Joint Transportation Board

Mrs A D Allen MBE (KCC) – Chairman
Councillor K M Kelly (DBC) – Vice-Chairman

Mr D Butler (KCC)
Mrs P Cole (KCC)
Mr P Harman (KCC)
Mr J Kite MBE (KCC)
Mr J Ozog (KCC)

Councillor J A Hayes (DBC)
Councillor E J Lampkin (DBC)
Councillor Mrs J A Ozog (DBC)
Councillor D Page (DBC)
Councillor R J Wells (DBC)

Parish representative – Councillor R Lees

A meeting of the above Board will be held on

Tuesday 5 June 2018

at 7.00pm at the Civic Centre, Dartford
JOINT TRANSPORTATION BOARD
AGENDA

Tuesday 5 June 2018

1. **Apologies for Absence.**

2. **Declarations of Interest**
   
   To receive declarations of interest from Members including the terms(s) of the Grant of Dispensation (if any).

3. **To confirm the Minutes of the meeting of the Dartford Joint Transportation Board held on 6 March 2018**
   (Pages 1 - 8)

4. **Urgent Items**
   
   The Chairman will announce her decision as to whether there are any urgent items and their position on the agenda.

5. **Matters Arising**
   (Pages 9 - 14)
   
   This report advises Members on the progress of matters arising at previous meetings of the Board.

6. **References from other Committees (if any)**

7. **Chairman's Update**
   
   A verbal update will be provided, at the Chairman’s request, on the following items: -

8. **Southeastern Railways: Update**

   To receive a verbal update [including Q&A] from Mr Chris Vinson, Senior External Communications Manager, Southeastern Railways.

9. **Fastrack**
   (Pages 15 - 22)

   To receive the attached KCC Update report and attachments and to be briefed by attending KCC Officers.
10. **Update: Dartford Crossing - Local Network Mitigations**

To receive a verbal update from the Council’s Infrastructure Delivery Officer.

11. **Members Enquiry Items**

Members have the opportunity to raise the following:

- Questions in relation to capital and revenue funded works programmes
- Suggestions for future traffic regulation orders or street management proposals
- Questions on policies, plans and strategies related to highways, road traffic and public transport.
- Suggestion of a future agenda item (subject to the Chairman’s approval)

**ITEMS FOR INFORMATION**

12. **Road Works in the Borough of Dartford** *(Pages 23 - 34)*

Members will be advised of the roadworks which have been, or are currently being undertaken, or expected to be undertaken, within the Borough.

13. **KCC - Environment, Highways and Waste** *(Pages 35 - 60)*

The following documents has been attached for Members information:

- Environment, Highways and Waste Cabinet Committee – Unconfirmed (Draft) Minutes of the meetings held on 31 January and 20 March 2018.

*NB: If a Member wishes to discuss any of these items at the meeting, please advise David Hook, Democratic Services DBC (01322) 343276 david.hook@dartford.gov.uk prior to the meeting.*
APOLOGIES FOR ABSENCE.

Apologies for absence were received from Mr D Butler, Mrs P Cole and Mr J A Kite MBE.

The Chairman welcomed a delegation of residents from Burnham Road to the meeting and advised that Mr Eric Grover would be addressing the Board regarding Item 10 - Toucan Crossing, Burnham Road – responses to Public Consultation.

He also welcomed Councillor Pat Coleman to proceedings to address the Board under the Members’ Enquiry Items as a Ward Member for Sutton-at-Hone and Hawley.

DECLARATIONS OF INTEREST

There were no declarations of interest made.
98. TO CONFIRM THE MINUTES OF THE MEETING OF THE DARTFORD JOINT TRANSPORTATION BOARD HELD ON 5 DECEMBER 2017.

RESOLVED:

That the Minutes of the meeting of the Joint Transportation Board held on 5 December 2017 be confirmed as accurate.

99. URGENT ITEMS

The Chairman confirmed that there were no urgent items for the Board to consider.

100. MATTERS ARISING

The Board received a report and Appendix on issues that were outstanding from previous meetings and received further information on the following matters:

Parking Issues Ingress Park [Appendix Action 5]

It was reported that the Parking Lining works had taken place and enforcement measures by Council Officers had commenced.

Misuse of Busways by Motorists [Action 6]

The Planning Officer advised that he would be presenting a report to the next meeting of the Board.

Parking Control Issues: Common Lane Wilmington [Action 7]

The Vice-Chairman advised the Board that a number of planning issues were under consideration and that it was hoped to present a report to the next meeting of the Board.

Feedback on Traffic Issues: Heath Lane Speed Restrictions [Action 12]

The Board noted that in the absence of any ‘accident data’ KCC Highways would not undertake any works and that the Action could be deleted from the Matters Arising report.

KCC Policy on installation/funding of Yellow Lines [Min. No. 93 refers]

Mr Harman (KCC Member) sought further guidance from Officers on whether the Borough Council could undertake this work, precluded under the Combined Member Fund when not a County responsibility.

The Dartford District Manager, KCC confirmed her earlier advice to the Board [Min. No. 93 refers] that KCC and the Combined Member Fund did not support work around parking issues unless safety was an issue. She was not
aware of any accident data for Maiden Lane which she understood continued to suffer from inconsiderate parking by motorists, but would refer the matter to her colleagues in the Safety Schemes Team and revert. She also confirmed that a KCC Officer was delivering the necessary TRO under KCC’s previous TRO policy given that the London Borough of Bexley had installed regulations on its side of the borough boundary.

The Principal Transport Planner, DBC advised Members that a meeting was scheduled to take place soon between DBC and KCC Officers to consider potential changes to the current operating Protocol between the two Authorities.

101. REFERENCES FROM OTHER COMMITTEES (IF ANY)

The Chairman confirmed that no matters had been referred from other Committees for the Board’s consideration.

102. CHAIRMAN’S UPDATE

The Chairman confirmed that all Board members had received a copy of a tabled fact-sheet from DBC Planning Services, drawn-down from the South East Coastal Access Natural England website. The fact-sheet detailed proposals to extend the existing Thames Path National Trail (currently running from the source of the Thames to the Thames Barrier at Woolwich) to connect it to the England Coast Path which ran through Kent to the sea by 2020.

He encouraged Members to access the Natural England website and respond to their fact-sheet which sought feed-back from residents in South East Coastal communities on how they would like the new National Trail along the south bank of the Thames beyond Woolwich to Grain in Kent named and sign-posted to preserve its connection to the existing Thames Path. Residents were offered a choice of 4 (four) titled signposts and asked to respond by 31 March 2018 to: SouthEastCoastalAccess@naturalengland.org.uk.

103. FASTRACK

The Chairman had nothing to add to the comprehensive record of discussion of Fastrack by the Board on 5 December 2017 [Min. No. 89 refers].

104. MEMBERS’ ENQUIRY ITEMS

Councillor Daisy Page: Traffic and Parking Issues

Activation date for Mill Pond Road Traffic Lights: It was reported that it was now proposed to rebuild the entire Traffic Island at Mill Pond Road. The KCC Agreements team continued to liaise with the contractor on-site over a final completion date.
Temple Hill Car Park: It was reported that the consultation process had been extended following an e-mail exchange with KCC. Cllr. Page was also liaising with the Council’s Head of Housing Services on the matter.

Attlee Drive – green space parking: Residents continued to park on green spaces and grass verges despite representations from the Councillor to KCC.

Mr J Ozog: Heather Drive j/w Shepherds Lane – Experimental No Entry TRO into Heather Drive from Shepherd’s Lane

Mr Ozog advised the Board that KCC Officers continued to assess the proposal following representations from residents.

Councillor Pat Coleman (Ward Member for Sutton-at-Hone & Hawley) – A225 Dartford Road

The Chairman invited Councillor Coleman to address the Board in his role as Ward Member for Sutton-at-Hone & Hawley with his concerns over the lack of pavement provision on the Dartford Road stretch of the A225 where the speed limit increased from 30 to 60 mph.

Cllr. Coleman informed Members that the current pavement provision for pedestrians on the Dartford Road section of the A225 ended at the point where the 30 mph speed restriction increased to 60 mph. To continue their journey pedestrians were faced with crossing the A225 at this point, where the speed of traffic increased markedly, to continue their progress via a lower footpath on the opposite side of the A225 with poorer purchase and safety. If pedestrians subsequently wished to access the local train station or the High Street, they had to re-cross the A225 from the footpath still in the 60 mph zone. He asked that serious consideration be given to extending the pavement provision along this high-speed section of the A225 London Road on safety grounds.

The Chairman saw scope for the work being undertaken via the Joint Members Fund with the support of Mr Kite as the relevant County Member. He undertook to liaise with Mr Kite and approach KCC with a costed proposal.

The Dartford District Manager, KCC advised that Officers were likely to view a costed proposal for a pavement extension from Mr Kite as KCC Member favourably.

Mr Harman: Future TROs

Corner Protection – Knockall Road/Ainsford Road and Knockall Rd./London Road?

The Dartford District Manager undertook to consult KCC colleagues to ascertain if any accident data existed to undertake works on a safety issue
basis. She warned that without such data, protection works could not be financed from the Members Fund or qualify for Grant funding.

105. TOUCAN CROSSING, BURNHAM ROAD, DARTFORD - RESPONSES TO PUBLIC CONSULTATION

The Board received a report from KCC detailing responses to the consultation on the proposal to provide a new Toucan Crossing on Burnham Road in Dartford.

The report advised that KCC and DBC Officers had considered the feedback from the consultation process, together with additional information, to reach a final proposal to proceed with a crossing in the proposed location in Burnham Road, but to amend the crossing type from a Toucan to a Puffin Crossing.

Officers had amended the original Toucan proposal to a [pedestrian only] Puffin Crossing which benefited from traffic lights which stopped traffic when its infrared sensors detected pedestrians waiting to cross. The amended proposal also addressed respondent concerns over the more invasive cycling infrastructure involved with the construction of a Toucan Crossing and the existing behaviour of cyclists using Burnham Road.

The report and revised proposal for a Puffin Crossing at the same site in Burnham Road was presented to the Board for their feedback, prior to implementation of the scheme by KCC.

The Chairman noted that Councillors Page and Lampkin wished to address the Board on the revised KCC proposal, but first invited Mr Eric Grover to address the Board on the issue, as the representative of a delegation of Burnham Road residents attending the meeting in the public seating area. A printed list of bullet-point observations from the residents was distributed to Board members prior to Mr Grover speaking.

Mr Grover informed the Board that Burnham Road residents were not opposed to a crossing in principle but to the consequences that would affect them on a daily bases; in terms of invasive and restricting alterations to the current road pattern; that a Toucan Crossing option would impose on them. They deemed the Toucan option to be overly complicated and challenged its cost effectiveness and had proposed a much simpler, less invasive and low-cost Zebra Crossing solution to KCC, to be located further along Burnham Road. The Zebra Crossing option proposed by residents, located further down Burnham Road, would preserve the existing ‘Keep Right’ road signage, have less impact on the current road layout and design and allow the existing mature trees and hedge-row to be preserved: rather than removed as planned by KCC for the proposed siting of a Toucan [Puffin] Crossing option.

Mr Grover advised the Board that residents felt that KCC had not consulted them sufficiently (despite their representations and counter-proposal for a Zebra crossing) and that the County authority appeared intent on installing a
Toucan [Puffin] Crossing at the proposed location in Burnham Road irrespective of resident’s views and concerns. He noted in this regard, that the KCC report on the public consultation recorded twelve (12) respondents commenting positively under the Theme – ‘Improved Crossing Facility/Current Island not sufficient’ [Report p.4 agenda p.16]. But that no negative responses from respondents had been recorded for that Theme in the report - and he challenged this ‘omission’.

Residents also felt that KCC held a mis-guided view of their [resident] opposition to the scheme; based on residents’ wish to safe-guard the existing parking status quo in Burnham Road - this was not the case. The KCC proposal for a Toucan [Puffin] Crossing would allow the parking status quo for Burnham Road to be retained. However, a Toucan [Puffin] Crossing in the location proposed by KCC would impact on resident’s current ability to access and park at the rear of their properties. In contrast, the simpler Zebra Crossing solution proposed by residents, if located further along Burnham Road, would enable householders to continue to access the rear of their properties and park there as at present.

Mr Grover asked that the Board consider these concerns from residents when responding to KCC on their amended proposal for a Toucan [Puffin] crossing.

The Chairman assured Mr Grover [and his resident delegation] that the final KCC decision to proceed with a Puffin Crossing scheme in the proposed location would take account of any feedback from the Board. He then invited Members to address the Board with their concerns over KCC’s amended proposal for a Puffin Crossing scheme in Burnham Road.

Councillor Daisy Page supported the concerns expressed by Mr Grover on behalf of Burnham Road residents. She questioned whether the scheme should in fact proceed, given the weight of negative responses received in the consultation process which, in her view, had not been properly addressed by Officers. In particular, over the current rear access to their properties currently enjoyed by residents and the additional off-road parking option that afforded to them. Both these facilities would be lost to residents under the amended KCC proposal for a Puffin Crossing at the proposed site in Burnham Road.

Councillor Lampkin also spoke in support of resident concerns as relayed by Mr Grover. He noted that Warwickshire County Council adopted a 24 hour traffic survey model when considering the imposition of pedestrian crossing schemes. He suggested that KCC might wish to consider undertaking a similar exercise before they commenced the proposed amended works for a Puffin Crossing in Burnham Road. The removal of two Silver Birch and other mature trees and hedge-row as part of the proposed works (even as amended) caused him particular concern. The existing mature trees and hedgerow in Burnham Road provided both a safety and noise barrier against traffic for residents, in addition to enhancing the overall environment. It was his understanding that, at present, Burnham Road residents experienced no parking difficulties; given the current off-road parking available and existing rear-access to their properties and parking; both of which would be lost under
the KCC proposals. He also noted and supported the wish of residents that the current speed camera in Burnham Road be retained [once repaired following vandalism] and the KCC proposal to re-locate an upgraded camera outside number 95-97 Burnham Road.

In summary, Councillor Lampkin proposed that the concerns of Burnham Road residents and some Board Members be formally relayed to KCC for response; prior to the amended scheme for a Puffin Crossing was implemented. If possible, he asked that the works be delayed, to allow KCC to undertake a 24 hour traffic survey in Burnham Road similar to Warwickshire County Council model, to better inform KCC over the proposed scheme.

The Chairman thanked Members for their views and expressions of concern and noted the concerns of Burnham Road residents, as relayed by Mr Grover to the Board that evening.

He recalled that the Scheme had been presented to the Board by Officers previously and been altered at the initial stage on that occasion, following Member comment. However, given the weight of further resident representations following the public consultation process and publication of the KCC report, and the concern expressed by some Members the Resident Group that evening; he proposed that he write to KCC Officers listing all of those concerns for a detailed response. He would also ask KCC Officers to confirm the number of responses received through the public consultation process which supported the proposed Toucan/Puffin works and those that opposed it. In addition, he would also ask KCC to advise on the current permitted access for residents to the rear of their properties in Burnham Road, and how the proposed siting of the amended Puffin Crossing scheme would impact on that access as currently enjoyed by those residents.

The Chairman advised that he would seek a full and timely response from KCC Officers to the concerns expressed and points made by both Members and residents that evening. However, the proposal that the intended works be postponed for a further survey to be undertaken would not be possible; given the road safety concerns that needed to be addressed and the need to finance the proposed scheme whilst allocated funding remained available.

The Chairman thanked Mr Grover for his presentation to the Committee and Members for their contribution to the discussion.

106. ROAD WORKS IN THE BOROUGH OF DARTFORD

The Board received a report which set out details of Highway works in progress or approved for commencement in 2017/2018.

Mr J Ozog (KCC) sought clarification on the works programmed for 18 April 2018 to Highfield Road, Dartford quoted as extending to the North Road Roundabout at Crayford Road [Report Appendix A agenda p.23].
The Dartford District Manager undertook to clarify the exact extent of the proposed works and email the Member.

The Board noted the remaining contents of the report and Appendix A as submitted.

107. **KCC - ENVIRONMENT AND TRANSPORT COMMITTEE**

The Board noted the Minutes of the meeting of the KCC Environment and Transport Cabinet Committee held on 30 November 2017 as presented in the Agenda papers [pages 35-54 refer].

108. **OTHER BUSINESS**

**The ‘Beast from the East’**

The Vice-Chairman asked that her own and the Board’s thanks to all KCC Officers, for their outstanding efforts in maintaining the roads and traffic flow in the Borough during the previous week of extreme Winter weather be recorded in the Minutes.

**Fastrack A - Electric Bus in Greenhithe**

The Dartford District Manager updated the Board on proposals to run an electric bus in Greenhithe on Fastrack A. Details of the Press Launch and invitation to JTB Members to attend would be emailed in due course.

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The meeting closed at 8.00 pm

Councillor K M Kelly
CHAIRMAN
MATTERS ARISING

1. Summary

1.1 This report advises Members on the progress of matters arising at previous meetings of the Board.

2. RECOMMENDATION

2.1 That Members note the comments in the “Update/Outcome” column of the Appendix A to this report

3 Background and Discussion

3.1 Previously, the Joint Transportation Board requested that a report on matters arising be placed on future agendas of this Board.

3.2 The matters arising are as detailed in the Appendix A to this report.

3.3 A verbal update, where applicable, will be given at the meeting of this Board.

4 Details of Exempt Information Category

Not applicable

5. Appendices

Appendix A: Matters Arising

BACKGROUND PAPERS:

None

Contact Officers: As detailed in the Appendix to this report

KCC Highways & Transportation 08458 247 800

Dartford Borough Council 01322 343276
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<tr>
<th>Action</th>
<th>Current Situation</th>
<th>Update / Outcome</th>
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<tbody>
<tr>
<td><strong>Fast Track – Future Developments</strong>&lt;br&gt;1</td>
<td>A twice yearly update to be made to the Board.</td>
<td>KCC Update report to be presented to Members ON 5 June 2018.</td>
</tr>
<tr>
<td><strong>Sensible Street Lighting</strong>&lt;br&gt;2</td>
<td>Dartford LED conversions are substantially complete.</td>
<td>Once further information is available KCC will invite Members to a briefing session and will be updating the programme on the KCC website.</td>
</tr>
<tr>
<td><strong>Bob Dunn Way.</strong>&lt;br&gt;a) Access Issues</td>
<td>It is understood that contractor difficulties are delaying works, KCC Officers agreed to expedite matters</td>
<td></td>
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<tr>
<td><strong>b) Flood alleviation</strong></td>
<td>KCC have decided to commission their own survey to allow the drainage works to commence.</td>
<td>Construction was due to start in April 2018 – update required.</td>
</tr>
<tr>
<td><strong>c) Toucan Crossing, Burnham Road, Dartford</strong></td>
<td>Following a further report to JTB in March 2018 and representations from residents, KCC now propose a Puffin Crossing at the safe site.</td>
<td>A Pump is located on site and this will remain until the works are complete.</td>
</tr>
<tr>
<td><strong>Removal of Redundant Lamp columns and Stumps</strong>&lt;br&gt;4</td>
<td>Members have agreed to monitor the progress made in removal.</td>
<td>Members have been invited to pass details of redundant columns to KCC for removal</td>
</tr>
<tr>
<td><strong>Parking Issues Ingress Park</strong>&lt;br&gt;5</td>
<td>This matter was considered at the June 2017 meeting and representations received from the Developer and the Parking</td>
<td>Progress on work to be monitored by the Board.</td>
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### Action

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<td>contractor.</td>
<td><strong>APPENDIX</strong></td>
<td>Lining works had not taken place and this matter was being pursued with officers by Mr Harman.</td>
</tr>
<tr>
<td><strong>6.</strong> Misuse of Busways by Motorists</td>
<td>The possible deployment of a mobile CCTV camera to aid in deterring and prosecuting motorists who misuse the busways was to be investigated by KCC and that a report be presented.</td>
<td>Further negotiations on the cost of CCTV are to be undertaken.</td>
</tr>
<tr>
<td><strong>7</strong></td>
<td><strong>Parking Control Issues: Common Lane Wilmington</strong></td>
<td>A number of measures have now been introduced and further work is ongoing.</td>
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<tr>
<td><strong>8</strong></td>
<td>Traffic Congestion arising from the Dartford Crossing</td>
<td>This issue was referred to Cabinet for Consideration.</td>
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<td><strong>9</strong></td>
<td>Pedestrian Safety Fastrack Routes</td>
<td>The Chairman had undertaken to contact the Fastrack operators on this matter.</td>
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<td><strong>10</strong></td>
<td>Maiden Lane Dartford Traffic / Parking Issues</td>
<td>This issue has been raised on a number of occasions by Members at Board meetings</td>
</tr>
<tr>
<td><strong>11</strong></td>
<td>Leigh Technical College area, Parking Issues</td>
<td>The Board agreed to monitor the area with a view to traffic regulation if problems do not improve.</td>
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<tr>
<td><strong>12</strong></td>
<td>Feedback on various traffic regulation issues</td>
<td>Introduction of speed restrictions: Heath Lane, Dartford.</td>
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**Pavement Parking Issues**
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<tr>
<td>13 Access Gate between Fastrack and Darenth Road</td>
<td>This gate is currently damaged and unable to be closed, investigations into ownership underway.</td>
<td>This gate has now been fixed closed with a padlock and chain. Future use of the adjacent access to Acacia Hall to be clarified before funding a permanent repair. Ms Sutton to clarify.</td>
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FASTRACK BRIEFING FOR DARTFORD JTB (05.06.2018)

OPERATIONAL MATTERS:

Fastrack Busway Enforcement:

Dartford Borough Council (DBC) have received a proposal from SEA Roadflow for the deployment of a ROADflow Flexi system trial for Fastrack. Following liaison between officers at DBC and Kent County Council (KCC) Public Transport, KCC have agreed to fund this trial. An approach has now been made to SEA to accept the proposal and a meeting has been requested to progress. The trial will take place on the Ingress Park – Greenhithe Station busway section where previous concerns on contraventions have been raised.

TfL Service 96:

As previously reported at this committee, since December 2017 TfL service 96 has been using the section of Fastrack busway between Bluewater and Darent Valley Hospital (DVH) in order to provide a service to the hospital with the same peak vehicle requirement. The 96 has also been using the section of busway between Gore Road and Dovedale Road on what is intended to be a temporary basis until works at the junction of Gore Road / DVH allow service 96 buses to make the left turn from Gore Road onto the hospital busway. Proposals are being worked up by KCC’s Traffic and Network Solutions Team and will be presented to TfL as soon as possible. The omission of the Gore Road – Dovedale Road section of route will also see the 96 re-routed from Park Road to Watling Street.

Service Reliability and Punctuality:

In recent months, following the issue of a formal contract warning, a change of operational management team and the addressing of driver shortages at Arriva’s Northfleet depot, KCC have noticed an improvement in the reliability and punctuality of the Fastrack B service. We continue to monitor performance closely through Inspector observations. Prologis continue to engage regularly with Arriva on the performance of Fastrack A and are currently analysing capacity in the morning peak, where there have been some concerns raised by residents.

Arriva are currently working on a proposal to amend the timetable for Fastrack B to improve reliability further and it is intended that this will be brought in to co-incide with the use of the Tiltman Avenue link at Ingress Park (see below update).

Ingress Park – Tiltman Avenue - Manor Way Link:

Following previous advice from Crest Nicholson that Fastrack could begin using this link from September 2018, recent correspondence has noted that works at the community centre and bus only section have progressed quicker than anticipated and as such the link is available for Fastrack from the end of May 2018. With this in mind, Arriva have been asked to submit a timetable proposal to KCC ASAP and advise of the earliest date for a service start (given the need for planning, driver schedule changes, registration period etc.). With respect to bus shelters to support the change, following negotiation with Crest Nicholson
(who are not obliged to provide bus shelters through the planning process), the following has been agreed:

With reference to the enclosed plan:

Sites 1 & 3 – To be progressed at later date if a funding source can be identified and subject to consultation with properties. When Fastrack starts operating through Ingress in its entirety, buses will stop opposite the existing marked stops when requested.

Sites 2 & 4 – To be replaced with Clearchannel Shelters and added to KCC’s maintenance agreement. Clearchannel are forming quotes and the shelters will be replaced ASAP.

Sites 5 & 6 – Clearchannel shelters to be delivered by Crest and added to KCC’s maintenance agreement with Clearchannel. Crest are obtaining quotes directly.

Sites 7 & 8 – To be delivered by Crest at a later date (as part of future development) and added to KCC’s maintenance agreement with Clearchannel.

A briefing note will be circulated to Local Members on the change once a date for implementation has been agreed.

**Operating Contract for Fastrack B:**

The current operating contract for Fastrack B expires in April 2019. A tender exercise will be taking place over the coming months in order to secure a new contract until March 2022 (when it is anticipated that a full future Fastrack network will be in place).

**Soft Landscapes Commission:**

KCC Public Transport have an ongoing call off commission with the KCC Soft Landscapes Team for Fastrack to cover vegetation clearance / maintenance on Fastrack busways when required. This provides additional coverage to the usual cut levels. If problems are observed with vegetation on Fastrack routes please advise dan.bruce@kent.gov.uk who will raise with the Soft Landscapes Team.

**Request for Stop on Trevithick Drive - Fastrack A:**

Following requests from residents, in recent months Fastrack service A has been serving an additional stop on Trevithick Drive, Dartford in order to limit the walking distance to the service for elderly residents. The stop was already on the line of route but was historically not served. Arriva, Prologis and KCC were in agreement that the stop could be introduced on a trial basis with no registration change required. The trial has gone well and we await confirmation from Prologis that they are happy for the change to be introduced on a permanent basis.

**Real Time Information (RTI):**

Any issues observed at screens on route B should be reported to the Fastrack mailbox: Info.Go-Fastrack@kent.gov.uk. Screen issues on route A should be reported to Prologis or to the Fastrack mailbox from where they will be passed on.
FUTURE FASTRACK DEVELOPMENT:

Governance – Fastrack Advisory Board (FAB) and Working Group

Work has been ongoing for some time looking at the future development of Fastrack, which is seen as key to the transport strategy for Ebbsfleet. There is a need to push Fastrack forwards to realise the full network plan and to provide a system which meets the transport demands of the growing population in the area. KCC is taking steps to realise the development of the full network and has developed a list of 24 key projects required to achieve this.

To support this work, a Fastrack Advisory Board (FAB) has been agreed which will consist of representation from Dartford Borough Council, Gravesham Borough Council, Ebbsfleet Development Corporation and Kent County Council. Cllr Kite has confirmed that he will represent Dartford Borough Council along with officer representation. It is the intention that private sector stakeholders (e.g. Land Securities / Prologis) will be invited to meetings as deemed appropriate by the Board. It is the intention to hold the inaugural meeting in June / July as availability permits.

To support the FAB, an officer working group has been formed consisting of officer representation from the same partners.

Staff resource

To support the future development, a dedicated Fastrack Engineer within KCC’s Major Projects Team has been appointed and is working closely with EDC on key civils projects such as the Eastern Quarry spine road and Bluewater tunnels link.

In addition, KCC are in the process of recruiting a Fastrack Development Manager who will be responsible for such areas as future procurement strategy, operating models, adoption of Fastrack A / development of new route C, detailed business cases, land acquisitions, developer contributions etc.

It will be ensured that the JTB is kept regularly informed of developments with respect to the future development of the scheme.

Electric Bus Trial:

For a seven week period from March – May 2018, a trial of an Opp Charge electric bus and related infrastructure took place on the Fastrack A route. An information sheet is attached. Some key facts / figures on the trial are as follows:

- The trial began on 21st March 2018 and ended on 8th May 2018. Overall passenger feedback has been very positive and has been received via social media (Twitter) and through engagement with Stakeholders through 8 stakeholder events.

- KCC would like to thank all partners for their input into the trial including Volvo, ABB, Prologis, Arriva, Bluewater, Southeastern and Dartford Borough Council. Jointly we are proud that Kent was able to secure a trial of this innovative technology.
A final report will be produced on the trial, collating information such as passenger feedback (both positive and negative), environmental impacts, vehicle performance and future learnings. The trial will enable KCC to consider whether the technology may be suitable for longer term use on Fastrack when a full network is developed to coincide with ongoing development in Ebbsfleet. The trial has also enabled operators to consider whether the technology could work for them in other areas. A key outcome we wish to take from the trial is a list of steps which can be taken to future proof infrastructure so that the technology can be installed at a later date if this is seen as appropriate.

The bus has operated approximately 80% of the time it was scheduled to. Lost mileage has been caused by software issues which have been quickly resolved by Arriva, ABB and Volvo. Passengers were kept regularly informed via social media. When an issue has occurred the scheduled service has been operated with a regular Fastrack vehicle. Ultimately, it should be remembered that this was a trial and any issues were part of the learning for Volvo, ABB and other stakeholders.

One Stakeholder event involved interaction with Leigh UTC in Dartford. As a result of this event, a number of students will be visiting Volvo in Warwick and have information on apprenticeship opportunities. The students were highly engaged and enthusiastic about the technology and showed a high level of technical knowledge. The vehicle also featured in the mock exams for the college this Spring.

Average energy consumption was very good and coupled with high speeds it would indicate that the vehicle was receiving a high percentage of energy from regeneration. The fast track dedicated bus ways seem to indicate that higher speeds are giving a greater efficiency.

High passenger loadings have been seen throughout the trial.

The vehicle covered 5936.8 miles or 617.61km in the first 6 weeks of operation. Final figures are to be confirmed.

There have been a very small number of missed charges which would indicate that the drivers have been very accurate with the charging process.
Kent hosted the OppCharge Electric Bus Trial between 21st March and 9th May 2018. We are extremely grateful to Volvo Bus and ABB for bringing the vehicle and charging infrastructure to Kent and are proud to be only the second Local Authority in the country to host this trial following an initial demonstration in Manchester in September 2017.

The trial presented a fantastic opportunity over a 7 week period for the county and its residents to see this ground-breaking technology in action. The bus provided great benefits for improving air quality and reducing CO2 emissions and allowed us to obtain vital information on the environmental benefits the technology brings. During the trial, we held stakeholder events and obtained public feedback on the technology as well as an understanding of whether the technology could work in Kent on a permanent basis, both locally in the North Kent area and countywide.
How does the technology work and what are its main features?
During the trial, the electric bus recharged outside Greenhithe train station in under six minutes using innovative OppCharge pantograph high-power charging technology. The OppCharge makes the range of the bus limitless by allowing the bus to charge at convenient locations along the line of route - in fact, a bus can charge within 30 seconds. The vehicle uses an electric driveline featuring an energy storage system used to power an electric motor drive system. Attached is technical information on the OppCharge equipment and the bus itself.

How did Kent residents see the bus in action?
The bus operated on the Fastrack A route between Bluewater, Greenhithe, Dartford and The Bridge. The electric bus had its own timetable in operation which will provided an hourly service on Mondays – Sundays from 21st March – 9th May 2018. A full normal Fastrack A service operated as per its regular timetable alongside the electric bus.

Why is the trial important to Kent?
The environment and air quality is important to us all. KCC sees this trial as a fantastic opportunity to gather information on how electric buses may be able to operate in Kent in the longer term. The trial will enable us to establish whether OppCharge technology could work for Kent, and whether it could be rolled out to other locations around the county.

Why was Fastrack selected as the route to trial the vehicle?
Fastrack is Kent’s award-winning Bus Rapid Transit system. Ongoing and fast-moving development in the Kent Thameside area is anticipated to see the growth of Fastrack which is a key part of the Transport Strategy for the area. It is felt that in the longer term, Fastrack could provide an ideal location for electric buses to be introduced on a permanent basis.

Where else is the trial taking place?
Kent was only the second Local Authority to host the trial. Volvo and ABB are conducting a year long tour which began in Manchester in September 2017 and has / will take in locations such as Heathrow Airport, Cardiff and Liverpool in the coming months.

Other than environmental benefits, does the vehicle provide any other advantages?
Yes. As well as the clear environmental benefits which result from the use of a zero emissions vehicle, the bus is capable of operating zone management areas. This involves the establishment of speed and other restrictions which ensure the vehicle is running within prescribed limits. This technology was used during the trial to manage speeds at Bluewater and The Bridge development.

Why is the opportunity charger powered by a generator?
For a 7 week trial, it would not have been feasible to install permanent charging technology linked in to the National Grid. The portable generator powering the opportunity charger is moving around the country during the year long trial along with the bus itself. If the technology is introduced in Kent on a permanent basis in the longer term, charging points will link into the National Grid and not involve the use of a generator.

Who has been involved in bringing the trial to Kent?
Key stakeholders have included Kent County Council, Volvo Bus, ABB, Arriva and Prologis. Other stakeholders have included Dartford Borough Council, Southeastern, Ebbsfleet Development Corporation and Bluewater. We are grateful to all partners for bringing the trial to Kent and for working collaboratively to ensure that it runs successfully.

Please let us know your thoughts and follow us on Twitter

@KENTELECTRICBUS
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

Transportation and Safety Schemes – see Appendix D

- Casualty Reduction Measures
- Externally Funded Schemes
- Local Growth Fund

Developer Funded Works – see Appendix E

Bridge Works – see Appendix F

Traffic Systems – see Appendix G

Combined Member Fund – see Appendix H

Conclusion

1. This report is for Members information.
Contact Officers:

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

<table>
<thead>
<tr>
<th>Name</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carol Valentine</td>
<td>Highway Manager West Kent</td>
</tr>
<tr>
<td>Denise Sutton</td>
<td>Dartford District Manager</td>
</tr>
<tr>
<td>Alan Casson</td>
<td>Senior Asset Manager</td>
</tr>
<tr>
<td>Katie Moreton</td>
<td>Drainage &amp; Structures Asset Manager</td>
</tr>
<tr>
<td>Sue Kinsella</td>
<td>Street Light Asset Manager</td>
</tr>
<tr>
<td>Toby Butler</td>
<td>Traffic &amp; Network Solutions Asset Manager</td>
</tr>
<tr>
<td>Jamie Hare</td>
<td>Development Agreements Manager</td>
</tr>
<tr>
<td>Emma Green</td>
<td>Schemes Programme Manager</td>
</tr>
</tbody>
</table>
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.

<table>
<thead>
<tr>
<th>Machine Resurfacing – Contact Officer Mr Byron Lovell</th>
</tr>
</thead>
<tbody>
<tr>
<td>Road Name</td>
</tr>
<tr>
<td>B258 High Road</td>
</tr>
<tr>
<td>Highfield Road</td>
</tr>
<tr>
<td>A225 Main Road</td>
</tr>
<tr>
<td>Thames Road</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Footway Improvement - Contact Officer Mr Neil Tree</th>
</tr>
</thead>
<tbody>
<tr>
<td>Road Name</td>
</tr>
<tr>
<td>Longfield Avenue</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Surface Treatments – Contact Officer Mr Clive Lambourne</th>
</tr>
</thead>
<tbody>
<tr>
<td>Road Name</td>
</tr>
<tr>
<td>Stonehill Green</td>
</tr>
<tr>
<td>Highcross Road</td>
</tr>
<tr>
<td>Darenth Road (South)</td>
</tr>
<tr>
<td>Hook Green Lane (Broad Lane)</td>
</tr>
</tbody>
</table>
### Appendix B – Drainage

Drainage Works – **Contact Officer Kevin Gore**

<table>
<thead>
<tr>
<th>Road Name</th>
<th>Parish</th>
<th>Description of Works</th>
<th>Current Status</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td><strong>No Drainage works planned over £5000</strong></td>
</tr>
</tbody>
</table>

### Appendix C – Street Lighting

Structural testing of KCC owned street lights has identified the following as requiring replacement. Remaining concrete columns are being replaced. A status of complete identifies that the column replacement has been carried out. Programme dates are identified for those still requiring replacement.

Street Lighting Column Replacement – **Contact Officer Sue Kinsella**

<table>
<thead>
<tr>
<th>Road Name</th>
<th>Parish</th>
<th>Description of Works</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Highfield Rd</td>
<td>Dartford</td>
<td>Replacement of 1 no street light</td>
<td>Works completed</td>
</tr>
<tr>
<td>Joyce Green Lane</td>
<td>Dartford</td>
<td>Replacement of 1 no street light</td>
<td>Works programmed for completion by end April 2018</td>
</tr>
<tr>
<td>Junction 1A</td>
<td>Dartford</td>
<td>Replacement of 1 no street light</td>
<td>Works to be programmed</td>
</tr>
<tr>
<td>Old Bexley Lane</td>
<td>Dartford</td>
<td>Replacement of 2 no street light</td>
<td>Works completed</td>
</tr>
<tr>
<td>Princes Rd</td>
<td>Dartford</td>
<td>Replacement of 7 no street lights</td>
<td>Works completed</td>
</tr>
<tr>
<td>Park Rd</td>
<td>Swanscombe</td>
<td>Replacement of 1 no street light</td>
<td>Works completed</td>
</tr>
<tr>
<td>Watling St</td>
<td>Dartford</td>
<td>Replacement of 1 no street light</td>
<td>Works completed</td>
</tr>
<tr>
<td>Sommerhouse Rd</td>
<td>Dartford</td>
<td>Replacement of 16 no street lights</td>
<td>Works completed</td>
</tr>
<tr>
<td>Suffolk Rd</td>
<td>Dartford</td>
<td>Replacement of 3 no street lights 1 sign post and new</td>
<td>Works completed</td>
</tr>
<tr>
<td>Priory Rd South</td>
<td>Dartford</td>
<td>Replacement of 1 no CIP signs and sign lights</td>
<td>Works programmed for completion by end May</td>
</tr>
</tbody>
</table>
### Spital St, Dartford
- **Description of works**: Replacement of 1 no street lights
- **Current status**: Works programmed for completion by end May 2018

### Home Gardens, Dartford
- **Description of works**: Replacement of 3 no street lights
- **Current status**: Works programmed for completion by end May 2018

### Mounts Rd, Greenhithe
- **Description of works**: Replacement of 10 concrete lamp columns
- **Current status**: Works programmed for completion by November 2018

---

**Appendix D – Local Transport Plan funded (named schemes) and externally funded schemes**

<table>
<thead>
<tr>
<th>Road Name</th>
<th>Description of works</th>
<th>Current status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Spital St, Dartford</td>
<td>Replacement of 1 no street lights</td>
<td>Works programmed for completion by end May 2018</td>
</tr>
<tr>
<td>Home Gardens, Dartford</td>
<td>Replacement of 3 no street lights</td>
<td>Works programmed for completion by end May 2018</td>
</tr>
<tr>
<td>Mounts Rd, Greenhithe</td>
<td>Replacement of 10 concrete lamp columns</td>
<td>Works programmed for completion by November 2018</td>
</tr>
</tbody>
</table>

**Local Transport Plan funded schemes – Contact officer Helen Cobby**

<table>
<thead>
<tr>
<th>Road Name</th>
<th>Description of works</th>
<th>Current status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Spital St, Dartford</td>
<td>Replacement of 1 no street lights</td>
<td></td>
</tr>
<tr>
<td>Home Gardens, Dartford</td>
<td>Replacement of 3 no street lights</td>
<td></td>
</tr>
<tr>
<td>Mounts Rd, Greenhithe</td>
<td>Replacement of 10 concrete lamp columns</td>
<td></td>
</tr>
</tbody>
</table>

Nothing to report for both Local Transport Plan funded schemes and Externally funded schemes.

**Local Growth Fund**

**Local Growth Fund programme update for the Dartford Borough.**

The Department for Transport (DfT) added £100m to the Local Growth Fund (LGF) pot in order to fund Local Sustainable Transport Fund Style schemes. KCC subsequently submitted four Local Sustainable Transport Fund (LSTF) capital bids 1) East Kent – A network for Growth, 2) Kent Thameside – Integrated door-to-door journeys and 3) West Kent – Tackling Congestion. The fourth was for Tonbridge Town Centre Regeneration, which included a highway improvements scheme in the Lower High Street as well as additional LSTF style measures. The objective of all of the capital bids is to boost economic growth by decreasing carbon emissions and reducing congestion.

The Kent Thameside, West Kent and Tonbridge Town Centre Regeneration bids were all successful. The schemes aim to:

- improve access to employment and services
- reduce the need to travel by the private car
- enhance pedestrian, cycle and public transport facilities
- improve sustainable transport connections

The following schemes have been submitted as part of the successful Kent Thameside LSTF this financial year.
## Local Growth Fund (Transport Innovations)

<table>
<thead>
<tr>
<th>Scheme Name</th>
<th>Description of Works</th>
<th>Current Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Burnham Road Puffin Crossing</td>
<td>Puffin crossing at the northern end of Burnham Rd</td>
<td>Following the consultation, a full report was submitted at the JTB meeting in March 2018. The proposal was supported to proceed with the crossing in the proposed location but to amend the crossing type from a Toucan to a Puffin Crossing. This will provide the desired improved crossing facility for pedestrians whilst alleviating some of the concerns raised by respondents regarding the surrounding cycling infrastructure and the behaviour of cyclists travelling along the road. The Chairman advised that he would seek a full and timely response from KCC Officers to the concerns expressed and points made by both Members and residents. The works have been programmed for July/Aug 2018.</td>
</tr>
<tr>
<td>Princes Road Cycle Route</td>
<td>Installation of new shared use cycle route on Princes Road (this scheme was previously reported to the JTB on 3rd December 2013). Delivery to be jointly funded by S106 and LGF.</td>
<td>Initial consultation with Members sent by email in December 2016 and only positive comments were received. Minor amendments to the design have been completed and a further consultation will commence on 30th April until 10th June 2018 <a href="http://www.kent.gov.uk/princesroad">www.kent.gov.uk/princesroad</a> in order to gain views on the updated designs from local businesses/residents/members/stakeholders. Following the consultation, we are looking to programme the works for Autumn 2018 and once confirmed affected properties will receive a letter informing them of the works.</td>
</tr>
</tbody>
</table>

## Appendix E – Developer Funded Works

### Developer Funded Works (Section 278 Agreement Works) – Contact Officer Dave Miles (unless shown otherwise)

<table>
<thead>
<tr>
<th>Scheme Name</th>
<th>MasterGov File Ref No</th>
<th>Parish</th>
<th>Description of Works</th>
<th>Current Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Former GSK Site – Junction A</td>
<td>DA087</td>
<td>Dartford</td>
<td>Provision of new access on north side of existing Mill Pond Road</td>
<td>Substantially complete. Interim First Cert. issued. Awaiting street lighting</td>
</tr>
<tr>
<td>Description</td>
<td>Code</td>
<td>Contractor</td>
<td>Details</td>
<td>Status</td>
</tr>
<tr>
<td>-----------------------------------------------------------------------------</td>
<td>-------</td>
<td>------------------</td>
<td>------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Roundabout to facilitate development. Associated improvements to existing roundabout.</td>
<td></td>
<td></td>
<td></td>
<td>certification.</td>
</tr>
<tr>
<td>Hedge Place Road</td>
<td>DA091</td>
<td>Stone</td>
<td>Provision of new carriageway, footway, drainage &amp; street lighting along frontage of residential development</td>
<td>Works in progress</td>
</tr>
<tr>
<td>Southfleet Road, Swanscombe</td>
<td>DA2102</td>
<td>S &amp; G</td>
<td>Minor carriageway widening and provision of footpath and street lighting to accommodate new access to Eastern Quarry development.</td>
<td>Substantially complete. Awaiting completion of remedials, as built drawing. etc.</td>
</tr>
<tr>
<td>London Road/Manorway Junction</td>
<td>DA2119</td>
<td>S &amp; G</td>
<td>Alterations to existing junction to accommodate traffic signals</td>
<td>Substantially complete. Awaiting street lighting certification.</td>
</tr>
<tr>
<td>St Clements Way</td>
<td>DA2131</td>
<td>Stone</td>
<td>Installation of signalised junction to serve new housing development</td>
<td>First Cert. issued. Awaiting street lighting certification and as built information</td>
</tr>
<tr>
<td>Halcrow Avenue Phase 1 (The Bridge)</td>
<td>DA2132</td>
<td>Dartford</td>
<td>Alterations to existing highway to accommodate residential development</td>
<td>First certificate issued. Awaiting street lighting certification.</td>
</tr>
<tr>
<td>Hedge Place Road</td>
<td>DA3026</td>
<td>Stone</td>
<td>Provision of footway and alterations to existing highway to accommodate proposed residential development</td>
<td>First Certificate issued (Natalie Peach)</td>
</tr>
<tr>
<td>Former GSK Site - Junction D</td>
<td>DA3028</td>
<td>Dartford</td>
<td>Construction of new roundabout at Temple Hill and installation of associated traffic signals</td>
<td>Substantially complete. Interim First Cert. issued. Awaiting street lighting certification etc.</td>
</tr>
<tr>
<td>Southfleet Road (Former N.Grid site)</td>
<td>DA3029</td>
<td>S &amp; G</td>
<td>Provision of accesses to serve proposed residential development</td>
<td>First certificate issued (Jamie Hare)</td>
</tr>
<tr>
<td>Priory Road (North)</td>
<td>DA3030</td>
<td>Dartford</td>
<td>Provision of bell mouth access for Weston Homes housing</td>
<td>Work not completed to approved design.</td>
</tr>
<tr>
<td>Location</td>
<td>Reference</td>
<td>Location Type</td>
<td>Description</td>
<td>Status</td>
</tr>
<tr>
<td>--------------------------------</td>
<td>-----------</td>
<td>---------------</td>
<td>-----------------------------------------------------------------------------</td>
<td>---------------------------------------------</td>
</tr>
<tr>
<td>Powdermill Lane</td>
<td>DA3031</td>
<td>Dartford</td>
<td>Provision of new culvert under existing highway</td>
<td>Works completed. On Maintenance.</td>
</tr>
<tr>
<td>Darenth Road/Powdermill Lane</td>
<td>DA3032</td>
<td>Darenth</td>
<td>Improvement to existing junction, construction of new footway as part of adjacent residential development.</td>
<td>Works in progress. Awaiting street lighting install. (Natalie Peach)</td>
</tr>
<tr>
<td>Central Road – Junctions E &amp; F</td>
<td>DA3037</td>
<td>Dartford</td>
<td>Formation of bell mouth accesses for residential development by Ward Homes.</td>
<td>Frontage development completed. Site compound to be removed before works can be finished.</td>
</tr>
<tr>
<td>Former GSK Site – Junction B</td>
<td>DA3050</td>
<td>Dartford</td>
<td>New signalised cross road junction in Central Road.</td>
<td>In progress</td>
</tr>
<tr>
<td>Instone Road</td>
<td>DA3051</td>
<td>Dartford</td>
<td>Alterations to existing highway to provide access to proposed Lidl store.</td>
<td>Substantially complete awaiting remedials (Natalie Peach)</td>
</tr>
<tr>
<td>Former GSK Site – Junction C</td>
<td>DA3052</td>
<td>Dartford</td>
<td>Provision of traffic signals to existing Mill Pond Road, Overy Street &amp; Central Road junction</td>
<td>Substantially complete. Awaiting completion of remedial work.</td>
</tr>
<tr>
<td>Joyce Green Lane (west)</td>
<td>DA3061</td>
<td>Dartford</td>
<td>Alteration to existing highway to serve residential development on former GSK car park.</td>
<td>Substantially complete. Minor remedials. (Natalie Peach)</td>
</tr>
<tr>
<td>Central Road</td>
<td>DA3070</td>
<td>Dartford</td>
<td>Alteration to existing highway in conjunction with residential development by Bellway Homes.</td>
<td>Substantially complete (Natalie Peach)</td>
</tr>
<tr>
<td>Halcrow Avenue Phase 3 (The Bridge)</td>
<td>DA3081</td>
<td>Dartford</td>
<td>Provision of new footway and alteration to existing carriageway for Phase 3 of residential development.</td>
<td>Works completed, awaiting as built records.</td>
</tr>
<tr>
<td>Charles Street – Stone Crossing</td>
<td>DA3094</td>
<td>Stone</td>
<td>Provision of pedestrian crossing facilities in conjunction with new footbridge over railway</td>
<td>Works completed. First Certificate to be issued. (Natalie Peach)</td>
</tr>
<tr>
<td>Location</td>
<td>Code</td>
<td>Location</td>
<td>Description</td>
<td>Status</td>
</tr>
<tr>
<td>--------------------------------------------</td>
<td>--------</td>
<td>------------</td>
<td>------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>-----------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Lower Hythe Street</td>
<td>DA3090</td>
<td>Dartford</td>
<td>Provision of new access and improvements to existing footway by Weston Homes</td>
<td>Awaiting confirmation of commencement date.</td>
</tr>
<tr>
<td>Darenth Road &amp; Market Street</td>
<td>DA3091</td>
<td>Dartford</td>
<td>Provision of access crossing Fastrack and new access off Market St. for Acacia Hall</td>
<td>Proposals being reviewed by Development Planning. (Nick Baldwin/Emma Grayson)</td>
</tr>
<tr>
<td>Green Street Green Road/Wood Lane, Darenth</td>
<td>DA3092</td>
<td>Darenth</td>
<td>Provision of new footway to frontage of former Fox &amp; Hounds PH.</td>
<td>Submission rec’d. (Sarah Sims)</td>
</tr>
<tr>
<td>Churchill Close</td>
<td>DA3093</td>
<td>Darenth</td>
<td>Alteration to existing vehicular access for Winners Chapel</td>
<td>Submission being negotiated.</td>
</tr>
<tr>
<td>Spring Vale (South)</td>
<td>DA3094</td>
<td>Dartford</td>
<td>Provision of new access and reconstruction of ex carriageway due to subsidence caused by excavation by Lidl contractor</td>
<td>Design approved awaiting signed agreement and approval from Structures. (Natalie Peach)</td>
</tr>
<tr>
<td>Littlebrook Manorway (North)</td>
<td>DA3096</td>
<td>Dartford</td>
<td>Provision of two accesses for proposed Mercedes showroom</td>
<td>Submission being audited.</td>
</tr>
<tr>
<td>Coleridge Road/Shaftsbury Lane</td>
<td>DA3099</td>
<td>Dartford</td>
<td>Provision of new footway and turning facility and vehicular access as part of residential development.</td>
<td>Works in progress. Although a S38 there are works affecting the existing highway.</td>
</tr>
<tr>
<td>Brunel Way (The Bridge)</td>
<td>DA3101</td>
<td>Dartford</td>
<td>Provision of new footway etc. for Leigh UTC.</td>
<td>Works completed. On Maintenance</td>
</tr>
<tr>
<td>Market Street, Dartford</td>
<td>DA3106</td>
<td>Dartford</td>
<td>Improvements to highway as part of Town Centre regeneration.</td>
<td>Awaiting submission of details</td>
</tr>
</tbody>
</table>

by Network Rail.
Appendix F – Bridge Works

<table>
<thead>
<tr>
<th>Road Name</th>
<th>Parish</th>
<th>Description of Works</th>
<th>Current Status</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>No works planned</td>
<td></td>
</tr>
</tbody>
</table>

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.

<table>
<thead>
<tr>
<th>Location</th>
<th>Description of Works</th>
<th>Current Status</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>No traffic signal refurbishment work being carried out this year</td>
<td></td>
</tr>
</tbody>
</table>

Appendix H – Combined Member Fund

Member Highway Fund programme update for the Dartford District.
The following schemes are those, which have been approved for funding by both the relevant Member and by Roger Wilkin, Director of Highways, Transportation and Waste. The list only includes schemes, which are
- in design
- at consultation stage
- about to be programmed
- recently completed on site

The list is up to date as of 23rd April 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.

More information on the schemes listed below contact the Project Manager for the Combined Member Grant or the District Manager for Dartford.
<table>
<thead>
<tr>
<th>Name</th>
<th>Details of Scheme</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ann Allen (Wilmington)</td>
<td>No current highway schemes</td>
<td></td>
</tr>
<tr>
<td>Penny Cole (Dartford East)</td>
<td>No current highway schemes</td>
<td></td>
</tr>
<tr>
<td>Peter Harman (Swanscombe &amp; Greenhithe)</td>
<td>No current highway schemes</td>
<td></td>
</tr>
<tr>
<td>Jeremy Kite MBE (Dartford Rural)</td>
<td>No current highway schemes</td>
<td></td>
</tr>
<tr>
<td>David Butler (Dartford North East)</td>
<td><strong>Joyce Green Lane north of Bob Dunn Way</strong>&lt;br&gt;Installation of verge marker posts in the carriageway on both sides of the road to prevent lorries parking overnight and eliminate the problem of fly tipping.</td>
<td>Works complete</td>
</tr>
<tr>
<td></td>
<td><strong>Marsh Street north</strong>&lt;br&gt;Build out restrictions to be reviewed</td>
<td>In Design</td>
</tr>
<tr>
<td>Jan Ozog (Dartford West)</td>
<td><strong>Heather Drive j/w Shepherds Lane</strong>&lt;br&gt;Proposed No Entry TRO into Heather Drive from Shepherds Lane - consultation period 16th February 2018 to 9th March 2018.</td>
<td>Having reviewed the feedback KCC will not be proceeding with the order.</td>
</tr>
</tbody>
</table>
1.1 Legal Implications

1.1.1 Not applicable.

1.2 Financial and Value for Money Considerations

1.2.1 Not applicable.

1.3 Risk Assessment

1.3.1 Not applicable.

Contacts: Carol Valentine / Denise Sutton 03000 418181
ENVIRONMENT & TRANSPORT CABINET COMMITTEE

MINUTES of a meeting of the Environment & Transport Cabinet Committee held in the Darent Room, Sessions House, County Hall, Maidstone on Wednesday, 31 January 2018.

PRESENT: Mr P J Homewood (Chairman), Mr M D Payne (Vice-Chairman), Mr M Whiting, Mr A Booth, Mr T Bond, Mr A Cook, Mr N J Collor, Mr S Holden, Mr A R Hills, Mr P J Messenger, Mr J M Ozog, Mr I S Chittenden, Mr A J Hook, Mr B H Lewis, Mr M E Whybrow, Mrs S Prendergast and Mr M A C Balfour

ALSO PRESENT: Mr P M Hill, OBE and Mr M Whiting

IN ATTENDANCE: Mrs B Cooper (Corporate Director of Growth, Environment and Transport), Roger Wilkin (Director of Highways, Transportation and Waste), Katie Stewart (Director of Environment, Planning and Enforcement), Carolyn McKenzie (Head of Sustainable Business and Communities, Environment, Planning and Transport), Lucy Breeze (KES Programme Manager), Stephanie Holt (Head of Countryside, Leisure and Sport), Ruth Tyson (Head of Country Parks and Countryside Partnerships), Joseph Ratcliffe (Transport Strategy Manager), Alan Casson (Senior Asset Manager – Highways, Transportation and Waste), Andrew Loosemore (Head of Highways Asset Management), David Beaver (Head of Waste and Business Services), Kirstie Williams (Highways Asset Management – Mid Kent Highway Manager), Kevin Tilson (Finance Business Partner for Growth, Environment and Transport) and Georgina Little (Democratic Service Officer).

UNRESTRICTED ITEMS

57. Apologies and Substitutes
(Item 2)

Apologies for absence were received from Mrs C Bell and Mr R Love. Mrs S Prendergast and Mr M Balfour attended as substitutes.

58. Declarations of Interest by Members in items on the Agenda
(Item 3)

None were declared.

59. Minutes of the meeting held on 30 November 2017
(Item 4)

1. RESOLVED that the minutes of the meeting held on 30 November 2017 are a correct record and that they be signed by the Chairman subject to the following changes:

   a. Minute 49. Formatting corrected.
b. Minute 51. Votes for the resolution amended to 12 (from 13) [Total 16 voting member present and four votes against recorded]

c. Minute 52. 8. Votes against the amendment amended to 13. and recorded votes amended to read ‘votes for’ from votes against.

d. Minute 52. 9. Ida Linfield deleted and replaced by Mr A Hook

e. Minute 51. (Bus Consultation) to include a note, that the Cabinet Member, Mr Balfour confirmed that a Cross-party Working Group would be established. Members agreed to include this within the minutes.

f. Minute 46.8. Amend Mr Payne’s title to read ‘Member for Tonbridge.’ Mr M Payne also requested that it be noted that he fully supported the procedure however he was unable to support the M12 being included as an allocation of the site as its geographic proximity was close to Medway. Mr Payne also requested that it be noted, in advance of any consultation, that he had raised an objection as a Tonbridge Member to the site allocation.

60. Verbal updates
(Item 5)

1. Mr M Whiting (Cabinet Member for Planning, Highways, Transport and Waste) provided and written report to Members of the Environment and Transport Cabinet Committee on the:

   • Major Roads programme,
   • M2 Junction 5 improvements; and
   • Kent County Councils response to the National Infrastructure Commission’s consultation, ‘Congestion, Capacity and Carbon: Priorities for National Infrastructure’

2. Mr M Whiting informed Members that there was a draft response to the Department for Transport (DFT) consultation on the Strategic Road Network and a consultation on the Heavy Good Vehicles (HGV) levy, the closing date of which was Friday 26 January 2018. Due to the timing of the Environment and Transport Cabinet Committee there was not sufficient time to circulate the draft response ahead of the meeting however Mr Whiting assured Members that due to Kent’s Strategic position, KCC should receive a share of the revenue from the levy to improve the road network in Kent and in addition,
provide money to lorry parks to combat the issues around illegal lorry parking across the county.

3. Mr M Whiting updated Members on the Major Road Network (MRN) consultation, the deadline date for the response was 19 March 2018 and this was due to be shared with the Environment and Transport Cabinet Committee on 20 March 2018. The DFT had advised that all responses from Members would be considered after the official deadline date.

4. Mr M Hill, OBE (Cabinet Member for Community and Regulatory Services) provided an update to Members on the cultural commissioning work that was undertaken in conjunction with the waste industry. Closing the Loop was an innovative programme established by Future Foundry that offered young people from deprived communities a chance to explore circular economy in creative ways. The programme has engaged with over 600 people through community and school events and young people from Dover and Shepway have taken part in the workshops. Mr M Hill had planned to meet the leading officer from the Arts Council in the coming week and would provide an update to Members following his visit.

61. Kent Environment Strategy Progress, Energy and Air Quality (Item 6)

Katie Stewart (Director of Environment, Planning and Enforcement) and Carolyn McKenzie (Head of sustainable Business and Communities) was in attendance for this item.

During this item Mr Payne declared that he was a member of the Country Land owners Association (CLA) and the National Farmers Union (NFU).

1. Katie Stewart (Director of Environment, Planning and Enforcement) introduced the report which set out the Kent Environment Strategy (KES) that had been adopted by Kent County Council (KCC) in 2016. The report highlighted the current state of the environment, the impact that KES activities were having on the environment, the progress made against KES targets and identified actions needed to combat the challenges ahead.

2. Carolyn McKenzie (Head of sustainable Business and Communities) presented a series of slides that set out the 2017 State of the Environment report. The report considered a broad range of environmental, social, economic and health issues that had been impacted by the environment and the activities that could be taken in partnership to maximise resources and achieve the best outcome.

3. In response to questions the officers provided further information:

   a. Carolyn McKenzie said that as part of the Low Emissions Strategy work, the Highways, Transportation and Waste (HT&W) team was reviewing what policies could be adopted as part of this. The current position of the National Planning Policy was that air quality damage could be resolved through charging points however there was no direction as to the model or infrastructure required. Carolyn McKenzie said that policies were being
developed that could be adopted by all districts within Kent and that the HT&W team were working in conjunction with Kent design and UK Power Network to ensure that new housing developments could accommodate this. There would be a Design Workshop held on 6 March 2018 to address some of the issues.

b. In response to start/stop technology, the Council applied the ISO 14001:2004 specification to its procurement of vehicles to help minimise the impact of carbon emissions. The HT&W team would continue to work with external providers to enhance environmental performance.

c. In response to funding for charging points, many Local Authorities opted against applying for the Electric Vehicle Homecharge Scheme grant as it did not cover the entire cost of instalment. Carolyn McKenzie informed Members that Kent County Council had to establish its role before delivering such a project.

d. Carolyn McKenzie informed Members that the Low Emission Strategy aimed to be completed in the summer however the work would be on-going as strategies were developed.

e. In response to Members concerns regarding bus services, Carolyn McKenzie confirmed that the issue around idle vehicles was being addressed and that an anti-idling policy was being developed across sectors. Businesses, including Volvo, supported the transition to a low carbon economy and worked with the Council to retrospectively fit diesel buses with electric. The pilot of electric buses would be launched in March 2018 and Members would receive an update at future committees.

f. Carolyn McKenzie said that environment regeneration had to be looked at from a planting perspective and that biodiversity was a fundamental component in sustaining the bee population. She welcomed the prospect of working with the Plan Bee project and welcomed Members suggestions on measures that could be taken to raise awareness.

g. In response to issues around climate change, Carolyn McKenzie said that the Met Office would be launching its upgraded Climate Projection that could provide information on high impact events at a higher resolution of 2.2km and this in turn would provide the HT&W team with a detailed projection of how climate change would affect different areas in the county. Carolyn McKenzie informed Members that improved technology increased opportunities to deal with climate change at an early stage, this however would require a risk exposed approach.

h. In regard to renewable energy, Carolyn McKenzie said that solar panels had been installed on a number of schools and that those on Invicta House had generated a greater income than initially anticipated. Work had also been carried out to install solar panels within Cycler Park which was a non-profit organisation. Kent County Council had also worked in coalition with Salix Finance Ltd. to provide funding for energy efficiency projects within the public sector. Carolyn McKenzie said that the Council had to ensure it reduced it carbon levels first before starting to look at renewable energy.
i. Carolyn McKenzie said that there were two projects:

- A battery storage pilot across several sites
- A European funded project for battery storage in a domestic setting linked to PV panels.

j. In terms of quantifying the benefits, Carolyn McKenzie said that the complexity of work combined with the minimal resources meant that KCC did not have the infrastructure in place to provide a detailed analysis of the environmental impact.

4. Members commended the work undertaken in relation to the Kent Environment Strategy and praised the officers for the well written report and captivating presentation.

5. RESOLVED that the committee endorsed the recommendations to the Cabinet Member for Planning, Highways, Transport and Waste on the challenges outlined, progress made against KES targets and identification of significant new areas of work.

62. 18/00002 - Country Parks Strategy 2017-21 Consultation Report
(Item 7)

Stephanie Holt (Head of Countryside, Leisure and Sport) and Ruth Tyson (Head of Country Parks and Countryside Partnerships) were in attendance for this item.

1. Mr M Hill, OBE (Cabinet Member for Community and Regulatory Services) introduced the Country Parks Strategy 2017-2021 Consultation report that provided an overview of the findings, as well as the proposed changes to the implementation of the Strategy. Mr Hill referred to paragraph 1.2 that provided a summary of achievements within the service.

2. Stephanie Holt (Head of Countryside, Leisure and Sport) added that the first draft Consultation Strategy was presented by Tim Woodhouse to the Environment and Transport Cabinet Committee in June 2017. She welcomed Ruth Tyson as the new (Job Share) Head of Country Parks and Countryside Partnerships to present to the committee the public’s response to the Kent Country Parks Strategy Consultation Questionnaire (Appendix 2, page 66 of the agenda pack).

3. Ruth Tyson (Head of Country Parks and Countryside Partnerships) presented a series of slides that set out; the Consultation Report, the continuous improvements and the visions, aims and objectives of the Kent Country Parks Strategy 2017-2021, and the public’s response to these.

4. Ruth Tyson advised Members that Appendix 1 contained further detail on the findings and the proposed changes that would help guide a well informed
decision in allowing the service to adopt and deliver against the new Country Parks Strategy.

5. In response to questions the officers provided further information:

a. Stephanie Holt addressed Members’ concerns regarding the response figures for the questionnaire. She confirmed that the Kent Consultation Team advised that the response rate was representative of a non-controversial Kent County Council consultation and owing to the high customer satisfaction level, the consultation was proposing a continual improvement of the Strategy rather than a radical change which led to a neutral response.

b. In regard to the financial targets, in particular to the 77% self-generated income of the Country Parks budget, Stephanie Holt informed Members that this was reflective of the performance figures for 2016-2017. Since the figure was produced, the Country Parks budget received a c. 20% cut but assurance was given to Members that the service was currently overperforming on income. Stephanie Holt reminded Members that the service was weather dependant and illustrated this with an observation that the majority of income targets were not met throughout December 2017, owing to the particularly inclement weather. This highlighted the importance of the out-of-season offers available to encourage visitors to the parks.

6. RESOLVED that:

a.) the information set out in the presentation and given in response to comments and questions be noted; and

b.) the Cabinet Committee endorse or make recommendations to the Cabinet Member for Community and Regulatory Services on the proposed decision to adopt and deliver against the Country Parks Strategy 2017-2021 as shown in Appendix A.

63. KCC response to the Department for Transport's 'Shaping the Future of England's Strategic Roads' consultation on Highways England's 'Strategic Road Network Initial Report' (Item 8)

Joseph Ratcliffe (Transport strategy Manager) was in attendance for this item.

1. Mr M Whiting (Cabinet Member for Planning, Highways, Transport and Waste) introduced the report that outlined Kent County Council’s draft response to the Department for Transport’s (DFT) ‘Shaping the future of England’s Strategic Roads’ consultation on Highways England’s ‘Strategic Network Initial Report.’ The draft response set out KCC’s position on the proposals and outlined Kent specific projects on the Strategic Road Network needed to support growth, including the new Lower Thames Crossing and the enhancements needed on
the M2/A2 corridor, a solution to operation stack and various motorway improvements.

2. In response to questions and comments the officer provided further information

a. Joseph Ratcliffe (Transport strategy Manager) agreed to amend Appendix A of the report to reflect the two separate roundabouts:
   - Duke of York roundabout – on the A2, at the junction of the A258
   - Whitfield roundabout – on the hill of the A256

b. In response to Members concerns regarding the Dover Traffic Assessment Project (TAP) on the A2, Joseph Ratcliffe said that Kent County Council needed to strengthen its response to the consultation to help inform governments decisions. In response to the Local Authority’s main ‘A Roads’ there would be a separate consultation on the proposed Major Road Network (MRN) and this was due to be reported on at the Environment and Transport Cabinet Committee in March 2018.

c. Joseph Ratcliffe said that there was a freight action plan that had been adopted by the Council in 2016 that set out five key aims. Kent’s position as a strategic gateway for Europe meant that the Strategic Road Network (SRN) in Kent had a disproportionate volume of freight compared to other areas and Brexit would require infrastructure investment to maintain freight fluidity. There was a Roadside Facilities Fund that had been proposed by Highways England and KCC have requested that lorry parking facilities should be incorporated within the SRN.

d. In response to the Heavy Goods Vehicles (HGV) audit survey, Joseph Ratcliffe confirmed that an updated survey had been released in September 2017 and that statistics showed that there was between 800 to 900 lorries per night, parked in unofficial spaces.

e. Mr M Whiting (Cabinet Member for Planning, Highways, Transport and Waste) informed Members that the north side of the A249 was already incorporated within the SRN, KCC in its response had proposed that the west side of the A249, Detling Hill and Bluebell Hill, also be included within the SRN. Schemes such as the Leeds and Langley Relief Road were not included within either of the consultations however they would be consulted upon as part of the new development proposals in the future.

f. Mr M Whiting said that there was a large discrepancy in the funding ratio and that Highways England received £50 to KCC’s £1. Therefore, the proposal had been made to transfer all roads under the MRN into Highway England’s remit and this would in turn increase the amount of money available to KCC and ensure roads were better maintained.

3. Prior to the conclusion of the Committee discussion, Mr M Whybrow (Councillor for Hythe West) reminded Members that he objected to the recommendations as set out in the report as he did not endorse the response
given in relation to the new Lower Thames Crossing or the Operation Stack Lorry Park.

4. RESOLVED that the Cabinet Committee endorsed the proposed recommendation to the Cabinet Member for Planning, Highways, Transport and Waste on the draft Kent County Council response to the consultation.

64. 17/00133 - Highways Asset Management and Incentive Fund (Item 9)

Roger Wilkin (Director of Highways, Transportation and Waste), Andrew Loosemore (Head of Highways Asset Management) and Alan Casson (Senior Asset Manager) were in attendance for this item.

1. Mr M Whiting (Cabinet Member for Planning, Highways, Transport and Waste) introduced the report that set out the County Council’s work towards achieving a Band 3 Incentive Fund rating in order to avoid a reduction in capital funding for highway maintenance provided by the Department for Transport. The adoption of the updated strategy would provide an evidence base to help Kent secure an Incentive Fund allocation of £4.6m in 2018-19.

2. Andrew Loosemore (Head of Highways Asset Management) said that a Task and Finish group was established to look at Kent County Council’s (KCC) approach to Highway Asset Management. He informed Members that the Incentive Fund was not additional money, the Government had changed its mechanism for allocating capital resource to local authorities for Highway Maintenance and the new process now depended on local authorities being able to evidence their work in order to secure the grant. In 2015-16 Kent County Council was a band 1 authority, KCC carried out substantial work to ensure this improved to a Band rating of 3 and the document, ‘Developing our Approach to Asset management in Highway – 2018/19 – 2010/21’, could maximise funding.

3. In response to questions the officer provided further information:

   a. Andrew Loosemore said that the £1bn figure was a projection on where KCC would be in ten years’ time in terms of road maintenance backlog if the current investment levels remained the same. By introducing a more detailed approach the document was able to describe the current condition of the asset groups, outcome the trends going forward based on current resource levels and then estimate the resource levels required in order to maintain assets in a steady state condition. He reminded Members that this was a national issue and that there was a £12bn backlog in road maintenance across England and Wales (excluding London).

   b. In relation to Members ‘concerns around maintenance of pavements due to mismanaged trees, Roger Wilkin said that this was a historical issue and when requests from developers were received to line streets with trees, the request was often negotiated due to the pressures they presented if not managed correctly.

   c. In response to street works, Roger Wilkin assured Members that utility companies managed a heavy workload and that all work should be carried out to a high standard. If
that quality was compromised, appropriate action would be taken to ensure full rectification.

d. Andrew Loosemore said that the soft estate did not hold any asset value in terms of Whole of Government Accounts’ methodology of understanding valuing highway assets. Some of the soft landscape was included within the land element which totalled £13bn. Members were informed that its inclusion within the figures was primarily for information purposes to give a complete picture of all assets that have to be maintained.


5. RESOLVED that the Committee endorsed the proposed decision to adopt and publish the ‘Developing our Approach to Asset Management in Highways – 2018/19 – 2020/21’ strategy document, to maximise incentive fund resource, be endorsed.

65. 17/00139 - Agreement to manage and deliver the National Driver Offender Retraining Scheme Courses for the Kent Police Diversionary Partnership (Item 10)

David Beaver (Head of Waste and Business Services) was in attendance for this item.

1. Mr M Whiting (Cabinet Member for Planning, Highways, Transport and Waste) introduced the report that set out the proposal for Kent County Council to continue to provide the management and delivery of the National Driver Offender Retraining Schemes to the Kent Policy Diversionary Partnership for a further five years.

2. David Beaver (Head of Waste and Business Services) informed Members that Kent County Council had conducted the National Driver Offender Retraining Schemes on behalf of Kent Police for the last ten years. The Scheme was part of the Casualty Reduction Strategy that was adopted in 2014 and approved by the Environment and Transport Cabinet Committee in 2015. The training service was for low level traffic offenders who were referred to KCC by the enforcement body to undertake driver retraining as an alternative to receiving penalty fines and licence endorsements.

3. David Beaver summarised KCC’s role as the service provider and informed Members that KCC were able to recontribute its expertise and finances back into road safety.

4. In response to questions the officer provided further information:

a. David Beaver informed Members that those who are referred by the enforcement body to attend the retraining scheme should not have personal data shared on public records.
b. In response to Drink Driver Awareness courses, David Beaver informed Members that this was not something that was currently being delivered by Kent County Council as part of the National Driver Offender Retraining Schemes as this was managed directly by the Police. He welcomed Members suggestions and said that it may be reviewed in the future.

5. RESOLVED that the Committee endorsed the proposed decision to for Kent County Council to continue to provide the management and delivery of the National Driver Offender Retraining Schemes to the Kent Police Diversionary Partnership for a further five years.

66. 17/00140 - Procurement and award of contract/s for Soft Landscape Urban Grass, Shrubs & Hedges

(Item 11)

Andrew Loosemore (Head of Highways Asset Management) was in attendance for this item.

1. Mr M Whiting (Cabinet Member for Planning, Highways, Transport and Waste) introduced the report that set out the proposed decision to re-procure the Urban Grass, Shrubs and Hedges contract.

2. In response to questions the officer provided further information:

a. Andrew Loosemore (Head of Highways Asset Management) said that there would be no further reduction in the level of service. The Medium Term Financial Plan (MTFP) indicated a saving of £385,000 and the documentation for procurement took that saving into account with the reduction of services delivered through the new contracts.

b. There was over twenty Expressions of Interest and nine of those were in the process of evaluation. Once the evaluation had taken place the Director of Highways, Transportation and Waste would then be able to award contract/s for the Urban grass, shrubs and hedges service.

c. Andrew Loosemore informed Members that the district councils had withdrawn from providing the service on behalf of the Council. If the Districts expressed an interest in delivering the service at a local level, then Kent County Council would provide them with contract rates that KCC had secured and the Districts would be paid per square metre, against the rates within that contract. Andrew Loosemore said that a top-up service was also available for increased number of cuts however the impact of reduced services meant that many district councils had to withdraw their interest and hand the work back to KCC. Andrew Loosemore referred to the report that was presented to the Environment and Transport Cabinet Committee on 30 November 2017 that highlighted the implications and said that the opportunity remained open to local councils to adopt the work on behalf on the Council.

3. RESOLVED that the Committee endorsed the proposed decision for the Cabinet Member of Planning, Highways, Transport and Waste to re-procure and delegate authority to the Director of Highways, Transportation and Waste to award contract/s for the urban, grass, shrubs and hedges service.
67. **1700141 - Fees and Charges for Highways Activities 2018/2019**  
*(Item 12)*

Andrew Loosemore (Head of Highways Asset Management) and Kirstie Williams (Highways Asset Management – Mid Kent Highway Manager) were in attendance for this item.

1. Mr M Whiting (Cabinet Member for Planning, Highways, Transport and Waste) introduced the report that set out the proposed changes to fees and charges for the services provided by Kent County Council as the Highway Authority for the 2018/19 financial year. The paper proposed that the Director for Highways, Transportation and Waste be delegated the authority to amend the fees and charges up to a maximum of the prevailing Retail Price Index (RPI), or the agreed increased in Council Tax to reflect the actual service cost.

2. Andrew Loosemore (Head of Highways Asset Management) rectified the following errors:
   a. Appendix A, page 182 ‘over the footway - single dwelling inspection fee for 3 site checks’ – the figure should read £150
   b. Appendix A, page 188 ‘National Driver Alertness Course [formerly NDIS] self-financing scheme provided for Kent Police’ – the figure should read £170

3. In response to questions the officer provided further information:
   a. Kirstie Williams (Highways Asset Management – Mid Kent Highway Manager) referred to paragraph 2.3 of the report that listed three exceptions where the current fees for those services no longer covered the actual cost or reflected the charges made by other Local Authorities. She informed Members that all fees had been scrutinised and that those listed failed to cover the cost of staff delivery, thereby resulting to a cost increase.
   b. In response to issues raised around the provision of training services and the attendance levels, Kirstie Williams had received feedback from the course manager who had reviewed the Bike-ability Cycle Training and reported that the allocated budget consistently failed to cover the cost of the course. In regard to Bike-ability Cycle Training for children, there was an increase in overhead spend when the course was done outside of schools. If Schools provided this within the remit of Safeguarding, Teachers were able to provide the resources required.

4. **RESOLVED** that the Committee endorsed the proposal to the Cabinet Member for Planning, Highways, Transport and Waste to amend fees and charges for 2018/2019 and to delegate authority to the Director of Highways, Transportation and Waste to amend such changes up to a maximum of the prevailing Retail Price Index (RPI), or the agreed increase in Council Tax, whichever is the greater.
68. Draft 2018-19 Budget and 2018-20 Medium Term Financial Plan
(Item 13)

Roger Wilkin (Director of Highways, Transportation and Waste) and Kevin Tilson (Finance Business Partner for Growth, Environment and Transport) were in attendance for this item.

1. Kevin Tilson introduced the report that was designed to accompany the final draft 2018-19 budget and 2018-20 Medium Term Financial Plan (MTFP) published on 15 January 2018. Kevin Tilson referred to paragraph 3.1 of the report which contained information regarding where to find the most pertinent sections in relation to Growth, Environment and Transport (GET).

2. Kevin Tilson highlighted a number of issues that fell within the remit of the Environment and Transport Cabinet Committee:

   i. In regard to additional spending demands, the GET directorate had an additional pressure of £7m due to the awarding of contracts and commissioned services.

   ii. In terms of Policy Saving, the most significant variance from the autumn budget statement was the reduction to the subsidised Bus Saving from £2m down to £0.45m.

   iii. The current Capital Investment plans for GET sat at £762m however there was a number of additional schemes that sat within the remit of the Environment and Transport Cabinet Committee to deliver.

3. Roger Wilkin (Director of Highways, Transportation and Waste), responded to Members concerns regarding the Winter Service Policy and said that the Highways, Transportation and Waste team were reviewing the Winter Service Routes and exploring new methodology and technology to determine where savings could be made and how this could be accomplished with minimal impact. KCC hoped to pilot a network of road surface temperature gages which would work in conjunction with the new LED streetlighting installations. The pilot would help to determine the key salting routes and reduce costs. Roger Wilkin informed Members that it was too early to confirm whether a consultation would be necessary, however, it was required, a decision report would be presented to the Cabinet Committee for discussion.

4. RESOLVED that the report be noted.

69. 2017/18 Financial Monitoring
(Item 14)

Kevin Tilson (Finance Business Partner for Growth, Environment and Transport) was in attendance for this item.

1. Kevin Tilson introduced the Financial Monitoring report and provided a summary of the financial position within the Growth, Environment and Transport (GET) directorate as indicated within the October Monitoring report
that went to Cabinet on 15 January 2018. The GET directorate had an increased pressure of +£0.761m due to the increased forecast cost for streetlight energy and the LED installation programme. Kevin Tilson assured Members that the budget would return to a neutral position by March 2018.

2. Kevin Tilson confirmed that there was a £2.6m capital bid submitted to County Council for ratification. This would help fund the conversion of existing concrete columns to the new energy efficient LED lanterns.

3. Members commended the work carried out by the officers to achieve the significant savings.

4. RESOLVED that the report be noted.

70. Work Programme 2018

*Georgina Little (Democratic Service Offer) was in attendance for this item.*

1. RESOLVED that the work programme for 2018 be noted.
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ENVIRONMENT & TRANSPORT CABINET COMMITTEE

MINUTES of a meeting of the Environment & Transport Cabinet Committee held in the Darent Room - Sessions House on Tuesday, 20 March 2018.

PRESENT: Mr P J Homewood (Chairman), Mr M D Payne (Vice-Chairman), Mrs C Bell, Mr A Booth, Mr T Bond, Mr A Cook, Mr N J Collor, Mr S Holden, Mr A R Hills, Mr R C Love, Mr P J Messenger, Mr J M Ozog, Mr I S Chittenden, Mr A J Hook, Mr B H Lewis and Mr P M Harman (Substitute for Mr M E Whybrow)

ALSO PRESENT: Mr P M Hill, OBE and Mr M Whiting

IN ATTENDANCE: Richard Fitzgerald (Business Intelligence Manager, Performance, Strategic Business Development & Intelligence), Tom Marchant (Head of Strategic Planning and Policy), Hannah Clements (Strategic Planning and Infrastructure officer), Joseph Ratcliffe (Transport Strategy Manager), Shafick Peerbux (Head of Community Safety), Carol Valentine (Highway Manager, Growth, Environment and Transport), Nichola Hood (Waste Business Partnership Manager), Mark Scrivener (Corporate Risk Manager), Phil Lightowler (Head of Public Transport) and Barbara Cooper (Corporate Director of Growth, Environment and Transport).

UNRESTRICTED ITEMS

71. Apologies and Substitutes
(Item 2)

Apologies were received from Mr M Whybrow and Mr P Harman attended as a substitute.

Mr M Whiting requested that his apologies be noted as he arrived late to the meeting.

72. Declarations of Interest by Members in items on the Agenda
(Item 3)

Mr R Love declared a voluntary interest in relation to item 10 on the agenda as the Chairman of The Kent Resources Partnership. Mr Love said that he did not have a personal involvement and therefore would participate in the discussion.

73. Minutes of the meeting held on 31 January 2018
(Item 4)

RESOLVED that the minutes of the meeting held on 31 January 2018 are a correct record and that they be signed by the Chairman.

74. Verbal Update
(Item 5)

1. Mr M Hill, OBE (Cabinet Member for Community and Regulatory Services) commended the work of all Kent County Council staff during the harsh winter
weather, in particular, the efforts by the Highways Team, Adult Social Care and Community Wardens for their significant endeavours in keeping the community safe. As part of Kent County Council’s emergency planning, the Emergency Centre was set up and manned throughout the entire period; Mr Hill reiterated his thanks to all staff throughout the County including partner agencies for working together to ensure all safety measures and contingency plans were met.

2. Mr Payne delivered the verbal update on behalf of Mr Whiting and reiterated the thanks to the Highways Department and Duty Directors for their efforts in ensuring both the community and staff remained safe during the harsh weather.

3. In regard to the Pothole Blitz, Mr Payne informed the committee that the recent weather had a detrimental effect on the highway network however the Highways Team had been rapid in their response and would be delivering another Pothole Blitz campaign from April 2018. The budget that had been allocated to cover the work was £5.2 million however this was due to rise to £8.1 million for 2018/19; this was in addition to the day-to-day safety critical repairs within the Highway Term Maintenance contract.

75. Performance Dashboard
(Item 6)

Richard Fitzgerald (Business Intelligence Manager, Performance, Strategic Business Development & Intelligence) was in attendance for this item.

1. Mr Fitzgerald introduced the report which provided an update on the progress of performance against the Key Performance Indicators (KPIs) which were included within the Directorate Business Plan for 2018-2019. The latest Dashboard provided data up to January 2018. Mr Fitzgerald highlighted key areas within the Performance Dashboard and said that the KPI’s for Highways and Transportation were showing as green however the data within the report was collated prior to the winter event, the effects of this would be shown in the next report.

2. Members enquired about the delay in streetlight conversions and whether this was due to faulty cabling. Mr Wilkin (Director of Highways, Transportation and Waste) informed Members that there had been instances where conversions to LED lighting had been prolonged due to the significant technical difficulties in the electrical cabling underground which required input from UK Power Network. Mr Wilkins acknowledged that this sometimes resulted in lengthy delays however assurance was given that such cases remained relatively low. He advised Members that the response from the public had been positive.

3. In response to Members’ queries as to whether Kent County Council had experienced disputes with electrical companies regarding payment, Mr Wilkin said he was not aware of any particular disputes but invited Members to provide further detail outside of the meeting.

4. With regard to issues raised around potholes and highway maintenance, Mr Wilkin explained the following points:
(a) The pothole metrics were those used to measure Amey’s performance under the Highway Term Maintenance Contract. If Amey failed to deliver the terms within the contract, Kent County Council could seek financial recompense. These measures were put in place before the Pothole Blitz which used a separate metrics system.

(b) Mr Wilkin assured Members that an amalgamation of intelligence was used to identify potholes for repair. The frequency of inspections was determined by the nature of the road and the risk. Mr Wilkin said that a majority of inspections were carried out during daytime hours however night regimes were in place to inspect the functionality of illuminated assets. Mr Wilkin assured Members that a substantial part of activity and expenditure went into patching the roads rather than filling individual potholes. Repairs often started with immediate effect subject to approval from the Highways Team as budgetary control needed to be maintained. A pothole which was considered to be of immediate danger to the public aimed to be repaired within a two-hour timeframe.

(c) The Annual Local Authority Road Maintenance Survey had identified that 24,500 miles of road throughout England and Wales required essential maintenance, of which 750 miles was within Kent. To carry out the extensive work required within the given 12-month period, this would require an additional £506 million. In Kent, the cost for this on a yearly basis would be an additional £32 million. Mr Wilkin informed Members that reduced funding from the Government meant long-term visions could not be met.

5. Members commended the work of the Highways Team and their rapid response.

6. RESOLVED that report be noted.

76. 17/00137 - Kent and Medway Growth and Infrastructure Framework 2018 Update
(Item 7)

Tom Marchant (Head of Strategic Planning and Policy) and Hannah Clement (Strategic Planning and Infrastructure Project Officer) were in attendance for this item.

1. Mr Payne (Deputy Cabinet Member for Planning, Highways, Transport and Waste) introduce the report which set out the Kent and Medway Growth and Infrastructure Framework (GIF) that was first published in 2015. The GIF provided robust evidence on housing, economic growth and the associated infrastructure needed for the County up to 2031.

2. Mr Marchant said that the draft Growth and Infrastructure Framework had been updated since 2015 to include revised housing and population figures and provided a breakdown of the cost for a range of infrastructure up to 2031. The GIF used data from a number of sources and was developed in collaboration with Medway Council, all district and borough councils within
Kent and local partners. Mr Marchant paid particular attention to Figure 1 within the report which showed the comparison of figures between the 2015 and 2018 Framework.

3. In response to questions, Mr Whiting (Cabinet Member for Planning, Highways, Transport and Waste) agreed that paragraph 4.7 within the report required revising to ensure clarity and explained to Members that the GIF would require updating as new housing developments and local plans came to light, to ensure it accounted for the changing demographic and required infrastructure.

4. Members commented on the housing and population figures. Mrs Cooper (Corporate Director of Growth, Environment and Transport) confirmed that the figures within the report should read a population growth of 396,200 matched by a housing growth of 178,600. In regard to the increase of housing numbers and where these would be situated within Kent, Mrs Cooper informed Members that housing was a national issue, however, in order to respond to the need for sustainable homes for a longer period of time, it was essential to consider the infrastructure needs up to 2050. Extensive plans ensured Kent and Medway were in a strong position to anticipate and plan for sustainable growth far into the future and manage demand under increasing budgetary pressures.

5. In response to questions around the backlog of highways maintenance, and the new housing methodology, Mr Marchant said that the updated GIF used data from October 2017, data after this point had not be accounted for within the report, however it would be incorporated into the next edition of the framework.

6. Members asked about the ‘new jobs’ figure and whether this included the new jobs within the anticipated aviation centre at Manston Airport. Mr Marchant said the figure included the job numbers from the Thanet local plan and officers regularly monitored this. It was predominately the decision of Thanet District Council to determine the future use of the site and the supporting infrastructure in terms of jobs and homes. Once that had been determined, the next iteration of the GIF would incorporate those figures.

7. In response to Members’ concerns around the source of information, Mrs Cooper said that the data was from district sources, such as local plans, and these were then forecasted by KCC.

8. With regard to questions around utilities, Mrs Cooper said that all aspects of infrastructure had been reviewed to ensure correct infrastructure was identified to accommodate growth. A utilities sub-group had been established to carry out this work however historical drainage systems caused a number of issues. In terms of waste, Mr Wilkin (Director of Highways, Transportation and Waste)
worked in conjunction with the Strategic Planning and Policy team to account for future waste need and whilst the price of disposal tonnage decreased, the amount of disposal tonnage increased, this was one example of a number of scenarios that needed to be considered for the longer-term planning.

9. In response to a question, Mr Marchant said that the framework was not a statutory document and therefore would not be going out for public consultation.

10. Mr Marchant said that the developer contributions were a live issue and were monitored regularly to ensure opportunities to secure grants were optimised.

11. RESOLVED that the proposed decision to approve the Growth and Infrastructure Framework 2018 update, be endorsed.

77. Kent County Council's Response to the Department for Transport's 'Proposals for the creation of a Major Road Network' Consultation (Item 8)

Joseph Ratcliffe (Transport Strategy Manager) was in attendance for this item.

1. Mr Whiting (Cabinet Member for Planning, Highways, Transport and Waste) introduced the report which set out Kent County Council’s proposed response to the Department for Transport (DfT) consultation on the ‘Proposals for the Creation of a Major Road Network’, which closed on 19 March 2018. The DfT had indicated that any comments from the Committee could be submitted separately.

2. Mr Ratcliffe said that within England there were two tiers of roads: The Strategic Road Network (SRN) which was managed by Highways England; and the Local Road Network (LRN) managed by Kent County Council (KCC). However, a recent report identified a further set of economically important roads that required the same level of attention as the SRN which formed the Department for Transport’s consultation document ‘Proposals for the Creation of a Major Road Network’ to which KCC has responded. Inclusion in the MRN would enable access to additional funding from the National Roads Fund for significant investments that could offer transformative solutions to the most economically important ‘A’ roads. He said that following the consultation, sub-national transport bodies would formulate a Regional Evidence Base to identify priorities and these would be used to inform the development of the MRN Investment Programme which would be updated every two years.

3. In response to Members’ questions regarding the ‘A260’, Mr Ratcliffe confirmed that the ‘A260’ had not been included within KCC’s suggested amendments. Members were informed that the Government had proposed a number of criteria to be used when defining the MRN, if KCC wanted to
request additional roads be included within the MRN, it would need to justify its reasons. Mrs Cooper (Corporate Director of Growth, Environment and Transport) advised the Committee that inclusion within the MRN would give KCC the opportunity to bid for funding. The MRN would be reviewed every five years to identify changing priorities.

4. Mr Whiting acknowledged Members’ frustration, however, reaffirmed that KCC had continually put forward a strong business case which highlighted the volume of traffic experienced in Kent compared to other counties. The response to DfT stressed that maintenance funding was imperative and should be included as part of the MRN. He said that he welcomed Members suggestions regarding the ‘A260’ and was happy to discuss the points raised with the DfT. With regard to the Lorry Park, he said that discussions were on-going to identify a solution on the ‘A249’, however, KCC were awaiting an update from the Government.

5. RESOLVED that the proposed Kent County Council response to the consultation be endorsed.

78. The Kent Community Safety Agreement and progress in the development of an integrated Kent Community Safety Team

(Item 9)

Shafick Peerbux (Head of Community Safety) was in attendance for this item.

1. Mr Hill, OBE (Cabinet Member for Community and Regulatory Services) introduced the report which provided an overview of the statutory Kent Community Safety Agreement, its draft priorities for 2018/19 as well as the progress made in developing an integrated County Community Safety Team.

2. Mr Peerbux said that the Community Safety Agreement (CSA) was a statutory, multi-agency document which outlined the key community safety priorities for the county along with cross-cutting themes that supported the identified priorities. The Community Safety Partnership (CSP) was responsible for reviewing the Kent Community Safety Agreement on a regular basis and to provide an annual update. The CSA was developed in consultation with statutory partners and was based on the outcome from local district and borough council strategic assessments, data reviews, legislative requirements, horizon scanning and partnership plans. Since the papers had been published, there had been additional changes to the themes and these were: Preventing Extremism and Hate; and Mental Health which had been linked to the Public Health agenda.

3. Mr Peerbux explained to the Committee that a joint Kent Community Safety Team (KCST) had been established which involved personnel from
Kent County Council, Kent Police and Kent Fire and Rescue Service to form a co-located team with the aim of sharing resources and minimising the impact of service reductions. In 2017, Kent County Council undertook an internal audit process which highlighted several areas within the partnership that were working well and identified opportunities for improvement, one being the development of a community safety hub which would provide expertise and good practice on cross-county matters.

4. In response to Members’ questions, Mr Hill said it was the responsibility of the Chief Constable to keep the Police Commissioner informed of all operations.

5. Mr Hill assured Members that the Mental Health issue was a standing item on the Kent Community Safety Partnership agenda and also on the Police and Crime Panel agenda.

6. In response to Members’ questions regarding fire safety and burglary, Mr Peerbux said that these were a key focus and a significant amount of work was being done however it does not feature within the strategic priorities.

7. RESOLVED that:

   (1) The multi-agency Kent Community Safety Agreement and draft priorities for 2018/19 be noted and endorsed; and

   (2) The progress made in developing an integrated County Community Safety Team and the plans to develop the integration further, be noted.

79. Litter Strategy Approach and Joint Working with Kent Resource Partnership
(Item 10)

Carol Valentine (Highway Manager, Growth, Environment and Transport) and Nichola Hood (Waste Business Partnership Manager) were in attendance for this item.

1. Mr Whiting (Cabinet Member for Planning, Highways, Transport and Waste) introduced the report which set out the work of the Kent Resource Partnership (KRP) and sought Members’ approval to endorse the continued collaborative working between Kent County Council and District Councils to ensure Kent’s highways remained litter-free.

2. Mrs Valentine highlighted some of the key areas within the report which included the joint work undertaken by the KRP to improve waste
management; project updates which included the KCC High Speed Roads project, the KRP Street Scene, the Great British Spring Clean and Communication project; and forthcoming activity for 2018-2019. Mrs Valentine also emphasised the success of Member and Parish involvement during the 2017 Spring Clean and hoped that this would continue to be a key feature in the 2018-2019 programme. Mrs Valentine said that responsibility for litter collection and street cleansing resided with the District and Borough Council’s, Kent County Council was the disposal authority.

3. In response to data collection, Mrs Hood said that work continued within the Kent Practitioner Group to ensure information was being shared and jointly collected across the District Councils. This was regulated through the Intel Officer position funded by the KRP.

4. With regard to the disposal of plastic materials, Mr Wilkin said that all issues around litter and bins was the responsibility of the District and Borough councils. The issue around the disposal of plastic was a national issue and work was being done to reduce plastic packaging across the country however this required Government intervention. Information regarding litter collection could be found on the District Council websites.

5. In response to a question about fly-tipping, Mrs Valentine said that District Councils were responsible for removing obstructions from carriageways on behalf of Kent County Council. The Authority had worked with the District Councils in carrying out a number of covert operations with success. Mr Wilkin said that Kent County Council had a good working relationship with partner agencies such as Kent Police and the Environment Agency and had succeeded in apprehending those responsible fly-tipping.

6. Members commended the report and thanked Mrs Valentine and officers involved for their work.

7. RESOLVED that the proposed decision to continue work with the Kent Resource Partnership, to ensure a joined-up approach to litter, be endorsed.

80. Risk Management: Growth, Environment and Transport Directorate (Item 11)

Mark Scrivener (Corporate Risk Manager) was in attendance for this item.

1. Mr Scrivener introduced the report which outlined the potential strategic risks that could prevent the Authority from achieving its objectives and identified how those risks were controlled. Mr Scrivener said that the Directorate Management Teams carried out a regular review of the risk registers including the progress against mitigating actions and sought Members’ comments regarding the key directorate risks as presented within the report.
2. RESOLVED that the directorate risk register and relevant corporate risks outlined in Appendices 1 and 2 of the report be noted.


1. Mrs Cooper (Corporate Director of Growth, Environment and Transport) introduced the report that set out the key features within the draft Growth, Environment and Transport Directorate Business Plan for 2018-2019 including: a summary of progress made against the previous year’s activity; the priorities within the GET Directorate for 2018-2019; and referred Members to the key commissioning activity which would help inform the future work programme. Mrs Cooper said that more detailed proposals could be found within the Divisional Business Plans.

2. In response to Members’ comments, Mrs Cooper noted the typographic error within the report and said this would be corrected.

3. RESOLVED to note that the final Directorate Business Plan would be published online in April 2018.

82. Rural Bus Services - “Big Conversation” Programme (Item 13)

Phil Lightowler (Head of Public Transport) was in attendance for this item.

1. Mr Whiting (Cabinet Member for Planning, Highways, Transport and Waste) introduced the report which set out the aims and planned approach of the “Big Conversation” which would help identify possible alternative delivery models of public transport. Mr Whiting said that due to budgetary pressures there was a need to reduce subsidised bus services and therefore engagement with the public and stakeholders was crucial in developing new ideas that would improve rural connectivity. He said that the timetable within the report set out the delivery of the programme and that the Committee would have the opportunity to comment on the feedback from the “Big Conversation.”

2. Mr Lightowler said that the “Big Conversation” focused on improved rural accessibility for those without alternative means of travel and work was being done to look at Total Transport whereby Kent County Council would bring services together to create a demand responsive service. The “Big Conversation” would be a means of consulting with the public to gain their views and input on future delivery models.
3. Members commended the report.

4. RESOLVED that the proposed programme for the “Big Conversation” be endorsed.

83. **Subsidised Bus Service - Proposed Delivery of Budget Reduction**  
* (Item 14)

*Phil Lightowler (Head of Public Transport) was in attendance for this item.*

1. Mr Whiting (Cabinet Member for Planning, Highways, Transport and Waste) introduced the report which set out the proposals for delivering the revised budget reduction in 2018-2019 of £455 million in respect of subsidised bus services, subject to public consultation. Members were asked to endorse the proposal to go out to consultation and were advised that they would have the opportunity to feed into the conversations throughout the consultation period.

2. In addition to this, Mr Lightowler said the proposals that had been received could deliver significant savings with minimal impact to service users and this would be met through commercial bus service provisions already in place or via a revised commercial bus service. There would be local consultations with affected Councils for each of the proposed changes and these would identify: the scope of the change; the mitigation or alternative provision; and would be accompanied by maps and timetables to ensure proposals were clearly understood. With regard to subsidised bus service tendering, Mr Lightowler said that by tendering as packages between mainstream contracts and subsidised Bus Service contracts, the proposed changes would ensure savings were met.

3. In response to Members’ comments regarding cuts to the 42 and 42A bus service between Minster and Cliffsend, the Committee was informed that Mrs Constantine had said that this service would now not be cut.

4. Members commented on the report and commended Kent County Council’s efforts in ensuring that tax payers’ money was used to target areas that need Subsidised Bus Services.

5. RESOLVED that the proposed decision to progress to consultation on the proposed network changes be endorsed.

84. **Work Programme 2018**  
* (Item 15)

1. Mr Whiting paid tribute to Roger Wilkin (Director of Highways, Transportation and Waste) and thanked him for all the work he had done for the Authority and wished him all the best with his future.
2. RESOLVED that the work programme be noted.

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