data was available for indicators the results in the dashboard were shown with the latest available month (July) and a year to date figure. For Waste Management, where data was more appropriately monitored with a rolling 12 month figure to remove seasonality, the data was provided with quarterly updates.

(4) During debate Mr Bullock requested that the PI – Waste Management – percentage of municipal waste recycled or converted to energy and not taken to landfill, could be split to show the 2 individual percentage figures – for recycled and converted.

(5) RESOLVED that the report be noted.

47. Enterprise & Environment Directorate (Environment, Highways & Waste Portfolio) Financial Monitoring 2012/13

(Item C3)

(1) Members were asked to note the first quarter's full budget monitoring report for 2012/13 reported to Cabinet on 17 September 2012. There were no exceptional revenue or capital changes since the writing of the quarter 1 report.

- (2) RESOLVED that the revenue and capital forecast variances from budget for 2012/13 for the Enterprise & Environment Directorate (Environment, Highways and Waste Portfolio), based on the first quarter's full monitoring to Cabinet, be noted.

48. Cabinet Member's and Corporate Director's Update

(Item D1)

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

Highways - Kent Freedom Pass; Pembury Hospital Bus Services; Olympics and Paralympics; and Fault Reporting

Planning & Environment – Solar Panels; Local Development Frameworks; Community Infrastructure Levy Charging Schedules; Overnight Lorry Parking; and KCC Responses to DfT's Rail Franchise Consultations

Waste – Household Waste Recycling Centre Policy Changes; Ashford Household Waste Recycling Centre; and Waste Capital Programme

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

49. KCC Response to the DfT draft Aviation Policy Framework Consultation

(Item D2)

(1) The report put forward a proposed response to the Department for Transport's (DfT) current consultation on a draft Aviation Policy Framework. The draft response drew on the principles set out in the Council's discussion document *Bold Steps for Aviation*.

(2) The final Aviation Policy Framework shaped by the current consultation would be a high level strategy that set out Government's overall objectives for aviation and the policies to achieve those objectives. It would be within the policy framework therefore, that the means of addressing the question of how to ensure retention of UK's aviation hub status would lie. The draft consultation indicated that there would be a call for evidence from Government with regard to the specific question due later this year, however following the recent Cabinet reshuffle there had been an announcement that the Government would set up a cross party Independent Commission to look at the issue of hub status. It was not yet known whether there would be a call for evidence associated with the work of the Commission or not. Indications were the Commission was due to report interim findings by the end of 2013 with final recommendations due mid 2015 post election. Whatever the eventual solution the Commission recommended in terms of hub status, it must align with the policies set out in the Aviation Policy Framework.

(3) There were no revenue or capital financial implications arising from the report as it constituted input to Government policy formation. The proposed response was aligned to the Council's Local Transport Plan and accorded with the 20 year transport delivery plan *Growth without Gridlock*.

(4) The consultation document stated that its aim was to establish the objectives for UK aviation and the policies to achieve those objectives. It stated that the final framework would be a high level strategy. Despite this however, the consultation spends much time dwelling on a number of technical issues such as appropriate noise levels for monitoring. The consultation dealt with the following topics:-

- The benefits of aviation
- Climate change impacts
- Noise and other local environmental impacts
- Working together
- Planning

Four main objectives for aviation relating to the topics were proposed within the consultation document and were set out in the report.

(5) The report summarised KCC's suggested response to DfT's Draft Aviation Policy Framework consultation which would form the policy context under which future decisions on UK aviation capacity and how this was provided for would be taken. The full response was attached as Appendix B to the report.

(6) During debate Mr Bullock referred to the balancing of International Climate Change obligations with the drive for growth in the Government's paper on the future of aviation. Mr Sweetland undertook to review KCC's response to include the issue of striving to achieve a reasonable balance between aviation growth and climate change implications.

(7) RESOLVED that the proposed response to the DfT's draft Aviation Policy Framework consultation, for consideration by the Cabinet Member in finalising the KCC response to DfT by 31 October, be noted.

50. Member Highway Fund - Progress Report

(Item D3)

(1) Good progress had been made since the last report to the committee, the outstanding work from the previous 3 year programme had been significantly reduced. New applications for the 2012/13 year had been arriving at an encouraging rate, however just over a third of this year's anticipated MHF applications had yet to be received by the Member Highway Fund Team. The turnaround time from receipt of the application to an order being placed was now circa 15 weeks, a 70% improvement on last years performance. The new web based system to provide instant access for County Members to their progress reports would be available at the end of October.

(2) To date, 216 applications for 2012/13 Member Highway Fund had been received. Assuming that 4 applications would be received per member (336 total) this constituted 64% of anticipated applications. 19 (23%) County Members had submitted no applications for the 2012/13 Member Highway Fund. 49 (58%) County Members had submitted applications for less than half their budget. 24 applications above the 4 free applications had been received, an estimated fee cost to County Members of £23,880.

(3) The total average turnaround from receipt of the application to an order being placed was 15.2 weeks, a significant reduction on the average turnaround last year of 52 weeks.

(4) As agreed by the Cabinet Committee, in light of the upcoming elections, all 2012/13 Member Highway Fund should be spent by the end of the current financial year, no rollover of monies would be permitted. In order to ensure that schemes were installed before the end of the financial year, to allow reasonable programming and avoid installing schemes during inclement weather, orders needed to be placed with both Enterprise and external suppliers before mid December. It was now no longer possible for certain types of scheme applications to be processed by the team for implementation this financial year, and were set out in the report.

(5) There remained £405,740 of works from last financial year to be ordered. 14 of the outstanding applications for 2009 to 2012 remained unapproved, and had not been closed by the County Member. The majority of the schemes were late applications, or had complex stakeholder/consultation issues. There remained a number of schemes which were being progressed by the Borough and District Councils which had been subject to local batching of schemes.

(6) The new web based Member Highway Fund system, would go live on 10 September for scheme data. The County Member access was being developed and instant access to update reports would be available to all County Members by the end of October 2012.

(7) RESOLVED that the report be noted.

**ENVIRONMENT, HIGHWAYS AND WASTE CABINET
COMMITTEE**

MINUTES of a meeting of the Environment, Highways and Waste Cabinet Committee held in the Council Chamber, Sessions House, County Hall, Maidstone on Thursday, 15 November 2012.

PRESENT: Mr D L Brazier (Chairman), Mr N J Collor (Vice-Chairman), Mr J R Bullock, MBE, Mr I S Chittenden, Mr G Cowan, Mr M J Harrison, Mr W A Hayton, Mr C Hibberd, Mrs J P Law, Mr R F Manning, Mr C P Smith and Mrs E M Tweed

ALSO PRESENT: Mr B J Sweetland

IN ATTENDANCE: Mr M Austerberry (Corporate Director, Environment and Enterprise), Dr S Anderson (Climate Change Project Manager), Mrs C Arnold (Head Of Waste Management), Mr J Burr (Director of Highways and Transportation), Ms A Carruthers (Transport Strategy - Delivery Manager), Mr R Fitzgerald (Performance Manager), Miss P Garden (Consultation Officer), Mr D Hall (Future Highways Manager), Mr A Kamps (Principal Accountant), Mr T Read (Head of Highway Transport), Mr P Vanston (Campaigns & Projects Manager Changing Attitudes & Behaviours Team) and Mrs K Mannering (Democratic Services Officer)

UNRESTRICTED ITEMS

51. Membership

(Item A2)

Members noted that Mr I Chittenden had been appointed to the Committee by the Liberal Democrat Group.

52. Minutes of the meeting on 20 September 2012

(Item A5)

RESOLVED that the Minutes of the meeting held on 20 September 2012 are correctly recorded and that they be signed by the Chairman.

53. Kent Joint Municipal Waste Management Strategy: Refresh of Policies - Decision No.12/01978

(Item B1)

(1) The Waste & Emissions Trading Act 2003 required that councils in two tier areas put in place a Joint Municipal Waste Management Strategy (JMWMS). The report sought support to partnership approaches, to deliver better outcomes for taxpayers between Waste Disposal Authorities (such as Kent County Council) and Waste Collection Authorities (district and borough councils). The first Kent JMWMS was adopted by all 13 councils in 2007. The report outlined the process and activities undertaken to refresh the policies in the Kent JMWMS so that they were up-to-date and relevant for the period 2012 to 2020. The very good relationships

fostered between the 13 councils through the auspices of the Kent Waste Partnership (KWP) were such that refreshing and retaining the KJMWMS was desirable for business purposes irrespective of the legal requirement. The report confined itself to the strategic framework needed to ensure all 13 Kent councils carried out their waste disposal and waste collection functions according to the three key aims, set out in the report.

(2) Prior to discussion Mrs J Law moved, Mr N Collor seconded a change to the wording of the recommendation in the report, to read as follows:-

‘Members are requested to consider the refreshed KJMWMS objectives and policies 2012/13 to 2020/21 contained in Annex 1, and recommend the Cabinet Member to support these as the policies for the Council.’

Carried

(3) RESOLVED that the Cabinet Member be recommended to support the refreshed KJMWMS objectives and policies 2012/13 to 2020/21, contained in Annex 1 to the report, as the policies for the Council.

54. Technical & Environmental Services Contract (TESC) - Decision No.12/01935

(Item B2)

(1) Further to Minute 43 of 20 September 2012, Members were asked to note the recent procurement progress and next steps that would identify the preferred bidder leading to the award of the new contract.

(2) On 24 September 2012, an Invitation to Tender (ITT) was issued to the five shortlisted bidders – AECOM, Amey, Atkins, Capita Symonds, Parsons Brinckerhoff; and the unsuccessful applicants were notified. The five bidders had until the close of play on 6 November 2012 to submit their final tenders. As part of the process, a Bidders Day was held on 11 October where the potential providers met KCC representatives (Officers and Members) to discuss the TESC requirements in more detail.

(3) Bidders presentations would take place on 20 November. Mr Burr informed Members that Mr Brazier, Mr Bullock and Mr Chittenden would sit on the assessment panel which scored the bidders based on their presentation and subsequent question and answer sessions.

(4) The proposed contract spend by KCC would be approximately £4m-£5m per year for an initial period of up to 5 years, with possible extension(s) for a further 5 years. This was a significant potential reduction on historic spend through the “Jacobs” contract which was worth around £12m-£13m per year in 2010/11. A robust and focussed procurement process continued to progress and would lead to contract award in early 2013.

(5) RESOLVED that the report be noted.

55. Policy for the use of mirrors on the Highway in Kent - Decision No.12/01931
(Item B3)

(1) The County Council for many years had not supported the use of traffic mirrors on the highway despite other Highway Authorities and the Department for Transport (DfT) allowing them in certain circumstances. It was now proposed that the County Council adopted a new policy allowing the limited use of traffic mirrors at specific locations to assist in the delivery of one of the key objectives of reducing road casualties. Growth Without Gridlock stated road safety as a priority for central and local government.

(2) If the policy was adopted the County Council would bear the costs of installation and maintenance of a traffic mirror if introduced as a casualty reduction measure. If a Member wished to fund a mirror via their Member Highway Fund then the cost would be met from their individual allocation. If a member of the public requested a traffic mirror to assist with exiting private property then they would have to fully fund the work including the full investigation, approval and any future maintenance costs.

(3) The Highways & Transportation department received enquiries every year requesting the installation of traffic mirrors on the highway to aid motorists at road junctions or private accesses where visibility was restricted due to the alignment of the highway, vegetation, fence, wall or building etc. Currently such requests were turned down on the basis that the placing of a mirror could adversely affect road safety.

(4) Traffic mirrors were classified as a road traffic sign but were not currently prescribed in the Traffic Signs Regulations and General Directions (TSRGD). Their use on the highway currently required special authorisation by the Department for Transport (DfT). The DfT had however, indicated in their recent review of signing policy "Signing the Way" that the new revised TSRGD, due sometime after 2014, would allow the use of mirrors in prescribed conditions without the need for special authorisation.

(5) Whilst the widespread use of mirrors should not be encouraged there were sites when their use might be a benefit to road safety. It was therefore proposed that the County Council adopted a new proactive policy that allowed their limited use. Each site would need to meet with the DfT criteria and would require an independent safety assessment to ensure that existing hazards were not increased by inducing drivers to rely on a mirror and take less care than they normally would. The assessment process would include a review of the safety record and consultation with the police.

(6) The County would only consider traffic mirrors on the public highway where:-

- There was a crash history relating to a lack of visibility.
- Visibility for vehicles emerging from the side road was severely restricted.
- A visibility improvement scheme was not feasible.
- Visibility could not be improved by removing hedges, walls, trees or other obstacles.
- The speed limit on the major road was above 30mph, the introduction thereby being aimed at higher speed roads.

- There were no other reasonable standard highway improvements possible.

(7) Mirrors might be sited off the highway on private land and that was a matter for the land owner and the person who placed the mirror. Planning permission might be required and any applicant should be directed to the local Planning Authority. Should any private mirror overhang a highway maintainable at public expense, then a licence was required from the Highway Authority. Should the County Council ascertain that road safety was being compromised as a result of a private mirror being placed near to the public highway the County Council would use its powers to remove the mirror.

(8) RESOLVED that:-

- (a) the policy set out in the report allowing limited use of traffic mirrors on the highway be endorsed; and
- (b) the Cabinet Member be recommended to introduce the policy.

56. Environment, Highways & Waste Forward Plan - current entries

(Item B4)

RESOLVED that the current entry in the Forward Plan for Environment, Highways and Waste be noted.

57. Consultation on 2013/14 Revenue Budget

(Item C1)

(1) Further to Minute 45 of 20 September 2012, the report provided Members with feedback on the recent consultation on the 2013/14 budget and in particular how it related to the Environment, Highways and Waste portfolio. The timing of the Committee meant that all the responses had not been fully analysed. A full analysis of responses would be presented to Cabinet in December.

(2) The comprehensive consultation and communication strategy had been endorsed by Cabinet Members with the aim of striking the right balance between in-depth engagement with a representative sample of Kent residents as well as wider engagement. The majority of expense had been devoted in engaging Ipsos MORI. Previous experience had demonstrated the additional benefit of independent market research rather than in-house. The consultation identified that an overall reduction in funding of £67m was estimated. The main additional spending demands and savings proposals for the Environment, Highways and Waste portfolio were set out in Appendix 1 to the report.

(3) The report provided feedback from MORI Workshops; On-Line Questionnaire and Budget Consultation Document; and Specific Focus Groups.

(4) The Cabinet Committee had previously agreed to establish an Informal Member Group (IMG) to consider budget issues, chaired by Nigel Collor, and included Ian Chittenden, Roy Bullock, Gordon Cowan, and David Brazier representing the Committee. The group met on 1 and 23 October 2012. The IMG did not recommend any other areas that could be looked at to either generate savings or additional income.

(5) A full report on the consultation would be presented to Cabinet on 3 December. Cabinet Committees would have a further opportunity to review the revised final draft budget in the January round of meetings prior to it going to County Council on 14 February for final approval (including setting the Council Tax for 2013/14).

(6) During debate -

- Mr Bullock expressed disappointment that Members had not received more information on the consultation feedback. Miss Garden stated that following a quality check, results would be circulated to all Members.
- Mr Cowan asked what effect the new homes bonus would have on the budget. Mr Sweetland stated that the District Councils should be closely involved, and that any impact on services would also affect the Economic Development Cabinet Committee. With that in mind, Mr Sweetland suggested that the Committee should get together with the Economic Development Cabinet Committee early in the new year.

(7) RESOLVED that the budget consultation process be noted.

58. Enterprise & Environment Directorate (Environment, Highways & Waste Portfolio) Financial Monitoring 2012/13

(Item C2)

(1) Members were asked to note (a) the first quarter's (April-June) full budget monitoring report for 2012/13 reported to Cabinet on 17 September 2012; and (b) the subsequent update to the position reported in the monitoring exception report to Cabinet on 15 October 2012.

Revenue

(2) The underspend for the portfolio had increased by £0.375m in September from -£2.228m to -£2.603m. The main movements were:-

- Planning Applications
- Waste Management:
 - +£0.374m Recycling Contracts and Composting;
 - £1.912m Disposal Contracts;
 - £0.178m Haulage and Transfer Stations;
 - +£1.442m Landfill Tax;

in addition, there had been a small increase of -£0.067m in the underspend on the Household Waste Recycling Centres budget, which had moved from a net underspend of -£0.579m to -£0.646m

Capital

(3) There had been no movements in unfunded variance since the quarter 1 report.

Movements in re-phasing (to/from beyond 2012-15) since the quarter 1 report involved:-

- Sandwich Sea Defences
- Sittingbourne Northern Relief Road
- East Kent Access Phase 2
- Growth Without Gridlock
- A28 Chart Road

There had been no other movements since the quarter 1 report.

(4) During debate Mr Manning referred to compensation claims not shown in the forecast. Mr Kamps undertook to discuss with Corporate Finance a better way of reflecting the issue.

(5) RESOLVED that the revenue and capital forecast variances from budget for 2012/13 for the Enterprise & Environment Directorate (Environment, Highways and Waste Portfolio), based on the first quarter's full monitoring to Cabinet and the subsequent exception report, be noted.

59. Business Planning Priorities 2013/14

(Item C3)

(1) The report detailed provisional headline priorities for Business Plans (2013/14) for each division within Environment, Highways & Waste. Effective business planning was a pre-requisite for any organisation to ensure a clear focus on delivering agreed organisational priorities across both the medium to long-term and through more day-to-day activity. The Budget Consultation and 'Bold Steps' report to County Council in October referenced five 'P' themes that were of strategic importance to the organisation: prevention, productivity, partnership, procurement and people, which provided a helpful, light-touch framework for discussions on how each division could contribute to the overarching themes that would help to deliver 'Bold Steps for Kent'.

(2) There were three divisional business plans covered by Environment, Highways & Waste Cabinet Committee:-

- Planning & Environment
- Highways & Transportation
- Waste Management

Each division had considered their initial headline priorities within the five 'P' framework, highlighting specific financial and policy challenges:-

- a) **Prevention:** demand management, contributing to preventative transformation programmes (e.g. Integrated Adolescent Support Services, FSC Adults Transformation, Public Health etc)
- b) **Productivity:** efficient systems and processes, invest to save/value for money, smarter ways of working, contributing to transformation programmes (ERP, New Work Spaces, Digital Strategy, Channel Shift etc)

- c) **Partnership:** building local internal and external partnership arrangements (e.g. SE7), governance, partnership projects & programmes (e.g. health & social care integration) relationship with central government
- d) **Procurement:** efficient commissioning and procurement processes, best value, category management, contract management, localist commissioning models (e.g. sub-contracting to VCS and SME providers)
- e) **People:** improving internal and external customer relationships, customer focused processes, embedding the Customer Services Strategy, change management, cultural and behavioural change
- f) **Financial & Policy Challenges:** operational implications for delivering saving targets, managing demand and capacity with reduced resources, income generation, changes in national policy or legislation, feedback from Budget Informal Member Groups (IMGs)

(3) Each division would develop their draft plan during the November to January period. Divisions would be required to share substantive, but still draft, business plans with Cabinet Committees at the January round of meetings before approval by Cabinet. The draft plans would be updated from January to February 2013 to take into account Cabinet Committee feedback. The new plans would be published online and implemented from April 2013.

(4) During debate Mr Sweetland and Mr Burr answered questions and noted comments from Members which included the following:-

- “White Lining in Kent”
- North Farm, Tunbridge Wells
- “Freight Watch” and Freight Gateway initiatives
- Complaints relating to the surface on the M20 – Mr Burr undertook to write to the Highway Agency highlighting the problem
- Bus route canopy vegetation clearance programme; and removal of signs once repairs had been carried out – Mr Burr requested Mr Smith to supply details of the locations of abandoned signs, to enable him to organise their removal by the contractor
- Lack of consultation by the Highway Agency relating to layby closures

(5) RESOLVED that the headline priorities for each division’s business plan for 2013-14, be noted.

60. Enterprise & Environment Performance Dashboard (Item C4)

(1) The Enterprise & Environment performance dashboard, set out in the Appendix to the report, included latest available results for the agreed set of key performance and activity indicators drawn from the year’s Divisional business plans.

(2) Further to Minute 46 of 20 September 2012 and a request made by Members, the waste management indicator relating to municipal waste had been split to show waste recycled and not taken to landfill and waste converted to energy and not taken to landfill. Where frequent data was available for indicators the results in the

dashboard were shown with the latest available month (September) and a year to date figure. For Waste Management, where data was more appropriately monitored with a rolling 12 month figure to remove seasonality, the data was provided with quarterly updates.

(3) During the debate Mr Chittenden referred to the improvement of streetlight repairs and thanked the officers concerned for their excellent work.

(4) RESOLVED that the report be noted.

61. Enterprise & Environment Mid-year Business Plan Monitoring

(Item C5)

(1) A light touch mid-year Business Plan monitoring exercise was conducted, with the aim of identifying key achievements and areas where tasks were not completed. Highlights of the mid-year Business Plan monitoring for Enterprise & Environment were set out in the report.

(2) Prior to debate Members were asked to note that in relation to the A21 Dualling, the next funding round commenced in April 2015, and not 2013 as stated in the report.

(3) During discussion –

- Mr Read undertook to update Mr Harrison on the development of the Smartcard contract
- Mr Bullock expressed concern at the impact of the European budget on the delivery of the Kent Adaptation Action Plan, and suggested a report of any changes be submitted to a future meeting of the Cabinet Committee.

(4) RESOLVED that the report be noted.

62. Cabinet Member's and Corporate Director's Update

(Item D1)

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

Planning & Environment – Aviation; Overnight Lorry Parks; and Strategic Planning Applications

Highways & Transportation – Kent Lane Rental Scheme (KLRS) Update; Lorry Watch Update; and Additional £6m Resurfacing Programme

(2) Mr Austerberry gave a verbal report on the following issues:-

Mineral Sites Plan and Waste Sites Plan; the new Growth and Infrastructure Bill; Household Waste Recycling Centres; Joint waste working with Districts; Capital waste programme; Ashford Transfer Station/HWRC

(3) RESOLVED that the updates be noted and copies circulated to Members of the Committee.

63. Joint Transportation Boards Agreement and Governance

(Item D2)

(1) A Joint Transportation Board (JTB) provided the mechanism for discussing highway and transport issues relating to a district area. The JTB was an advisory board and did not have decision making powers. Member representatives from the County Council, District Council and a Parish Council representative made up the constitution of the Board. The Parish representative may speak but had no voting rights.

(2) There was an agreement in place with each District/Borough Council which governed the constitution of the JTB. The Agreement dated back to 2005 and was, in part, out of date. In tandem, a number of Joint Transportation Boards had requested a variation to the Agreement to allow additional Parish Council representatives to attend. The Kent Association of Local Councils (KALC) had requested that Parish representatives were given voting rights along with the other members of the JTB.

(3) Members were invited to give their views on the revised draft JTB Agreement attached as Appendix 1 to the report, and to the request from KALC to allow each JTB two Parish representatives with voting rights.

(4) Together with the revision of the JTB Agreement, the County Council had reviewed its governance of the JTBs and was proposing to attach a form to all reports which required a recommendation to the County Council. The County Council would normally act in accordance with the views or advice of the JTB except where the matter was a clear departure from policy. In this event, the matter would be referred to the Cabinet Member for Environment, Highways and Waste for discussion with the Chairman/Vice Chairman before a decision was confirmed.

(5) RESOLVED that, following debate, consideration of the report be deferred, and an updated paper reflecting the views of Members be submitted to the January meeting of the Cabinet Committee.

64. Kent and Medway Green Deal Partnership

(Item D3)

(1) The report provided an update on the energy efficiency housing retrofit activities of the Kent and Medway Green Deal Partnership. The potential for retrofit in Kent was significant. Over half of the homes in Kent were still insufficiently insulated and more than 13% of Kent's residents lived in fuel poverty. If all Kent's homes were retrofitted it could generate £914m worth of sales, with the potential for 7000 jobs, generating savings of over £80m for residents. In parallel the Government had been developing its flagship 'Green Deal' programme to drive retrofit nationally.

(2) The Green Deal was made up of two parts which were The Energy Companies Obligation (ECO); and 'Green Deal'. To enable Kent to maximise an amount of the £1.3bn a year 'ECO' funding levered into the county, the Kent and Medway Green Deal Partnership (KMGDP) had been set up. The KMGDP brought together, at a strategic level, all the key partners who would be essential in delivering a successful retrofit programme. The partnership was chaired by Graham Harris, Managing Director of Dartford Borough Council.

(3) The purpose of the KMGDP was not only to ensure maximum 'ECO' funding for Kent residents but also secure additional benefits from a large scale programme of retrofit. This was not simply about physical measures, but low carbon regeneration with retrofit at its core. A two phase programme of activity had been developed by the KMGDP:-

Phase 1: Kent County Council, on behalf of the KMGDP would engage with an ECO funding provider to help facilitate early pilot projects. Each pilot would be approximately 200 dwellings in size located in communities of around 4000 homes over the next 12-18 months. The estimated cost of the pilots was around £11-12m, but the expansion to 5000 homes over the initial eco period (to March 2015) would result in far greater value (up to £40m). It was anticipated that the total cost of the pilots would be covered by the Eco Provider.

Agreed pilots were: Swanscombe, Northfleet/Singlewell, Sittingbourne/Sheppey, Ramsgate, Aylesham. A Medway pilot area was still being agreed. There would be cross cutting priorities for rural areas and affordable warmth.

Phase 2: Roll out of the process across Kent and the establishment of a long term relationship with an eco funder and/or Green Deal Provider

(4) The next steps for the KMGDP would be to:-

- Develop a Memorandum of Understanding for KMGDP partners
- Set up a KMGDP Project Board
- Fully engage with all key partners in the pilot areas including KCC Members

(5) RESOLVED that the Kent and Medway Green Deal Partnership and actions identified, be noted.

To: Dover Joint Transportation Board
By: David Hall Future Highways Manager
Date: 23rd January 2013
Subject: Joint Transportation Boards Agreement and Governance
Classification: Decision

Summary: This attached report sets out the updated JTB agreement and provides flexibility for a JTB chairman to vary the number of Parish representatives on the Board.

1. Background

The Joint Transportation Boards Agreement and Governance Report (attached) was discussed at the Environment Highways and Waste (EH&W) Cabinet Committee meeting held on the 10th January 2013. The recommendations therein were fully endorsed by the Committee.

2. Recommendations

Members of the JTB are now asked to endorse the recommendations in the Cabinet Committee report. Once this has been done the recommendations will be referred to the Cabinet Member for him to ratify the decision.

Contact officer: David Hall
Tel: 08458 247800

From: Cabinet Member – Environment, Highways & Waste
John Burr - Director of Highways & Transportation

To: Environment, Highways & Waste Cabinet Committee

Date: 10 January 2013

Subject: Joint Transportation Boards Agreement and Governance

Classification: Unrestricted

Summary:

A report covering the up-dating of the JTB Agreement and allowing Parish representatives a voting right was considered by Members at the November meeting of this Committee.

Members expressed their opposition to Parishes being given voting rights, as requested by the Kent Association of Parish Councils, and asked officers to reconsider this matter.

This report seeks authority to up-date the current JTB agreement and to provide flexibility for a JTB Chairman to vary the number of Parish representatives. There is no proposal to give voting rights to the Kent Association of Local Councils.

Recommendations:

- i) Members consider the revised draft JTB agreement
- ii) Members consider delegated authority for the JTB chairmen to vary the number of Parish representatives attending a JTB meeting
- iii) Members views will be reported to the Cabinet Member for Environment, Highways and Waste for his consideration and decision before being reported back to JTBS.

1. Introduction

A Joint Transportation Board (JTB) provides the mechanism for discussing highway and transport issues relating to a district area. The JTB is an advisory board and does not have decision making powers. Member representatives from the County Council, District Council and a Parish Council representative make up the constitution of the Board. The Parish representative may speak but has no voting rights.

There is an agreement in place with each District/Borough Council which governs the constitution of the JTB. This Agreement dates back to 2005 and is, in part, out of date. In tandem, a number of JTBs have requested a variation to the Agreement to allow additional Parish Council representatives to attend.

This is a discussion paper inviting Members to give their views on the revised draft JTB Agreement attached in appendix 1.

2. Revised Draft JTB Agreement

County Council officers have produced a draft revised agreement which was presented to the JTB Chairs and Vice Chairs on 20th September 2012 and can be viewed in appendix one.

As well as up-dating the terminology of the Agreement to reflect up to date governance, the key changes can be viewed in paragraphs 2.3, 8.1 and 8.2.

Paragraph 2.3 encapsulates the request from some JTBs to allow additional Parish Council representatives to attend the JTB. Rather than drawing up separate Agreements for each District Council area, it is considered better to have one Agreement that provides the Chairman with some flexibility on this point.

Paragraphs 8.1 and 8.2 cover and further clarify referrals from JTBs which will be considered by the Cabinet Member for Environment Highways and Waste.

3. County Council Governance

Together with the revision of the JTB Agreement, the County Council has reviewed its governance of the JTBs and is proposing to attach a form to all reports which require a recommendation to the County Council. This form will be signed off by the Director of Highways and Transportation or approved deputy ie Service Heads. As covered in paragraph 8.2, the County Council will normally act in accordance with the views or advice of the JTB except where the matter is a clear departure from policy. In this event, the matter will be referred to the Cabinet Member for Environment Highways and Waste for discussion with the Chairman/Vice Chairman before a decision is confirmed. Confirmation of approvals will be reported back to the next meeting of the JTB. In the event of the Cabinet Member not approving a JTB recommendation, this will be notified to the Chairman in writing with the appropriate reason. This will be reported to the next meeting of the JTB.

4. Moving Forward

The outcome of this discussion will be considered by the County Council's Cabinet. Once agreed with the Chairman and Vice Chairman of the JTB, it should then be individually ratified by each District Council through its own agreed constitution. A report will then be provided for each JTB confirming the revision to the Agreement and clarifying the Parish representation issue with the formal outcome. It is then anticipated that each District Council will enter into a revised Agreement with the County Council to reflect the changes approved.

5. Recommendations

i) Members consider the revised draft JTB agreement

ii) Members consider delegated authority for the JTB chairmen to vary the number of Parish representatives attending a JTB meeting

iii) Members views will be reported to the Cabinet Member for Environment, Highways and Waste for his consideration and decision before being reported back to JTBS.

Contact Information

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Title: Future Highways Manager
Tel No: 01622 221081
Email: david.hall@kent.gov.uk

DRAFT

DATED

2012

THE KENT COUNTY COUNCIL (1)

- and -

[] BOROUGH/DISTRICT COUNCIL (2)

**AGREEMENT FOR JOINT TRANSPORTATION BOARD
DISTRICT/BOROUGH**

Director of Governance & Law
Kent County Council
County Hall
Maidstone
Kent. ME14 1XQ

Ref: Rummins/26109/JTB 10.08.2012
Fax No. 01622 694402
DX No: 123693 MAIDSTONE 6
Tel: 01622 694484 (Direct Dialling)
Engrossment date:

This **DEED OF AGREEMENT** is made the _____ day of _____ 20
BETWEEN THE KENT COUNTY COUNCIL of County Hall Maidstone Kent
ME14 1XQ of the one part (hereinafter referred to as the “KCC” and the
District Council of _____ (hereinafter referred to as the
“Council”) of the other part

In this Agreement the words and expressions contained or referred to hereunder shall have the meaning thereby ascribed to them in the Second Schedule. The clause headings do not form part of this Agreement and shall not be taken into account in its construction or interpretation

WHEREAS:

1. KCC and the Council are local authorities as defined by Section 270(1) of the 1972 Act
2. By virtue of Section 1(2) of the Act the KCC is the local highway authority for all the highways in the County of Kent whether or not maintainable at the public expense (and which are not highways for which the Secretary of State for Transport is the highway authority) and is by enactments also the Traffic Authority and Street Works Authority and this agreement is made pursuant to Section 1 of the Localism Act 2011
3. KCC and the Council have agreed to act together to continue with certain political arrangements previously established in relation to highway issues
4. This Agreement reflects the intention of KCC and the Council to cooperate regarding highway and transportation issues in the interests of the residents of Kent

COMMENCEMENT AND OPERATING TERM

5. This Agreement shall commence on [_____] and will continue until terminated by either party in writing in accordance with the provisions of this Agreement

COUNCIL OBLIGATIONS

6. The Council has established and will maintain during the currency of this Agreement the arrangements for the Joint Transportation Board (hereinafter referred to as the JTB) as set out in the First Schedule

KCC OBLIGATIONS

7. KCC has established and will maintain during the currency of this Agreement the arrangements for the JTB as set out in the First Schedule

JOINT TRANSPORTATION BOARD FUNCTIONS

8. The JTB will advise the Council's and the KCC's executives as set out in the First Schedule

MISCELLANEOUS

9. The parties acknowledge that the committee structure of KCC and/or the Council may change which may result in consequential changes to this Agreement
10. This Agreement shall be known as the JTB Agreement [2012]
11. Nothing in this Agreement shall create a legal partnership between the parties and save as may be specifically provided in this Agreement neither party shall be or hold itself out as or permit itself to be held out as:-
 - (a) the agent of the other; or
 - (b) entitled to pledge the credit of the other; or
 - (c) entitled to incur any other obligations or make any promise or representation on behalf of the other

REVIEW

12. This Agreement may be reviewed at the instigation of Kent & Medway Joint Chief Executive Group and amended by agreement between the parties if necessary as a consequence of any review
13. This Agreement may be terminated by either party on six months written notice addressed to the relevant Chief Executive or head of paid service of the relevant Council

THE FIRST SCHEDULE
JOINT TRANSPORTATION BOARD

- 1.1 A JTB will be established by the KCC and the Council
- 1.2 Each party shall be responsible for their own costs incurred in the operation of the JTB
- 1.3 The JTB shall be a non statutory forum

MEMBERSHIP

- 2.1 JTB Membership will comprise all the KCC local Members for divisions in the Council's area an equal number of Members appointed by the Council and a representative of the Parish and Town Councils within the District. The Council may appoint substitutes for its Members
- 2.2 The Parish and Town Council representatives will be nominated by the Area Committee of The Kent Association of Local Councils (KALC) or other representative body of Parish Councils within the District if this provides a more complete representation a substitute Member may also be nominated. The Parish or Town Council representative may speak but may neither vote nor propose a motion nor an amendment
- 2.3 Subject to the agreement of the Chairman, additional representatives from Parish/Town Councils may attend but may neither vote nor propose a motion nor an amendment.
- 2.4 Any KCC cabinet Member responsible for transportation functions, or KCC local Member, the Chairman of the KCC or Council Member who is a relevant portfolio holder may place a relevant item as defined by paragraph 5 of the First Schedule on the agenda and/or attend and speak to any meeting of the JTB but may not vote nor propose a motion nor an amendment (unless voting Members of the JTB)
- 2.5 The Chairman of any Parish or Town Council within the area of the Council (or a Parish Councillor of that Parish nominated by him/her) may attend any meeting to speak with the permission of the Chairman on any item on the agenda of particular relevant to that Parish

CHAIRMAN

3. In alternate years a Member of KCC (who is a Member of the JTB) will chair the JTB and a Council Member (who is a Member of the JTB) will

be Vice-Chairman of the JTB and then a Member of the Council will chair the JTB and a KCC Member will be Vice-Chairman of the JTB and so on following on the arrangements which existing in the year before this agreement came into force. The Chairman and Vice-Chairman will be appointed by the respective Councils as they may determine within their constitutional arrangements. The Chairman and Vice-Chairman of the JTB will take office at the first meeting of the JTB following the Annual Meetings of both Councils each year

MEETINGS

- 4.1 The JTB will generally meet four times a year on dates and at times and venues to be specified by the Council in accordance with its normal arrangements in consultation with the KCC
- 4.2 The quorum for a meeting shall be four comprising at least two voting Members present from each of KCC and the Council
- 4.3 Subject to the procedural rules in Clauses 2,3 and 4.2 above taking precedence the Council's procedural rules shall apply to JTB meetings as if they were Council committees
- 4.4 The JTB will be clerked by an officer of the Council. Copies of all papers shall be sent to the Monitoring Officers of both Councils who may attend and speak at any meeting (or instead each Monitoring Officer may arrange for a substitute officer to speak on her/her behalf)
- 4.5 The Access to Information principles shall be applied to the JTB as if it were a Council committee

TERMS OF REFERENCE

- 5.1 The JTB will consider:
 - (i) capital and revenue funded works programmes
 - (ii) Traffic Regulation Orders
 - (iii) street management proposals and will provide advice on these matters to the relevant Executive as appropriate
 - (iv) Public Transport Operations
- 5.2 The JTB to advise and recommend in relation to:
 - (i) strategic parking and waiting restriction issues
 - (ii) petitions received in relation to parking and waiting restriction issues
 - (iii) street nameplates

- (iv) street naming and numbering
 - (v) street seats and furniture on the highway including bus shelters and will provide advice on these matters to the relevant Executive as appropriate
 - (vi) Council street lighting schemes on highways
- 5.3 Be a forum for consultation between the KCC and the Council on policies plans and strategies related to highways road traffic and public transport
 - 5.4 Review the progress and out-turn of works
 - 5.5 Recommend and advise on the prioritisation of bids for future programmes of work
 - 5.6 Receive reports on highways and transportation needs within the District
 - 5.7 The JTB will advise on such transportation matters that it considers relevant that are not within the above Terms of Reference or the Terms of Reference of any other committee of the Council, subject to the approval of the Chairman

CABINET COMMITTEE

- 6.1 A Cabinet Committee of either Council can require the Member of that Council holding the office of Chairman or Vice-Chairman of JTB to attend and be asked questions subject to the provisions of the constitution of KCC or the Council whichever is relevant
- 6.2 The Cabinet Committee of either Council can request (but not compel) Members of the other Council who serve on the JTB and officers employed by the other Council who report to the JTB to attend and be asked questions
- 6.3 The Cabinet Committees of both Councils will abide by the protocol on inter-authority co-operation on overview and scrutiny agreed by the former Kent Association of Local Authorities and appended as Appendix 1 to this Schedule

LOCAL MEMBER AND PARISH CONSULTATION

- 7. The local Members of both the KCC and the Council and the Parish or Town Council(s) will be consulted on any relevant scheme proposals

(other than routine operational maintenance of the highway) within the scope of this Agreement

REFERRAL

- 8.1 Subject to the agreement of the JTB Chairman, if any JTB Member wishes and item to be further considered he/she may ask for it to be referred to KCC's Cabinet Member for Environment, Highways and Waste where the matter will be further discussed prior to a decision by the Cabinet Member
- 8.2 The KCC Executive will normally act in accordance with the advice or views of the JTB. If the Executive is minded to act otherwise, no decision will be taken until after a discussion with KCC's Cabinet Member for Environment, Highways and Waste at which the Chairman and Vice-Chairman of the JTB may attend and speak

THE SECOND SCHEDULE
DEFINITIONS

“1972 Act”	the Local Government Act 1972
“Act”	the Highways Act 1980
“Agreement”	these terms and conditions together with the Schedule
“Highways”	shall have the meaning prescribed by Section 328 of the Act and the terms highway network shall be construed accordingly
“KCC – local Member”	the Member for the County Council electoral divisions within the Council’s area
“Member”	the elected Member’s of KCC or the Council as the case may be
“Cabinet Committee”	the KCC body which advises the KCC Cabinet or Cabinet Portfolio Holder on highway matters or in the case of the District Council the []
“Kent & Medway Joint Chief Executives Group”	the group of Chief Executive Officers of the Kent County Council the twelve District Councils in Kent and Medway Council

APPENDIX 1

SCRUTINY – INTER AUTHORITY CO-OPERATION

AIM OF PROTOCOL

1. To ensure relevant Cabinet Committees of all Kent Local Authorities can review issues of community interest effectively and with efficient use of all local authority staff resources

PRINCIPLES

2. All authorities should be supported in considering issues of community wellbeing wider than the responsibilities of their Councils
3. Authorities should work together to maximise the exchange of information and views, minimise bureaucracy and make best use of the time of Members and officers of local and other Authorities

PROCEDURES

4. Authorities should seek to exchange information or programmes and results of reviews
5. If a relevant Cabinet Committee wishes to review an issue in which another Authority has a statutory role or in which evidence from the officers of another Authority would be helpful, it should consult with that Authority about:-
 - (a) the purpose of the review
 - (b) the areas of interest to the other Authority
 - (c) the input that can be given by Members of officers of the other Authority
6. Consideration should be given to whether the issue is more appropriately discussed in another forum, for example a joint committee, or whether there is scope for joint action including the co-opting of Members of the other Authority onto the relevant Cabinet Committee for the purpose of the review
7. Where a proposal is subject to a public consultation process, scrutiny is most helpful if conducted as part of that process eg: allowing any findings and recommendations to be available in time to influence the final decision

8. Subject to such prior consultation, Authorities will seek to respond positively to requests for information or for a Member or officer to attend meetings of the relevant Cabinet Committees or for information
9. While it is ultimately for each Authority to decide whom it considers that most appropriate person(s) to speak on its behalf to a relevant Cabinet Committee, consideration will be given to meeting specific requests
10. Dates and times of Member and officer attendance at a relevant Cabinet Committee meeting should be agreed with them
11. Each Authority will nominate a contact officer for the operation of these procedures

EXECUTED as a Deed by KCC and the Council the day and year first before written

THE COMMON SEAL of THE KENT COUNTY COUNCIL was hereunto affixed to this Deed in the presence of:-

Authorised signatory

THE COMMON SEAL of COUNCIL was hereunto affixed to this Deed in the presence of:-

Authorised Signatory

To: Dover Joint Transportation Board
By: Behdad Haratbar – Head of Programmed Work
Date: 28 February 2013
Subject: A Common Sense Plan for Safe and Sensible Street Lighting
Classification: For Decision

Summary: This provides details of the County Council's plan for safe and sensible street lighting and requests Members' views on the proposals.

Introduction

1. There are around 120,000 street lights and 30,000 lit signs/bollards in Kent. The annual energy cost for these is around £5.8m, a cost which is expected to rise in line with the rise in fossil fuel prices.
2. There isn't a legal requirement for the County Council to provide street lighting except when linked to road safety. However it has become established practice over time and almost all street lights in Kent are continually lit during the hours of darkness. There is a fitted light sensor in each column which automatically turns the lights on at dusk and turns them off at first light.
3. The Government's Carbon Reduction Commitment requires councils to publish their greenhouse gas emissions, including CO₂. To generate the energy to illuminate the street lights in Kent produces 29,000 tonnes of CO₂. Although it has not been a requirement to pay for carbon credits, this is likely to change and some form of levy linked to carbon emission is likely to be introduced thus increasing the cost of energy even further.
4. The aim is to target wasted energy whilst ensuring that we maintain community and road safety. We have been working with Kent Police to make sure that these issues are considered very carefully and that vulnerable sites are excluded from the proposals.
5. The challenge of rising energy costs, carbon emissions and light pollution were among the key factors in developing a new approach. This led to the approval of the policy of reducing energy consumption.

What we have done so far

6. A number of initiatives have been completed that reduced energy consumption delivering an annual saving of £130k. These are;

- Upgrades – 6,500 inefficient mercury lamps as well as 3,441 failing lamps have been replaced with energy efficient units.
- Trimming – The photocell in 13,000 lamps has been reset to reduce burning time (lights come on later at dusk and going off earlier at dawn). All new columns have these photocells as standard.
- Dimming – New lanterns have been fitted to 500 columns to dim the wattage at pre-determined times to reduce energy consumption.

What we plan to do

7. It was always acknowledged that significant work would need to be done to meet the challenge of escalating cost of energy, carbon emissions and intense light pollution.
8. Further work on this front led to the identification of measures to significantly reduce energy consumption. These are proposed to be delivered in two phases; Trial Switch Off of Surplus Lights (Phase 1) and conversion of a significant number of lights to Part Night Lighting (Phase 2). These measures, when fully implemented, will reduce the annual energy bill and carbon emission significantly, by around £900,000 and 5,000 tonnes respectively.

Phase 1 -Trial Switch off of Surplus Lights

9. In the past, the extent of street lighting went far beyond the required needs; around 3,100 street lights have been identified where lighting is considered not necessary. If these schemes were being designed today these lights would not be installed. These are far in excess of the normal lighting standards and have a disproportionate maintenance cost due to their locations. These are generally located on roads leading to or out of local settlements.
10. We propose to switch these lights off for a trial period of 12 months. Site specific risk assessments and a safety audit for each road has been carried out to make sure that we only switch off lights that are not needed. Crime levels and road safety will be monitored at each site throughout the trial period and lighting columns on sites being adversely affected will be switched back on. Lighting columns on unaffected sites will be reviewed at the end of the trial period to determine whether action needs to be taken. Lights within settlements will be retained.
11. Switching off these lights will save the tax payer around £150,000 and reduce our carbon emission by about 1,000 tonnes every year.
12. A list of these lights and a plan of each site within Dover District are shown in Appendices A and B respectively. The works will be undertaken on a District by District basis and, is due to commence in early summer 2013. The programme of switching off surplus columns will take approximately 2

months to complete. The specific dates for the trial switch off in Dover District will be notified to Members nearer the time. Signs informing of the trial switch off will be erected at each site.

Phase 2 - Part-night lighting

13. This proposal involves installing a light sensor in each column which has a built in timer. This means that the column would turn on automatically at dusk, turn off at 12.00 midnight, turn back on at a 05.30a.m and stay on until first light. Apart from switching off and removing the columns, this is the most effective way of saving energy, very much like a householder turning off lights at night when going to bed.
14. This would apply to two categories of roads; minor roads (which include residential, industrial estates and rural roads) and high speed roads. There are around 70,000 street lights in these roads which could be changed to part-night lighting and could result in a reduction of up to 15% in the annual energy bill, around £750,000, and reduce carbon emission by around 4,000 tonnes every year
15. Here too, community safety will be paramount, before any street lights are changed to part-night, risk assessments will be carried out to make sure that it will not have an adverse impact on the locality.
16. Some may consider that implementing part-night lighting might lead to increases in road accidents, antisocial behaviour and an increased fear of crime. The implementation of part night lighting by other Local Authorities however has shown that this is not the case as sites where streetlights have been dimmed or switched off traffic accidents and crime have not increased. This fear is based on perception rather than actual data. As with the trial switch off proposals, (Phase 1), Kent County Council's aim is to target the wasted energy whilst ensuring we maintain safety and help reduce crime.
17. The programme for conversion to part night lighting is at a much earlier stage as we need to consult with interested parties, including residents and the police, about the hours of switch off and whether any further criteria needs to be considered.

Exclusion Criteria

18. The approach proposed in Kent is similar to other local authorities. Locations for this energy saving initiative will be considered suitable for inclusion unless they meet one or more of the exclusion criteria listed below
 - Main routes and locations with a significant night-time traffic record between 12.00 midnight and 05.30am.
 - Town centres.

- Areas identified by the Police as having an existing record of crime or having the potential for increased crime levels if the street lighting is changed.
- Areas with sheltered housing and other residences accommodating vulnerable people.
- Areas with operational emergency services site including hospitals and nursing homes.
- Formal pedestrian crossings, subways and enclosed footpaths and alleyways where one end links to a road that is lit all night.
- Where road safety measures are on place in the highway, such as roundabouts, central carriageways islands, chicanes, speed humps, etc.
- Roads that have local authority CCTV or Police surveillance equipment.
- Sites with existing or with potential road safety concerns.

Recommendations

- I. Members are asked to consider each site selected for the trial switch off of surplus lights and suggest any local information that may help officers to determine how to proceed with each location.
- II. Members' are asked to consider the exclusion criteria used for the Part-night Lighting initiative and suggest any changes.
- III. Members views are sought on the hours of switch off for Part-night Lighting.

Contact Officers:

Sue Kinsella Street Lighting Manager
 Tel: 08458 247 800
 Email: sue.kinsella@kent.gov.uk

Chris Hatcher Project Manager
 Tel: 08458 247 800
 Email: chris.hatcher@kent.gov.uk

APPENDIX A

APPENDIX B

A Common Sense Plan for Safe and Sensible Street Lighting

Report to Spring JTB's

Appendix A

SURPLUS COLUMNS TO BE SWITCHED OFF			
DISTRICT: DOVER			
Road Name	Column Ref No	Location	
Whitfield Hill	GWBX003	Verge	
	GWBX004	Verge	
	GWBX005	Verge	
	GWBX006	Verge	
	GWBX007	Verge	
	GWBX008	Verge	
	GWBX009	Verge	
	GWBX010	Verge	
	GWBX011	Verge	
	GWBX012	Verge	
	GWBX013	Verge	
	GWBX014	Verge	
	GWBX015	Verge	
	GWBX016	Verge	
	GWBX017	Verge	
	GWBX018	Verge	
	GWBX019	Verge	
	GWBX020	Verge	
	GWBX021	Verge	
	GWBX022	Verge	
	GWBX023	Verge	
	GWBX024	Verge	
	GWBX025	Verge	
	GWBX026	Verge	
	GWBX027	Verge	
	GWBX028	Verge	
	GWBX029	Verge	
	GWBX030	Verge	
	GWBX031	Verge	
	GWBX032	Verge	
	GWBX033	Verge	
	A256 Bypass - Right Turn Lane – Eythorne	GUFG011	Verge
		GUFG012	Verge
GUFG013		Verge	
GUFG014		Verge	
GUFG015		Verge	
GUFG016		Verge	
GUFG017		Verge	
GUFG018		Verge	
GUFG019		Verge	
GUFG020		Verge	
GUFH001		Verge	
GUFH002		Traffic Island	
GUFH003		Verge	
GUFH004		Verge	
GUFH005		Central Reserve	

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A256 Right Turn Lane – Eythorne	GUFH006 GUFH007 GUFH008 GUFH009 GUFH010 GKBC001 GKBC002 GKBC003 GKBC004 GKBC005 GKBC006 GSAK001 GSAK002 GSAK003 GSAK004 GSAK005	Verge Verge Verge Verge Verge Verge Verge Verge Verge Verge Verge Verge Verge Verge Verge
A256 Right Turn Lane – Tilmanstone	GUFJ009 GUFJ010 GUFJ011 GUFJ012 GUFJ013 GUFJ014 GUFJ015 GUFJ016 GUFJ017 GUFJ018 GUFJ019 GUFJ020 GUFJ021 GUFJ022 GUFJ023 GUFJ024 GDBV003 GDBV004 GDBV005 GDBV006	Verge Verge Verge Verge Verge Verge Traffic Island Verge Verge Verge Verge Verge Verge Verge Verge Verge Verge Verge Verge
A256 Right Turn Lane – Venson A256 Right Turn Lane –	GUFJ025 GUFJ026 GUFJ027 GUFJ028 GUFJ029 GUFJ030 GUFJ031 GUFJ032 GUFJ033 GUBW001 GUBW002 GUBW003 GUFK001	Verge Verge Verge Verge Verge Verge Traffic Island Verge Verge Verge Verge Verge Verge Verge

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Venson	GUFK002 GUFK003 GUFK004 GUFK005 GUFK006 GUFK007 GUFK008 GUFK009	Traffic Island Verge Traffic Island Verge Verge Verge Verge Verge Verge
A257 Ash Bypass – Sandwich Road	GUES001 GUES002 GUES003 GUES004 GUES005 GUES006 GUES007 GUES008 GUES009 GUES010 GUES011 GUES012 GUES013 GUES014 GUES015 GUES016 GUES017 GUES018 GUES019 GUES020 GUES021 GUES022 GUES023 GUES024 GUES025 GUES026 GUES027 GUES028	Verge Verge Verge Verge Verge Verge Verge Verge Verge Verge Verge Verge Verge Verge Verge Verge Verge Verge Verge Verge Verge Verge Verge Verge Verge Verge Verge Verge
Betteshanger Business Park	GUFR004 GUFR005 GUFR006 GUFR007 GUFR008 GUFR009 GUFR010 GUFR011 GUFR012 GUFR013 GUFR014 GUFR015 GUFR016 GUFR017	Verge Verge Verge Verge Verge Verge Verge Verge Verge Verge Verge Verge Verge Verge
Betteshanger Business		

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<p>Park</p>	<p>GUFR018 GUFR019 GUFR020 GUFR021 GUFR022 GUFR023 GUFR024 GUFR025 GUFR026 GUFR027</p>	<p>Verge Verge Verge Verge Verge Verge Verge Verge Verge Verge</p>
<p>East Kent Access Phase 1 - Location A</p>	<p>GSFZ054 GSFZ055 GSFZ056 GSFZ057 GSFZ058 GSFZ059 GSFZ060 GSFZ061 GSFZ062 GSFZ063 GSFZ064 GSFZ065 GSFZ066 GSFZ067 GSFZ068 GSFZ069 GSFZ070 GSFZ071 GSFZ072 GSFZ073 GSFZ074 GSFZ075 GSFZ076 GSFZ077</p>	<p>Central Reserve Central Reserve</p>
<p>East Kent Access Phase 1 - Location B</p>	<p>GSFZ042 GSFZ041 GSFZ040 GSFZ039 GSFZ038 GSFZ037 GSFZ036 GSFZ035 GSFZ034 GSFZ033 GSFZ032 GSFZ031 GSFZ030 GSFZ029 GSFZ028 GSFZ027</p>	<p>Central Reserve Central Reserve Central Reserve Central Reserve Front of footway Verge Front of footway Verge Front of footway Verge Front of footway Front of footway Front of footway Front of footway Front of footway Front of footway Front of footway</p>

A Common Sense Plan for Safe and Sensible Street Lighting

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East Kent Access Phase 1 - Location C	GRAA003 GRAA004	Central Reserve Central Reserve
East Kent Access Phase 1 - Location D	GRAA018 GRAA019 GRAA020 GRAA021 GRAA022 GRAA023 GRAA024 GRAA025 GRAA026 GRAA027 GRAA028 GRAA029 GRAA030 GRAA031 GRAA032 GRAA033 GRAA034 GRAA035 GRAA036 GRAA037 GRAA038 GRAA039 GRAA040 GRAA041 GRAA042 GRAA043	Front of Footway Front of Footway
East Kent Access Phase 1 - Location E	GSFZ089 GSFZ090 GSFZ091 GSFZ092 GSFZ093 GSFZ094 GSFZ095 GSFZ096 GSFZ097 GSFZ098 GSFZ099 GSFZ100 GSFZ101 GSFZ102 GSFZ103 GSFZ104 GSFZ105 GSFZ106 GSFZ107 GSFZ108 GSFZ109 GSFZ110 GSFZ111	Verge Verge Verge Verge Verge Verge Verge Verge Verge Verge Verge Verge Verge Verge Verge Rear of Footway Verge Rear of Footway Verge Rear of Footway Verge Rear of Footway Verge

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<p>- Location E</p>	<p>GSFZ112 GSFZ113 GSFZ114 GSFZ115 GSFZ116 GSFZ117 GSFZ118 GSFZ119 GSFZ120 GSFZ121 GSFZ122 GSFZ123 GSFZ124 GSFZ125 GSFZ126 GSFZ127 GSFZ128 GSFZ129 GSFZ130 GSFZ131 GSFZ132 GSFZ133 GSFZ134 GSFZ135 GSFZ136 GSFZ137 GSFZ138 GSFZ139 GSFZ140 GSFZ141 GSFZ142 GSFZ143 GSFZ144 GSFZ145 GSFZ146 GSFZ147 GSFZ148 GSFZ149</p>	<p>Rear of Footway Verge Rear of Footway Verge Rear of Footway Verge Rear of Footway Verge Rear of Footway Verge Rear of Footway Traffic Island Traffic Island Central Reserve</p>
<p>Folkestone Road, Farthingloe</p>	<p>GFAP058 GFAP057 GFAP056 GFAP055 GFAP054 GFAP053 GFAP052 GFAP051 GFAP050 GFAP049 GFAP048 GFAP047 GFAP046 GFAP045</p>	<p>Verge Verge Verge Verge Verge Verge Verge Verge Verge Verge Verge Verge Verge Verge</p>

A Common Sense Plan for Safe and Sensible Street Lighting

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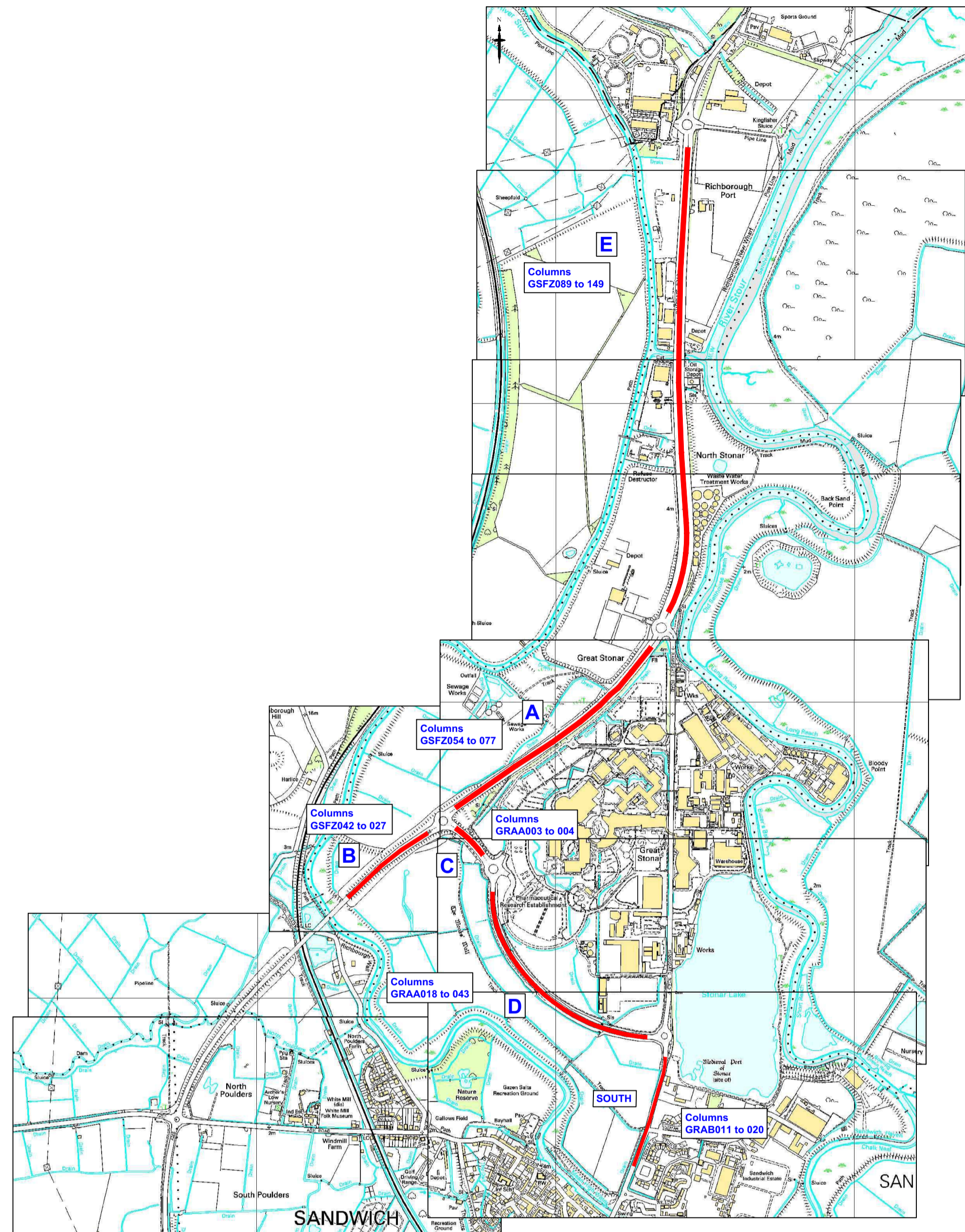
Folkestone Road, Farthingloe	GFAP044	Verge
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	GFAP042	Verge
	GFAP041	Verge
	GFAP040	Verge
	GFAP039	Verge
	GFAP038	Verge
	GFAP037	Verge
	GFAP036	Verge
	GFAP035	Verge
	GFAP034	Verge
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	GFAP026	Verge
	GFAP025	Verge
	GFAP024	Verge
	GFAP023	Verge
	GFAP022	Verge
	GFAP021	Verge
	GFAP020	Rear of Footway
	GFAP019	Verge
	GFAP018	in verge rear of f/way
	GFAP017	Verge
	GFAP016	Verge
	GFAP015	Rear of Footway
	GFAP014	Verge
	GFAP013	Rear of Footway
	GFAP012	Rear of Footway
	GFAP011	Rear of Footway
GFAP010	Verge	
GFAP009	Rear of Footway	
GFAP008	Rear of Footway	
GFAP007	Rear of Footway	
GFAP006	Rear of Footway	
GFAP005	Verge	
GFAP004	Rear of Footway	
GFAP003	Verge	
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GFAP001	Verge	
GFAO070	Rear of Footway	
GFAO069	Rear of Footway	

A Common Sense Plan for Safe and Sensible Street Lighting

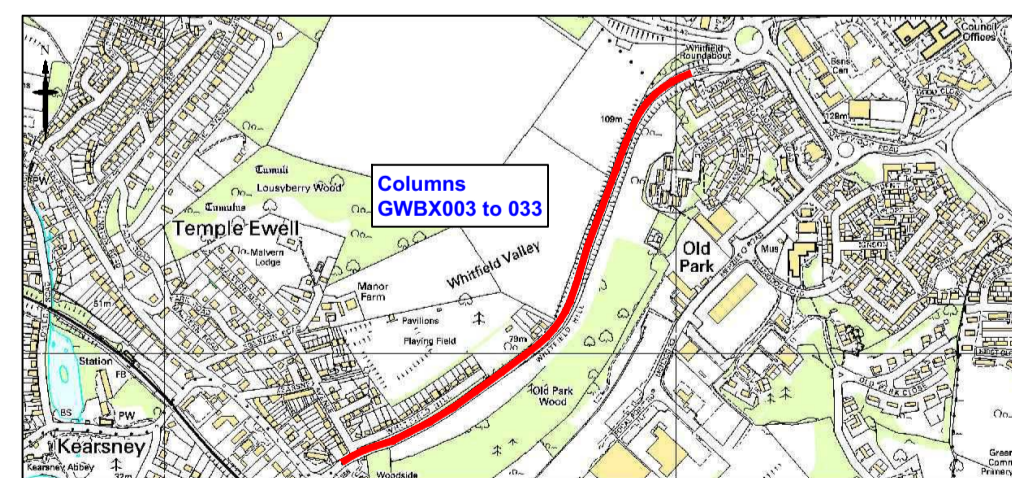
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Ramsgate Road (South)	GRAB020 GRAB019 GRAB018 GRAB017 GRAB016 GRAB015 GRAB014 GRAB013 GRAB012 GRAB011	Front of footway Front of footway Verge Rear of Footway Rear of Footway Rear of Footway Rear of Footway Verge Verge Verge
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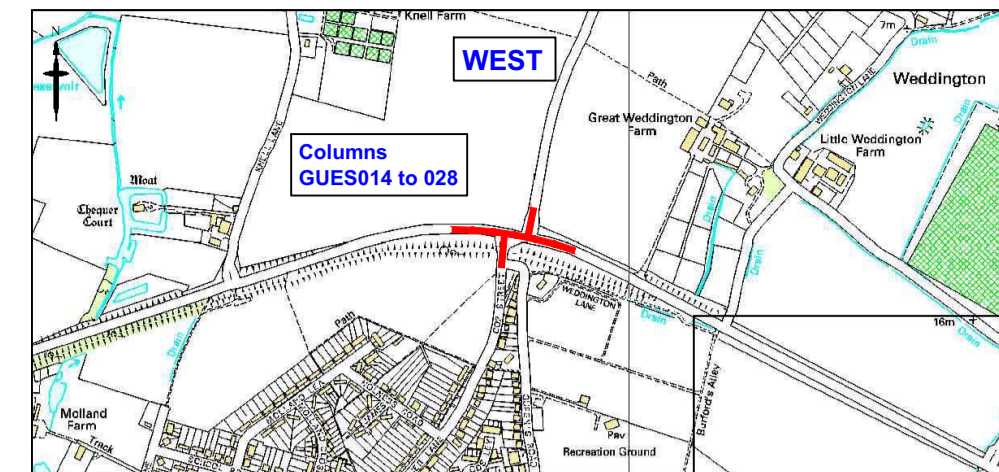


**A256 EAST KENT ACCESS PHASE 1 - Locations A, B, C, D, E
Ramsgate Road (South)**

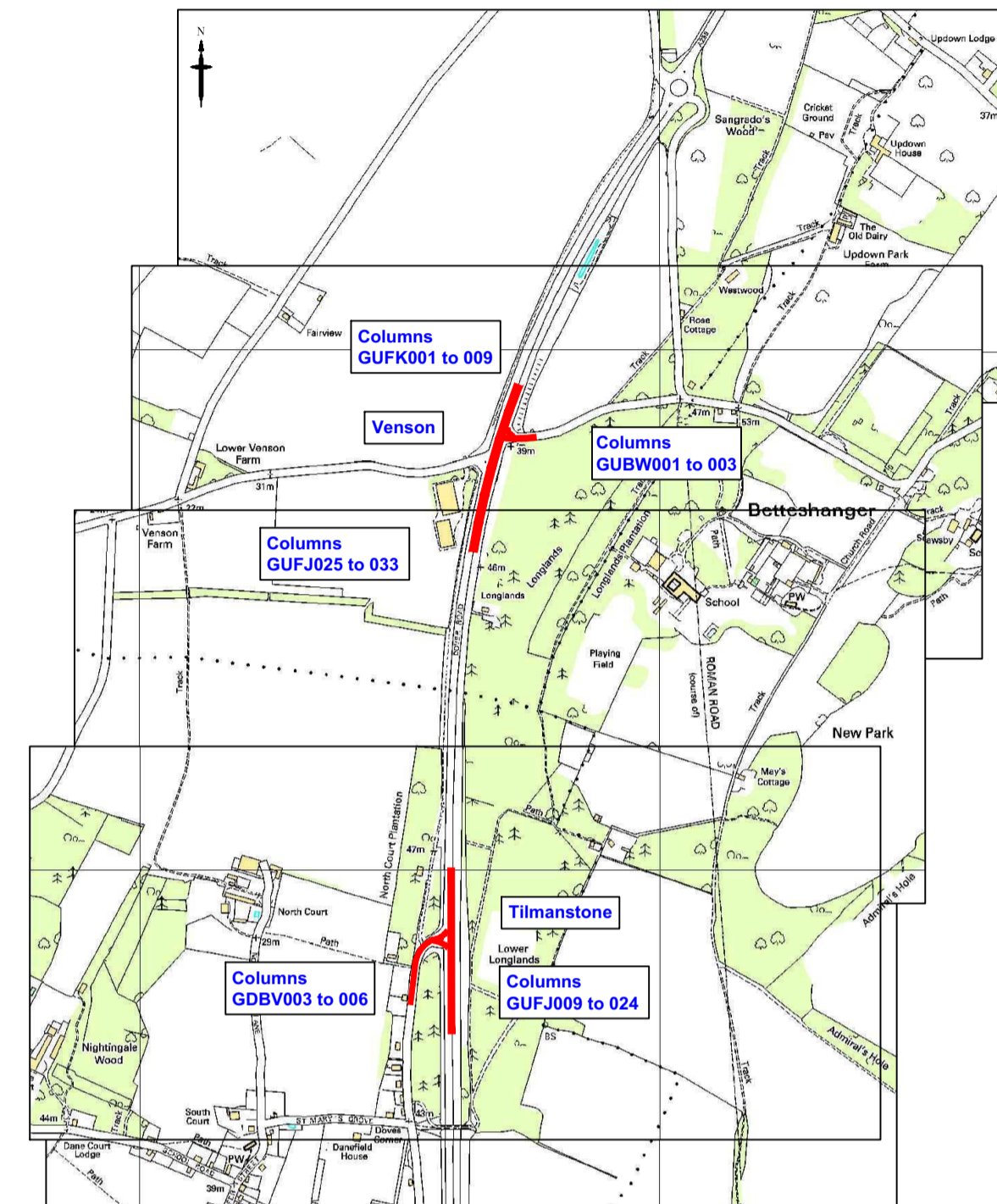
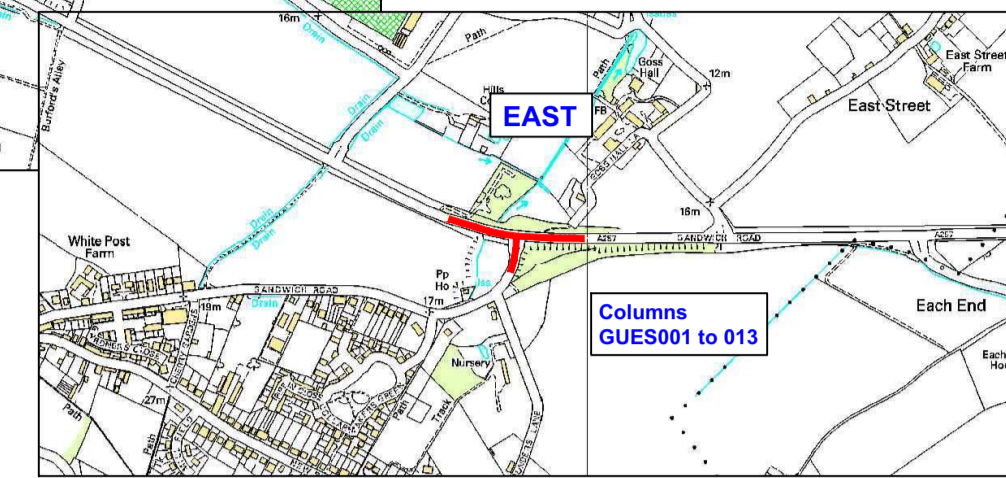


Whitfield Hill

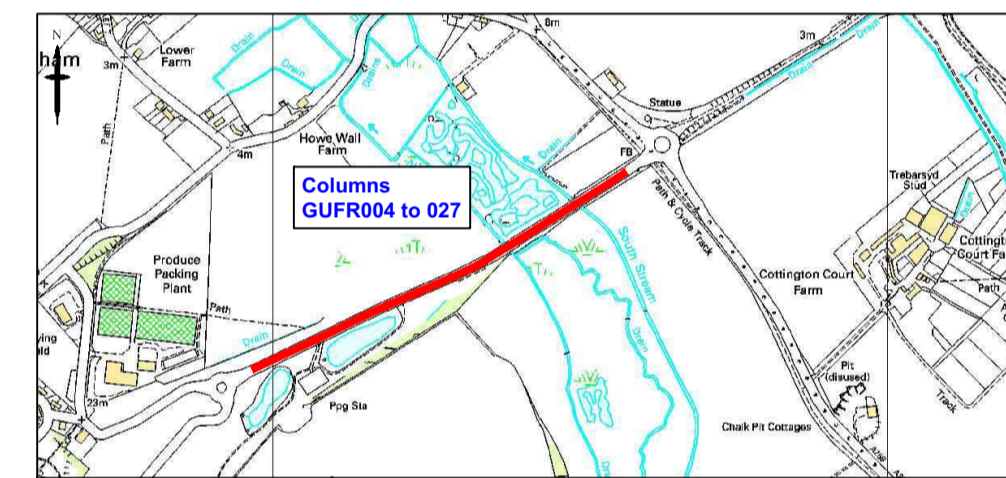
DOVER



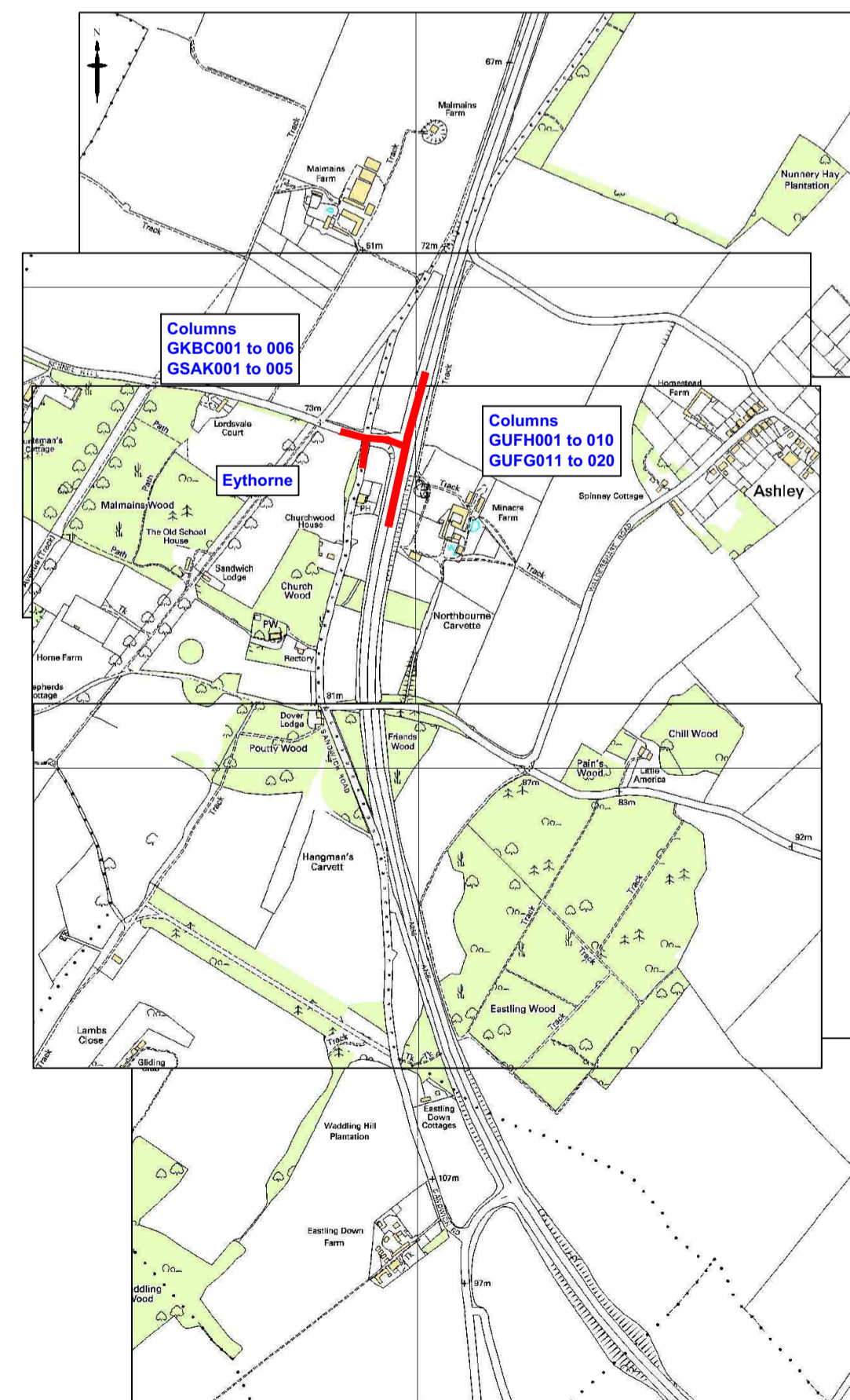
**A257 Ash By-Pass -
Sandwich Road**



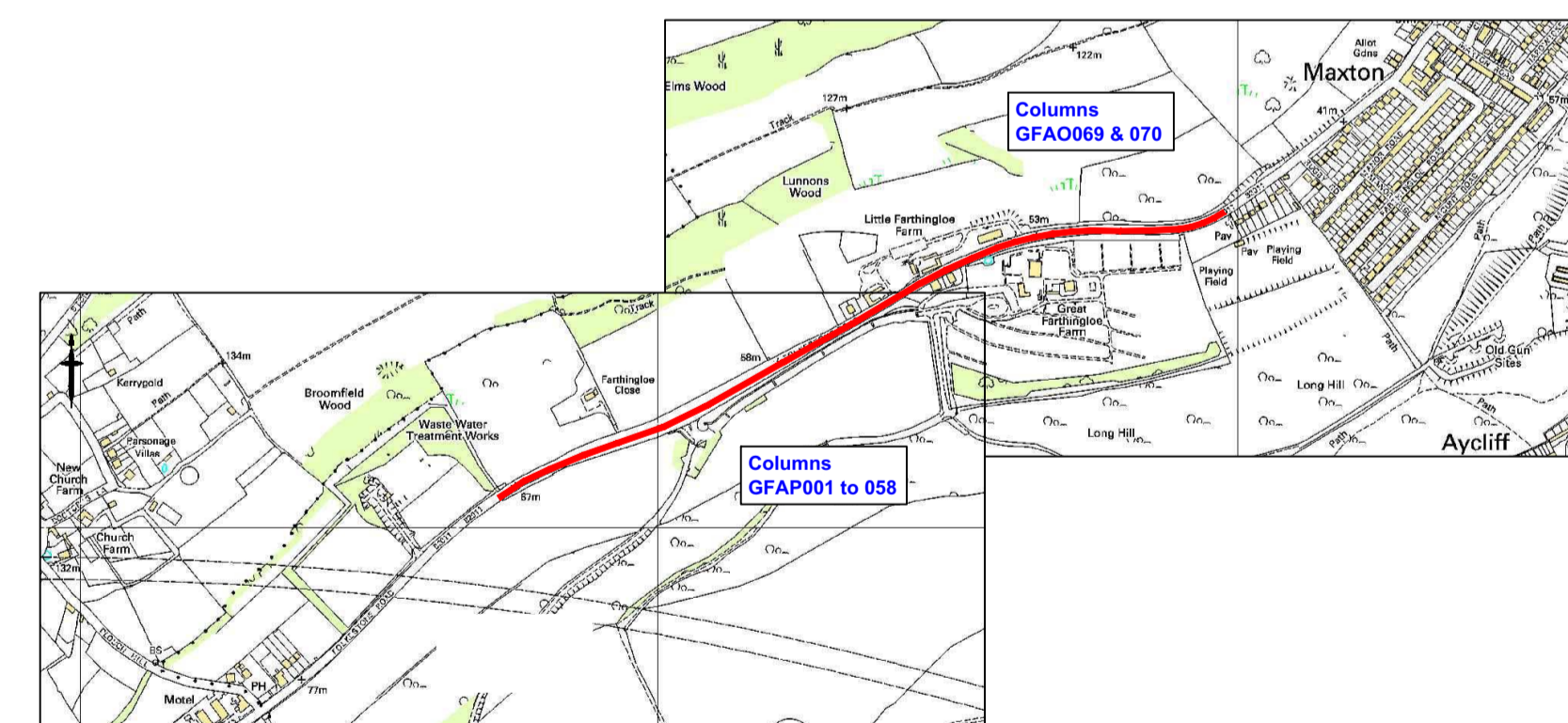
A256 By-Pass Right Turn Lane - Venson and Tilmanstone



Betteshanger Business Park



A256 By-Pass - Right Turn Lane - Eythorne



Folkestone Road, Farthingloe

KEY

- Extent of Columns to be switched off.
- GUES001 Column Ref No. of columns to be switched off.

2	28/01/2013	Plan Revised for JTB	HC	CH	CH
1	22/01/2013	Notes changed to indicate switch off	HC	CH	CH
0	02/01/2013	-	HC	CH	CH
Rev	Revision Date	Purpose of revision	Drawn	Checked	Approved



Kent County Council
Ashford Highway Depot, Javelin Way,
Ashford, Kent, TN24 8AD
Tel: 08458 247 800

Project **Safe and Sensible Street Lighting
Phase 1
Trial Switch Off of Surplus Lights**

Drawing title **Location Plan - Dover District**

Drawing status **For Consultation**

Scale	Not to Scale	Do not scale
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Drawing number	KCC/HL/ESP/Dover/01	Rev	2
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This drawing is not to be used in whole or part other than for the intended purpose and project as defined on this drawing. Refer to the contract for full terms and conditions.

To: Dover Joint Transportation Board
By: KCC Highways and Transportation
Date: 28th February 2013
Subject: Highway Works Programme 2012/13
Classification: Information Only

Summary: This report updates Members on the identified schemes approved for construction in 2012/13

1. Introduction

This report provides an update and summarises schemes that have been programmed for delivery in 2012/13

Footway and Carriageway Improvement Schemes – see Appendix A

Drainage Repairs & Improvements – see Appendix B

Street Lighting – see Appendix C

Transportation, PROW and Safety Schemes – see Appendix D

Bridge Works – see Appendix E

Member Highway Fund – see Appendix F

Conclusion

1. This report is for Members information.

Contact Officers:

The following contact officers can be contacted on **0845 8247 800**

Toby Howe	Highway Manager (East)
Steve Rivers	District Manager
Sue Kinsella	Street Lighting Manager
Katie Lewis	Drainage Manager
Mary Gillett	Resurfacing Manager
Tony Ambrose	Structures Manager

Appendix A – Footway and Carriageway Improvement Schemes

The delivery of these schemes is weather dependent; should it prove not possible to carry out these works on the planned dates, new dates will be arranged and the residents will be informed by a letter drop to their homes.

Micro Asphalt - Contact Officer Neil Tree			
Road Name	Parish	Extent of Works	Current Status
Milner Crescent	Aylesham	Whole length	Programmed 10 th -11 th April 2013
Strakers Hill	Studdall	From the junction with Down Road to the junction with Roman Road	Programmed 10 th March 2013 for 1 day
School Lane/The Street	Staple	Whole Length	Programmed 18 th April to 19 th April 2013
New Street	Ash	Whole Length	Programmed 16 th April to 17 th April 2013
Balfour Road	Dover	From the junction with Beaconsfield Rd to the junction with Cherry Tree Avenue.	Programmed 16 th April 2013 (Road Preparation dependent)
Godwyn Road	Deal	From the junction with Golf Road to the junction with The Marina	Completed
Green Acres	Eythorne	Whole Length	Completed
Back Street	Ringwoud with Kingsdown	From the junction with Hangmans Lane to the junction with Front Street	Completed
Sweetbriar Lane	Elvington	From the junction with Roman Way to the junction with Terrace Road	Completed
Kingsdown Road	St Margarets at Cliffe	From the junction with High Street to house number No.51	Completed
Glen Road	Kingsdown	From the junction with The Rise to the junction with PROW ER21	Completed
The Rise	Kingsdown	From the junction with Upper Street to the junction with Chalk Hill Road	Completed
Brookfield Road	Dover	From the junction with Brookfield Avenue to the junction with Dodds Lane	Completed
Capel Street	Capel-le-Ferne	From a point south of Railway Bridge to the junction with New Dover Road	Completed
Surface Dressing Schemes – Contact Officer Neil Tree			

Road Name	Parish	Extent of Works	Current Status
Glen Road	Kingsdown	From the junction with PROW ER 21 to the junction with Grams Road, Walmer - including Liverpool Road	Completed
Abbey Road	Langdon	From the junction with Wingleton Lane to the junction with the Pineham turning	Completed
Lucerne Lane	Langdon	From the junction with old Roman Road to the junction with The Street, Martin	Completed
The Street	Northbourne	Whole length including part of Northbourne Road (up to Vale Cottage)	Completed
Wingleton Lane	Sutton	From opposite the Holiday Park to the junction with Sutton Lane	Completed
Updown Road	Northbourne	From the junction with Northbourne Road to the junction with Ham Lane	Completed
Forge Lane	Sutton	Whole Length	Completed
Kennel Hill	Eythorne	Whole Length	Completed
Sandwich Road	Tilmanstone	From Eastling Down Farm to the "High and Dry" Public House	Completed
Dover Road	St Margarets at Cliffe	From 50m from A258 Deal Road to the junction with Station Road	Completed
Westcourt Road	Shepherdswell	From the junction with Westcourt Lane to the junction with A2	Completed
Mill Lane	Shepherdswell	From the junction with Coldred Road to the junction with Shepherdswell Road	Completed
Little Everden Road	Alkham	From the junction with Fernfield Lane to the junction with Chalksole Green	Completed
Swanton Lane	Lydden	From the junction with Swanton Court Farm to the junction with Lydden Hill	Completed
Fernfield Lane	Alkham	From the junction with The Street, Densole to Chalksole Green (including part of Little Everden Road)	Completed
Capel Street	Capel-le-Ferne	From the junction with Ingleton Wood Road to South of Railway Bridge	Completed
Wootton Lane	Denton with Wootton	Whole length including part of Geddinge Lane up to the junction with Dumbrill Hill	Completed
Agester Lane	Denton with Wootton	Whole Length	Completed

Winehouse Lane	Capel-le-Ferne	Whole Length	Completed
Thornton Lane	Eastry	From the junction with Heronden Road to the junction with Thornton Road	Completed
Richborough Road	Sandwich	From the property TREVONE to the junction with Cop Street	Completed
Machine Resurfacing – Contact Officer Russell Boorman			
Road Name	Parish	Extent of Works	Current Status
Mill Street	Temple Ewell	From the junction with Mill Street to the junction with Templar Road	Completed
Alkham Road, Temple Ewell	Temple Ewell	From the junction with London Road (Temple Ewell) to just south of the Railway Bridge	Completed
Minnis Lane	River	From the junction with Lower Road to the junction with Lewisham Road	Completed
Whitfield Bypass	Tilmanstone	Barville Road Roundabout	Completed
Whitfield Bypass	Eastry	Roundabout	Completed
Whitfield Hill	Dover	From the junction with London Road, River to the junction with Whitfield Hill Roundabout	Completed
Sandwich Bypass	Dover	Roundabout at the junction with Ash Road	Completed
York Street	Dover	Roundabout at the junction with Folkestone Road	Completed
Pencester Road	Dover	Whole Length	Programmed 11th to 13th March 2013
Poulton Close	Dover	From the junction with Coombe Valley Roundabout to the joint just past Hollow Wood Road	Completed
Hillside Road	Dover	From the junction with Bunkers Hill to the junction with Crabble Avenue	Programmed 23 rd to 24 th February 2013
Mayfield Avenue	Dover	From the junction with Minerva Avenue to the junction with Mayfield Gardens	Completed
A257 Canterbury Road	Wingham	From the junction with School Lane to the Railway Farm Shop	Programmed 17 th to 24 th March 2013
West St	Deal	From the junction with Queen Street to the junction with Stanhope Road	Programmed 28 th April 2013 for 1 day

Grams Road	Deal	From the junction with A258 to the junction with St. Clare Road	Programmed 23 rd to 24 th April 2013
Tower Hamlets Rd	Dover	From the junction with London Road to the junction with East Street	Programmed for 14 th , 21 st and 28 th April 2013
Coombe Valley Road	Dover	From the junction with London Road to the junction with Randolph Road	Programmed 4 th to 7 th March 2013
Lower Rd	River	From the junction with Alkham Road to the junction with Minnis Lane	Programmed April 2013
Mayfield Rd/Alison Crescent	Whitfield	Whole length	Programmed April 2013
Footway Improvement - Contact Officer Wendy Boustead			
Road Name	Parish	Extent and Description of Works	Current Status
Kings Close, Kimberly Close	Dover	Whole length – replacing concrete slabs with asphalt surface	Completed
Poulton Close	Dover	Southern footway between Envirograf building and lamp column GPDC022 - Renewing asphalt surface	Completed
Lord Warden Avenue	Walmer	Both sides of the footway between each junction with Liverpool Road - renewing asphalt surface	Programmed 4 th February 2013 to 31 st March 2013

Appendix B – Drainage Repairs & Improvements

Drainage Repairs & Improvements - Contact Officer Katie Lewis			
Road Name	Parish	Description of Works	Current Status
Kenilworth Close,	St Margarets	Installation of new Soakaway and additional gullies	Works Complete
The Street,	Worth	Installation of access chamber for gullies	Works Complete
Hogbrook Hill / Megget Lane	Alkham	Cleansing of culvert, pond and ditching	Works underway. Completion due 29 March 2013
Beach Street	Deal	Installation of new gully and soakaway outside the Clarendon Hotel	Works to be programmed for completion by 29 March 2013
Bunkers Hill	Dover	Investigation and repair of void in the vicinity of highway drainage system	Works Programmed to start on 7th February 2013

Appendix C – Street Lighting

Following Structural testing, this year's column replacement budget will be used to replace columns deemed high risk. Work is programmed to be completed by the end of March 2013.

Street Lighting Column Replacement – Contact Officer Sue Kinsella			
Road Name	Column Ref	Location	Status
Strand Street - Sandwich	GSFN006	O/S HIGHWAY MARINE	Replacement by end of March 2013
Dover Road - Walmer	GDBY001	S/O LIVERPOOL ROAD [F/P FOR CCTV]	Replacement by end of March 2013
Dover Road - Walmer	GDBY002	O/S 2	Replacement by end of March 2013
Dover Road - Walmer	GDBY003	OPP WELLINGTON COURT	Replacement by end of March 2013
Dover Road - Walmer	GDBY004	O/S 26	Replacement by end of March 2013
Dover Road - Walmer	GDBY005	OPP CAMBRIDGE ARMS PUB	Replacement by end of March 2013
Dover Road - Walmer	GDBY006	O/S 50	Replacement by end of

			March 2013
Dover Road - Walmer	GDBY007	OPP 68	Replacement by end of March 2013
Dover Road - Walmer	GDBY008	J/W CORNWALL RD	Replacement by end of March 2013
Dover Road - Walmer	GDBY009	OPP 7	Replacement by end of March 2013
Dover Road - Walmer	GDBY010	O/S 17	Replacement by end of March 2013
Dover Road - Walmer	GDBY011	O/S 27	Replacement by end of March 2013
Dover Road - Walmer	GDBY012	O/S 116	Replacement by end of March 2013
Dover Road - Walmer	GDBY013	OPP WARWICK RD	Replacement by end of March 2013
Dover Road - Walmer	GDBY014	O/S 134	Replacement by end of March 2013
Dover Road - Walmer	GDBY015	OPP 138	Replacement by end of March 2013
Dover Road - Walmer	GDBY016	O/S 148	Replacement by end of March 2013
Dover Road - Walmer	GDBY017	O/S 117	Replacement by end of March 2013
Dover Road - Walmer	GDBY018	OPP 121	Replacement by end of March 2013
Dover Road - Walmer	GDBY019	O/S 127	Replacement by end of March 2013
Dover Road - Walmer	GDBY020	O/S 188	Replacement by end of March 2013
Dover Road - Walmer	GDBY021	O/S ESSO GARAGE	Replacement by end of March 2013
Dover Road - Walmer	GDBY022	OPP 169	Replacement by end of March 2013
Dover Road - Walmer	GDBY023	O/S 173	Replacement by end of March 2013
Dover Road - Walmer	GDBY024	O/S 210	Replacement by end of March 2013
Dover Road - Walmer	GDBY025	O/S 185	Replacement by end of March 2013
Dover Road - Walmer	GDBY026	OPP LAWN ROAD	Replacement by end of March 2013
Dover Road - Walmer	GDBY027	O/S 234	Replacement by end of March 2013
Dover Road - Walmer	GDBY028	O/S 236 // C/O WALMER CASTLE RD	Replacement by end of March 2013
Dover Road - Walmer	GDBY029	O/S 217	Replacement by end of March 2013
Dover Road - Walmer	GDBY030	O/S 223	Replacement by end of March 2013
Dover Road - Walmer	GDBY031	OPP 276	Replacement by end of March 2013
Dover Road - Walmer	GDBY032	OPP 282 / J/W GOTHIC CLOSE	Replacement by end of March 2013

Dover Road - Walmer	GDBY033	OPP 286	Replacement by end of March 2013
Dover Road - Walmer	GDBY034	OPP CHURCH STREET	Replacement by end of March 2013
Dover Road - Walmer	GDBY035	O/S 287	Replacement by end of March 2013
Dover Road - Walmer	GDBY036	O/S 305	Replacement by end of March 2013
Dover Road - Walmer	GDBY037	OPP STATION ROAD	Replacement by end of March 2013
Dover Road - Walmer	GDBY038	O/S 325	Replacement by end of March 2013
Dover Road - Walmer	GDBY039	OPP. 344	Replacement by end of March 2013
Dover Road - Walmer	GDBY040	O/S 361	Replacement by end of March 2013
Dover Road - Walmer	GDBY041	O/S 371	Replacement by end of March 2013
Dover Road - Walmer	GDBY042	O/S 379	Replacement by end of March 2013
Dover Road - Walmer	GDBY043	O/S 393	Replacement by end of March 2013
Dover Road - Walmer	GDBY044	O/S 403	Replacement by end of March 2013
Dover Road - Walmer	GDBY045	S/O 409	Replacement by end of March 2013
Dover Road - Walmer	GDBY046	OPP 417	Replacement by end of March 2013
Dover Road - Walmer	GDBY047	O/S 421	Replacement by end of March 2013
Dover Road - Walmer	GDBY048	O/S 431 / RIPPLE COTT	Replacement by end of March 2013
Dover Road - Walmer	GDBY049	O/S 453	Replacement by end of March 2013
Dover Road - Walmer	GDBY050	45m SOUTH OF 459	Replacement by end of March 2013
Dover Road - Walmer	GDBY051	OPP 460	Replacement by end of March 2013
Dover Road - Walmer	GDBY052	O/S 466	Replacement by end of March 2013
St.James Lane - Dover	GSDU001	O/S LORD NELSON P.H.	Replacement by end of March 2013
St.James Lane - Dover	GSDU002	NEAR J/W FLYING HORSE LANE	Replacement by end of March 2013
St.James Street - Dover	GSDV001	O/S COUNTY HOTEL	Replacement by end of March 2013
St.James Street - Dover	GSDV002	O/S COUNTY HOTEL	Replacement by end of March 2013
Weavers Way - Dover	GWAO003	OPP.15/17	Replacement by end of March 2013
Weavers Way - Dover	GWAO005	OPP 29 - J/W PARSONS WAY	Replacement by end of March 2013
Weavers Way - Dover	GWAO006	O/S 33	Replacement by end of March 2013

Weavers Way - Dover	GWAO011	O/S 32	Replacement by end of March 2013
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Appendix D – Transportation, PROW and safety schemes

Appendix D1 – Local Transport Plan Funded Schemes

The Traffic Schemes Team have analysed the crash clusters within the Dover District, from which a shortlist of sites have been identified. Below is a list of these locations.

Local Transport Plan Funded Schemes- Contact Officer Paul Thrower			
Road Name	Parish	Description of Works	Current Status
Dover QBP	Dover Town Routes	Clearways, poles/flags, timetable cases and raised boarders at principal stops on Dover Town routes. Match funded with Stagecoach providing new buses	Design In progress
Shepway/Dover QBPs Routes 101/102	Folkestone to Dover	Clearways, poles/flags, timetable cases and raised boarders at principal stops on 101/102 routes. Match funded with Stagecoach providing new buses and higher frequency services.	Scheme complete
A256 Gap Closures		Making permanent the gap closures on A256	Experimental Traffic Order made permanent temporary works in place, we intend to implement this by the end of the financial year.
River Dour Greenway		Continuation of previous scheme to improve accessibility with match funding from Sustrans.	Detailed design complete, Land acquisition for Asda continues
A256 Crabble Hill and London Road		Installation of high friction surfacing and improved road signage	Signs now installed High friction surfacing with contractor to be programmed as will involve a road closure

A256 /A257 Roundabout	Ash	Installation of high friction surfacing, improved signage and maintenance of roundabout	Works ordered and in progress. Approx 60% complete
A258 Hacklinge Hill	Worth	Lining and signing work at junction with Jubilee Road	Works complete
2012/13 Crash Remedial Schemes		<p>Quick-win measures to address crash issues identified by crash cluster analysis</p> <ul style="list-style-type: none"> ▪ Maison Dieu Road j/w Park Street, Dover ▪ High Street j/w Bridge Street, Dover ▪ London Road j/w Cherry Tree Avenue, Dover ▪ Dover Road j/w Granville Road and Salisbury Road, Walmer 	<p>Maison Dieu Road and Park Street, outline design for pedestrian phase across Park Street.</p> <p>London Road Cherry Tree Avenue minor signing work</p> <p>Dover Road, Granville Road, vehicle activated electronic crossroad warning sign.</p>

Appendix D2 – PUBLIC RIGHTS OF WAY

Public Rights Of Way- contact Officer Andrew Hutchinson			
Road Name	Parish	Description of Works	Current Status
EBX3 Dover, Vale View Community School	Dover	Footpath link to school surface improvements	complete

Appendix D3 – Developer Funded Works

Developer Funded Works (Section 278 Works)			
Road Name	Parish	Description of Works	Current Status
River Dour Phase Buckland bridge		Design Complete and passed to contractors	Construction programmed for early 2013.
River Dour Phase 1 works		Dedication of Asda land as public highway, and route signing	Legal services are dealing with Asda as regards dedication of land as public highway, positive progress is being made. Once the land has been dedicated and works undertaken, the route will be deemed complete and signs can be put up.
River Dour Phase 2 works: Ladywell to Seafont		Continuation of previous scheme to improve accessibility	Detailed design complete, Land acquisition continues.

Appendix E – Bridge Works

Bridge Works – Contact Officer Tony Ambrose			
Road Name	Parish	Description of Works	Current Status
New Street,	Sandwich	1945 Market Street Culvert Relining/strengthening	Inspection work first with main works in March.
Austins Lane,	Sandwich	1944 Austins Lane Culvert Relining/Strengthening	Inspection work first with main works in March. Road closure.
Galliards Street,	Sandwich	Galliards Street Culvert relining/ Strengthening	Inspection work first with main works in March.

Appendix F – County Member Highway Fund Works

Member Highway Fund programme update for the Dover District.

The following schemes are those which have been approved by both the relevant Member and have been approved by Bryan Sweetland the Cabinet Member for Environment, Highways and Waste and is up to date as of 6th February 2012.

More detail on the schemes below can be found within the individual Member update sheets which are available for each Member to access online.

Nigel Collor – Dover Town

Scheme	Cost	Status
Castle Street, Dover – resurfacing of carriageway within signalised junction and length of Castle Street to coach drop off area (2012/12 and 2012/13 funded scheme with contribution from Resurfacing Team).	£36,770	Scheme complete

Bryan Cope – Dover West

Scheme	Cost	Status
Lydden Pond, Lydden – remedial works to pond and fencing.	£7,600	Awaiting programme date
Eythorne Road, Shepherdswell – installation of improved pedestrian dropped crossing outside Co-Op..	£1,370	Scheme complete
Various sites, Dover West Division – Caretaker Gang Work (1 week)	£3,094	Awaiting programme date (likely to be March 2013)
A2 at Coxhill Road – Contribution to Highways Agency for them to install Unsuitable for HGV signs on approach to junction.	£9,186	Awaiting finance transfer to Highways Agency

Gordon Cowan - Dover Town

Scheme	Cost	Status
St Radigund's Road, Dover – Carriageway resurfacing between Primrose Rd and Edgar Rd.	£20,343	Scheme complete
Crabble Avenue, Dover – salt bin close to Minnis Terrace	£350	Scheme complete
Magdala Road, Dover – Installation of Unsuitable for HGV signing	£557	Scheme complete

Steve Manion – Dover North

Scheme	Cost	Status
Various sites, Dover North Division – Caretaker Gang Work (2 days)	£1,693	Awaiting programme date (likely to be March 2013)
Dorman Avenue North, Aylesham – upgraded direction signing	£2,227	Scheme complete
The Lane, Guston – New footway link and	£3,220	Scheme complete

pedestrian dropped crossing to new village meadow area.		
Dover Road and Burgoyne Heights - 2x salt bins	£700	Awaiting programme date
Kingsdown Village – HGV restriction on various road with advanced direction signing on A258	£12,180	TRO currently being advertised
Wigmore Lane, Shepherdswell – Make temporary TRO permanent (and install disabled bay via DDC).	£650	Parking bay installed.

Leyland Ridings - Sandwich

Scheme	Cost	Status
King Street, Sandwich – contribution to Highway Operations Team to allow for footway repairs.	£4,680	Awaiting programme date
A257, Wingham – New Village Name Plate	£500	Scheme complete
A257 Wingham to Shatterling - speed surveys in derestricted section	£1,000	Surveys programmed for March
High Street, Sandwich – interactive 20mph sign	£4,550	Awaiting programme date
Queens Rd / Cop Street Rd, Ash – Installation of 2 bollards	£300	Scheme complete
Deal Road, Sandwich – 2x Interactive School Children Crossing signs	£8,580	Awaiting programme date

Julie Rook - Deal

Scheme	Cost	Status
High Street, Deal – introduction of No Entry junction and change of priority at King Street	£975	Scheme programmed for March '13
Beach Street, Deal – Replacement of existing guard railing at pelican crossing with ornate 'Deal' bollards and panels	£7,940	Awaiting delivery of new street furniture – delay with manufacturer
Beach Street, Deal – Contribution to DDC towards renovation of benches	£935	Awaiting finance transfer to DDC
Salisbury Rd, Walmer – Contribution to Highway Operations Team towards resurfacing scheme	£7,500	Scheme programmed for March '13
Salisbury Rd and Glanville Road, Walmer – Removal of two damaged traffic islands and replacement of island in Salisbury Road	£2,250	Scheme programmed for February half term

Kit Smith - Deal

Scheme	Cost	Status
High Street, Deal – introduction of No Entry junction and change of priority at King Street	£975	Scheme programmed for March '13
Beach Street, Deal – Replacement of existing guard railing at pelican crossing with ornate 'Deal' bollards and panels	£7,940	Awaiting delivery of new street furniture – delay with manufacturer
Beach Street, Deal – Contribution to DDC towards renovation of benches	£935	Awaiting finance transfer to DDC

Salisbury Rd, Walmer – Contribution to Highway Operations Team towards resurfacing scheme	£7,500	Scheme programmed for March '13
Salisbury Rd and Glanville Road, Walmer – Removal of two damaged traffic islands and replacement of island in Salisbury Road	£2,250	Scheme programmed for February half term

1.1 Legal Implications

1.1.1 Not applicable.

1.2 Financial and Value for Money Considerations

1.2.1 Not applicable.

1.3 Risk Assessment

1.3.1 Not applicable.

Contacts: Toby Howe / Steve Rivers 0845 8247 800

DOVER DISTRICT COUNCIL

DOVER JOINT TRANSPORTATION BOARD – 28 FEBRUARY 2013

EXCLUSION OF THE PRESS AND PUBLIC

Recommendation

That, under Section 100(A)(4) of the Local Government Act 1972, the public be excluded from the meeting for the remainder of the business on the grounds that the item to be considered involves the likely disclosure of exempt information as defined in the paragraph of Part I of Schedule 12A of the Act set out below:

<u>Item Report</u>	<u>Paragraph Exempt</u>	<u>Reason</u>
Applications for Disabled Pesons' Parking Bays	1 and 2	Information relating to any individual and Information which is likely to reveal the identity of an individual

DOVER JOINT TRANSPORTATION BOARD

PROCEDURE FOR DETERMINING APPLICATIONS FOR ON-STREET DISABLED PERSONS' PARKING BAYS

1. Under the current arrangements with Kent County Council (the Highway Authority) an applicant has to satisfy a list of criteria set by County in order to qualify for a disabled person's parking bay being provided outside, or close to, his or her house. The set of criteria was adopted by this Board at its meeting on 7 February 2005 and is listed below:
 - (i) the applicant must be a Blue Badge holder.
 - (ii) the applicant must be in receipt of a qualifying benefit entitlement, either:
 1. the Higher Rate Mobility component of **Living Allowance**, or
 2. Higher Rate of **Attendance Allowance** if the applicant was over 65 years or over when an entitlement was first claimed
(Other entitlements such as a War Pension may also qualify).
 - (iii) the applicant must be a driver of vehicle (unless there are exceptional mitigating circumstances).
 - (iv) The applicant must not have any off-street parking (eg have no hard standing, nor garage, nor use of either).

In addition, bays will not be provided:

- along sections of roads subject to stopping, waiting or loading restrictions (eg on clearways; yellow lines or blips; zig zags outside schools or on approaches to pelican crosses; etc)
 - in close proximity to road junctions (typically within 10metres)
 - along a road whose width is less than 3.6 metres
 - where there are other disabled bays in a street and these collectively exceed 5% of the available road parking space
 - where the application is for a temporary disability only
 - in areas where the safety or convenience of the applicant or other highway users could be compromised (eg close to or on the brow of a hill or within the turning head of a cul-de-sac)
2. If the listed criteria are met then an application goes through a two-stage process: Under delegated authority, the Head of Regeneration firstly carries out an informal consultation with the neighbours. If no objections are received then an advisory (non-enforceable) disabled bay is marked on site and the application progresses to the second stage where it is formally advertised as a proposed Traffic Regulation Order (TRO). This latter stage can take considerable time to complete, which is why an advisory bay is provided in the interim period. If no objections are received in response to the formal (second stage) advertisement, then the TRO is sealed and the disabled bay becomes enforceable. At either stage of consultation, objections can be received which are referred back to the Board to make a recommendation to proceed, or not, with the application.
 3. If at any time an applicant appeals against an officer's decision then in accordance with the resolution taken by the Dover Joint Transportation Board on 13 September 2005, the Chairman, Vice-Chairman and the relevant Ward and County Members are contacted to seek views on determining the appeal. If the views of the Members who reply are unanimous then the appeal is determined accordingly. However, if any Members are not in agreement, then the appeal comes back before the Dover Joint Transportation Board to be determined.

Agenda Item No 9

By virtue of paragraph(s) 1, 2 of Part 1 of Schedule 12A
of the Local Government Act 1972.

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