

MAIDSTONE JOINT TRANSPORTATION BOARD MEETING

Date: Wednesday 16 January 2019
Time: 5.00 pm
Venue: Town Hall, High Street, Maidstone

Membership:

Councillors Bird, Brown, D Burton, Carter, Chittenden, Clark, Cooke, Cooper, Cuming, Daley, Fermor, Hinder, Hotson, D Mortimer, Prendergast, T Sams, Springett, Mrs Stockell, Wilby and Wilson

The Chairman will assume that all Members will read the reports before attending the meeting. Officers are asked to assume the same when introducing reports.

AGENDA

Page No.

1. Apologies for Absence
2. Notification of Substitute Members
3. Urgent Items
4. Notification of Visiting Members
5. Disclosures by Members and Officers
6. Disclosures of Lobbying
7. To consider whether any items should be taken in private because of the possible disclosure of exempt information
8. Minutes of the Meeting Held on 17 October 2018 1 - 6
9. Petitions (if any)
10. Questions and answer session for members of the public (if any)
11. Maidstone Joint Transportation Board Work Programme 7 - 8
12. Verbal Update - Operation Brock, Smart Motorway Work and Future Management of M20 Closures
13. Verbal Update - KCC Big Conversation
14. Verbal Update - M26/M20 Traffic Congestion

Issued on Tuesday 8 January 2019

Continued Over/:

Alison Broom

Alison Broom, Chief Executive

15. Verbal Update - Bridges Gyrotory - Performance Review	
16. Maidstone Integrated Transport Package (MITP)	9 - 13
17. A249 Bearsted Road Maidstone Major Infrastructure Project	14 - 16
18. Electric Vehicles (EV) Charging Points	17 - 21
19. Highway and Pedestrian Safety - Roudwell, Bearsted	22 - 26
20. Maidstone Highway Works Programme	27 - 63

PUBLIC SPEAKING AND ALTERNATIVE FORMATS

If you require this information in an alternative format please contact us, call **01622 602899** or email committee@maidstone.gov.uk.

In order to speak at this meeting, please contact Democratic Services using the contact details above, by 5 p.m. one clear working day before the meeting (i.e. Monday 14th January 2019). If asking a question, you will need to provide the full text in writing. If making a statement, you will need to tell us which agenda item you wish to speak on. Please note that slots will be allocated on a first come, first served basis.

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MAIDSTONE BOROUGH COUNCIL

Maidstone Joint Transportation Board

MINUTES OF THE MEETING HELD ON WEDNESDAY 17 OCTOBER 2018

Present: Councillors Bird, Brown, D Burton, Chittenden, Clark, Cooke, Cooper, Cox, Cuming, Daley, English, Hinder, Hotson, D Mortimer, Prendergast, T Sams, Spooner, Mrs Stockell and Wilson

Also Present: Councillors Hastie and Perry

51. APOLOGIES FOR ABSENCE

It was noted that apologies were received from the following Members:

- Councillor Carter
- Councillor Wilby
- Councillor Springett

52. NOTIFICATION OF SUBSTITUTE MEMBERS

The following Substitute Members were present:

- Councillor Spooner for Councillor Springett
- Councillor English for Councillor Wilby
- Councillor Cox for Councillor Fermor

53. NOTIFICATION OF VISITING MEMBERS

Councillors Hastie and Perry were present as Visiting Members, but did not register to speak.

54. DISCLOSURES BY MEMBERS AND OFFICERS

There were no disclosures by Members or Officers.

55. DISCLOSURES OF LOBBYING

All Members disclosed that they had been lobbied on Agenda Item 17. Maidstone Cycleway Consultation.

56. TO CONSIDER WHETHER ANY ITEMS SHOULD BE TAKEN IN PRIVATE BECAUSE OF THE POSSIBLE DISCLOSURE OF EXEMPT INFORMATION

RESOLVED: That all items be taken in public as proposed.

57. MINUTES OF THE MEETING HELD ON 17 JANUARY 2018

RESOLVED: That the minutes of the meeting held on 17 January 2018 be approved as a correct record and signed.

58. PETITIONS (IF ANY)

There were no petitions.

59. QUESTIONS AND ANSWER SESSION FOR MEMBERS OF THE PUBLIC (IF ANY)

There were no questions from members of the public.

60. MAIDSTONE JOINT TRANSPORTATION BOARD WORK PROGRAMME

The Committee made the following comments on the Committee Work Programme:

- Highways England had been asked to attend the Maidstone Joint Transportation Board meeting in January 2019 to speak on Operation Brock and Future Management of M20 Closures.
- An update report on Bearsted Road was to be included on the Committee Work Programme.

RESOLVED: That the Maidstone Joint Transportation Board Work Programme be noted.

Note: Councillor Stockell arrived at 5.23 p.m. during consideration of this item.

61. REFERENCE FROM PLANNING COMMITTEE - HIGHWAY AND PEDESTRIAN SAFETY

It was noted that an urgent update had been submitted for this item. The reason for urgency was that the map provided additional clarity to the issues raised in the reference.

The Committee recognised the concerns of residents regarding highway and pedestrian safety at Roundwell. It was stated that a safety audit would be beneficial, and that suggestions for improving road safety for all users at this location were welcomed.

RESOLVED: That a report be submitted to the Joint Transportation Board outlining the results of a safety audit for the Barty Farm Development,

including recommendations for improving pedestrian safety and reducing traffic speeds.

Voting: Unanimous

62. A26 TONBRIDGE SINKHOLE - VERBAL UPDATE

Mrs Susan Laporte, Kent County Council District Manager, Maidstone, gave a presentation to the Committee regarding the A26 Tonbridge Sinkhole. Mrs Laporte stated that the road would be opened during the week commencing 22 October 2018.

The Committee recognised the successful delivery of a complicated project in difficult circumstances. Members suggested that, at the discretion of Officers, a lessons learned report be reported to the Committee to help to prevent similar occurrences in the future.

RESOLVED: That the update be noted.

63. MAIDSTONE BRIDGES GYRATORY - ROAD SAFETY REPORT

Mr Russell Boorman, Kent County Council Senior Major Capital Programme Project Manager, outlined the work that had been undertaken as part of the Maidstone Bridges Gyratory Safety Audit. Mr Boorman informed the Committee that there had been an overall reduction in incidents for all highway users following the resolution of issues identified in the Safety Audit.

Mr Boorman responded to questions from the Committee, stating that:

- KCC were working with contractors to deliver the Maidstone Bridges Gyratory Performance Report.
- The blocking of designated yellow boxes by traffic could not be enforced by Local Authorities outside of London, however, this issue had been raised with the Secretary of State.

RESOLVED: That the report be noted.

64. MAIDSTONE INTEGRATED TRANSPORT PACKAGE (MITP)

It was noted that an urgent update was submitted for this item. The reason for urgency was that the reference by the Strategic Planning, Sustainability and Transportation (SPST) Committee occurred after the publication of the Maidstone Joint Transportation agenda, and needed to be considered alongside the report.

Mr Boorman outlined the deadlines associated with the Maidstone Integrated Transport Package (MITP), and advised the Committee that all business cases were on track to be delivered by 16 November 2018. Mr Boorman stated that there was a risk that the MITP work, as presented in the report, would not be fully delivered by the 2021 deadline.

Consequently, a contingency project had been identified in Tonbridge and Malling.

Members commented that, at the SPST Committee, a risk that the business case deadline would not be met was highlighted, which resulted in £4m of funding being at risk. Mr Boorman reassured the Committee that £4m was not at risk.

The Committee emphasised that it was concerned about the prospect of funds being diverted to a project outside of Maidstone Borough Council's boundary, and that the MITP must deliver on the promises that had been made previously.

RESOLVED:

- 1) That the contents of the Maidstone Integrated Transport Package (MITP) be noted.

Voting: Unanimous

- 2) That given the risk highlighted in the published report, the Maidstone Joint Transportation Board urges Kent County Council to deliver the MITP per the reported milestones, to ensure that we do not lose funding.

Voting: For – 13 Against – 3 Abstentions – 1

Note: Councillors J Wilson and Sams left the meeting during consideration of this item.

65. **RAIL SERVICES IN MAIDSTONE**

Mr Stephen Gasche, Kent County Council Principal Transport Planner - Rail, presented the report, which highlighted the importance of the Thameslink Service to Maidstone. It was conveyed that the introduction of the new Thameslink service had been deferred three times. Concerns had been raised with the Minister of State for Rail, who had provided no commitment to preventing further delays.

The Committee stated that an improved rail service was vital to the economy of Maidstone, and that lobbying needed to be sustained to ensure that the area was provided with the services that were needed. To this end, it was suggested that a joint letter was sent to reiterate the concerns about the rail service network in Maidstone and the subsequent impact that delays would have on economic growth.

RESOLVED:

- 1) That the report be noted.
- 2) That the Chairman of the Maidstone Joint Transportation Board sends a letter to the appropriate authority, signed by Members of

Parliament, Kent County Council, Maidstone Borough Council, local business groups and community groups, and that this is presented to the Leaders of KCC and MBC for comment prior to submission.

Voting: Unanimous

66. POTHOLE AND FOOTWAY REPAIRS 2018

Mrs Laporte stated that the Pothole and Footway Repairs Report was for information only. Ms Laporte confirmed that a measure demonstrating the number of outstanding repairs was to be included in further reports.

RESOLVED: That the report be noted.

67. MAIDSTONE CYCLE WAY CONSULTATION

Mr Michael Hardy, Kent County Council Schemes Project Manager, and Ms Emma Green, Kent County Council Schemes Programme Manager (West), introduced the Maidstone Cycle Way Consultation report. Mr Hardy explained that the scheme linked Maidstone East Station with Mote Park. The scheme had recently been subject to consultation.

Officers explained that the route allowed for travel into the Town Centre from the South via King Street. Furthermore, it was stated that clear signage could help to mitigate safety risks.

The Committee raised the following concerns:

- The timescales for the work to be completed were not feasible.
- That vegetation on private property impacted on lines of sight at crucial points on the route.
- The proposed crossing point was not safe. It was suggested that this should be moved to Mote Avenue, as this would provide access to the lake without needing to cross at a dangerous location.

Councillor English, representative of the ward in which the developments were proposed, requested that he be involved in future conversations regarding the Maidstone Cycle Way Scheme.

RESOLVED:

- 1) That the Maidstone Cycle Way Consultation responses be noted.

Voting: Unanimous

- 2) That the recommendation to proceed with Mote Avenue cycle and footway enhancements be supported, on the provision that an additional safety audit is carried out, considering all of the concerns raised at the JTB.

Voting: For – 10 Against – 1 Abstentions – 4

Note: Councillors Brown and Stockell left the meeting during consideration of this item.

68. MAIDSTONE HIGHWAY WORKS PROGRAMME

It was stated that this item was for information only, as the report was regularly circulated to Members.

RESOLVED: That the report be noted.



69. DURATION OF MEETING

5.02 p.m. to 7.55 p.m.

Maidstone JTB Work Programme

Ref	Date to Committee	Report Title	Report Author	Lead Authority	Notes
1	17 Apr 2019	Bridges Gyrotory – Performance Review	Russell Boorman	KCC	
2	TBC	Cycling and Walking Strategy	Tay Arnold	MBC & KCC	An update on delivery of the Cycling and Walking strategy and collaborative work between both Councils. Requested by Cllr Whiting.
3	TBC	Proposal to Establish a Public Transport Forum			
4	TBC	20 MPH Schemes in Maidstone		KCC	A report on the introduction of 20mph schemes in Maidstone.
5	TBC	Forstal Lane		KCC	This item will be considered when the development nears completion.
6	TBC	Leeds Langley Relief Road		KCC	This item is to be discussed at a later date due to current legal action.
7	TBC	Re-submission of the proposals for improvements to the Sutton Road/Willington Street junction		KCC	This proposal had previously been considered in January 2018. Amendments were requested to the original scheme. Requested by Cllr Chittenden.

8	TBC	Proposed Improvements to A229/A249 links between the M2/A2 and M20 Corridors		KCC	A report on the proposed improvements to the A229 and A249 links between the M2/A2 and M20 corridors taking into account the additional traffic expected resulting from the Lower Thames Crossing. Requested by Cllr Bird.
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Maidstone Joint Transportation Board  	16 January 2019
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Maidstone Integrated Transport Package (MITP)

Decision Making Authority	Kent County Council/Maidstone Borough Council
Lead Director	Simon Jones
Lead Head of Service	Tim Read
Lead Officer and Report Author	Russell Boorman/Lee Burchill
Wards and County Divisions affected	Wards: Shepway South/Parkwood County Divisions: Maidstone South East
Which Member(s) requested this report?	Committee

This report makes the following recommendations:

That the report be noted.

Timetable	
Meeting	Date
Maidstone Joint Transportation Board	16 January 2019

Maidstone Integrated Transport Package (MITP)

1. INTRODUCTION AND BACKGROUND

- 1.1 This report provides an update in respect of the proposed junction improvements contained within the Maidstone Integrated Transport Package (MITP).

2. A20 Coldharbour Roundabout:

- 2.1 An initial feasibility design has been completed which proposes to significantly enlarge the existing signalised Coldharbour roundabout (100m diameter). Due to the increased size of the proposed roundabout, sufficient capacity, modelled to 2032, will be generated increasing the free flow of traffic and therefore does not require this junction to be signalised.
- 2.2 This scheme requires the acquisition of third-party land to accommodate the roundabout enlargement. Early discussions have been undertaken with the land owner (RBLI) who are responsive to the purchase of the required land. However, the relatively small area of land required forms part of a much larger plot that is subject to a quite onerous overage held by the NHS; this poses a significant risk to the project and assistance has been sought from KCC Property to resolve. Further discussions have identified the Secretary of State would need to approve the overage removal or indeed request recompense for any lost revenue. A meeting has been arranged with all relevant parties to move forward.
- 2.3 A commission has been issued to develop the feasibility design through to detailed design and this will be completed in July 2019.
- 2.4 It was initially hoped to commence construction in 2019, this may still be achievable, however due to the large quantity of works on the network in the surrounding area, it is more realistic to plan for a 2020 commencement, this can still be delivered before the SELEP 2021 constraint.

3. B2246 Hermitage Lane:

- 3.1 A feasibility design has been completed which addresses congestion at this location. Due to the constrained urban environment, the proposal requires the use of a parcel of the adjacent heathland and the removal of mature trees.
- 3.2 A traffic regulation order, TRO, will also be required to remove 'on street' parking, enabling the free flow of traffic along Fountain Lane. Residential properties have existing 'off street' parking, however, due to multiple car households, opposition to the TRO poses a risk to the scheme.
- 3.3 The scheme proposes the linking of the traffic signals at the junction with A26 Tonbridge Road and B2246 Hermitage Lane by fibre connection allowing them to work together.

- 3.4 A commission has been raised to develop the concept design to outline design. Design work has commenced and is due to be completed in December 2018.
- 3.5 The above proposal does not deliver the required capacity benefits and does not demonstrate good value for money which is required for the approval of a submitted Business Case.
- 3.6 Alternative proposals have been identified which would deliver the required congestion relief. However, it is felt these proposals would not be received positively and meet opposition.
- 3.7 This junction has therefore been postponed from the MITP delivery until such times that a agreed mitigation measure can be found that will satisfy all criteria and stakeholders.

4. A229 Loose Road Maidstone (including the Wheatsheaf):

- 4.1 A commission has been raised for outline design on the A229 Loose Road corridor. This includes the proposal for the 'Wheatsheaf' junction. The commission was due to complete in December 2018. Due to the A26 sink hole, data was not able to be collected until November 2018. This has now been collected, validated and passed to the consultant to test the benefits of the proposed junction improvements.
- 4.2 A reduced size roundabout is being considered at the Wheatsheaf junction, this will limit the requirement for third-party land to deliver the scheme. This proposal will however still require the closure of Cranbourne Avenue at its junction with the A229 Loose Road. This is due to the traffic demand on the A229/A274 and would cause significant delays in Cranbourne Avenue itself and would negate and capacity benefit a roundabout at this location would deliver/
- 4.3 It must be noted that without support there is a significant risk that this proposal would not be delivered within the required SELEP timeframes and funding may be lost. It must be further noted that if the smaller roundabout option does not demonstrate the capacity benefits and good value for money, the larger option will be reverted too which also carries significant risks of limited support.
- 4.4 Due to the confined urban environment, the proposals for the rest of the A229 Loose Road corridor may also require the acquisition of third-party land. This has the potential to attract opposition and presents a high risk to the project.
- 4.5 Several surveys have been carried out to better inform the design which is progressing well and is anticipated completion of early 2019. Engagement will commence during the design phase with specific events for the residents and businesses being arranged.

5. A20 Ashford Road:

- 5.1 A feasibility design was completed to address congestion, which included a dedicated 'left turn lane' into Willington Street. This required the use of existing highway land (verge area) to accommodate.
- 5.2 Local Member briefings were carried out and although the scheme itself was accepted, it was felt that it did not address the entire congestion issue and a re-design was requested. Local members were advised that this would require the acquisition of Mote Park land and repositioning of the flint wall, which is listed. There was a general acceptance that this approach would be beneficial and KCC were to proceed accordingly.
- 5.3 A commission has been raised for a feasibility design to be undertaken that satisfies the requirements of local members to address the congestion on all approaches. This commission was completed in October 2018.
- 5.4 The proposal requires the acquisition of the adjacent Mote Park land on the southern side of the A20 Ashford Road. The existing listed 'Rag-Stone' wall will also need to be relocated to accommodate the widening required. This element of the scheme requires a planning application to be submitted, which may be subject to objections.
- 5.5 The revised design currently exceeds the allocated budget from the MITP. An independent cost consultant is reviewing the initial estimate and we are hopeful this will demonstrate this can be delivered within the allocation. Other funding opportunities are also being investigated to ensure this essential scheme can be delivered.
- 5.6 The expected commencement of this project (subject to roadspace availability) will be late 2019 early 2020.

6. Business Case Submission

- 6.1 The board raised concerns at the previous meeting in relation to the loss of LGF funding as Business Cases had not been submitted for the remainder of the MITP programme (these include 3, 4 and 5 above).
- 6.2 SELEP set a deadline of the 16th November for all business cases to be submitted. Confidence was given at the previous board meeting that this deadline would be achieved, and three separate consultants were working on their delivery.
- 6.3 With the exception of the B2246 Hermitage Lane, for reasons stated above, all business cases were completed on time. However, at this stage they are awaiting submission for the following reasons;
- 6.4 A20 Ashford Road was not demonstrating good value for money and returned a low Benefit Cost Ratio (BCR) figure, which would not have been



received well by the SELEP's independent technical evaluator and risked losing this element of the funding.

- 6.5 The decision was taken to combine all the remaining Business Cases into one 'Phase 3' business case that gives a more robust picture of the quantitative and qualitative benefits of the package of schemes. This also provides an overview of the combined benefits that the junction improvements deliver on a wider scale. This gives a much greater chance of this being accepted by SELEP.
- 6.6 A change of scope was submitted to the SELEP before the 16th November 2018 Accountability Board to request that a larger scheme is delivered at the A20 Ashford Road with an increased LGF ask as part of Phase 1. SELEP Secretariat are reviewing the decision process for this change and early discussions have identified that this should be reviewed in conjunction with the Business Case submissions for the remaining schemes that KCC intend to submit for approval as part of Phase 3 of the MITP.
- 6.7 KCC are therefore currently working on a combined submission which will cover both the Phase 1 change of scope and the new schemes (rather than submitted separately). SELEP have asked that this submission should come forward before February 2019 in line for a decision at the next SELEP Accountability Board meeting in March/April 2019.
- 6.8 Members must recognise the risks associated with the delivery of the existing programme. It is therefore necessary, and prudent of KCC to include an additional junction improvement in the Phase 3 submission to mitigate any potential underspend or loss of funding.
- 6.9 Therefore, this submission does include mitigation measures on the A20 London Road Aylesford at the junction with Hall Road. This scheme demonstrates good value for money and achieves capacity benefits.

7. Conclusion

- 7.1 Kent County Council presents this report to Members for information. They must recognise the risks associated with the delivery of this package of works and understand the timing constraint of 2021 for construction.
- 7.2 KCC will keep Members and the board updated at key milestones throughout the next stages.
- 7.3 KCC also recognises the emotive nature of the acquisition of third-party land and will engage with the Local Members and affected parties accordingly. The improvements are aimed to address the current congestion and future growth and benefit all highway users.

Agenda Item 17

Maidstone Joint Transportation Board  MAIDSTONE Borough Council	 Kent County Council kent.gov.uk	16 January 2019
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A249 Bearsted Road Maidstone Major Infrastructure Project

Decision Making Authority	Kent County Council/Maidstone Borough Council
Lead Director	Simon Jones
Lead Head of Service	Tim Read
Lead Officer and Report Author	Russell Boorman/Lee Burchill
Wards and County Divisions affected	Wards: Boxley County Divisions: Boxley
Which Member(s) requested this report?	Committee

This report makes the following recommendations:

That the report be noted.

Timetable	
Meeting	Date
Maidstone Joint Transportation Board	16 January 2019

A249 Bearsted Road Maidstone Major Infrastructure Project

1. INTRODUCTION AND BACKGROUND

- 1.1 This report provides an update in respect of the proposed A249 Bearsted Road Major Infrastructure Project.
- 1.2 The A249 Bearsted Road Maidstone scheme involves the signalisation and enlarging of the A249 Bearsted Road, A249 Bearsted Road/New Cut Road roundabouts and the widening of the A249 between the 2 roundabouts, including the use of Smart Technology to ease congestion, improve traffic flow and accommodate traffic associated with the Kent Medical Campus Enterprise Zone and growth in the town centre and south Maidstone. A key objective of the scheme is to reduce queueing at peak periods and ease congestion at these junctions to improve journey time reliability.
- 1.3 The A249 Bearsted Road Maidstone project is expected to contribute to improvements in journey time reliability on this major strategic route corridor towards the M20 J7. The scheme will also contribute to the planned introduction of 3000 jobs and construction of 1500 new homes by 2025.
- 1.4 The increased circulatory requires third party land at the Bearsted Road/New Cut roundabout, however this is being 'gifted' by the developer and Kent County Council (KCC) has agreement in writing from the relevant parties. No planning permission is required, and this scheme can be delivered as Permitted Development.
- 1.5 It is intended to start construction in summer of 2019. This allows sufficient time to engage with the local community, engage with relevant stakeholders and still complete the main works by the end of the 2012/21 financial year.
- 1.6 A working group has already been established comprising of key KCC, MBC and Highways England (HE) officers to ensure successful delivery of this project.
- 1.7 All costs associated with the scheme and its construction, currently estimated at £11.399m (including 2017/18 costs), are to be funded through the award of the National Productivity Investment Fund (NPIF) by the Department of Transport (DfT), Maidstone Borough Council (MBC) and Sec106 developer contributions (see below).

£000s	2017-18	2018-19	2019-20	Total
DfT Funding	£5399k	£1000k	£3000k	£9399k
Maidstone Borough Council			£500k	£500k
Third Party Contribution			£1500k	£1500k
Total	£5399k	£1000k	£5000k	£11399k



* Land gift of £420k is not included in the above total.

2. Progress:

- 2.1 An external consultant, WSP, was engaged in 2017 via the Medway Framework Contract to provide all the necessary resource to complete the outline and detailed design. This was programmed to be completed by December 2018 and was delivered successfully.
- 2.2 Engagement sessions were organised for all affected stakeholders and residents in October/November 2018. These sessions were well attended and were received positively by the majority of those who attended. A distribution list has been collated for those wishing to be kept informed of progress and will receive an electronic copy of the newsletter automatically as well as a paper copy being delivered accordingly.
- 2.3 Feedback received has been recorded and minor alterations to the design are currently being finalised to reflect those comments.
- 2.4 The contract documentation is being prepared and it is envisaged that the tender will be distributed in February/March 2019 with a Tender Award in May 2019.
- 2.5 Construction will commence in the summer of 2019, concentrating on the new access into Newnham Court Shopping Village in the first instance and then moving out to the highway network. Traffic management is yet to be decided, however there are several measures being contained within the tender documents that will mitigate the impact of these works.

3. Conclusion

- 3.1 Kent County Council presents this report to Members for information.
- 3.2 KCC will keep Members and the board updated at key milestones throughout the next stages.

<h2>Maidstone Joint Transportation Board</h2>		<p>16 January 2019</p>
		

Electric Vehicle (EV) Charging Points

Decision Making Authority	Joint KCC and MBC
Lead Director	Simon Jones/William Cornall
Lead Head of Service	Tim Read/Rob Jarman
Lead Officer and Report Author	Tay Arnold, Planning Projects and Delivery Manager (MBC)
Wards and County Divisions affected	All
Which Member(s) requested this report?	Councillors Chittenden and Bird

This report makes the following recommendations:

That the progress to date regarding Electric Vehicles be noted.

Timetable	
Meeting	Date
Maidstone Joint Transportation Board	16/1/19

Electric Vehicle (EV) Charging Points

1. ORIGIN OF REPORT

1.1 This report was requested by Councillors Chittenden and Bird in order to update the Maidstone Joint Transportation Board on the actions being taken by both Kent County Council and Maidstone Borough Council to encourage the use of electric vehicles, with specific regard to the provision of charging facilities.

2. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

2.1 To provide information to Councillors about works taking place in Maidstone Borough and within Kent County Council to promote uptake of Electric Vehicles (EV) and Plugin Hybrid Electric Vehicles (PHEV).

3. INTRODUCTION AND BACKGROUND

3.1 Objective 4 within the Maidstone Integrated Transport Strategy (ITS) is 'reducing the air quality impacts of transport'. This objective is underpinned by two key actions within the strategy regarding electric vehicles:

- H6: Installation of additional electric charging points and the promotion of electric car use
- UL/Zero Emissions 1: Encourage the provision of suitable infrastructure for Ultra-low and Zero emission vehicles throughout the borough

Officers have been working towards achieving these actions and the below report provides a summary of these activities.

3.2 Maidstone Borough Council also has a Low Emissions strategy which is intended to improve the air quality of the borough. Aim 4 in the strategy is 'to improve the emissions of the vehicle fleet in Maidstone beyond the 'business as usual' projection, through the promotion and uptake of low and ultra low emission vehicles'. Underpinning the Low Emissions Strategy is an Action Plan. Maidstone Borough Council, and in particular Environmental Health and Parking Services are working on progressing the actions within it relevant to this report.

3.3 MBC's Parking Services are engaging with EV users to identify the best charging method and operation model in line with customer expectations. Some proposed EGV point locations require significant civil works to upgrade the infrastructure to accommodate suitable electric supply. This has been considered in the overall delivery plan and the most efficient sites have been selected in terms of locations and costs. Quotes for civil works undertaken by UK Power Network for each EV point location have been confirmed and these have been included in the future spend summary.

3.4 Once market testing is complete and the operational model agreed, parking Services will place an order with UK Power Network as the only supplier able

to carry out the civil works and to proceed with the procurement/leasing of 8 EV Charger units for installation following completion of the civil works. This will help achieve action 'Property/carbon management 2 – Increase electric vehicle infrastructure' within the Air Quality Strategy Action Plan.

- 3.5 Within the Air Quality Strategy Action plan is 'Planning 2: Adopt Kent and Medway Air Quality Planning Guidance. Having made the necessary adaptations to suit MBC circumstances'. MBC has now approved for planning application purposes an adapted version of the Kent & Medway Air Quality Practice Guidance. The guidance promotes the incorporation of EV charging points in qualifying schemes at a rate of 1 EV charging point per dwelling or 1 charging point per 10 communal parking spaces, generally secured by condition.
- 3.6 Kent County Council (KCC) is currently drafting an Electric Vehicle Strategy to outline actions that will be taken to promote uptake in EV and plug-in hybrid electric vehicles (PHEV) across the county. This strategy is developing actions that can take place within KCC as an organisation to increase take up (such as KCC's fleet and charging infrastructure for staff). Additionally, the actions will look at increasing charging infrastructure across the county in order to remove a perceived barrier to the public and businesses from switching to Electric Vehicles. This could be through testing new technologies on the highway (street column chargers for example) or promoting the availability of grants and technologies to local businesses.
- 3.7 To inform the strategy, KCC has commissioned a needs assessment to identify where charging infrastructure is likely to be needed over the next 3, 5 and 10 years and what charging speeds will be required. This is expected to be completed in January 2019. When the report is received, the data will be made available to all the Districts to assist in focussing efforts to install charging infrastructure where it will provide the greatest benefit to the public.
- 3.8 KCC is currently updating the Parking Planning Guidance (as part of the revised Kent Design Guide) to provide guidance to developers around charging infrastructure requirements in new developments. This is due to be published later in 2019.
- 3.9 KCC is working in partnership with six Districts (including Maidstone Borough Council) to bid to the Office for Low Emission Vehicles (OLEV) Ultra Low Emission Taxi Infrastructure Scheme. If successful, the funding will enable KCC and the partnering Districts to install charging infrastructure to encourage a shift to ultra low emission vehicles (ULEVs) for use as taxis and private hire vehicles. The bid was submitted in November 2018, and it is anticipated that OLEV will announce the successful bids in February 2019. This work supports action 'Transport 8' in Maidstone's Low Emissions Strategy Action Plan which is to 'Encourage use of Low and Ultra Low emission vehicles as taxis'.
- 3.10 Action Transport 10 within the Low Emission Strategy Action Plan is to 'ensure that all EV Points are maintained and made available for the public'. The accompanying context for this action highlights the importance of Local Authorities leading by example. As part of this KCC is currently making

changes to the parking and EV charging on County Road. Work is currently underway to adjust the parking situation outside Sessions House in order to increase the amount of electric vehicle charging and Pay & Display (P&D) parking available to the public, as well as to improve the parking arrangements for the Car Club. Where there were previously 2 EV charging spaces available for the public and 3 P&D spaces, there will soon be 4 EV charging spaces available for the public and 6 P&D spaces. These changes have been brought forward by KCC's Transport Innovations team after the new Car Club provider was able to switch the cars on KCC's scheme to self-charging Hybrids, meaning that they do not require a reserved charging unit. This change was made to benefit the public by increasing EV charging availability, but also because the vehicles now provided are more efficient and present better value for money.

3.11 The public consultation on these changes has been carried out with no objections, so the work to repaint the lines and amend the signage will be going ahead soon. It will also include improved Pay & Display signage to make it clearer which machine to use for which spaces, following a request from MBC parking services.

3.12 Good progress has been made to date by both councils working collaboratively to progress measures. Several of these initiatives are in the early stages and as they progress towards completion a further report will be brought to this committee.

4. AVAILABLE OPTIONS

NA

5. PREFERRED OPTION AND REASONS FOR RECOMMENDATION

This report is for information only, and therefore the Board are asked to note the report.

6. REPORT APPENDICES



NA

7. BACKGROUND PAPERS

9.1 MBC's Low Emissions Strategy

http://www.maidstone.gov.uk/_data/assets/pdf_file/0010/164674/Low-Emissions-Strategy-December-2017.pdf

Agenda Item 19

Maidstone Joint Transportation Board  MAIDSTONE Borough Council	 Kent County Council kent.gov.uk	16 January 2019
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Highway and Pedestrian Safety – Roundwell, Bearsted

Decision Making Authority	Kent County Council
Lead Director	Simon Jones
Lead Head of Service	Tim Read
Lead Officer and Report Author	Jennie Watson/Brendan Wright
Wards and County Divisions affected	Wards: Bearsted, Detling and Thurnham County Divisions: Maidstone Rural North, Maidstone Rural East
Which Member(s) requested this report?	Referral from Maidstone Borough Council Planning Committee

This report makes the following recommendations: That

1. The report be noted.
2. The off-site works already secured in support of the Barty Farm development be taken forward as a means of improving pedestrian safety and reducing traffic speeds on Roundwell.

Timetable	
Meeting	Date
Maidstone Joint Transportation Board	16 January 2019

Highway and Pedestrian Safety – Roundwell, Bearsted

1. ORIGIN OF REPORT

- 1.1 This report responds to the referral made by Maidstone Borough Council's Planning Committee at their meeting held on 16 August adjourned to 23 August 2018.
 - 1.2 At the meeting of this Board on 17 October 2018, it was resolved that a report be submitted outlining the results of a safety audit for the Barty Farm development, including recommendations for improving pedestrian safety and reducing traffic speeds.
-

2. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 2.1 This report has been prepared to update members on the highway related requirements associated with the Barty Farm development and the outcome of investigations into pedestrian safety and traffic speed issues.
-

3. INTRODUCTION AND BACKGROUND

- 3.1 The Barty Farm development site is located at Barty Farm, to the north of Roundwell in Bearsted. The site is allocated for a residential development of approximately 122 dwellings under Policy H1 (21) in the adopted Maidstone Borough Local Plan.
- 3.2 Policy H1 (21) requires that the development is accessed via Roundwell, a road that provides access to Bearsted from the A20 (Ashford Road). Roundwell is subject to a 30mph speed limit in the vicinity of the site.
- 3.3 Outline planning permission for a development of 100 dwellings was granted by Maidstone Borough Council on 20 March 2018 (14/506738/OUT). Approval for the variation of conditions was then granted by Maidstone Borough Council on 20 September 2018 (18/502860/OUT).
- 3.4 Condition 16 of the planning permission requires that:

There shall be no occupation of the development hereby permitted until the provision, by way of a Section 278 Agreement between the applicant and Kent County Council Highways, of the works identified in the application(s) relating to the new access works, crossing of Roundwell, and gateway features on Roundwell, are agreed with the planning and highway authorities.

Full details shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be fully carried out before occupation unless otherwise agreed in writing with the Local Planning Authority.

The approved visibility splays as shown on drawing no. 475/108E shall be retained at all times and the sight lines maintained free of all obstruction to visibility above 1.0 metres thereafter.

Reason: In the interests of highway safety.

- 3.5 A planning application for the approval of Reserved Matters is currently awaiting determination by Maidstone Borough Council (18/506167/REM).
-

4. HIGHWAY SAFETY MONITORING

- 4.1 Kent County Council regularly assess road safety on Kent's highway network, studying crash patterns over a 3-year period to identify locations where there are unexpectedly high numbers of crashes occurring. The circumstances, vehicles and casualties involved in the crashes at a particular location are investigated to identify any patterns that engineering measures could prevent reoccurring in the future.
- 4.2 Personal Injury Accident data has been analysed for Roundwell, Bearsted for the latest available 3-year period and it has been established that there have been no recorded issues for this location. This will not include any minor incidents of traffic collisions where there were no recorded personal injuries.
- 4.3 In the absence of any pre-existing pattern of crashes requiring intervention, the County Council has no current plans to implement new highway safety measures on Roundwell. The County Council will continue to monitor the situation.
-

5. BARTY FARM DEVELOPMENT

- 5.1 Dialogue with the applicant on the Reserved Matters application has confirmed that the Barty Farm development estate roads will not be offered for adoption by the County Council as publicly maintainable highway. The applicant cannot therefore be required to comply with the County Council's road adoption process, which requires the completion of a safety audit in advance of any technical approval.
- 5.2 The Transport Assessment submitted in support of the Outline planning application included the results of speed surveys undertaken at two site locations on Roundwell between Saturday 15 November 2014 and Friday 21 November 2014. Site 1 was at the 30mph speed limit gateway entering Bearsted and site 2 was south-east of the Sutton Street junction.
- 5.3 The average mean speed at Site 1 was 28.8mph north-westbound and 29.6mph south-eastbound. The average mean speed at Site 2 was 30.9mph north-westbound and 31.1mph south-eastbound. These results demonstrated a good degree of compliance with the 30mph speed limit.

- 5.4 In accordance with Condition 16 of the Outline planning permission, the applicant is required to provide visibility sightlines at the site access that are commensurate with the above measured speeds on Roundwell.
- 5.5 In support of the Outline planning application the applicant also proposed to implement modifications to Roundwell to improve access to the site for pedestrians and enhance the overall levels of highway safety. These modifications included:
- provision of dropped kerbs and tactile paving to facilitate pedestrian crossing movements between the development site and the existing footway on the south-western side of Roundwell;
 - removal of accumulated material at the back edge of the existing footway to provide an improved width for pedestrians;
 - improvements to Public Footpath KH127 connecting Roundwell to Church Lane (secured by means of a financial contribution);
 - re-laying of the red surfacing at the 30mph gateway to the east (if required as recently re-laid);
 - provision of dragons' teeth markings on the approach to the red surfacing;
 - re-mounting and/or clearance of the 30mph signs to make them more visible;
 - removal of the white centrelines from the gateway to a point northwest of the site entrance and the provision of a system of continuous and dashed carriageway edging lines to make private access driveways more visually prominent; and
 - provision of a new interactive speed limit sign between the 30mph speed limit gateway and the development site entrance.
- 5.6 The Maidstone Borough Council Planning Committee took account of the above works when making their decision to grant the Barty Farm development Outline planning permission.
- 5.7 Delivery of the works by the applicant is secured through Condition 16 of the Outline planning permission. This requires the applicant to enter into a Section 278 Agreement with the County Council, thereby ensuring that the works are the subject of detailed design, safety auditing and technical approval in accordance with the County Council's procedures for works on the highway by a third party.
- 5.8 Submissions to initiate the Section 278 Agreement process are currently awaited.
- 5.9 The works secured in support of the Barty Farm development address the issues of pedestrian safety and speed reduction raised by this Board as requiring investigation.

6. CONCLUSION AND RECOMMENDATION

- 6.1 The recent crash records indicate that Roundwell does not currently warrant the provision of safety improvement measures by the County Council.

- 6.2 The Outline planning permission granted for the Barty Farm development secures the provision of safety improvement measures on Roundwell. These are required to be implemented in the event that the development is built.
- 6.3 The Board are asked to note the contents of the report and support the recommendation that the off-site works already secured in support of the Barty Farm development are taken forward as the means of improving pedestrian safety and reducing traffic speeds on Roundwell.
-

To: Maidstone Joint Transportation Board
By: KCC Highways and Transportation
Date: 16th January 2019
Subject: Highway Works Programme 2018/19
Classification: Information Only

Summary: This report updates Members on the identified schemes approved for construction in 2018/19

1. Introduction

This report provides an update and summarises schemes that have been programmed for delivery in 2018/19

Footway and Carriageway Improvement Schemes – see Appendix A

Drainage Repairs & Improvements – see Appendix B

Street Lighting – see Appendix C

Appendix D – Transportation and Safety Schemes – See Appendix D

- **Casualty Reduction Measures** – See Appendix D1
- **Integrated Transport Schemes** – See Appendix D2

Developer Funded Works – Appendix E

Bridge Works – see Appendix F

Traffic Systems – see Appendix G

Combined Member Fund – see Appendix H

Maidstone Winter Plan – Appendix I

Well Maintained Highways – Appendix J

Road Safety Report – Maidstone Bridges Gyratory (see separate item on the agenda)

Conclusion

1. This report is for Members information.

Contact Officers:

The following contact officers can be contacted on **03000 418181**

Kirstie Williams	Mid Kent Highway Manager
Susan Laporte	Maidstone District Manager
Sue Kinsella	Street Lighting Manager
Earl Bourner	Drainage & Structures Manager
Alan Casson	Resurfacing Manager
Toby Butler	Traffic Systems

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.

Machine Resurfacing – Contact Officer Mr Byron Lovell			
Road Name	Parish	Extent of Works	Current Status
St Michaels Road	Maidstone	Whole Length	To be rescheduled in early 2019. Postponed due to A26 Tonbridge Road collapse
A249 Sittingbourne Road (Northbound)	Detling	From first layby after junction 7 to Scragged Oak Road	Completed
Lower Road	East Farleigh	Dean Street to Priory Close	Completed
Footway Improvement - Contact Officer Mr Neil Tree			
Road Name	Parish	Extent and Description of Works	Current Status
Mote Road	Maidstone	From the junction with Square Hill Road to Willow Way (Northern side) (Footway Reconstruction)	In Design and to be programmed in conjunction with the Cycle path works on the Southern side.
Surface Treatments – Contact Officer Mr Clive Lambourne			
Micro Surfacing			
Road Name	Parish	Extent and Description of Works	Current Status
Surface Treatments – Contact Officer Mr Clive Lambourne			
Surface Dressing			
Road Name	Parish	Extent and Description of Works	Current Status

Appendix B – Drainage

No returns for Maidstone by the time they will have held it all outstanding orders will have been completed.

Appendix C – Street Lighting

Structural testing of KCC owned in hand and the list of replacement works will be available for the next JTB report.

Street Lighting Column Replacement – <i>Contact Officer Sue Kinsella</i>				
Road Name	Column	Parish	Description of Works	Status
Hazlitt Drive	KHBU001	Maidstone	Column replacement	Complete
Hazlitt Drive	KHBU002	Maidstone	Column replacement	Complete
Hazlitt Drive	KHBU003	Maidstone	Column replacement	Complete
Hazlitt Drive	KHBU004	Maidstone	Column replacement	Complete
Hazlitt Drive	KHBU005	Maidstone	Column replacement	Complete
Newbury Avenue	KNAK002	Maidstone	Column replacement	Complete
Newbury Avenue	KNAK006	Maidstone	Column replacement	Complete
Newbury Avenue	KNAK007	Maidstone	Column replacement	Complete
Newbury Avenue	KNAK008	Maidstone	Column replacement	Complete
Newbury Avenue	KNAK009	Maidstone	Column replacement	Complete
Newbury Avenue	KNAK010	Maidstone	Column replacement	Complete
Newbury Avenue	KNAK011	Maidstone	Column replacement	Complete
Newbury Avenue	KNAK012	Maidstone	Column replacement	Complete
Newbury Avenue	KNAK013	Maidstone	Column replacement	Complete
Newbury Avenue	KNAK014	Maidstone	Column replacement	Complete
Newbury Avenue	KNAK015	Maidstone	Column replacement	Complete
Newbury Avenue	KNAK016	Maidstone	Column replacement	Complete
Newbury Avenue	KNAK017	Maidstone	Column replacement	Complete
Newbury Avenue	KNAK018	Maidstone	Column replacement	Complete

Newbury Avenue	KNAK019	Maidstone	Column replacement	Complete
Newbury Avenue	KNAK020	Maidstone	Column replacement	Complete
Newbury Avenue	KNAK021	Maidstone	Column replacement	Complete
Newbury Avenue	KNAK022	Maidstone	Column replacement	Complete
Newbury Avenue	KNAK024	Maidstone	Column replacement	Complete
Armstrong Road	KABA002	Maidstone	Column replacement	Completion by April 2019
Ashdown Close	KABI002	Maidstone	Column replacement	Complete
Station Road	KSAF029	Staplehurst	Column replacement	Completion by April 2019
Station Road	KSAF039	Staplehurst	Column replacement	Complete
Cheriton Way	KCCG009	Allington	Column replacement	Complete
Aspian Drive	KABV004	Maidstone	Column replacement	Complete
Charlbury Close	KCBH006	Coxheath	Column replacement	Complete
Brogden Crescent	KBFP002	Leeds	Column replacement	Complete
Brogden Crescent	KBFP003	Leeds	Column replacement	Complete
Brogden Crescent	KBFP004	Leeds	Column replacement	Complete
Horton Downs	KHFC006	Downswood	Column replacement	Complete
Chestnut Close	KCCL001	Ulcombe	Column replacement	Complete
Chestnut Close	KCCL002	Ulcombe	Column replacement	Complete
Chestnut Close	KCCL003	Ulcombe	Column replacement	Complete
Gibbs Hill	KGAL001	Headcorn	Column replacement	Complete
Gibbs Hill	KGAL002	Headcorn	Column replacement	Complete
Forge Lane	KFBR001	Leeds	Column replacement	Complete
Lucks Way	KLDF201	Marden	Column replacement	Complete
Frogmore Walk	KFDR005	Lenham	Column replacement	Complete
Napoleon Walk	KNBW003	Lenham	Column replacement	Complete
Hatch Road	KHBI004	Lenham	Column replacement	Complete
Deringwood Drive	KDAL006	Downswood	Column replacement	Complete

Deringwood Drive	KDAL017	Downswood	Column replacement	Complete
Station Road	KSAF010	Staplehurst	Column replacement	Complete
Station Road	KSAF011	Staplehurst	Column replacement	Completion by April 2019
Station Road	KSAF012	Staplehurst	Column replacement	Complete
Old Chatham Road	KOAI001	Sandling	Column replacement	Completion by April 2019
Heath Road	KHCH003	Coxheath	Column replacement	Awaiting road space
Heath Road	KHCH004	Coxheath	Column replacement	Complete
Heath Road	KHCH007	Coxheath	Column replacement	Awaiting road space
Heath Road	KHCH008	Coxheath	Column replacement	Awaiting road space
Heath Road	KHCH014	Coxheath	Column replacement	Complete
Heath Road	KHCH015	Coxheath	Column replacement	Complete
Heath Road	KHCH016	Coxheath	Column replacement	Awaiting road space
Heath Road	KHCH019	Coxheath	Column replacement	Complete
High Street	KHDO042	Staplehurst	Column replacement	Complete
High Street	KHDO048	Staplehurst	Column replacement	Complete
High Street	KHDO049	Staplehurst	Column replacement	Complete
High Street	KHDO050	Staplehurst	Column replacement	Complete
High Street	KHDO051	Staplehurst	Column replacement	Complete
High Street	KHDO052	Staplehurst	Column replacement	Complete
Oakwood Court	KOAD002	Maidstone	Column replacement	Complete
Royal Engineers Road	KRCQ006	Maidstone	Column replacement	Completion by April 2019
Chapman Avenue	KCBG003	Maidstone	Column replacement	Complete
Denton Close	KDAJ001	Maidstone	Column replacement	Complete
Wallis Avenue	KDAW006	Maidstone	Column replacement	Complete

Wallis Avenue	KDAW007	Maidstone	Column replacement	Complete
Wallis Avenue	KDAW029	Maidstone	Column replacement	Complete
Bell Road	KBBS008	Maidstone	Column replacement	Complete
Brishing Lane	KBFE010	Maidstone	Column replacement	Completion by April 2019
Millers Wharf	KMFY208	Maidstone	Column replacement	Complete
Woodbridge Drive	KWEY008	Maidstone	Column replacement	Complete
Queens Road	KQAG009	Maidstone	Column replacement	Complete
Queens Road	KQAG014	Maidstone	Column replacement	Complete
Queens Road	KQAG022	Maidstone	Column replacement	Complete
Queens Road	KQAG028	Maidstone	Column replacement	Complete
Wingham Close	KWDI001	Maidstone	Column replacement	Complete
Wingham Close	KWDI002	Maidstone	Column replacement	Complete
Wingham Close	KWDI003	Maidstone	Column replacement	Complete
Wingham Close	KWDI006	Maidstone	Column replacement	Complete
Wingham Close	KWDI007	Maidstone	Column replacement	Complete
Carisbrooke Drive	KCAK006	Maidstone	Column replacement	Complete
Langdale Rise	KLAJ018	Maidstone	Column replacement	Complete
Milford Close	KMCM002	Maidstone	Column replacement	Complete
Palmar Road	KPAF010	Maidstone	Column replacement	Complete
Victoria Street	KVAJ008	Maidstone	Column replacement	Complete
Whitchurch Close	KWCH004	Maidstone	Column replacement	Complete
Longfield Place	KLCN003	Maidstone	Column replacement	Complete
Marion Crescent	KMBK014	Maidstone	Column replacement	Complete
Oldfield Close	KOAU001	Maidstone	Column replacement	Complete
Oldfield Close	KOAU002	Maidstone	Column replacement	Complete
Otterbourne Place	KOBC002	Maidstone	Column replacement	Complete
Bedford Place	KBBJ003	Maidstone	Column replacement	Complete

Buckland Road	KBGE012	Maidstone	Column replacement	Complete
Blythe Road	KBDK002	Maidstone	Column replacement	Complete
Greenhithe	KGCB001	Maidstone	Column replacement	Complete
Huntsman Lane	KHFQ002	Maidstone	Column replacement	Complete
Huntsman Lane	KHFQ005	Maidstone	Column replacement	Complete
Huntsman Lane	KHFQ010	Maidstone	Column replacement	Complete
Linton Road	KLBS032	Loose	Column replacement	Completion by April 2019
Linton Road	KLBS013	Loose	Column replacement	Completion by April 2019
Linton Road	KLBS021	Loose	Column replacement	Completion by April 2019
Somerset Road	KSCP003	Maidstone	Column replacement	Complete
Betsham Road	KBCC021	Maidstone	Column replacement	Complete
Chiselhurst Close	KCCT001	Maidstone	Column replacement	Complete
Coleshall Close	KCFA002	Maidstone	Column replacement	Complete
Graveney Road	KGBL005	Maidstone	Column replacement	Complete
Graveney Road	KGBL008	Maidstone	Column replacement	Complete
Kennington Close	KKAD005	Maidstone	Column replacement	Complete
Westmarsh Close	KWBT002	Maidstone	Column replacement	Complete
Station Road	KSAF337	Staplehurst	Column replacement	Awaiting road space
Deringwood Drive	KDAL005	Downswood	Column replacement	Complete
Deringwood Drive	KDAL010	Downswood	Column replacement	Complete
Deringwood Drive	KDAL012	Downswood	Column replacement	Complete
Deringwood Drive	KDAL023	Downswood	Column replacement	Complete
High Street	KHDO053	Staplehurst	Column replacement	Completion by April 2019
Worcester Road	KWDW008	Maidstone	Column replacement	Complete
Terminus Road	KTAD002	Maidstone	Column replacement	Completion by April 2019

Terminus Road	KTAD003	Maidstone	Column replacement	Completion by April 2019
Terminus Road	KTAD006	Maidstone	Column replacement	Completion by April 2019
Lower Fant Road	KLCS011	Maidstone	Column replacement	Completion by April 2019
Whitmore Street	KWCR001	Maidstone	Column replacement	Completion by April 2019
Whitmore Street	KWCR003	Maidstone	Column replacement	Completion by April 2019
Whitmore Street	KWCR005	Maidstone	Column replacement	Completion by April 2019
Whitmore Street	KWCR006	Maidstone	Column replacement	Completion by April 2019
Whitmore Street	KWCR501	Maidstone	Column replacement	Completion by April 2019
Whitmore Street	KWCR502	Maidstone	Column replacement	Completion by April 2019
Milton Street	KMCW503	Maidstone	Column replacement	Completion by April 2019
Milton Street	KMCW505	Maidstone	Column replacement	Completion by April 2019
Collington Terrace	KCFD002	Maidstone	Column replacement	Completion by April 2019
Moncktons Avenue	KMCZ010	Maidstone	Column replacement	Completion by April 2019
Warwick Place	KWAI501	Maidstone	Column replacement	Completion by April 2019
Warwick Place	KWAI502	Maidstone	Column replacement	Completion by April 2019

Appendix D – Transportation and Safety Schemes

APPENDIX D1 – CASUALTY REDUCTION MEASURES - identified to address a known history of personal injury crashes

Location	Parish	Description of Works	Lead officer	Current Status
Great Danes Roundabout	Rural	Signing and road marking improvements	Jennie Watson	Scheme handed over to the contractor – Awaiting date for construction
Mill Street/Palace Avenue	Urban	Lining refreshing	Jennie Watson	Works partially completed in October 2018 – Yellow box markings completed – Contractor to return to refresh white lining
Loose Road/Park Way	Urban	Lining Refreshing	Jennie Watson	Works completed Long term plans - Commission raised for junction improvement via SELEP as part of the Maidstone Integrated Transport Package.
A20 Ashford Road, Lenham	Rural	Scheme to make changes to junction	Jennie Watson	Works substantially complete. However, there are still some items that need to be rectified

APPENDIX D2 – INTEGRATED TRANSPORT SCHEMES – all other LTP funded non-casualty reduction schemes

Location	Parish	Description of Works	Lead officer	Current Status
Old Chatham Road	Boxley	Implementation of improved pedestrian and cycle facilities	Jennie Watson	Works complete
Tonbridge Road	Barming	Upgrade zebra crossing to puffin crossing	Jennie Watson	Works complete
East Farleigh Bridge	East Farleigh	Upgrade of signing and lining	Paul Leary	Works programmed for completion early January 2019
Mote Park Cycleway	Maidstone	Upgrade of cycle route	Michael Hardy	Alterations to design undertaken as agreed by Members at October's JTB. Scheme handed over to contractor and works planned for January/February 2019

Appendix E – Developer Funded Works

Developer Funded Works (Section 278 Agreement Works) Maidstone Borough
Contact Officer Claremarie Vine, (Additional Officers for sites Jamie Hare, Aaron Divall, Steven Noad & Sarah Sims)

Scheme Name	File Ref.	Officer	Parish	Description of Works	Current Status
BP Tudor Service Station, London Road	MA003072	CV	Allington	Alterations to existing access	Works almost complete, developer has submitted a revised planning application for pedestrian crossing point and additional signage.
Bell Farm, North Street	MA003098	SN	Barming	New accesses to split sites, shared surface and new crossing point	Agreement signed, highway works due to commence
Cross Keys	MA003100	JH	Bearstead	New access, crossing point and parking area	Agreement signed
Heath Road/Church Street	MA003111	SS	Boughton Monchelsea	New access, footway works, yellow lines and crossing upgrade	Works Commenced on Site S278 works for 3 weeks but awaiting Crossing (Lights) date from Talent.
Hubbards Lane	MA003084	CV	Boughton Monchelsea	Two accesses to minor developments	Works completed on both accesses, pedestrian crossing point to add
Maidstone Studios, New Cut Road	MA003110	SS	Boxley	Zebra crossing and pedestrian crossing points	Technical Approval Granted going through Legal. Awaiting dates for works likely to be Early 2019
Goya Development, St Michaels Close, Aylesford	MA003123	SS	Boxley	New access and footway works to new commercial properties	Technical Approval given. Awaiting date of works due to issues with utilities requiring access also.

Heath Road (North side)	MA003063	CV	Coxheath	New access and Footway works	Works completed and in maintenance
Linden Farm, Stockett Lane	MA003107	SS	Coxheath	Access to new development and footway link to community hall	Technical Approval Granted. Access & footway completed further 2 accesses to restore to footway near completion of development.
Forstal Lane	Ma003141	SS	Coxheath	Widening of road and new footpath with access to new development	Awaiting Technical Approval – In discussion with developer
Bell Farm, Ashford Road	MA003094	CV	Harrietsham	Realignment of Church Road to form new access onto A20. New footway along A20	Works completed and in maintenance.
Mayfield Nursery, Ashford Road	MA003135	SS	Harrietsham	New access and alterations to existing Highway to adjoin upcoming Scheme Works	Technical Approval given. Agreement due to be signed and work dates to be confirmed.
Lenham Road (North side)	MA003062	CV	Headcorn	New Footway to site and extension of speed limit boundary	Works completed and in Maintenance
Lenham Road (South side)	MA003057	CV	Headcorn	New footway	Agreement prepared
Oak Lane and Wheeler Street	MA003048	CV	Headcorn	New footway plus junction improvements	Works completed and in maintenance
Wheeler Street, Headcorn	MA003137	SS	Headcorn	2 new accesses - off Wheeler Street and Kingsland Grove	Technical approval in progress.
Ulcombe Road	MA003150	SS	Headcorn	Access to new development	Temp vehicle crossing granted. Technical Approval in progress. Works commenced off the Highway.

Ledian Farm	MA003086	JH	Leeds	Proposed new access to development site at Ledian Farm	Letter of Agreement signed. Works to start Feb 19.
8 Faversham Road	MA003032	CV	Lenham	New access	In maintenance
The Paddocks, Ashford Road (Grove House, Old Ashford Road)	MA3114	CV	Lenham	New access, speed reduction to 50mph and footway link to Faversham Road	Revised plans awaited – pending minor alteration at planning and further layout details for A20
Old Ashford Road	MA003018	CV	Lenham	New footway plus access	Approaching end of maintenance, bus stop location to amend.
Week St/Gabriel's Hill	MA003120	SS	Maidstone	Town Centre Public Realm improvements	Works on-going, due to complete May 2019
The Coppice, A274 Sutton Rd	MA003076	AD	Maidstone	New Toucan crossing	Works completed
Hermitage Lane, (opp. Maidstone Hospital)	MA003060	JH	Maidstone	New Traffic signal junction	In maintenance period
Oakapple Lane/ Hermitage Lane	MA003046	AD	Maidstone	New bellmouth junction and associated ancillary works for new development including new bus stop	Main works complete, remedial works awaited
531 Tonbridge Road	MA003045	CV	Maidstone	Service layby for new retail unit	In maintenance
Imperial Park	MA003017	AD	Maidstone	New right turn lane and bellmouth junction, plus associated footway works	Works substantially complete
McDonalds drive-through, Hart Street	MA003013	CV	Maidstone	New access, improvements to Hart Street.	Approaching the end of maintenance – a structure affecting the highway requires maintenance agreement, ongoing

Heath Road, Coxheath	MA003134	SS	Maidstone	New access and new footway	Technical Approval given
Maidstone School of Science, New Cut Road	MA003197	SS	Maidstone	New access to School and New roundabout and alterations to Highway	Temp access granted and works commenced off the Highway. Looking to carry out works from May 2019
Hartnup Street	MA003138	SS	Maidstone	New Access	Technical Approval in progress
Royal Engineers Road	MA003127	SS	Maidstone	New footpaths to development	Awaiting Structures Approval
Goudhurst Road, Church Green (Plain Road development)	MA3118	CV	Marden	Install Zebra crossing near rail station.	New crossing in work.
Howland Road	MA003088	SN	Marden	New development access	Agreement signed, highway works part complete
Goudhurst Road/West End (Plain Road Development)	MA3118	CV	Marden	Refurbish Zebra crossing outside school and Bus Borders to add by Library stops.	Works part completed
Napoleon Drive and Plain Road	MA003079	CV	Marden	New access on each road for new housing development	New accesses in place. Provision made for new bus waiting area outside site on Plain Road.
The Parsonage, Goudhurst Road	MA003066 MA003067	CV	Marden	New access and associated upgrade works	Access substantially completed, village gateway to be agreed
MAP Depot, Goudhurst Road	MA003012	CV	Marden	New bellmouth junction and footway	Works in maintenance. Remedial works near completed and interactive speed sign awaiting installation

Albion Road, Marden	MA003132	SS	Marden	New Access and development	Technical Approval given. Works commenced on site only
Spencers Field, Goudhurst Road	MA003151	SS	Marden	Access to new development (via the Parsonage)	Awaiting Technical Approval
Hen and Duckhurst Farm, Marden Road	MA003109	CV	Staplehurst	New Roundabout for development access	Agreement signed, works on highway about to commence, site phase of roundabout underway.
Fishers Farm (East) Headcorn Road (Redrow)	MA3106	SS	Staplehurst	Realignment and new access at Headcorn Road/Pile Lane junction	Access complete. Pile Lane re- alignment completed looking to open by Jan 2019
Fishers Farm (West), Headcorn Road (Bovis)	MA3037	SS	Staplehurst	New access onto Headcorn Road	Technical Approval given for new access.
Woodford Park	MA003099	SS	Staplehurst	New access for 9 dwellings	Works to access and new footway underway, to complete after utility works.
Bell Lane	MA003030	CV	Staplehurst	Upgrade of existing access for new development	Works complete. In maintenance, due for adoption.
Valdene Industrial Estate	MA003054	CV	Sutton Valence	Upgrade of existing bellmouth plus extension to footway	Footway works carried out, access still to do.
Southfield Stables	MA003131	SS	Sutton Valence	New access to Private development	Withdrawn as Wealden Homes will not be building
Appleacres, Maidstone Road	MA003152	SS	Sutton Valence	Access to new development and footway works	Awaiting Technical Approval
Tovil Green Lane	MA003095	CV	Tovil	New Footway and crossing point to side of site	Remedials completed – in maintenance

Cripple Street Maidstone	MA003093	CV	Tovil	New access to development, widening and footway works	In maintenance
Gatland House, Gatland Lane	MA003081	CV	Fant Ward	Parking restrictions, signage, road markings and tactile crossings for new school	Works completed, Remedials to do
Site opposite cottages 129-147 Dean Street/Farleigh Hill	MA003007	CV	Tovil	New access speed limit relocation, new footway and bus stop provision	Works completed and in maintenance
Hampstead Lane	MA3101	SS	Yalding	Relocate access to new development at old depot adj. station. Minor footway works	Agreement signed, some works completed but remainder due October half term
Vicarage Road	MA003121	SS	Yalding	New access to development and speed restraints on existing Highway	Technical Approval Granted

Appendix F – Bridge Works

Teston Bridge			Teston	Repairs following an TRC are ongoing, started 7 th January 2019	
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Appendix G – Traffic Systems

There is a programme of scheduled maintenance to refurbish life expired traffic signal equipment across the county based upon age and fault history. The delivery of these schemes is dependent upon school terms and holiday periods. Local residents, businesses and schools will be informed verbally and by a letter drop of the exact dates when known.

Traffic Systems - Contact Officer: Toby Butler		
Location	Description of Works	Current Status
A229 Royal Engineers Way by Dickens Road	Refurbishment of traffic signal-controlled junction	Completed August 2018
B2162 Twyford Bridge, Yalding	Refurbishment of traffic signals	Proposed February 2019

Appendix H – Combined Member Fund – programme update for the Maidstone District

Combined Members Grant (Highways) programme update for the Maidstone District

The following schemes are those that have been approved for funding by both the relevant Member and by Simon Jones, Director of Highways, Transportation and Waste. The list only includes schemes, which are

- in design
- at consultation stage
- about to be programmed, or
- have recently been completed on site.

The list is up to date as of 1st October 2018

The details given below are for highway projects only. This report does not detail

- Contributions Members have made to other groups such as parish councils,
- Highway studies,
- Traffic/non-motorised user surveys funded by Members, or
- Requests for tree planting to be funded by Members

More information on the schemes listed below can be found by contacting the Schemes Planning and Delivery team.

Dan Daley and Rob Bird

Details of Scheme	Status
<p>18/19-CMG-MA-532 - Queens Avenue, Maidstone</p> <p>Traffic Regulation Order consultation for part one-way street and corner protection</p>	TRO progressed to has made – Order sealed
<p>18/19-CMG-MA-722 – Queens Avenue, Maidstone</p> <p>Part one way and implementation of corner protection</p>	Part one way at design stage – Order raised for double yellow lines

Eric Hotson

Details of Scheme	Status
<p>17/18-CMG-MA-561 - Hunton Road, Chainhurst, Marden</p> <p>Traffic Regulation Order Application for extension to 40mph speed limit</p>	Order Sealed

Ian Chittenden

Details of Scheme	Status
<p>18/19-CMG-MA-659 – Granville Road junction Boxley Road, Salisbury Road junction Boxley Road, Grecian Street junction Boxley Road and Banniser Road junction Hillary Road</p> <p>Traffic Regulation Order application for double yellow lines and corner protection</p>	Intent to make raised objections – Ian Chittenden to contact objectors and advise on how to proceed

Paul Carter

Details of Scheme	Status
<p>18/19-CMG-MA-730 – Provender Way</p> <p>Traffic Regulation Order application for corner protection on roads off Provender Way</p>	TRO to be progressed shortly

Contact: Susan Laporte 03000 418181

To: Joint Transportation Board

By: **Andrew Loosemore** – Head of Highway Asset Management

Date: **1st November 2018**

Subject: Local Winter Service Plan

Classification: Information only

Summary: This report outlines the arrangements that have been made between Kent County Council and Maidstone Borough Council to provide a local winter service in the event of an operational snow alert in the borough/district

Introduction

1. Kent County Council Highways, Transportation & Waste (KCC HT&W) takes its winter service responsibilities very seriously and is proactive as well as reactive to winter weather conditions. Winter service costs KCC in the region of £3.2m every winter and needs careful management to achieve safety for the travelling public and to be efficient. The Highways Operations teams in HT&W work to ensure that the winter service standards and decisions made are consistent across the whole county.

HT&W prepares an annual Winter Service policy and plan which are used to determine actions that will be taken to manage its winter service operations. The policy was approved at the KCC Environment, Planning and Transport Cabinet Committee on 20th September 2018 and subsequently signed off by the Cabinet Member.

District based winter service plans

2. The Local Winter Service Plan for the Maidstone Borough is a working document. It will evolve and be revised as necessary throughout the year. The document will be available on the KCC website. This document complements the KCC Winter Service Policy and Plan 2018/19. Following successful work in previous years with district councils, arrangements have again been put in place this year whereby labour from district councils can be used during snow days. Additionally, HT&W will supply a quantity of a salt/sand mixture to district councils to use on the highway network. The details are contained in the local district winter plan which enhances the work that HT&W will continue to do in providing a countywide winter service. The

local plan comes into effect when a snow operational alert is declared that affects the district of Maidstone.

<https://www.kent.gov.uk/roads-and-travel/what-we-look-after/winter-service>

Pavement clearance

3. Areas for clearing pavements have been identified in the local plan. These are the areas where local knowledge has indicated that people are concerned and would most like to be kept clear when there is snow and ice.

Farmers

4. The work that our contracted farmers have done in recent years is greatly appreciated and has made a big difference in keeping rural areas clear on snow days. Again, this year farmers will have predetermined local routes and will use their own tractor and KCC ploughs for clearing snow. The ploughs supplied are serviced by KCC each year. Each farmer will have plans detailing the roads that they are responsible for ploughing. When snow reaches a depth of 50mm on roads in their areas the farmers will commence ploughing notifying KCC as agreed in their contract. A list of farmers and their contact details can be found in the local plan, (although some personal information will not be available via this report or the website due to General Data Protection Regulations).

Conclusion

5. The arrangements for working in partnership with the district councils in recent years has proved to be very successful and the continuing arrangement will enable HT&W to provide an effective winter service across the county.

Recommendations

6. Members of the Board are asked to note this report.

Background documents: Kent County Council Winter Service Policy and Plan 2018/19

Contact officer:

Susan Laporte -Tel: 03000 414141

Well-managed Highway Infrastructure

Implementing the Code of Practice in
Kent
2018 - 2020

Contents

Introduction	3
The Highway Network	5
Network Inventory	5
Integrated Network Management	5
The whole highway.....	6
Future Maintenance	6
Highway users.....	6
Risk Base Approach.....	8
Context.....	8
Risk Management in Highways	8
Risk Management.....	8
Identify Risks	9
Assess Risks	9
Evaluate Risks.....	10
Allocate Risk.....	10
Determine Actions.....	10
Apply Actions.....	11
Monitor & Control	11
Inspections and Surveys.....	11
Safety Inspections.....	11
Service Inspections	12
Condition Surveys	12
Structural Assessments	12
Reactive Inspections	12
Defect Recording and Repair	12
Competence and Training	13
Resilience and Sustainability.....	14
Managing Highways for Resilience	14
Climate Change and Adaptation.....	15
Financial Management, Priorities and Programming	16
Financial Planning and Budgeting Principles	16
Priorities and Programming	16
Performance Management.....	17
Performance Measures and Targets	17
Performance Reviews.....	17
Benchmarking	17

Introduction

Our highway network is the most valuable asset we own. It enables safe and reliable journeys and in doing so supports social and economic prosperity. We are committed to good management of our highway network not only now but also, for future generations.

As the Highway Authority, the County Council has legal obligations to keep adopted highway routes available and safe for the passage of the travelling public. Our statutory duties are outlined in a number of pieces of legislation including the following:

- **The Highways Act 1980** outlines our duty of care to maintain the highway in a safe condition and protect the rights of the travelling public to use the highway.
- **The Traffic Management Act 2004** conveys a network management duty whereby we are required to facilitate and secure the efficient movement of traffic on the highway network.
- **The New Roads & Street Works Act 1991** requires us co-ordinate road works and to make best use of the existing network.
- **The Road Traffic Act 1991** describes our statutory responsibility to promote road safety and take measures to prevent collisions.
- **The Construction (Design and Management) Regulations 2015** details our duties to ensure that the work we do is designed and built competently and that risks to the work force and road users are properly considered and effectively managed. This places particular controls on how and when works are carried out.
- **The Equalities Act 2010** created the public equality duty which requires us to have due regard for advancing equality by removing or minimising disadvantage, encouraging participation and taking steps to meet the needs of all people from protected groups where these are different from the needs of other people.
- **The Wildlife & Countryside Act 1981** details the environmental legislation that we need to follow to ensure that we minimise our impact on local biodiversity whilst carrying out highway asset maintenance.

In October 2016 the UK Roads Liaison Group (UKRLG) published Well-managed Highway Infrastructure. The Code of Practice is non-statutory however it will be deemed to be guidance of best practice by the courts. The County Council will be required to demonstrate a robust decision-making process, an understanding of the consequences of those decisions, and how the associated risks are managed to ensure highway safety.

The Code of Practice, which is due for implementation by October 2018, is designed to promote the adoption of an integrated asset management approach to highway infrastructure based on the establishment of local levels of service through risk-based assessment. The County's Highway Asset Management Framework develops this approach in three documents: a policy [[Our Approach to Asset Management in Highways](#)], and two strategy documents [[Implementing Our Approach to Asset Management in Highways](#) and [Developing Our Approach to Asset Management in Highways](#)]. These documents demonstrate our commitment to an Asset Management approach and clearly outline the funding required and the wider benefits to be achieved. The Environment and Transport Cabinet Committee have endorsed all three documents, which are published on the County Council's website.

The Code of Practice recognises that the delivery of a safe and well-maintained highway network relies on good evidence and sound engineering judgement. A risk-based approach to highway maintenance needs to be founded on information that is sufficiently robust to enable decisions on levels of service, delivery methods and priorities for improvements can be taken and reviewed over time. Our [Asset Information Strategy](#) will detail how information to support a risk-based approach to highway maintenance will be collected, managed and made available in ways that are sustainable, secure, meet statutory obligations and facilitate transparency for network users.

Well-managed Highway Infrastructure provides guidance to support the development of approaches to highway maintenance that are in accordance with local needs, priorities and affordability. In the interest of route consistency for highway users, all authorities, are encouraged to collaborate in determining levels of service, especially across boundaries with neighbours responsible for strategic and local highway networks. Moreover the principles set out in the Well-managed Highway Infrastructure are intended to influence the ongoing development and evolution of the approach taken to asset management in highways. In accordance with asset management principles, the highway network should be considered as an integrated set of assets with due consideration given to the need to balancing the needs and inter dependencies of different asset groups.

Well-managed Highway Infrastructure states that “Where authorities elect in the light of local circumstances to adopt policies or approaches different from those suggested by the Code, it is essential that they are identified, together with the reasoning for such differences, be approved by the authority’s Executive and published.” However, the County Council’s Constitution states that “The Leader and Cabinet Members should...(d) participate in the approval by the full Council of Kent-wide policies and budgets; (e) lead the development of policies for the delivery of services to the whole community of Kent” [Article 2(2)]. Therefore, in addition to approving any deviations from the Code of Practice, the adoption of the principles of the Code of Practice and any fundamental changes to existing policies or service standards will be subject to Executive approval and publication.

Well-managed Highway Infrastructure - Implementing the Code of Practice outlines how we will go about applying the principles in the Code of Practice to the way we work and measure our success to ensure continuous improvement and a focus on the County Council’s Strategic Outcomes. Details of our approach will be actively communicated through engagement with stakeholders in setting requirements, making decisions and reporting performance.

The Highway Network

Network Hierarchies

There are several classifications and hierarchies used for the planning and prioritisation of highway inspections, maintenance, renewals, improvements and new installations in Kent:

- **Road Classifications** are administered by the Department for Transport and provide a system to direct motorists towards the most suitable routes for reaching their destination.
- **The Resilient Highway Network** is defined by the County Council as “the portion of our highway network that is vital to maintaining economic activity and access to key services during extreme weather emergencies and other major incidents”. The purpose of defining this network is to identify the most critical routes and associated highway assets, such as bridges, so that planned whole asset maintenance on that part of the network may be prioritised. Details of Kent’s Resilient Highway Network are published on the County Council’s website [<http://www.kent.gov.uk/about-the-council/strategies-and-policies/transport-and-highways-policies/highways-asset-management>]
- **The Winter Network** is divided into primary and secondary routes and provides a minimum essential service to the public which includes links to the strategic network, access to key facilities and local communities. Precautionary salting of these routes is undertaken in accordance with the Winter Service Policy which is published on the County Council’s website [<http://www.kent.gov.uk/about-the-council/strategies-and-policies/transport-and-highways-policies/winter-service-policy>] and reviewed annually.
- **Flooding Hotspots** are defined as “flood prone sections of the highway network” and are identified using drainage and flooding enquiry data. They are used to prioritise drainage maintenance, renewals and improvement works.
- **The Street Lighting Maintenance Hierarchy** is defined by the County Council and used to prioritise routine maintenance such as night scouting and bollard cleaning.
- **The Maintenance Hierarchy** is defined by the County Council and used to prioritise safety inspections and routine maintenance such as gully cleansing.
- **Critical Highway Infrastructure** is considered to be those assets where failure would result in significant impact to the local, and potentially the national, economy. Critical infrastructure assets form a crucial part of the highway network.

Whilst it is inevitable that different asset types might have their own hierarchies, all should be related such that each asset type can be considered in relation to others and to the whole highway network.

Network Inventory

Inventory information or “asset registers” are held for most of our major asset groups however the extent of the information varies greatly due to differing business needs. For example, an extensive inventory is needed for street lighting as it is not only used to inform maintenance activities but also the energy bills that run to several millions of pounds. Conversely, the inventory for the highway drainage network is less comprehensive because, whilst it would be nice to know construction information for each of our drainage pipes, the nature of the work we do and the processes that have been implemented do not require this level of detail.

The quality, appropriateness and completeness of asset data is reviewed regularly to ensure that the nature and extent of the network inventory collected is fit for purpose and meets business needs. The sensitivity of information is very limited but where sensitive information is held, it is managed in a security minded way.

Integrated Network Management

Kent’s residents, communities and businesses do not distinguish between the different categories of road, range of assets or types of work undertaken on the highway. They expect the network to be managed and maintained holistically to provide consistent and appropriate levels of service. To achieve this, it is vital that the whole highway network is considered and in the context of the County Councils strategic outcomes.

An integrated network hierarchy based on asset function is the foundation of a risk-based maintenance strategy. It is important that it reflects the whole highway network and the needs, priorities and actual use of each infrastructure asset. It therefore also needs to be dynamic and regularly reviewed to reflect the changing nature of the network as a consequence of short term influences such as seasonal fluctuations or longer-term factors such as climate change and development.

The whole highway

It is imperative that all highway assets are considered including traffic management and parking provisions. Moreover, it is important to consider the implications of a maintenance regime or scheme not only now but in the longer term. For example, if a road with defective drainage is resurfaced without also repairing the drainage it will remain in a good condition for a much shorter length of time. Over time standing water will cause the surface to deteriorate, increasing numbers of potholes will form and the overall lifespan of the road will be reduced. Prevention is generally more cost effective than cure and if, for example, the drainage is repaired before the road is resurfaced, efficiencies can be made on the remedial works and further savings achieved as responding to the consequences of flooding is not required.

Future Maintenance

The highway network increases in size year on year and as do the number of assets we maintain. The impact on future maintenance can vary dramatically depending on the approach taken. As local government finances become increasingly squeezed it is important that the selection and suitability of assets and their component parts and materials, doesn't place an unnecessary future burden on the Authority. For example, instead of laying a coloured road surface which is costly to maintain, white lining may demark a cycle route just as effectively.

Highway users

Highway maintenance regimes and improvements should consider the needs of all highway users, particularly vulnerable users. There may be opportunities while we carry out maintenance and improvements to minimise disadvantage, encourage participation and incorporate the needs of people from protected groups in accordance with the Public Equality Duty. Depending on the nature of the works, it may be possible to enhance safety, priority, integrity or quality of routes, crossing points, public transport facilities or freight movements and these opportunities should be given due consideration. Furthermore, the expectation of consistency means that consideration needs to be given to the hierarchy of neighbouring authorities for both the local and nationally maintained networks.

Kent County Council will apply these principles and consider the highway network as an integrated set of assets when developing our approach to inspections, maintenance, renewals, improvements and new installations.

Defining our Integrated Highway Network

The system of road classification used by Central Government does not necessarily reflect local needs or actual use now and in the future.

From April 2019, hierarchies will be defined and published for all elements of the local highway network. The inherent links between some asset groups such as signs, lines and the carriageway may mean that these network groupings are subsumed into a single hierarchy. Where asset hierarchies differ, they will all be founded on the principle of highway functionality and the desirability for a consistent approach with a view to achieving a high degree of compatibility.

Specific considerations will be dependent on the nature of the asset type however there will be consistent themes that underpin the hierarchy definition:

- **Importance** – this may include key routes between towns, connecting the strategic road network and main routes to critical infrastructure such as hospitals, schools and power stations

- **Environment** - rural, urban, busy shopping streets, residential streets, country lanes etc.
- **Usage** – this may include factors such as the volume and type of users, designations as traffic sensitive, diversion or ceremonial routes and the character and volume of traffic on the adjoining carriageway
- **Site history** - this may include factors such as historic casualty data, historic flooding data and crime statistics
- **Asset specific considerations** – this may include factors such as height or weight restrictions, historic structures, construction materials or the position with respect to the carriageway, footway or cycleway.

Kent County Council will publish a series of related hierarchies which include all elements of the highway network. They will consider current and expected use, resilience, and local economic and social factors as well as the desirability of continuity and of a consistent approach for walking and cycling.

Risk Based Approach

Context

As an organisation concerned with service provision and the social and economic development of the county, efficient and effective risk management is essential. By implementing sound management of our risks and the consequential threats and opportunities, we will be in a stronger position to deliver our business objectives, services that reflect local needs and achieve better value for money. Risk management is therefore at the heart of good management practice and the County Council's corporate governance arrangements. Our approach to risk management is proactive and enables decisions to be based on properly assessed actions and events that balance risk and reward with a view to ensuring that the right actions are taken at the right time.

It is not possible to eliminate all risk. Whilst some mitigation is often possible, it is important to understand the degree of risk and the potential consequences. These can then be balanced against the cost of reducing or eliminating the risk and the benefits of accommodating the risk.

The County Council has a mandatory approach to risk management called the [Risk Management Policy & Strategy 2018-21](#).

Risk Management in Highways

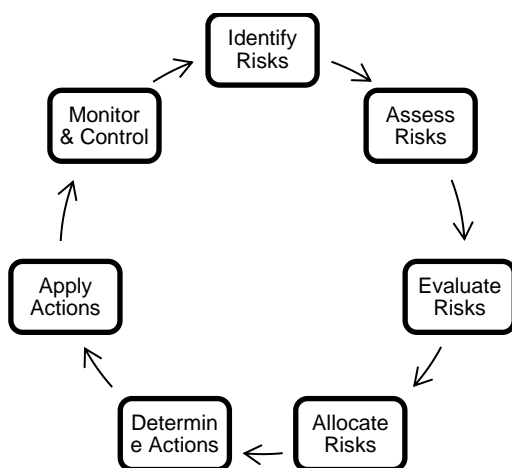
Meaningful risk management is an intrinsic part of the management of our highway infrastructure. Inspections, maintenance, renewals and improvements present extensive choices and therefore it is vital that the impact of implementation and the consequences of failure are fully understood. In addition, there are a variety of external influences which impact on the performance of the highway network. Weather, budget, political direction and demand from other service areas also need to be considered when determining the approach to maintenance and investment.

Adopting a risk-based approach will further facilitate the establishment and implementation of levels of asset condition and service standards that are appropriate to their circumstances.

Kent County Council will adopt a risk-based approach for all aspects for highway infrastructure maintenance, including setting levels of service, inspections, response, resilience, priorities and programmes. The management of current and future risks will be embedded within the approach to asset management and service delivery Strategic, tactical and operational risks will be included as will appropriate mitigation measures.

Risk Management

The County Council has adopted a risk management approach which aligns with the Office of Government Commerce (OGC) recognised best practice guidance – Management of Risk: Guidance for Practitioners. The approach is an iterative process to enable continuous improvement and is summarised below:



Identify Risks

Identifying risks is a crucial opportunity to ensure that risks are visible throughout the organisation. At this point risks are considered in their unmitigated state to allow for later prioritisation. Issues to be considered as part of the risk identification process may include:

- What are the risks to achieving the asset management strategy and levels of service?
- What is the source of each risk?
- What might happen?
- What would the effect be?
- When, where, why and how are these risks likely to occur?
- Who might be involved or impacted?
- What controls presently exist?
- What could cause the control to not have the desired effect on the risk?

A common approach is to commence the risk identification at a high level to obtain an assessment for the level of overall risk exposure. This may then be followed by a detailed assessment of more specific risks where critical assets, critical failure modes and high-risk areas can be defined and analysed in greater detail.

Assess Risks

Having identified the risks it is important to understand the potential consequences, positive or negative, and the likelihood of that impact being realised.

Consequence is the outcome of an event, such as increased journey times, isolation of local communities or a drop in public perception of the service provided. It can have positive or negative effects and can be expressed qualitatively or quantitatively. The consequences associated with an event leading to failure or service reduction may include:

- **Safety** – including fatalities and personal injuries;
- **Functionality** – impact of a loss or reduction in service at route, asset or component level, such as weight restrictions on a bridge;
- **Cost** – increased costs due to bringing forward or delaying work, repair costs, fines or litigation costs and loss of income or income potential;
- **Sustainability** – any impact on future use of highway infrastructure assets.
- **Environment** – environmental impacts, such as pollution caused through traffic delay or contamination from spillages, the sensitivity of the route/area, etc;
- **Reputation** – public confidence in organisational integrity; and
- **Community costs** – damage to property or other third-party losses, which may include business impacts, traffic delays, etc.

Likelihood is the chance of an event such as an asset failure or a fatality on the highway happening. It can be measured objectively, subjectively, qualitatively or quantitatively depending on the level of information available. However, it is measured, there are several issues that need to be considered, including the following:

- Changes in policy and funding;
- Current and historic performance (severity and extent) of the asset;
- Rate of deterioration and/or current age of the asset;
- Asset type, material type, mode of failure, extent of failure, etc;
- Exposure to incidents of all types;
- Human behaviour and workmanship;
- Vulnerability to climate change;
- Quality of asset management approach and systems.

The likelihood of physical failure of an asset is related to the current condition of the asset, hence the importance of accurate condition assessment. The likelihood of natural events is determined less easily but scientific studies are usually available. The likelihood of other events, such as poor work practices or planning issues can be difficult to ascertain. KCC have an established matrix-based approach for determining risk levels.

KCC's Standard for Determining Risk Levels

Risk Rating Matrix			Impact				
			1	2	3	4	5
			Minor	Moderate	Significant	Serious	Major
Likelihood	1	Very Unlikely	1 Low	2 Low	3 Low	4 Low	5 Low
	2	Unlikely	2 Low	4 Low	6 Low	8 Medium	10 Medium
	3	Possible	3 Low	6 Low	9 Medium	12 Medium	15 Medium
	4	Likely	4 Low	8 Medium	12 Medium	16 High	20 High
	5	Very Likely	5 Low	10 Medium	15 Medium	20 High	25 High

The target residual rating for a risk is “medium” or lower; in the event that this is not practicable the risk will be escalated for review.

Evaluate Risks

All identified risks need to be evaluated against the risk appetite and risk tolerance provides an assurance of a consistent approach to the measurement of risk and appropriate management and escalation. The County Council recognises that risk is inherent in delivering and commissioning services, including highways services, and aims to have an open approach to risk, appropriately balancing risk against reward, with risks managed in a proportionate manner.

With increasing spending demands and continued reductions in Government funding, there is a recognition that it is likely that a higher level of risk will need to be accepted in the future. This will require an approach that allows flexibility and support for well-informed and considered risk taking, promoting transparency and effective risk management, while maintaining accountability.

Allocate Risk

It is important that risks are suitably allocated to a stakeholder who is best placed to take ownership and manage them effectively. For example, the risk of a critical asset failure is best allocated to the asset manager who has the level of understanding to determine potential actions and the consequences of those actions, the authority to apply the selected action and the information and knowledge to monitor and control the risk in both the short and longer term.

Determine Actions

Mitigation options need be identified for all risks assessed to be unacceptable and there will often be many options to reduce the likelihood and/or consequence. It is therefore important that a logical approach to determining appropriate, proportionate and viable solutions to eliminate, reduce or control risk and enhance opportunities is established.

Some risks can be addressed more easily and effectively than others and costs may range significantly. Therefore, analysis of the costs of risk reduction against different options will facilitate identification of the optimum solution. It should be noted that in addition to the financial implications, the potential actions need to be considered in the wider context of the County Council’s strategic objectives and legal obligations i.e. the most

cost-effective action is not appropriate if it contradicts our strategic objectives, breaches our legal obligations or could significantly damage the Authority's reputation.

Apply Actions

Prior to applying actions, the assessment and evaluation stages need to be revisited to determine the residual risk and therefore the effect of the risk action. Having confirmed that this is satisfactory, the Action Owner is confirmed as are the appropriate reporting arrangements. For example, if the action involves significant service reductions, or significant changes in the way that services are delivered approval by the Cabinet Member; Cabinet or Leader of the County Council will be required. Moreover, if significant service changes are being made due to efficiency, economy or effectivity then formal consultation will be necessary.

Monitor & Control

Risks are not static and external and internal events can alter the likelihood and impact of risks. It is essential to continue reviewing risks and checking that actions to manage them are progressing to plan. All highway risks are routinely reviewed alongside other business management activities such as performance and financial reporting. Moreover, when emerging events or emergencies occur new and existing risks are assessed and responded to.

Inspections and Surveys

Authorities are not statutorily obliged to carry out inspections of all highway elements but are strongly advised to undertake safety inspections in accordance with the principles of Well-managed Highway Infrastructure. Inspection and survey regimes should be planned using a risk-based approach to provide increased levels of scrutiny to areas or assets deemed to be of higher risk.

An effective regime of inspection, survey and recording is the most crucial component of highway infrastructure maintenance and intrinsic to the management of risk. It provides basic information for addressing the core objectives of highway maintenance namely:

- network safety;
- network serviceability;
- network sustainability.

The characteristics of the regime are defined following an assessment of the relative risks associated with potential circumstances of location, agreed level of service and condition. For example, an 80-year-old bridge carrying a main road over a live railway line has greater risks associated with it than a new footbridge over a ditch on a rural footpath. The former may require 2 yearly visual inspections and 6 yearly detailed inspections supported by detailed reporting to reflect the complex nature of the structure. For the latter, it may be sufficient to carry out 2 yearly visual inspections with a "check list" style report and no detailed inspections if the simplistic nature of the structure means that all components are easily accessed and visible. Regardless of the specifics of the regime, it is crucial that they are applied systematically and consistently. Moreover, it is important to recognise that all information recorded, even if not primarily intended for network safety purposes, may have implications for safety and may therefore be relevant to legal proceedings and may have to be made available for public inspection and reference.

The County Council undertake a range of inspections and surveys with respect to the highway and its components:

Safety Inspections

The safety inspection regime forms a key aspect of an authority's approach to managing liabilities and risks. A countywide team of inspectors are tasked with the identification of all defects likely to create danger or serious inconvenience to users of the network or the wider community. The risk of danger is assessed on site and the defect identified with an appropriate priority response. The regime has been developed using a risk-based

approach and provides a practical and reasonable approach to the risks and potential consequences identified. Moreover, it takes account of potential risks to all users, and in particular the most vulnerable.

The processes and standards that underpin this regime are detailed in the [Highway Inspectors Manual](#) and are reviewed annually.

Service Inspections

The inspection requirements of different asset groups can vary significantly due to their composition and the way in which they function. Service inspections are tailored to the requirements of specific highway assets and elements to ensure that they meet requirements for serviceability. Examples of these type of inspections include electrical testing of lit signs and structural testing of street lighting columns. These inspections also include inspections for network integrity and for regulatory purposes, including NRSWA, intended to maintain network availability and reliability.

Condition Surveys

Condition surveys are primarily intended to identify defects which, if untreated, are likely to adversely affect long term performance, serviceability and safety. The data collected can be used to forecast life expectancy, to determine when intervention may be appropriate, to model the impact of different intervention strategies and to compare the likely costs. In addition, the information collected informs national government indicators and the annual valuation of the highway network.

Kent County Council will continue to implement asset condition surveys based on asset management need and in accordance with our statutory reporting requirements.

Structural Assessments

Structural Assessments are carried out on a targeted basis to determine the capacity of a structure to carry the loads which are imposed upon it, and increases that may be reasonably expected in the foreseeable future.

Reactive Inspections

The County Council proactively encourages our customers to report highway defects via our Online Fault Reporting Tool and a dedicated highways line to our Contact Point.

Reports from members of the public provide a further source of knowledge on the condition of the highway network. To maximise the value of this information, appropriate quality assurance measures are needed. As such, a regime of reactive inspections is in place to support the validation of reports, ensure duplicate reports are identified and combined, and to maintain auditability of information. It is not always necessary to inspect a defect to determine the required response but the decision to inspect or not, and the outcome of any inspection should be recorded systematically and consistently.

Kent County Council will develop and implement a risk-based approach to inspections for all asset groups.

Defect Recording and Repair

All defects observed during service, safety, condition and reactive inspections, need to be recorded and the type and speed of response determined on the basis of a risk assessment.

Defects that require urgent attention should be corrected or made safe at the time of the inspection, if reasonably practicable. In this context, making an asset safe may constitute displaying warning notices, coning off or fencing off to protect the public from the defect. If it is not possible to correct or make safe the defect at the time of inspection, repairs of a permanent or temporary nature should be carried out as soon as possible. If temporary repairs have been used, permanent repair should be carried out within a reasonable period.

Defects that do not represent an immediate or imminent hazard or risk of short term structural deterioration may have safety implications, although of far less significance than those which are considered to require urgent attention. They are more likely to have serviceability or sustainability implications. If repairs are to be undertaken these are likely to be within a planned programme of works with their priority determined by risk assessment. For example defects in highway trees may be identified during condition inspections and if the defect does not present an immediate safety threat, works will be ordered to reduce the risk of failure, eliminate the hazard or improve life expectancy of the tree. Access requirements, other works on the network, traffic levels, and the desirability of efficient traffic management, should also be considered as part of prioritising and scheduling the works.

Kent County Council will develop and implement a risk-based defect repair regime for all highway assets.

Managing the safety and wide range of other risks associated with the delivery of highway infrastructure maintenance requires effective and co-ordinated information systems to record inspections, defect reports, condition assessment and activity. The efficiency, accuracy and quality of information recorded is crucial both to the effective management of the service and to demonstrating that the County Council are a competent highway authority.

All information obtained from inspections and surveys, together with the nature of response, including nil returns, should be recorded consistently. It is important that the data from inspections and surveys can be reviewed and analysed both independently and in conjunction with other information to enable a holistic understanding of the likely future maintenance need, asset condition and trends related to network characteristics and use.

Kent County Council will develop and implement mechanisms for recording all inspections and subsequent activities to justify decisions made, inform future decision making and protect the authority from unjustified or fraudulent claims.

Competence and Training

To ensure that inspections, risk assessments and the analysis of the resulting information is meaningful and valid, appropriate competencies for all staff are required. Continued professional development is key to this and should be embedded in the annual Learning and Development cycle.

Kent County Council will ensure that the appropriate competency required for asset maintenance and management is identified and that training is provided where necessary.

Resilience and Sustainability

Kent, which provides key transport links between the capital and the continent, has some of the most intensively used roads in the country. Any disruption to the network has an immediate impact on road users, the economy and services. Ensuring these roads are as resilient and sustainable as is practicable must be a priority.

Managing Highways for Resilience

Resilience as defined by the Cabinet Office is the “ability of the community, services, are or infrastructure, to detect, prevent and if necessary to withstand, handle and recover from disruptive challenges”. Resilience in the context of highway infrastructure is the ability of a road network to withstand not only the impacts of extreme weather (snow, ice or flooding) but also industrial action, major incidents and other local risks. The level of resilience sought for any length of road needs to be commensurate with its intensity of use, economic or social importance and the availability of alternatives. The more intensively used and economically or socially important a route is, the shorter the disruption that is acceptable.

Kent County Council has long had robust systems in place to respond effectively to severe weather emergencies and we already take a hierarchical approach to the management of our 8,700 km highway network. In September 2017, this approach was enhanced further when The Environment & Transport Cabinet Committee endorsed The Definition for Kent’s Resilient Highway Network.

The overarching aims of Kent’s Resilient Highway Network are;

- to protect economic activity in and through the county;
- to protect access to key services; and
- to protect access to key infrastructure.

To achieve this, the following criteria have been used to identify and map a network of our most critical routes and highway assets;

- roads connecting main towns in the County of Kent with a population of 20,000 and above,
- roads connecting main towns with Highway England’s Strategic Road Network,
- roads connecting main towns with main employment sites,
- roads connecting with key operational services requiring emergency public access, such as hospitals with Accident and Emergency facilities,
- roads connecting with key infrastructure, such as power stations and main transport facilities.

The resulting network is used to inform intervention levels, prioritisation of maintenance and the case for investment in renewals and improvements to reduce the risk of asset failure.

Our Resilient Highway Network is reviewed at least every two years and after any major event to ensure it remains relevant as lessons are learnt and services and businesses within the County change.

In addition to the physical resilience of highway infrastructure, the management of disruption and speed of recovery are also key. There are several potential situations which could have a significant effect on the highway including inclement weather, subsidence, landslip or collapses, oil spills or local events such as Operation Stack.

Kent County Council have operational plans and procedures are in place with respect to winter service, severe weather events, unforeseen events and civil emergencies. These plans have been developed in consultation with partner organisations and include roles, responsibilities and contingency plans and procedures to enable timely and effective response. Clear communication plans are also in place to ensure that weather and flood forecasts are received by operational teams and disseminated to staff, contractors and our customers.

Responses to severe weather, emergency exercises and actual response are used to identify training opportunities and potential improvements to operational plans and procedures. Where appropriate, reviews are

carried out in consultation with multiple parts of the County Council and other responding organisations impacted by the event.

Climate Change and Adaptation

The Climate Change Act 2008 established a statutory framework for adaptation and set in place a five-year cycle for Government to report on the risk to the UK of climate change and to publish a programme setting out how these impacts will be addressed. The Government released the first National Adaptation Programme in 2013 containing a series of objectives and associated actions. Most notably with regards to highway infrastructure, these actions included:

- To ensure infrastructure is located, planned, designed and maintained to be resilient to climate change, including extreme weather events.
- To better understand the vulnerabilities facing local infrastructure from extreme weather and long-term climate change to determine actions to address the risks.

As such, it is important that due consideration is given to how the impacts of climate change, such as intense or prolonged rainfall, hotter temperatures and higher windspeed will impact on the types of highway assets that they manage. Some of the risks may have the potential to be reduced by mitigation action and options for mitigating the greatest risks should be explored with a view to prioritising those measures that will provide the greatest return on investment in terms of reduced risk.

Kent County Council will assess the risk of extreme weather events on highway infrastructure and identify ways to mitigate the impacts.

Sustainability

The County Council has an important role in ensuring Kent's residents and businesses benefit from sustainable growth and a competitive, innovative and resilient economy. This should be balanced with protecting and improving our natural and historic assets, for their unique value and positive impact on our society, economy, health and wellbeing. Materials and treatments used for highway maintenance can have a positive contribution to the public realm. There are a wide range of options, some of which are obligatory, but many of which provide for sympathetic application in particular circumstances. For example the selection of appropriate vegetation and trees during the planning stage of new schemes can bring environmental, drainage and social benefits.

Kent County Council will endeavour to balance the character of the area as well as whole life cost, environmental impact and sustainability when determining materials, products and treatments.

The management and maintenance of highway infrastructure have an inevitable impact on the environment and we therefore have a responsibility to make sure environmental risks and opportunities are managed positively and our use of natural resources is minimised for the benefit of future generations. The County Council's [Environmental Policy](#) outlines the actions and objectives that underpin our approach. In accordance with this policy statement highway verges, trees and landscaped areas are managed with regards to their nature conservation value and biodiversity principles as well highway safety and serviceability.

Financial Management, Priorities and Programming

Financial Planning and Budgeting Principles

It is essential that financial plans are linked to our Highway Asset Management Framework with respect to both short term activities such as routine maintenance, and for medium and long-term activities such as preventive maintenance and asset replacement. Our [Highway Asset Management Framework](#) describes how lifecycle planning principles are used to review funding levels, support investment decisions and substantiate the need for appropriate and sustainable long-term investment.

The way in which investment is prioritised needs to provide sufficient flexibility to deliver value for money. In addition to ensuring effective coordination, an asset management-based approach to managing highway infrastructure requires due consideration of different options and factors that influence their success:

- The differing life expectancies of various treatments and the future implications of these for the balance of capital and revenue funding; for example, renewing a bridge parapet might be more expensive than simply repointing the aging brickwork but doing so could generate a saving with respect to the long-term maintenance.
- The seasonal and weather sensitive nature of many treatments and the service as a whole; for example, renewing a road surface is best done during dry, mild weather as very cold or wet weather can cause the surface to rapidly fail.
- The uncertainties in prediction of out-turn costs for Winter Service, Severe Weather Events and emergencies and the need for financial year-end flexibility

Priorities and Programming

The County Council has endorsed an asset management based approach to the maintenance and management of highway assets. Part of this approach involves viewing the highway network as a whole rather than as discrete asset groups such as carriageways, drainage, lighting and structures. By sharing and coordinating both short and longer-term programmes of work efficiencies can be made, and the level of disruption caused can be reduced.

Kent County Council will take a cross asset approach when developing priorities and programmes and produce a rolling forward works programme that is updated regularly.

Performance Management

Effective performance monitoring will support the County Council in reviewing progress, performance requirements and works programmes. Our [Highway Asset Management Framework](#) establishes mechanisms for performance management, including performance measures and targets, which facilitate the monitoring of delivery with respect to the short, medium and long term strategic direction of the service.

Performance Measures and Targets

Information and data arising from implementation and delivery of asset management are used to identify actions for continual improvement of the approach, including delivery of the overall service. This enables relevant processes and practices to be assessed and form the basis for continuous improvement. Moreover, it ensures that critical performance issues are identified and addressed in a timely manner.

Performance Reviews

Regular reviews complement performance monitoring and reporting to support continuous improvement and input into the identification of opportunities for improvement. In more significant cases, these improvements should be formally documented with details of the expected outcomes, specific actions to be taken, the owner, the resources needed to deliver them and timescales. In doing so, focus is maintained, and benefit is maximised.

Benchmarking

Finally, benchmarking is a systematic process of collecting information and data to enable comparisons with the aim of improving performance, both absolutely and in relation to others. Through effective benchmarking and information sharing with neighbouring authorities and those authorities with a similar composition of highway network, the County Council can validate the approach taken and ensure that highway users' reasonable expectation for consistency is considered when developing the approach to highway infrastructure maintenance.