



Edenbridge Town Council

Town Clerk: Christine Lane CertHE Local Policy



To: Cllrs J Aldridge, A Baker, J Barnett, A Damodaran, V Jennings, A Layland, N Lloyd, M McArthur, S McGregor, J Scholey, B Orridge, A Smart, B Todd

A meeting of the PLANNING & TRANSPORTATION COMMITTEE will be held in Rickards Hall at 7.30pm on Monday 24 June 2019

Prior to the start of the meeting there will be a presentation by Bob Howes from Edenbridge and District Rail Travellers Association regarding the Passenger Benefit Fund.

AGENDA

1. **APOLOGIES FOR ABSENCE**
2. **DECLARATION OF INTERESTS OR PREDETERMINATION**, including interests not already registered
Members of the District Council wish to state that although they will be considering planning applications at this meeting they would be reconsidering them at the district level, taking into account all relevant evidence and representations there.
3. **PUBLIC QUESTIONS**
Members of the public, and members with prejudicial interests on items on the Agenda, may make representations, answer, ask questions and give evidence at this meeting in respect of items on the Agenda. (This is the only opportunity for members of the public to make a contribution during the meeting.) Both public and members are limited to three minutes per person to speak and the total time designated for public questions shall not exceed fifteen minutes unless directed by the Chairman of the meeting.
4. **TO RECEIVE AND SIGN THE MINUTES OF THE PLANNING & TRANSPORTATION COMMITTEE HELD ON Monday 20 May 2019**
5. **MATTERS ARISING FROM THE MINUTES NOT COVERED ELSEWHERE, FOR REPORT ONLY**
 - 5.1 **Heathrow plans submitted**
6. **PLANNING APPLICATIONS TO BE CONSIDERED**
7. **SDC PLANNING DECISIONS – for noting**
8. **PLANNING BUSINESS**
 - 8.1 **The High Weald AONB Partnership - A Design Guide for new housing development in the Area of Outstanding Natural Beauty**
9. **TRANSPORT BUSINESS**
 - 9.1 **Road issues**
 - 9.1.1 **Update on Highways for information**
 - 9.1.2 **Changes to Kent 20mph policy**
 - 9.1.3 **KCC Highways and Transportation message to Parish and Town Councils about Working better Together**
 - 9.1.4 **High Street heritage funds, smart parking and measuring wellbeing**
 - 9.1.5 **Speedwatch**

Council offices: Doggetts Barn, 72A High Street, Edenbridge, Kent TN8 5AR

Office hours: Monday – Friday 9.00am – 5.00pm **Tel:** (01732) 865368 **Fax:** (01732) 866749

Email: townclerk@edenbridgetowncouncil.gov.uk **Web:** www.edenbridgetowncouncil.gov.uk

- 9.2 Rail issues
 - 9.2.1 Passenger Benefit Fund – questionnaire and ideas
 - 9.2.2 Uckfield & East Grinstead Lines Steering Group – minutes from meeting held on 7 May 2019
 - 9.2.3 Brighton Main Line Improvement Project update
- 9.3 Aviation issues - none
- 9.4 Highways report

10. PRESS RELEASE

5. MATTERS ARISING FROM THE MINUTES NOT COVERED ELSEWHERE, FOR REPORT ONLY

5.1 Heathrow plans submitted

On Tuesday 18 June Heathrow revealed its expansion masterplan. They aim to construct a runway by 2026 and complete its expansion by 2050.

6. PLANNING APPLICATIONS TO BE CONSIDERED

The planning applications to be considered are listed below. Paper copies are available to view at Doggetts Barn or they can be accessed electronically via the District Council website on the following link <http://pa.sevenoaks.gov.uk/online-applications>

Remedial works to boundary wall. **St Peter And St Pauls Church Church Street Edenbridge KENT** Ref. No: 19/01601/LBCALT

Proposed porch and pitched roof over flat area of existing roof to front of property. Demolition of garage and erection of two storey side extension. Demolition of two single storey extensions to rear and erection of single storey extension to rear. **Brilec 91 Lingfield Road Edenbridge KENT TN8 5DY** Ref. No: 19/01364/HOUSE

Erection of part two storey and part single storey rear extension. Roof, porch and fenestration alterations. **18 Ridge Way Edenbridge KENT TN8 6AR** Ref. No: 19/01634/HOUSE

Demolition of existing outbuilding and replacement with home office. **The Secret Garden Marsh Green Road Marsh Green Edenbridge KENT TN8 5PP** Ref. No: 19/01564/HOUSE

Use of flat above garage as an independent residential dwelling. **Annexe At Batchelors Wood Honeypot Lane Edenbridge KENT TN8 6QJ** Ref. No: 19/01488/LDCEX

For information

Rear extension to a detached dwelling. **Pelistry Lydens Lane Hever KENT TN8 7EP** Ref. No: 19/01495/LDCPR

7. SDC PLANNING DECISIONS – for noting

T1 Sycamore - Trim branches by 2-3 metres. **27 Lingfield Road Edenbridge KENT TN8 5DS** Ref. No: 19/01075/WTPO

Granted

Details pursuant to condition 20 part II (BREEAM) of 18/00233/FUL. **Land At Station Road And Fircroft Way Station Road Edenbridge KENT TN8 6HQ** Ref. No: 19/01081/DETAIL

Granted

Repointing of front elevation. **Crouch House Crouch House Road Edenbridge KENT TN8 5LQ** Ref. No: 19/01024/LBCALT
Granted

Side single storey extension. Demolition of garage, store and coal bunker. **74 Ridge Way Edenbridge KENT TN8 6AP** Ref. No: 19/00947/HOUSE
Granted

Removal of existing timber fire escape staircase and installation of new metal staircase **The Old Eden 121 High Street Edenbridge KENT TN8 5AX** Ref. No: 19/00936/LBCALT
Granted

Removal of existing timber fire escape staircase and installation of new metal staircase. **The Old Eden 121 High Street Edenbridge KENT TN8 5AX** Ref. No: 19/00935/FUL
Granted

Details pursuant to condition 4 (ecological enhancement plan) of 18/03736/HOUSE **Little Brook Street Hartfield Road Edenbridge KENT TN8 5NH** Ref. No: 19/00907/DETAIL
Granted

The erection of 2 fascia signs and 2 internal posters. **Unit 3 Ramac Retail Park Station Road Edenbridge KENT TN8 6FU** Ref. No: 19/00524/ADV
Granted

Two air conditioning condenser units and two extract grilles on side elevation. **Unit 3 Ramac Retail Park Station Road Edenbridge KENT TN8 6FU** Ref. No: 19/00523/FUL
Granted

Conversion of existing outbuilding within residential curtilage of Ashcombe Cottage to provide 3 bedroom dwelling, incorporating introduction of lower ground floor living area and patio and provision of first floor master bedroom to be served by contemporary first floor window addition and a detached garage. **The Outbuilding Ashcombe Hilders Lane Edenbridge KENT TN8 6LD** Ref. No: 19/00294/FUL
Granted

Details pursuant to condition 32 (contamination) of Appeal ref: APP/G2245/W/15/3130787 relating to planning application ref: 14/03783/OUT. **Land North Of Railway Line And West Of St Johns Way St Johns Way Edenbridge KENT** Ref. No: 19/01137/DETAIL
Granted

Proposed internal alterations to ground and first floor layout. Replacement of 2no. existing rooflights with 2no. conservation type rooflights. **Millions Mill Hill Edenbridge KENT TN8 5BU** Ref. No: 19/01129/LBCALT
Granted

Single storey side extension to living room and ground floor bedroom **Burnwithian Stick Hill Edenbridge Kent TN8 5NJ** Ref. No: 19/01083/HOUSE
Granted

Conversion of existing workshop and offices to 2 residential units. Take down existing uvpc and polycarbonate conservatory. Alterations to roof at the rear. **Stationery And Stuff 53 High Street Edenbridge KENT TN8 5AL** Ref. No: 19/00903/FUL
Granted

Details pursuant to condition 6 (access road and parking) subject to 17/02469/FUL. **Edenbridge Cricket Club Mill Hill Edenbridge KENT TN8 5DA** Ref. No: 18/02065/DETAIL
Granted

Fell Pear tree located within the south eastern corner of the garden. **The Old Orchard Manor House Gardens Edenbridge KENT TN8 5EG** Ref. No: 19/01663/W5DAY
No Objection Lodged

Proposed internal alterations to ground and first floor layout. Replacement of 2no. existing rooflights with 2no. conservation type rooflights. **Millions Mill Hill Edenbridge KENT TN8**
SBU Ref. No: 19/01128/FUL

Withdrawn

Construction of a new bungalow in existing garden. **Stationery And Stuff 53 High Street Edenbridge KENT TN8 5AL** Ref. No: 19/00888/FUL
Refused

8. PLANNING BUSINESS

8.1 The High Weald AONB Partnership - A Design Guide for new housing development in the Area of Outstanding Natural Beauty

The Consultation for the design guide for the new housing development within the High Weald Area of Outstanding Natural Beauty can be found using the following link
<http://www.highweald.org/look-after/planning/design-guide-consultation.html>

Please note that only a small area of the Parish, near St Andrews is in the AONB.

The Design Guide is the subject of an eight-week period of formal public consultation from Wednesday 19 June until Wednesday 14 August 2019. Representations on this document should be received **no later than midnight on Wednesday 14 August 2019.**

Do members wish to respond?

9. TRANSPORT BUSINESS

9.1 Road issues

9.1.1 Update on Highways for information

County Councillor Peter Lake, with two officers from Kent Highways, met with officers at the Town Council on 20 May.

- The long overdue completion of the junction at Four Elms Road was brought up. The town keeps getting road closures, then no work, and cancellations. Cllr Peter Lake said he would take up the unacceptable delay with BT and Tom Tugendhat MP. He has subsequently reported back to Council.

In the same area, there are concerns about poor street lighting around the end of Westways and the new zebra crossing by the Eden Centre. From 17 June, for two weeks, Buxted Construction is going to install new street lights on the Westways side of the junction. After that time UKPN will connect the lighting, including the belisha beacon on that side. No impact had been expected on the carriageway, but lights have just been installed – they're supposed to be only two-way and only be operated whilst the contractors are actually working on site – when no-one's there, the lights should be down

Buxted Construction is then going to sort out the north side of the junction, gas connections, etc. There is no timing for this, but it will involve traffic management.

Unfortunately, there is no update for the south side of the junction at the moment.

- A request had been made for a further zebra crossing to get across Four Elms Road to the Eden Centre, but the Highways Schemes Project Manager advised there was no funding (about £20k) available for this and it wouldn't meet the criteria anyway.
- The layby outside the Hospice shop (opposite the Council) was missed out when the resurfacing of the High Street took place. The land is owned by Highways, however it's higher than the existing road level and is made of concrete, so it cannot be micro-surfaced because it won't stick. Highways would see if anything could be done.
- The new bollards along the High Street (opposite Tesco's) have been very well received. However, the resident of the house between the starting point in the north and Istanbul Kebab was disappointed his property wasn't included. It has been

explained that there are rules about allowing sufficient room for a double pram or a motorised buggy to get through safely. However, Cllr McArthur wanted to accommodate his request if at all possible and the area was looked at again. A suggestion was made for a couple of cycle hoops (like the ones outside Tesco's) to be installed singly, running parallel with the road – in other words, thin enough to allow room for pedestrians, etc, but to act as a parking deterrent. However, the Highways Schemes Project Manager confirmed that cycle hoops were unsuitable and there isn't space for any bollards. The Parking Group is discussing additional protection in the High Street for pedestrians.

- A resident raised the issue of Crouch House Road (very roughly between Greshams Way and Orchard Drive). There have been a number of near misses with traffic travelling south having to brake swiftly because of parked cars on the left outside the cottages – there have also been some accidents. He has requested the broken white line approaching this area of parking be made a solid line. In addition, there is a SLOW sign painted on the road going northwards, where the traffic has right of way past the parked cars, but there isn't one coming south – on the 'braking' side. He asked if it would be possible for such a sign to be painted. The Highways Schemes Project Manager advised that as there haven't been any injury collisions and funding is directed to areas where there have been, a SLOW sign won't be painted on the road – costs include special paint, road closure, etc. In addition, there is already a 'series of bends' sign on the left hand side near Greshams Way, to warn motorists, and if they comply with the speed limit and take note of the 'bends' sign, this should be sufficient. Speedwatch is currently being carried out in this area.
- Resurfacing had been promised for the section of Station Road from the traffic lights at the junction with the High Street towards Wellingtonia Way – this work is due to be done, probably in August.

Cllr Lake continues to lobby this and we have been copied into correspondence between Tom Tugendhat MP and the Cabinet Member for Planning, Highways, Transport and Waste requesting a resolution on this.

9.1.2 Changes to Kent 20mph policy

The following email has been received from the Campaign Coordinator for '20's Plenty for Kent':

"You may know that Kent County Council recently changed its policy on 20mph <https://kccmediahub.net/20mph745>. While the changes don't go as far as we would like, two particular aspects should make it easier to get 20mph in your area:

1. Community-led schemes welcomed by KCC. If you can demonstrate local support for a scheme, there is no longer a need to show a certain number of casualties or that you live in a particularly deprived area.
2. The threshold for physical traffic calming has been increased from 24mph to 28mph. This means that schemes which were previously unaffordable can now be implemented more cheaply.

Now is the time for residents to get support from your parish, town, borough or district councilors for 20mph in your area. If you'd like to know more, please don't hesitate to contact me."

Are there any areas members would like the parking group to consider?

9.1.3 KCC Highways and Transportation message to Parish and Town Councils about Working better Together

We have recently received the following email from KHS regarding the improvement in ways to report and prioritise Highways issues.

“Managing requests for changes to the highway

We want communities to have a greater voice in prioritising the road safety measures we need to take and to be more responsive to community needs. At the same time, we need to balance requests with the money we have available to spend, making sure our investment has the most impact in making roads safer for all users.

Local communities are best-placed to tell us about the road safety issues in their areas and, through the collaboration between local Members and parish and town councils, this can provide us with a clear view about the local priorities we should be addressing.

Managing requests for improvements and changes

To help us improve the way we manage requests for these types of changes and improvements, we ask members of the public to contact their parish or town council. This will enable us to assist Parishes and communities with their requests in a more proactive and programmed way.

Parish and town councils know their local area well and it is this knowledge that can help us focus our efforts and finite funding on improvements or changes that have the greatest priority. It also gives parish and town councils a more effective way of spending their money to solve local issues.

We would encourage parish and town councils, working with their local KCC Members, to develop a Highways Improvement Plan for their areas. The plan gives parish and town councils the opportunity to decide which community priorities they want to take forward. Given the finite KCC highways budget, not all priorities are likely to be funded. However, the Kent Highways team can discuss the problems and provide technical advice for the best way to deliver improvements and provide estimates for the costs. Using this information, parish and town councils can determine whether they can provide funding for these priorities and, working with Kent Highways, deliver them.

Members of the public wanting to make a request for lower road speeds or other road safety improvements are asked to take the following steps:

1. Check the crash data of the site where the improvements are wanted
2. Contact their local parish/town council with the crash data or other evidence for the request, who would then contact the KCC member for further collaboration

Benefits

- Communities not only have a voice on the road safety improvements that are delivered in their areas, but they also have control over determining these and taking them forward
- There is greater transparency of road safety improvements in local areas through local Highways Improvement Plans
- Highways, Members and parish and town councils have a more productive relationship
- Highways staff have more time to work proactively with local communities in delivering these improvements

More information

If you need help developing your Highways Improvement Plan, please contact your local Highways team who will be happy to answer your questions to get you started.

We will make changes to our website so that we publish the improvements or changes that we will be making over the next year as part of our Casualty Reduction Programme. For details of all other road schemes or planned maintenance, please visit www.kent.gov.uk/highways.

I hope that we can develop a proactive and collaborative working relationship together.”

Guide to responding to requests for changes to the Highway – attached
Parish Council – Highways Improvement Plan/Action plan (example) – attached
Parish Council – Highways Improvement Plan/Action plan (Template) – attached
Link to Highway Info Pack - Hard copy available with the plans

How do members wish to gather residents views and suggestions for improvements?

9.1.4 High Street heritage funds, smart parking and measuring wellbeing

The following email has been received from 'people and places' regarding the High Streets funding launch:

"As Historic England launches its £44million High Street Heritage Action Zone initiative, we've taken a look at its accompanying guidance calling for applicants to take a nuanced and integrated approach.

From this analysis we have put together a checklist of headline issues, accompanying resources and selected case studies. We hope to help potential applicants take an integrated and long-term approach to reviving historic town centres that stretches beyond these current funding opportunities."

Read more about applying for High Street Heritage funds using the following links:

<http://www.parkconsult.co.uk/2019/05/22/smart-parking/>
<https://people-places.net/being-well-together/>

Do members wish this to be discussed at the next business forum? If so who would like to present it to them?

9.1.5 Speedwatch

Correspondence has been received from a resident which has been attached.

How do members wish to respond?

9.2 Rail issues

9.2.1 Passenger Benefit Fund – questionnaire and ideas

The following email has been received from Tom Tugendhat MP:

"Though disruption on the railway is an almost daily occurrence with Southern, last year you might remember just how bad it was, which co-coincided with the introduction of Thameslink services elsewhere.

As a result of this Govia Thameslink Railway, Southern's parent company, have agreed to contribute £15million towards a Passenger Benefit Fund which can be spent on schemes at either a local station level such as additional seats, cycle racks of waiting shelters, or for the wider passenger benefit such as improvements to the GTR app or longer toilet opening hours at stations.

With six stations on two different lines across our area, I want to make sure that we can ensure that as much of this money is spent on the projects locally as possible, and that other improvements they will propose will make a difference across the network too. So, I have set up a survey to get your views and those of others who rely on southern services.

You can find it here- <https://www.surveymonkey.com/r/SouthernBenefitFund>. I'll use the responses from this to base the projects which I will be pushing for funding for.

Please fill it in, and share this with as many other passengers as you can, including any you represent."

A list of Local Passenger Benefit Scheme cost examples is attached which might prove useful when considering how much things cost.

How do members wish to respond?

9.2.2 Uckfield and East Grinstead Lines Steering Group – Minutes from meeting held on 7 May 2019 – attached

Cllr Alan Damodaran is Council's new representative and will in future report back on this meeting.

9.2.3 Brighton Main Line Improvement Project update

A letter has been received from the Stakeholder Engagement Manager at Network rail about the Brighton Main Line Improvement Project which took place from 16 – 24 February 2019, along with a number of weekends, in order to improve the reliability of the line. A full set of data will be available a year after this completion to review the project's performance, but early indications compared to this time last year are positive. The project is now drawing to a close and the stakeholder engagement officer has sent a brief synopsis of the work that was undertaken, along with some key facts and figures in a booklet which is available in the Council office with the plans.

9.3 Aviation issues - none

9.4 Highways report – hard copy available with the plans

10. PRESS RELEASE

Are there any items on the agenda for which members would like to issue a press release?

Admin Officer
19 June 2019

Guide to responding to requests for changes to the Highway

We have to make tough decisions on where to invest in traffic and road safety and this means we cannot always make changes that residents may feel are justified. As our top priority we must focus investment in locations where evidence shows crashes are resulting in personal injury and where there is an engineering solution that may reduce the number and/or severity of these. In many cases road traffic crashes are caused by driver behaviour which cannot be mitigated against by changing the road layout or what we call 'engineering measures' alone.

Each year KCC develop the priority list of sites for changes to be undertaken and this is called the Casualty Reduction Programme. This is developed in line with Kent's Casualty Reduction Strategy which can be viewed online: www.kent.gov.uk/data/assets/pdf_file/0012/14520/Road-Casualty-Reduction-Strategy-for-Kent.pdf

You will also find details of current planned works on the national.roadworks.org database.

Step 1: Check the crash history of the site

Gathering data and local knowledge is really important to help with decision making. KCC review incidents within the last 3 years involving personal injury (as validated by Kent Police). Visit [crashmap](#) to check records. (If you require copies of detailed crash reports and plans these are available on request but will incur a charge, please contact KCC's [Crash and Casualty data team](#)).

If there is a cluster of personal injury accidents occurring at the location this is likely to be a scheme programmed for delivery within the current financial year and details of this will be available from our website (this section is expected to be updated in the Summer 2019).

If there have been no incidents at the location in question, then it is really difficult to prioritise this request against the very many sites across the County where there is evidence of injury crashes and these must be looked at first. If there is a series of evidence pointing to damage only patterns, then this should also be recorded and coordinated via the Parish or Town Council in order to generate community support for change. This can be a simple list with notes and/or photographs. These sites may require additional funding outside of KCC's Highways & transportation budgets.

Step 2: Contact your local Parish or Town Council to determine the extent of community support for change

To promote and seek support for safety changes to the highway, the first point of contact is your local Parish or Town Council. KCC works with local members and Parish Councils as they help prioritise sites and galvanise local views. KCC will need the crash data obtained in Step 1 or your reasons for promoting the changes. **There needs to support for the request for changes. If there is no support, then KCC cannot consider the request and individuals should not contact KCC.** If there is support then the community representative will contact KCC and state the extent of community support for change. It may be that County Members or Parish Councils are able to financially support your request.

Step 3: Your Parish or Town Council will contact us and feedback to you

After KCC have heard from the local Parish or Town Council, this will be logged as a new 'Highway Improvement Plan' or 'HIP' request and will be responded to within 20 working days. KCC will then agree a plan of action with the Parish or Town Council. If multiple measures are requested, this may involve developing a prioritised list. Some measures may also require seeking funding from external budgets. Parish and Town Councils liaise regularly with KCC Officers and members and will know how to get in touch. **Individuals members of the public should not contact KCC directly for feedback, but your local Parish or Town Council will feedback to you.**

KCC will contact the Parish or Town Council within 20 working days advising if they can take the request any further. This decision is made with help of experienced traffic engineers with local knowledge, who can identify whether any changes are required.

I hope the above information helps to explain more about the work that we do and the process for making changes to the highway.

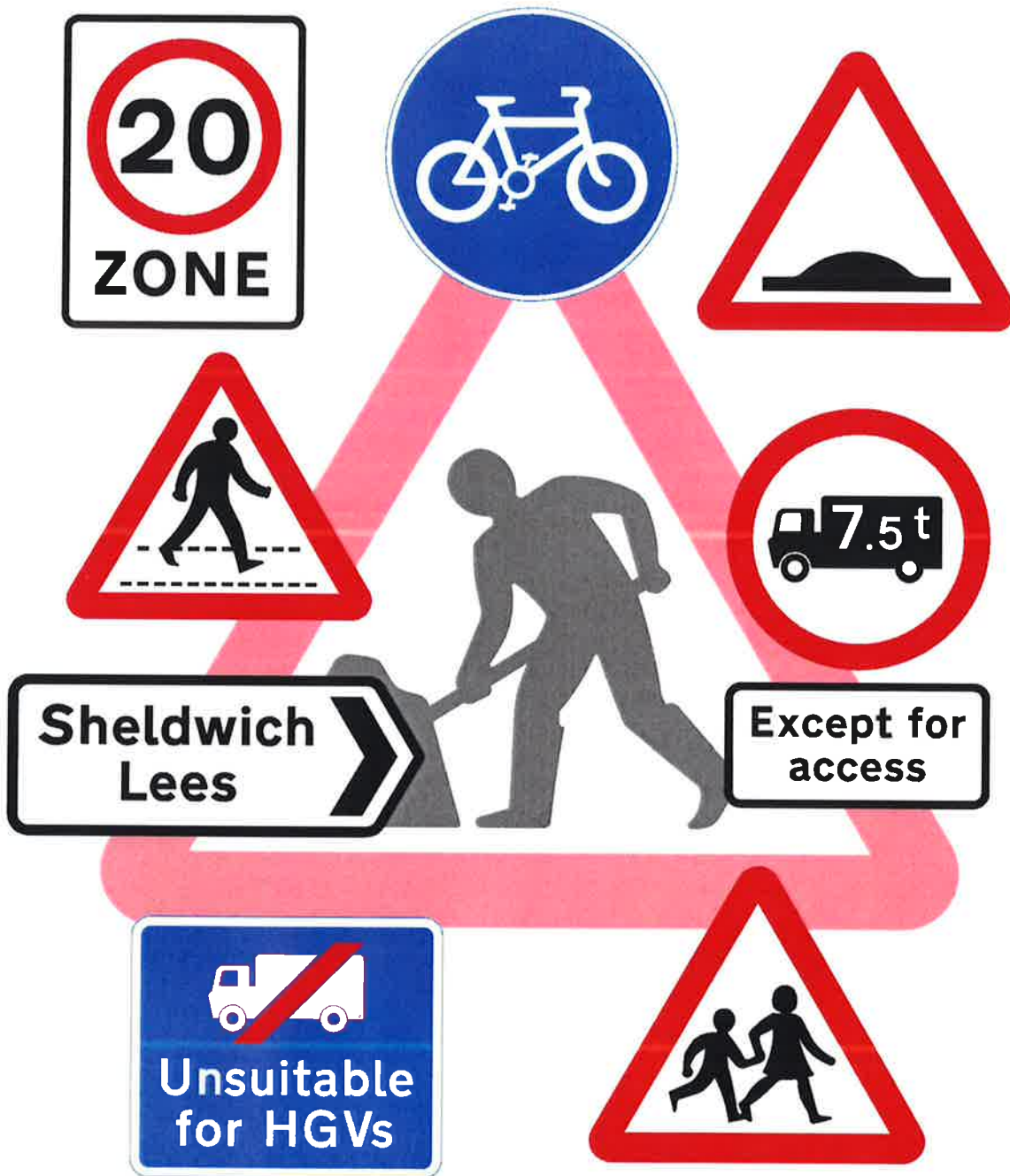
Parish Council - Highway Improvement Plan/Action Plan

HIGHWAY IMPROVEMENT PLAN – Stage 1			ACTION PLAN – Stage 2		
Priority	Location	Problem and suggested remedy	Cost Estimate	Funding Source	Action/Programme (Who/When)
1.	Speed survey: Woodchurch Road from the current 40MPH speed limit sign to Four Wents Cross Road	Speeding. Establish if a speed limit reduction is required or additional signage.	£1000	Parish council	KCC to arrange a speed survey to be funded by the Parish Council.
2.	Speed survey: Kenardington Road from Gusbourne to Four Wents Cross Roads	Speeding. Establish if a speed limit reduction is required or additional signage.	£1000	Parish council	KCC to arrange a speed survey to be funded by the Parish Council.
3.	Speed survey: School Road from Tenterden cross roads to Four Wents cross roads	Speeding. Establish if a speed limit reduction is required or additional signage.	£1000	Parish council	KCC to arrange a speed survey to be funded by the Parish Council.
4.	Speed survey: Tenterden Road from Park house to the junction with the Street	Speeding. Establish if a speed limit reduction is required or additional signage.	£1000	Parish council	KCC to arrange a speed survey to be funded by the Parish Council.
5.	Speed survey: Heath Road from Four Wents cross roads to the junction with the Street	Speeding. Establish if a speed limit reduction is required or additional signage.	£1000	KCC	KCC to arrange and fund a speed survey.
6.	Speed survey: Court Lodge Road from Quilletts Oast to the junction with The Street	Speeding. Establish if a speed limit reduction is required or additional signage.	£1000	KCC	KCC to arrange and fund a speed survey.
7.	Change to road markings: The Street Appledore	Remove centre line and replace with edge lines on The Street and install SLOW marking outside Magpie Farm	£7500	Parish council	KCC to undertake a site visit and provide advice on options within 3 months.
8.	Pedestrian safety: The Street Appledore	Options to prevent pavement parking	£15000	Parish council	KCC to undertake a site visit and provide advice on options within 3 months.
9.	Road safety improvements: Four Wents crossroads	Movement survey on Coach Lane to aid decision on possible stopping up. Provision of virtual table top through crossroads. Improved road signage.	£30000	Parish council	KCC to arrange a speed survey to be funded by the Parish Council and then provide advice on options within 3 months.

Parish Council - Highway Improvement Plan/Action Plan

HIGHWAY IMPROVEMENT PLAN – Stage 1		ACTION PLAN – Stage 2 [To be completed by KCC Highways Staff]		
Priority	Location	Problem and suggested remedy	Cost Estimate	Funding Source
1.	EXAMPLE: High Street between Post office and last property to the west of the garage	Speeding off peak. Reduce speed limit to 30mph	1. £500 2. £0 3. £0 4. £?	1.Parish Council 4.Parish Council
				1.Traffic survey required to establish existing speeds by end of June 18.KCC to arrange 2. Review report and agree whether the site is suitable without further traffic calming measures. KCC by mid July. 3. If suitable then discuss with PC and give early advice on potential costs. Mid July 4. Agree the way forward – outline design/estimate including staff fees. Mid July
2.				
3.				
4.				

New Highway Works Requests Information Pack



New Highway Works Requests

- A. Introduction
- B. Notes on Timescales
- C. Lane Rental

Projects

1. 20mph zone
 2. Request for traffic calming
 3. Change to speed limit
 4. Gateway treatments
 5. Environmental weight restriction
 6. Zebra crossing
 7. Puffin Crossing (Pedestrian)
 8. Toucan Crossing (Pedestrian and cyclists)
 9. Pedestrian Refuge island
 10. New footway
 11. New cycleway
 12. New traffic sign including new post
 13. Direction sign
 14. Kerb build out
 15. Pedestrian dropped kerbs
 16. Traffic and Pedestrian survey
 17. School Keep Clear Markings
- VAS. Vehicle Activated Signs
- SID. Parish Speed Indicator Device Scheme

New Highway Works Requests

A. Introduction

There is a range of different highway improvements that Members may wish to fund. A number of information sheets have been produced detailing some of the more commonly requested items.

Prices for the construction costs are given which are indicative only and are a 'starting from' cost. In most cases there are a range of factors that can increase costs. These figures do not include fees and costs for the design and consultation which need to be assessed on a case by case basis.

B. Notes on Timescales

For all projects delivered by the Schemes Planning and Delivery Team, our contractor has 3 months to carry out the work once it has been handed over for delivery however there is typically a 6 to 10 week lead-in depending on the nature of the work for them to allocate resources and procure the required materials.


Traffic Regulation Orders or consultations requiring a report to the JTB may also delay a project depending on the timing of the next available Board Meeting.

Works involving new electrical connections or utility service diversions may also be delayed if the relevant utility company cannot carry out the work to our timescale.

C. Lane Rental

Kent operate a Lane Rental scheme that imposes a charge on works carried out on the identified traffic sensitive roads where traffic lanes are restricted or the road is closed.

The Lane Rental roads are typically, but not exclusively, A or B class roads and are more likely to be in urban environments although some rural roads are included when they carry significant levels of traffic.

Lane Rental roads can be viewed on the roadworks.org website (to view the layer select the Map layer icon  on the left then select *Operational info* and finally the *Lane Rental Scheme network* layer.

The charges can be applied 24 hours a day, 7am to 7pm or during the morning and afternoon peak hours and may also apply Monday to Friday, Monday to Saturday or every day depending on the local traffic conditions.

The charges themselves are levied per day or part thereof and can range between £300 and £800 per day for lane closures and £1600 and £2000 for full road closures if the work is done during the restricted hours.

We aim to complete works as quickly as possible and in a way that minimises these charges, however they can significantly increase the cost of a project if they are unavoidable.

For full details of the Lane Rental Scheme, please see the KCC website:

<http://www.kent.gov.uk/roads-and-travel/highway-permits-and-licences/kent-lane-rental-scheme> or search for "Kent Lane Rental" in google

20mph zones are often used in residential areas to keep traffic speeds low and suitable for pedestrians and children out and about in these areas.

The zones should be designed to be "self-enforcing" so that the traffic naturally keeps to the speed limit.

This can sometimes be achieved without additional measures due to the physical layout of the road, on-street parking etc. otherwise physical traffic calming measures will be needed to go along with the introduction of the change in the speed limit. This can include gateway treatments, speed humps, chicanes, road narrowing, and other measures to both physically and visually reinforce the reduced speed limit. It is worth noting that while residents may



support a 20mph zone in principle they often object to traffic calming measures near their home and design requirements often give little scope to adjust the location.

Where existing measured traffic speeds are at or below 24mph it may not be necessary to install physical calming features however

signing alone is unlikely to have a significant effect on traffic speeds (typically around a 2mph reduction to the mean speeds is all that is likely)

Site Requirements

- 20 mph zones require physical traffic calming measures and for this reason they are often not appropriate on A or B class roads. Individual assessments are required on a case by case basis and this includes consultation with the bus companies and the emergency services.
- Traffic speed surveys will need to be carried out to identify current traffic speeds and to enable the design of traffic calming measures.
- Most physical traffic calming measures need to be lit at night and so 20mph zones are usually in areas with street lighting.
- No point within a 20mph zone should be more than 50m from a traffic calming feature (this can be a natural feature such as a tight bend or an installed measure).
- A Traffic Regulation Order (TRO) for the new speed limit will need to be advertised and if there are sufficient valid objections the County Council may decide not to implement the new limit.
- Consultation will need to be carried out in relation to the speed limit change and traffic calming measures and a report to the JTB may be needed.
- There needs to be suitable locations to install the speed limit signing on all the

entry points into the zone.

Potential Additional Costs

- The carriageway may need to be resurfaced to provide a sound, even surface for the entry treatment if provided.
- Depending on site conditions, a Temporary Traffic Regulation Order (TTRO) to close the road along with associated diversion signs or temporary traffic lights may be needed in order to install the physical measures safely.
- A Public Notice will need to be published if road humps are to be installed
- Utility services in the verges may need to be relocated in order to install gates or enhanced signing. (This can be very expensive, especially if there are fibre optic cables)
- Amendments to the existing TROs (parking etc.) may be needed to accommodate the changes.
- Drainage alterations
- Enhanced construction materials
- Provision or enhancement of street lighting which can be a substantial cost
- Restricted working hours charges
- Road safety audits giving independent safety advice on planned changes

Future Maintenance

KCC will only maintain the regulatory/safety elements of this installation. The scheme promoter will need to secure funding for maintenance of the other elements when required.

Typical Costs

The cost of 20mph zones can vary significantly and will depend on the number of roads affected, the number of entry points into the zone and the type and amount of traffic calming required.

Typical starting costs for the installation of a 20mph zone are:

- Traffic Regulation Order from £2385 (required for all 20 Zones)
- Zone entry treatment (2x pairs of signs on new posts plus carriageway roundel) from £880 each which will be needed for each entry point into the zone
- Road safety audits £4050

The overall cost can increase significantly if some of the above additional costs are incurred.

Timescale

Timescales for this type of work are typically around 20 weeks.

For costs of traffic surveys and information on the typical traffic calming measures and their costs, please see the relevant information sheet.

Traffic calming is used to manage traffic speeds and can also have an effect on the volume of traffic as drivers may use alternative routes to avoid calmed streets. There are many different forms of traffic calming which can include gateway treatments, speed humps, chicanes, and road narrowings.



The type of measure which is most appropriate will vary from site to site and careful consideration will be needed to ensure the most appropriate type of calming is used.



It is worth noting that there are unfavourable side effects to most types of calming. Speed humps and cushions for example can cause unwanted vibration and noise for nearby residents. Chicanes and narrowings may result in the loss of on-street parking and can increase noise levels, cause congestion and in extreme cases lead to road rage incidents.

Site Requirements

- Physical traffic calming measures are often not appropriate on A or B class roads. Individual assessments are required on a case by case basis and this includes consultation with the bus companies and the emergency services.
- Traffic speed surveys will need to be carried out to identify current traffic speeds and to enable the design of traffic calming measures.
- Most physical traffic calming measures need to be lit at night and so street lighting will need to be present or provided by the scheme.
- The traffic calming features must be provided at regular intervals to properly manage traffic speeds. For large areas, this can become very expensive.
- Consultation will need to be carried out in relation to a speed limit change and the traffic calming measures.
- For coloured carriageway surfacing, the road surface needs to be in good condition without ruts, crack or potholes. The material needs to be laid in reasonably warm, dry conditions and so will only be laid from mid-spring through to mid-autumn.

Potential Additional Costs

- The carriageway may need to be resurfaced to provide a sound, even surface for a coloured surface treatment if provided.
- Depending on site conditions, a Temporary Traffic Regulation Order (TTRO) to close the road along with associated diversion signs or temporary traffic lights may be needed in order to install the physical measures.
- A Public Notice will need to be published if road humps are to be installed.
- Utility services may need to be relocated in order to accommodate some types of calming features. (This can be very expensive, especially if there are fibre optic cables).
- Amendments to the existing TROs (parking etc) may be needed to accommodate the changes.
- Drainage alterations.
- Enhanced construction materials.
- Provision or enhancement of street lighting.
- A Traffic Regulation Order (TRO) will be needed if the speed limit is to be changed.
- Restricted working hours charges.

Future Maintenance

KCC will only maintain the regulatory/safety elements of this installation. The scheme promoter will need to secure funding for maintenance of the other elements when required.

Typical Costs

The cost of traffic calming can vary significantly and will depend on the number of roads affected and the type and amount of traffic calming required.

Typical starting costs for the installation of some of the more commonly used traffic calming measures are:

- Traffic Regulation Order from £2,385 (required for a speed limit change or if changes are needed to on-street parking provision for example)
- blacktop speed hump from £1,350 each. Preformed bolt-down humps may be a cheaper option if the existing carriageway surface is suitable to accept them.
- pre-cast concrete speed cushions from £7,250 per pair. Preformed bolt-down cushions may be a cheaper option if the existing carriageway surface is suitable to accept them.
- carriageway speed limit roundel £160 per pair.
- road narrowing from £1,400 each.
- chicane from £3,000 each.
- Road safety audits £4050.

In addition to the above costs, additional site costs such as traffic management,

restricted hours charges etc. will need to be added and will be calculated based on site requirements.

The overall cost can increase significantly if some of the above additional costs are incurred.

Timescale

Timescales for this type of work can vary considerably depending on the nature of the work although as most traffic calming requires consultation and therefore a typical timescale is around 20 weeks.

In some situations, the existing speed limit may be considered to be inappropriate and there may be a wish to change it. The speed limit on a road should reflect the local environment, nature of the road and its use. The Department for Transport sets out how speed limits should be set and KCC will follow this guidance with any new requests. Speed limits should not be used to warn of single hazards but relate to the whole road environment.

A change in the posted speed limit alone will rarely make a significant change to the actual speeds of vehicles being driven along a road. Typically a reduction of only 2-3mph is achieved through signing alone.

A Traffic Regulation Order (TRO) is needed to change a speed limit and if there are significant objections, KCC may decide not to proceed with the change. In particular, Kent Police should not have objections to the speed limit when they are consulted.



Site Requirements

- The proposed speed limit must comply with the Department for Transport's guidance document Circular 01/2013 - Setting Local Speed Limits.
- Traffic speed surveys will be needed to provide evidence of existing speeds for use in the assessment. The number of surveys required will depend on the extent of the speed limit change.
- The minimum length of a speed limit should generally be not less than 600 metres to avoid too many changes of speed limit along the route
- There must be a suitable location to install the signs at each end of the limit as well as any repeater signs. (i.e. sufficient highway land, good visibility of the signs, clear of obscuring vegetation etc).
- A Traffic Regulation Order (TRO) will need to be advertised. Objections to the proposal may result in KCC deciding not to proceed with the new restriction. Costs up to this point will need to be paid by the applicant.

Potential Additional Costs

- In certain circumstances the signs may need to be lit requiring lighting units and

- new power supplies.
- Vegetation may need to be cleared to provide sufficient advance visibility of the signs.
 - Depending on site conditions, a Temporary Traffic Regulation Order (TTRO) to close the road along with associated diversion signs or temporary traffic lights may be needed in order to install the signs safely.
 - Lane rental fees - a charge levied on works carried out on traffic sensitive roads which restrict traffic flows during peak hours. This is usually during the morning and evening peak hours or 7am to 7pm depending on the traffic conditions and can range from £300 to £2,000 per day.
 - Removal and disposal of existing speed limit signs.
 - Restricted working hours charges.

Future Maintenance

Once the works have been completed satisfactorily, KCC will take over responsibility for the on-going maintenance of this installation however if enhanced or non-standard materials are used, KCC reserves the right to use our standard materials in any maintenance work.

Typical Costs

The cost of new speed limits will vary and will depend on the number of entry points into the limit.

Typical starting costs for the provision of a new speed limit are:

- Traffic Regulation Order from £2,385 (required for virtually all changes to the speed limit)
- Speed limit entry signing (2x pairs of non-illuminated signs on new posts) from £540 each which will be needed for each entry point into the zone.
- Painted carriageway roundels can be added from £85 each
- Speed limit repeater signs (not permitted for 30mph limits with street lighting) from £235 each

The overall cost can increase significantly if some of the above additional costs are incurred.

Timescale

Timescales for this type of work are typically around 20 weeks due to the consultation requirements.

For costs of traffic surveys please refer to the relevant information sheet.

Gateway Treatments

4

In some locations, there is a desire to draw drivers' attention to the fact that they are entering a lower speed limit or a village environment.

A variety of measures can be installed which will increase the prominence of the speed limit change or entry to the village. These can include a speed limit roundel on the carriageway, village nameplates and white 'gates' in the verges.

A mix and match approach can be used to select elements appropriate for the location.



Site Requirements

- These gateway treatments will need to be put in where there is an existing speed limit change or at a suitable point at the entry to a village. Please note that village gateways should be sited as close as possible to the start of the main centre of a village in order to achieve the maximum effect.
- For the coloured carriageway patch, the road surface needs to be in good condition without ruts, crack or potholes. The material needs to be laid in reasonably warm, dry conditions and so will only be laid from mid-spring through to mid-autumn.
- The white 'gates' will require at least 1.5m of clear verge in which to install them as the smallest gate is about 1m wide and they need to be set back at least 0.5m from the edge of the carriageway for clearance.

Potential Additional Costs

- The carriageway may need to be resurfaced to provide a sound, even surface for the carriageway patch.
- Vegetation may need to be cleared to provide sufficient improved visibility of the gateway.
- Existing speed limit signs may need to be changed or relocated to suit the new

layout.

- Depending on site conditions, a Temporary Traffic Regulation Order (TTRO) to close the road along with associated diversion signs or temporary traffic lights may be needed in order to install the gateway safely.
- Lane rental fees - a charge levied on works carried out on traffic sensitive roads which restrict traffic flows during peak hours. This is usually during the morning and evening peak hours or 7am to 7pm depending on the traffic conditions and can range from £300 to £2,000 per day.
- Utility services in the verges may need to be relocated in order to install gates or enhanced signing. (This can be very expensive, especially if there are fibre optic cables) .
- Restricted working hours charges.

Future Maintenance

KCC will only maintain the regulatory/safety elements of this installation. The scheme promoter will need to secure funding for maintenance of the other elements when required.

Typical Costs

The starting costs for the gateway element installation are:

- Village nameplate from £330 each including posts although the cost will vary depending on the length of the village name, additional information included and speed of approaching traffic which determines the sign size.
- Speed limit carriageway roundel from £85 each.
- White gates from £900 each.

The overall cost can increase significantly if some of the above additional costs are incurred.

Timescale

Timescales for this type of work are typically around 12 weeks.



In some locations, excessive numbers of large vehicles using a road can be very disruptive to local people. Where these large vehicles are using a road as a through route (rather than those going to local farms, businesses etc.) and there is a more appropriate route, a weight limit could be considered.

A traffic survey would usually be needed to assess the extent of the problem and would act as a guide for the best course of action.

Environmental weight limits are usually set at 7.5 tonnes which allows smaller twin axle lorries, horseboxes etc. to use the roads but excludes anything larger.

Please note that for environmental weight limits we will always include an exemption for vehicles gaining access to properties within the restricted area.

Any restriction should be largely self-enforcing and its reason should be obvious to drivers and not cause them significant inconvenience or cost. Only Kent Police have the power to enforce such restrictions but may not be willing for its officers to spend significant time on this.

Site Requirements

- The entry point to the restriction must be sited at a point where oversized vehicles can turn away or advance warning must be provided.
- There must be suitable locations to install the signs on the entry points to the restriction (i.e. sufficient highway land, good visibility of the signs, clear of obscuring vegetation etc).
- A traffic survey will be needed to provide evidence of existing traffic for use in the assessment.
- There must be a suitable alternative route for vehicles to use to avoid the restriction
- A Traffic Regulation Order (TRO) will need to be advertised. Objections to the proposal may result in KCC deciding not to proceed with the new restriction. Costs up to this point will need to be paid by the applicant.

Potential Additional Costs

- In certain circumstances the signs may need to be lit requiring lighting units and new power supplies.
- Vegetation may need to be cleared to provide sufficient advance visibility of the signs.
- Depending on site conditions, a Temporary Traffic Regulation Order (TTRO) to close the road along with associated diversion signs or temporary traffic lights may be needed in order to install the signs safely.
- Lane rental fees - a charge levied on works carried out on traffic sensitive roads which restrict traffic flows during peak hours. This is usually during the morning and evening peak hours or 7am to 7pm depending on the traffic conditions and can range from £300 to £2,000 per day.
- Additional signs will be needed if there are any side roads not included in the TRO.
- Advance warning signs may be required.
- Restricted working hours charges.

Future Maintenance

Once the works have been completed satisfactorily, KCC will take over responsibility for the on-going maintenance of this installation however if enhanced or non-standard materials are used, KCC reserves the right to use our standard materials in any maintenance work.

Typical Costs

The cost of new width or weight limits will vary and will depend on the number of entry points into the restriction.

Typical starting costs for the provision of a new width or weight limit are:

- Traffic Regulation Order from £2,385
- Restriction entry signing (2x pairs of non-illuminated signs on new posts) from £500 each for width restrictions and £645 for weight limits which will be needed for each entry point into the zone.

The cost can increase significantly if some of the above additional costs are incurred.

Timescale

Timescales for this type of work are typically around 20 weeks due to the consultation requirements for the TRO.

For costs of traffic surveys please refer to the relevant information sheet.



Where pedestrians are having difficulty crossing a road, a new zebra crossing may be a suitable solution to deal with this issue. They consist of dropped kerbs, tactile paving, belisha beacons on posts and sometimes high friction surfacing on the approaches to help vehicles stop quickly.

These are only suitable where traffic speeds are reasonably low and pedestrian flows are medium to high

throughout the day (a signal controlled crossing is usually preferable for high or very high pedestrian flows to reduce delays to traffic by grouping pedestrians and where traffic speeds are higher).

Site Requirements

- Existing 20/30mph speed limit. The measured 85thile speed (the speed at, or below 85% of traffic travels) MUST be below 35mph for a zebra crossing to be safe.
- Street lighting must be in place to illuminate the crossing at night. If missing or insufficient it will need to be provided or upgraded.
- Footways on both sides of the road, usually at least 1.8m wide.
- Nearby power supply for the belisha beacons.
- Good visibility for drivers and pedestrians (ie not on or near a bend, obscured by trees etc).
- Away from junctions (absolute minimum 5m from side roads and well away from signal junctions) and clear of private driveways.
- Pedestrian and traffic speed surveys may be required to justify the need for the crossing and to assess the safety and operation of this type of crossing.

Potential Additional Costs

- Resurfacing of the carriageway if the existing is unsuitable.
- Additional street lighting.
- Enhanced belisha beacons.
- Widened or extended footways.

- Pedestrian guardrail.
- Additional electrical costs if there is no nearby suitable supply.
- Kerb build-out to narrow the road at the crossing point.
- Drainage alterations.
- Enhanced construction materials.
- Traffic Regulation Orders (TRO) for changes to the speed limit, waiting restrictions etc.
- Depending on site conditions, a Temporary Traffic Regulation Order (TTRO) to close the road along with associated diversion signs or temporary traffic lights may be needed in order to install the crossing safely.
- Utility alterations/diversions.
- Lane rental fees - a charge levied on works carried out on traffic sensitive roads which restrict traffic flows during peak hours. This is usually during the morning and evening peak hours or 7am to 7pm depending on the traffic conditions and can range from £300 to £2,000 per day.
- Pedestrian count and traffic speed survey (Circa £635 - £750 for each location).
- Restricted working hours charges.
- Road safety audits giving independent safety advice on planned changes.

Future Maintenance

Once the works have been completed satisfactorily, KCC will take over responsibility for the on-going maintenance of the crossing however if enhanced or non-standard materials are used, KCC reserves the right to use our standard materials in any maintenance work.

Typical Costs

The cost for a basic zebra crossing typically starts from about £17,000 and can increase significantly if some of the above additional costs are incurred.

Timescale

Timescales for this type of work are typically around 12 weeks.

For costs of traffic surveys please refer to the relevant information sheet.

Puffin crossings have replaced pelican crossings and are much more responsive to pedestrians' needs. They consist of dropped kerbs, tactile paving for people with vision impairments, traffic signals to control traffic flow and sometimes high friction surfacing on the approaches.

Puffin crossings are used to help pedestrians cross the road where traffic speeds are higher and a zebra crossing would not be safe. In addition, they are used at sites with high pedestrian flows to reduce delays to traffic by grouping pedestrians.



Site Requirements

- Street lighting
- Footways on both sides of the road, usually at least 1.8m wide.
- Nearby power supply for the traffic signals.
- Good visibility for drivers and pedestrians (i.e. not on or near a bend, obscured by trees etc.).
- Away from junctions (absolute minimum 20m from side roads and well away from signal junctions) and clear of private driveways.
- On dual carriageway roads, the central reservation needs to be wide enough to accommodate waiting area for pedestrians and effectively two crossings will be provided, one for each carriageway to minimise delays to vehicular traffic.
- A pedestrian count and traffic speed survey will be required to justify the need for the crossing and to assess the safety and operation of this type of crossing.

Potential Additional Costs

- Resurfacing of the carriageway if the existing is unsuitable.
- Additional street lighting.
- Widened or extended footways.
- Pedestrian guardrail.
- Additional electrical costs if there is no nearby suitable supply.

- Kerb build-out to narrow the road at the crossing point.
- Drainage alterations.
- Enhanced construction materials.
- Traffic Regulation Orders (TRO) for changes to the waiting restrictions etc.
- Depending on site conditions, a Temporary Traffic Regulation Order (TTRO) to close the road along with associated diversion signs or temporary traffic lights may be needed in order to install the crossing safely.
- Utility alterations/diversions.
- Lane rental fees - a charge levied on works carried out on traffic sensitive roads which restrict traffic flows during peak hours. This is usually during the morning and evening peak hours or 7am to 7pm depending on the traffic conditions and can range from £300 to £2,000 per day.
- Vegetation/tree clearance to ensure visibility of the signals.
- Alternative vehicle detection equipment if microwave detectors are not suitable for the site.
- Restricted working hours charges.
- Road safety audits giving independent safety advice on planned changes.

Future Maintenance

Once the works have been completed satisfactorily, KCC will take over responsibility for the on-going maintenance of the crossing however if enhanced or non-standard materials are used, KCC reserves the right to use our standard materials in any maintenance work.

Typical Costs

The works cost for a basic puffin crossing typically starts from about £38,200 and can increase significantly if some of the above additional costs are incurred.

Timescale

Timescales for this type of work are typically around 30 weeks due to the consultation requirements and lead-in time for the signal equipment.

For costs of traffic surveys please refer to the relevant information sheet.



Toucan crossings are similar to puffin or pelican crossings but they are also designed to be used by cyclists. They consist of dropped kerbs, tactile paving, traffic signals to control flow and sometimes high friction surfacing on the approaches.

A Toucan crossing is only to be used if there is an existing or planned cycle route on both sides of the road that needed to be linked.

Site Requirements

- Street lighting.
- Footways and cycleways on both sides of the road.
- Nearby power supply for the traffic signals.
- Good visibility for drivers and pedestrians (ie not on or near a bend, obscured by trees etc.).
- Away from junctions (absolute minimum 20m from side roads and well away from signal junctions) and clear of private driveways.
- On dual carriageway roads, the central reservation needs to be wide enough to accommodate waiting area for pedestrians/cycles and effectively two crossings will be provided, one for each carriageway to minimise delays to vehicular traffic.
- A pedestrian count and traffic speed survey will be required to justify the need for the crossing and to assess the safety and operation of this type of crossing. In addition, a cycle count will be needed unless this is part of a new cycle route.

Potential Additional Costs

- Resurfacing of the carriageway if the existing is unsuitable.
- Additional street lighting.
- Widened or extended footways.
- Pedestrian guardrail.
- Additional electrical costs if there is no nearby suitable supply.
- Kerb build-out to narrow the road at the crossing point.
- Drainage alterations.

- Enhanced construction materials
- Traffic Regulation Orders (TRO) for changes to the speed limit, waiting restrictions etc.
- Depending on site conditions, a Temporary Traffic Regulation Order (TTRO) to close the road along with associated diversion signs or temporary traffic lights may be needed in order to install the crossing safely.
- Utility alterations/diversions.
- Lane rental fees - a charge levied on works carried out on traffic sensitive roads which restrict traffic flows during peak hours. This is usually during the morning and evening peak hours or 7am to 7pm depending on the traffic conditions and can range from £300 to £2,000 per day.
- Vegetation/tree clearance to ensure visibility of the signals.
- Alternative vehicle detection equipment if microwave detectors are not suitable for the site.
- Restricted working hours charges.
- Road safety audits giving independent safety advice on planned changes

Future Maintenance

Once the works have been completed satisfactorily, KCC will take over responsibility for the on-going maintenance of the crossing however if enhanced or non-standard materials are used, KCC reserves the right to use our standard materials in any maintenance work.

Typical Costs

The works cost for a basic toucan crossing typically starts from about £41,200 and can increase significantly if some of the above additional costs are incurred.

Timescale

Timescales for this type of work are typically around 30 weeks due to the consultation requirements and lead-in time for the signal equipment.

For costs of traffic surveys please refer to the relevant information sheet.



Where pedestrians are having difficulties crossing the road, an alternative to a formal pedestrian crossing is a refuge island. This allows pedestrians to cross the road in two halves and is particularly useful on busier roads where getting a gap in traffic in both directions at the same time is difficult and where a zebra or puffin crossing is not warranted.

Site Requirements

- There must be sufficient carriageway width within which to construct the island. A minimum of an 8.8m wide road is needed to avoid the need to widen the road.
- There needs to be sufficient visibility of the crossing and pedestrians for approaching traffic.
- The crossing should ideally be sited where it is not hidden in a dip in the road or just over the crest of a hill as drivers will not be able to see it or any pedestrians using it.
- There needs to be a suitable footway on either side of the road for pedestrians to use. If the kerbs are not dropped and tactile paving (to assist blind or partially sighted pedestrians) in place, this will need to be included in the project work.
- The island should be on, or close to the 'desire line' for pedestrians wishing to cross the road.
- The island must be sited so that it doesn't obstruct the turn in and out of junctions or private accesses.

Potential Additional Costs

- Widening of the carriageway to provide sufficient space to install the island.
- Drainage provision or alterations.
- Enhanced construction materials.
- Relocation of street furniture (bollards, signs, streetlights etc.).
- Alterations or additions to the street lighting to ensure the crossing and users are visible in the dark.
- Illuminated bollards or a high level beacon.
- Depending on site conditions, a Temporary Traffic Regulation Order (TTRO) to close the road along with associated diversion signs or temporary traffic lights may be needed in order to install the island safely.
- Utility alterations/diversions.

- Lane rental fees - a charge levied on works carried out on traffic sensitive roads which restrict traffic flows during peak hours. This is usually during the morning and evening peak hours or 7am to 7pm depending on the traffic conditions and can range from £300 to £2,000 per day.
- Alterations to the parking restrictions may be required to ensure the crossing point is kept clear.
- Restricted working hours charges.
- Road safety audits giving independent safety advice on planned changes

Future Maintenance

Once the works have been completed satisfactorily, KCC will take over responsibility for the on-going maintenance of this installation however if enhanced or non-standard materials are used, KCC reserves the right to use our standard materials in any maintenance work.

Typical Costs

The cost for a pedestrian refuge island with new dropped kerbs on either side of the road starts from about £7,500 and can increase significantly if some of the above additional costs are incurred.

Timescale

Timescales for this type of work are typically around 20 weeks due to the consultation requirements.





Where pedestrians currently have to walk in the verge or carriageway, there may be a wish to provide a footway for them to use. Consideration needs to be given to the number of pedestrians walking along a road against the practicalities and cost of providing a footway.

New footways typically consist of a new kerb (if not already present) with a 1.8m wide blacktop pavement behind. The footway width may be reduced to

1.2m minimum at pinch points if necessary or widened if there is expected to be a high pedestrian flow or other special access requirements. If the verge is particularly wide, it may be preferable to leave a grass strip between the footway and carriageway.

Site Requirements

- There must be sufficient highway land on which to construct the footway (at least 1.8m wide).
- The land on which the footway is to be constructed should be reasonably level as an embankment or cutting may require retaining structures to be built at additional cost.
- Existing trees that need to be removed must not have a Tree Preservation Order.
- Obstructions such as signs or lamp columns that need to be relocated must have a suitable location for them to be moved to.
- A new footway would usually connect in to the existing network at either end or lead to a particular destination such as shops, a school etc.
- Dropped kerbs with tactile paving will need to be provided as a minimum at all road crossing points.

Potential Additional Costs

- If the verge is not level, a retaining structure may be needed.
- Drainage provision or alterations.
- Enhanced construction materials.
- Relocation of street furniture (bollards, signs, streetlights etc.).
- Additional construction costs at private vehicle accesses.
- Drop kerbs/tactile paving at crossing points.

- Vegetation/tree clearance.
- Depending on site conditions, a Temporary Traffic Regulation Order (TTRO) to close the road along with associated diversion signs or temporary traffic lights may be needed in order to install the footway safely.
- Temporary TRO and additional signing for a road closure for the works.
- Utility alterations/diversions.
- Lane rental fees - a charge levied on works carried out on traffic sensitive roads which restrict traffic flows during peak hours. This is usually during the morning and evening peak hours or 7am to 7pm depending on the traffic conditions and can range from £300 to £2,000 per day.
- Land acquisition costs if insufficient highway land is available.
- Accommodation works such as new fences or planting.
- Ecology/environmental surveys and resulting additional works.
- Restricted working hours due to traffic sensitive streets, local schools etc. will add to time and cost.
- Restricted working hours charges.
- Road safety audits giving independent safety advice on planned changes.

Future Maintenance

Once the works have been completed satisfactorily, KCC will take over responsibility for the on-going maintenance of this installation however if enhanced or non-standard materials are used, KCC reserves the right to use our standard materials in any maintenance work.

Typical Costs

The cost for a basic blacktop footway with kerbing typically starts from about £95 per linear metre based on a length of 100m length of footway This could increase significantly if some of the above additional costs are incurred or lengths short lengths of footway are required.

Timescale

Timescales for this type of work are typically around 12 weeks.



Off-carriageway cycleways encourage people to cycle rather than use their cars and can reduce traffic, improve air quality and give health benefits. A new cycleway would usually connect in to the existing network at either end or lead to a particular destination such as shops, a school etc.

Cycleways can either run alongside the carriageway or can be away from the road crossing fields, parks etc. Unless there is

a suitable alternative nearby, cycleways are usually shared with pedestrians. KCC will usually only consider new cycleways on land that forms part of the Public Highway or is in the ownership of KCC/the applicant.

Cycleways are usually constructed with a tarmac surface as this is the best surface for cyclists to ride on and is also a good surface for pedestrians, particularly those with mobility issues.

Site Requirements

- There must be sufficient highway land on which to construct the cycleway otherwise land will need to be obtained.
- The land on which the cycleway is to be constructed should ideally be reasonably level as an embankment or cutting may require retaining structures to be built which can be very costly.
- Cycleways should ideally be constructed on flat or gently sloping ground as steep gradients will discourage cyclists.
- Existing trees that need to be removed must not have a Tree Preservation Order.
- Obstructions such as signs or lamp columns that need to be relocated must have a suitable location for them to be moved to.

Potential Additional Costs

- If the verge is not level, a retaining structure may be needed.
- Drainage provision or alterations.
- Enhanced construction materials.
- Relocation of street furniture (bollards, signs, streetlights etc.).
- Additional construction costs at private vehicle accesses.
- Road crossing treatments.
- Vegetation/tree clearance.

- Depending on site conditions, a Temporary Traffic Regulation Order (TTRO) to close the road along with associated diversion signs or temporary traffic lights may be needed in order to install the cycleway safely.
- Utility alterations/diversions.
- Lane rental fees - a charge levied on works carried out on traffic sensitive roads which restrict traffic flows during peak hours. This is usually during the morning and evening peak hours or 7am to 7pm depending on the traffic conditions and can range from £300 to £2,000 per day.
- Land acquisition costs if insufficient highway land is available.
- Accommodation works such as new fences or planting.
- Ecology/environmental surveys.
- Restricted working hours charges.
- Road safety audits giving independent safety advice on planned changes

Future Maintenance

Once the works have been completed satisfactorily, KCC will take over responsibility for the on-going maintenance of this installation if it is on KCC/Highway land. If enhanced or non-standard materials are used, KCC reserves the right to use our standard materials in any maintenance work.

Typical Costs

The cost for a basic blacktop cycleway with kerbing typically starts from about £125 per linear metre based on a length of 100m being constructed. This can increase significantly if some of the above additional costs are incurred or if short lengths of cycle path are requested. Any required signs or road markings will be in addition to this cost.

Timescale

Timescales for this type of work are typically around 12 weeks.



There is a large range of different traffic signs that may be used on the highway. KCC will provide warning signs when there is an identified safety issue however other signs can be installed where there is a perceived issue. Other signs such as HGV or other information signs can also be provided.

Scheme promoters should consider the potential visual intrusion of new signage, particularly as many parts of the County fall within the Kent Downs AONB or conservation areas. In addition, too many signs can lead to "sign blindness" where drivers start to ignore signs because there are too many of them and they lose their impact.



Site Requirements

- There must be suitable locations to install the signs (i.e. sufficient highway land, good visibility of the signs, clear of obscuring vegetation etc).
- The size and siting of warning signs should comply with Chapter 4 of the Traffic Signs Manual, which also sets out which signs must be mounted alone rather than with other signs.
- The proposed sign must be an authorised highway sign as defined in the Traffic Signs Regulations and General Directions 2016.
- Consideration should be given to minimising sign clutter and the visual intrusion of any new installation.
- Grey backing boards are not usually used and yellow backing boards are only used at crash cluster sites.

Potential Additional Costs

- In certain circumstances the signs may need to be lit requiring lighting units and new power supplies.
- Vegetation may need to be cleared to provide sufficient advance visibility of the signs.
- Depending on site conditions, a Temporary Traffic Regulation Order (TTRO) to close the road along with associated diversion signs or temporary traffic lights may be needed in order to install the signs safely.
- Lane rental fees - a charge levied on works carried out on traffic sensitive roads which restrict traffic flows during peak hours. This is usually during the morning

and evening peak hours or 7am to 7pm depending on the traffic conditions and can range from £300 to £2,000 per day.

- The size of traffic signs depends on the information being displayed and speed of traffic. As the size increases, so does the cost of the sign and supporting post.
- On roads where traffic speeds are over 40mph, the sign assembly needs to be “passively safe” which means that special deformable posts may be needed to minimise the risk of injury in the event of a vehicle crashing into a sign. These special posts can significantly increase the cost of providing a sign.
- Restricted working hours charges.

Future Maintenance

KCC will only maintain the regulatory/safety elements of this installation. The scheme promoter will need to secure funding for maintenance of the other elements when required.

Typical Costs

The cost for a basic warning sign and post typically starts from about £216 and can increase significantly if some of the above additional costs are incurred.

Timescale

Timescales for this type of work are typically around 8 weeks.



Direction signs can be provided to guide pedestrians, cyclists or motor traffic to their destination. They are becoming less important to a large group of the travelling public who use satellite navigation to guide them however they are still invaluable to people without access to these systems.



Scheme promoters should consider the potential visual intrusion of new signage, particularly as many parts of the County fall within the Kent Downs AONB or conservation areas.

Please note that there is a separate process for brown tourism/leisure direction signs.

Site Requirements

- There must be suitable locations to install the signs (i.e. sufficient highway land, good visibility of the signs, clear of obscuring vegetation etc).
- The size of direction signs should comply with Chapter 2 of the Traffic Signs Manual, the national design standard.
- The proposed sign must be an authorised highway sign as defined in the Traffic Signs Regulations and General Directions 2016.
- Consideration should be given to minimising sign clutter and the visual intrusion of any new installation.
- There must be continuity in signing to a destination i.e. at each junction (except minor side roads) there should be signing between the first direction sign and the destination.
- Generally, non-strategic destinations should only be signed from the point where you leave the nearest A or B class road.

Potential Additional Costs

- Vegetation may need to be cleared to provide sufficient advance visibility of the signs.
- Depending on site conditions, a Temporary Traffic Regulation Order (TTRO) to close the road along with associated diversion signs or temporary traffic lights may be needed in order to install the signs safely.
- Lane rental fees - a charge levied on works carried out on traffic sensitive roads which restrict traffic flows during peak hours. This is usually during the morning

and evening peak hours or 7am to 7pm depending on the traffic conditions and can range from £300 to £2,000 per day.

- The size of traffic signs depends on the information being displayed and speed of traffic. As the size increases, so does the cost of the sign and supporting post(s) .
- On roads where traffic speeds are over 40mph, the sign assembly needs to be “passively safe” which means that special deformable posts may be needed to minimise the risk of injury in the event of a vehicle crashing into a sign. These special posts can significantly increase the cost of providing a sign.
- Additional signs may be needed for route continuity.
- Decorative fingerpost signs can be very expensive when compared to standard highway signs.
- Restricted working hours charges.

Future Maintenance

Once the works have been completed satisfactorily, KCC may take over responsibility for the on-going maintenance of this installation and will consider each application on a case by case basis. If KCC will not maintain the signs if damaged/worn then the scheme promoter will need to secure funding for maintenance when required.

Typical Costs

The cost for a basic direction sign and post typically starts from about £195 and can increase significantly if some of the above additional costs are incurred.

Timescale

Timescales for this type of work are typically around 8 weeks.



A kerb build-out can be provided for a number of reasons. These include:

- narrowing the road as a traffic calming feature
- to bring a pedestrian crossing point out between parked cars to improve visibility and pedestrian safety
- to bring a bus stop out beyond parked cars reducing the loss of parking needed to get the bus into the kerb to pick up passengers
- when placed either side of a junction the give way line can be brought forward to improve visibility for emerging vehicles.



Site Requirements

- The site requirements will vary depending on the type of build-out, size and location, but generally the build-out should be positioned so that it is not a hazard to traffic while still performing the required function. It is important to consider whether the build-out will be a hazard if there are no parked cars present.
- A build-out must not reduce the available carriageway width to an extent that large vehicles permitted to use the road are obstructed. Consideration should be given to large agricultural vehicles, for example, that may need to use roads occasionally in rural areas.
- Build-outs will usually be in areas with street lighting so that they do not become a hazard in the dark.
- Where build-outs are used to pinch the carriageway to a single lane, there must be sufficient forward visibility for drivers to see opposing traffic approaching.
-

Potential Additional Costs

- Advance warning signing or priority signing.
- Build-outs used as a pedestrian crossing point will need a corresponding dropped kerb and tactile paving on the other side of the road.
- Depending on site conditions, a Temporary Traffic Regulation Order (TTRO) to close the road along with associated diversion signs or temporary traffic lights may be needed in order to install the build-out safely.
- While unlikely in this case, utility services may need to be altered or relocated. (This can be very expensive, especially if there are fibre optic cables).

- Amendments to the existing Traffic Regulation Orders (parking etc) and associated signing and lining may be needed to accommodate the changes.
- Drainage alterations – these are likely to occur as build-outs tend to trap water that would previously flow in front of the kerbs to the nearest gully.
- Enhanced construction materials.
- Provision or enhancement of street lighting.
- Lane rental fees - a charge levied on works carried out on traffic sensitive roads which restrict traffic flows during peak hours. This is usually during the morning and evening peak hours or 7am to 7pm depending on the traffic conditions and can range from £300 to £2,000 per day.
- Restricted working hours charges.
- Road safety audits giving independent safety advice on planned changes.

Future Maintenance

Once the works have been completed satisfactorily, KCC will take over responsibility for the on-going maintenance of this installation however if enhanced or non-standard materials are used, KCC reserves the right to use our standard materials in any maintenance work.

Typical Costs

The cost for a basic build-out typically starts from about £1,775 and can increase significantly if some of the above additional costs are incurred.

Timescale

Timescales for this type of work are typically around 20 weeks due to the consultation requirements.





Many pedestrians have difficulty crossing streets where there are full height kerbs. This can include people with mobility issues, particularly those with walkers, wheelchairs or mobility scooters. They can also present issues to able bodied pedestrians notably parents with prams or pushchairs.

Providing dropped kerbs will help these pedestrians move around more freely.

Adding tactile paving will also help people with vision impairments to find the

crossing points and guide them across the road.

Dropped kerbs can also be installed individually to assist people to gain access to a parking area or similar.

Site Requirements

- Footways on both sides of the road if the dropped kerb is used for a crossing point.
- Located at a safe point with good visibility for drivers and pedestrians.
- On, or close to the 'desire line' for pedestrians wishing to cross the road.
- Located where they will not be obstructed by parked vehicles.

Potential Additional Costs

- Additional or extended footway links to connect the crossing point into the nearby footways.
- Additional cost for wider footways, verge crossings or for radius kerbs.
- Pedestrian guardrail to channel pedestrians to the crossing point.
- Kerb build-out to narrow the road at the crossing point (see kerb build out information sheet for more information).
- Drainage alterations (drainage gully gratings in particular can be an issue for wheelchair and buggy wheels etc. and can also trap heels and so should be relocated or the crossing point moved away from them).
- Road marking renewal or alterations.
- Enhanced construction materials.
- Traffic Regulation Orders (TRO) for changes to the waiting restrictions etc.
- Depending on site conditions, a Temporary Traffic Regulation Order (TTRO) to

close the road along with associated diversion signs or temporary traffic lights may be needed in order to install the dropped kerbs safely.

- Utility alterations/diversions.
- Lane rental fees - a charge levied on works carried out on traffic sensitive roads which restrict traffic flows during peak hours. This is usually during the morning and evening peak hours or 7am to 7pm depending on the traffic conditions and can range from £300 to £2,000 per day.
- Restricted working hours charges.

Future Maintenance

Once the works have been completed satisfactorily, KCC will take over responsibility for the on-going maintenance of the crossing however if enhanced or non-standard materials are used, KCC reserves the right to use our standard materials in any maintenance work.

Typical Costs

The works cost for a basic pair of dropped kerbs typically starts from about £930 and can increase significantly if some of the above additional costs are incurred.

Timescale

Timescales for this type of work are typically around 8 weeks.



Traffic Surveys are carried out to provide evidence of an issue on the highway and also to provide data for designers to use when developing new works on the highway.

Traffic counts fall into two main categories, automatic or manual. Automatic counts involve equipment placed in or alongside the highway. The most common of these is the ATC tube survey which consists of a pair of tubes laid across the carriageway which are



connected to a data logger that allows reports such as traffic volume, speed and vehicle classification to be generated. This type of count would generally be carried over a week-long period.

Manual counts are carried out by people on the ground (enumerators), by video recording or Automatic Number Plate Recognition (ANPR) cameras and are typically carried out over a 12 hour period from 7am and 7pm. They are used for junction turning counts, origin and destination (OD) surveys, pedestrian and cycle surveys, parking and queue length surveys.

OD Surveys can also be carried out by a roadside survey however this requires the police to be involved to stop the vehicles.

Site Requirements

ATC tube surveys ideally need:

- to be situated on straight stretches of road, away from junctions, bends, on street parking or other factors that might affect data collection.
- A secure fixing point will also be required at the survey site in order to attach the counter, i.e. a lamp column or sign post is ideal.

Manual surveys have no particular site requirements other than a suitable location for the enumerators or video equipment to observe from with an unobstructed view.

Potential Additional Costs

- Longer than standard survey durations.
- Prices for ATC surveys are for single locations. Additional ATC counts that are carried out at the same time and general area as the first will incur an additional charge but this will be less than for the single count.
- Counts on higher speed roads will require additional traffic management which will incur extra costs.
- Manual surveys that are more complex and require additional people or video equipment.

Future Maintenance

N/A

Typical Costs

The cost for a single ATC tube survey is around £300 for a week of data collection. A simple manual count (12 hours) such as a pedestrian count for a new crossing is from £600.

Timescale

Traffic surveys can usually be completed in around 6 weeks but this may be extended at busy times.





Parked vehicles near an entrance to a school can be a hazard for the children, obscuring their view of traffic and vice-versa.

A School Keep Clear marking prohibits stopping or parking in the vicinity of the pedestrian entrance(s) to the school to deal with this issue. They can also help to keep an area clear of parking for a crossing patrol to operate safely.

The marking can also be used for combined vehicle/pedestrian access but would not usually be marked for solely vehicular accesses.

The markings only apply Monday to Friday during term times and can either operate for periods at the start and end of the school day or can be continuous between these two time periods depending on the particular local requirements.

Site Requirements

- The markings can be provided to protect entrances normally used by pedestrians and can be between 25.56m and 43.56m long in steps of 6m.
- If the school has more than one pedestrian entrance then multiple markings can be provided but their overuse can reduce their effectiveness if drivers cannot find anywhere else to stop.
- There must be somewhere suitable to site the time plates and posts that accompany the markings.
- Currently, a Traffic Regulation Order (TRO) is required for the marking to be enforceable by the local Parking Attendants (*this is currently under review by the government and is likely to be removed in the future*). Objections to the proposal may result in KCC deciding not to proceed with the new restriction. Costs up to this point will need to be paid by the applicant.

Potential Additional Costs

- Any existing controlled parking bays will need to be removed and the relevant TRO amended to reflect the change.
- Vegetation may need to be cleared to provide sufficient visibility of the signs.
- Depending on site conditions, a Temporary Traffic Regulation Order (TTRO) to close the road along with associated diversion signs or temporary traffic lights may be needed in order to install the works safely.
- Lane rental fees - a charge levied on works carried out on traffic sensitive roads

which restrict traffic flows during peak hours. This is usually during the morning and evening peak hours or 7am to 7pm depending on the traffic conditions and can range from £300 to £2,000 per day.

- If more than one marking is required there will be extra costs for the markings and signs.
- Restricted working hours charges.

Future Maintenance

Once the works have been completed satisfactorily, the local District/Borough/City Council will take over responsibility for the on-going maintenance of this installation and it is therefore important to consult with the local council at an early stage to ensure they support the proposals.

If the school changes its access arrangements it is expected that they will fund any changes to the Keep Clear markings.

Typical Costs

The cost for the Traffic Regulation Order starts from £2,385 and the installation of a basic School Keep Clear typically starts from about £635 and can increase significantly if some of the above additional costs are incurred.

Timescale

Timescales for this type of work are typically around 20 weeks due to the consultation requirements.

Vehicle Activated Signs

VAS

There are currently over 350 fixed electronic interactive warning signs installed at fixed sites throughout the county to improve road safety. These are most commonly used to remind drivers of the prescribed speed and activate when a threshold is exceeded; set according to Police guidelines at 10% plus 2mph above the limit.

The signs are non-mandatory and non-statutory; therefore cannot be legally enforced but must be supported by other adjacent legal signage. Every location should have an ongoing crash or speed related problem which has not been addressed by the use of other engineering measures, such as gateways, build outs or white lining improvements. Survey data will be required to evidence the issue, although whilst the signs are effective their benefits are short-lived and decline over time.



A variety of sizes and prescribed legends can be used, such as; 30mph bend/junction warning, road narrows or school; each with an optional SLOW DOWN message. However, the use of smiley faces and "Thank You" is not permitted under the national sign regulations.

Installation and maintenance

All VAS requests are managed by the Traffic & Network Solutions Team based in Aylesford, who are also responsible for ongoing inspection and maintenance. The latest signs are supplied via the traffic systems maintenance contract and come with a six year manufacturer's warranty.

A large number of existing VAS are beyond their expected life and are now obsolete, so we try to use spares salvaged from damaged/faulty signs. If it is not possible to effect a repair the whole sign needs to be replaced at a typical cost of between £6k-£8k, although each will be quoted individually following a site survey. An important consideration is to confirm whether there is still a need, as with traffic changes the equipment may no longer be effective.

The signs can be either solar or mains powered but the preferred option is to use a solar panel which affords more flexibility in locating the sign for remote situations. For all mains powered VAS requests, a separate quote will be sought from UK Power Networks following the site survey which may add a significant cost.

However, due to adjacent vegetation or structures these are not always viable and a dedicated mains power supply will be required, which can be a significant additional cost. All proposed locations will be checked for underground services and other safety considerations but not all suggested sites will be suitable. Delivery time will be 10-12 weeks from the order being placed.

Some post locations may require traffic management to enable their installation, although this should be avoided for ongoing maintenance. Basic traffic management using cones/barriers is included in the price but any extra safety measures will require a further site visit and add to the scheme cost, e.g. temporary traffic signals.

Finance

There is no funding allocation for the routine replacement of every faulty sign, as these are not safety critical assets. Some County Councillors have used their Combined Member Grant to fund this equipment, optionally with a contribution from the Parish Council. Below are sample prices for a single VAS but do not include a mains power supply. These have been rounded for commercial confidentiality – please do not use them as actual figures:



Speed repeater sign, 300mm

Wide base pole	£965	includes post, labour and installation
30mph roundel	£3,190	includes delivery and installation
Solar power kit	£1,865	includes delivery and installation
Site visit/surveys	£250	check location and services
Typical cost	£6,270	based on solar option (excl. VAT)



Speed repeater sign, 450mm + flashers

Wide base pole	£965	includes post, labour and installation
40mph roundel	£3,790	includes delivery and installation
Solar power kit	£1,865	includes delivery and installation
Site visit/surveys	£250	check location and services
Typical cost	£6,870	based on solar option (excl. VAT)



Speed repeater sign, 450mm + flashers & SLOW DOWN

Wide base pole	£965	includes post, labour and installation
30mph roundel	£4,100	includes delivery and installation
Solar power kit	£1,865	includes delivery and installation
Site visit/surveys	£250	check location and services
Typical cost	£7,180	based on solar option (excl. VAT)



Hazard warning sign, 600mm + SLOW DOWN

Wide base pole	£965	includes post, labour and installation
Hazard warning	£4,490	includes delivery and installation
Solar power kit	£1,865	includes delivery and installation
Site visit/surveys	£250	check location and services
Typical cost	£7,570	based on solar option (excl. VAT)

In addition, a new scheme has been developed by us using a portable speed indicator device (SID) which is managed locally by parish volunteers. This gives more flexibility than a fixed VAS and is a community based asset – a separate leaflet on this is available.

Parish Speed Indicator Device Scheme

SID

We often receive enquiries from Parish Councils regarding the use of Speed Indicator Devices (SID) as an alternative to the static Vehicle Activated Signs (VAS). As a result we have developed a scheme now used by many Kent Parishes.

The arrangement comprises a single SID used at multiple locations on fixed poles in existing 30mph zones, offering a cost effective and simple device for the parish to address inappropriate speed.

The movement and management of the sign will be undertaken by local residents or parish volunteers. In order to comply with traffic signs regulations, the sign must not remain in one location for more than two months and therefore requires regular relocation.

These devices must be procured via our traffic systems maintenance contract at the agreed rates; a specific quotation will be provided following a site visit. There are several other manufacturers of similar equipment, but no others approved for the Kent highway network.



Sign equipment

We supply battery powered SID signs so they are able to be moved by a single person, but this may not be practicable. Each is supplied with a spare battery and a charger to allow it to be swapped when necessary and both have the option of a data collection facility for a small additional cost. Delivery time will be 10-12 weeks from the order being placed.

There are two versions available; the Mini and Advanced type. Battery life is about four weeks for the Mini and about one week for the Advanced sign; although in either case this is traffic dependent. The Mini sign is relatively lightweight with an electronic display to show actual vehicle speed between 20-40mph, which flashes for those above the 30mph limit. The Advanced sign has a larger display and includes a 'SLOW DOWN' legend but is significantly heavier. However, either sign can easily be transferred between locations with the correct training, although the Mini SID is recommended due to lighter weight.

Poles and brackets

Permanent poles will be installed at the agreed locations following the site visit but this does leave empty poles around the parish for much of the time. Each site will be assessed on an individual basis with due regard to speed limit boundaries, other existing signs and junctions; there are no fixed criteria. Each pole requires a bracket and although one is supplied with the sign, additional ones will be needed for the extra posts. It is possible at some sites to measure traffic speeds in either direction on a single pole but this will require two brackets. It is strongly recommended that a ratio of one SID per 3-5 locations is maintained to comply with movement requirements and retain effectiveness.

Traffic management and site safety

Some post locations may require traffic management to enable their installation, although this must be avoided for relocating the SID. Basic traffic management using cones/barriers is included in the price but any extra safety measures will require a further site visit and add to the scheme cost, e.g. temporary traffic signals.

Sign relocation

A small group of local volunteers need to be identified and be responsible for the relocation and battery charging/changing. No lifting equipment will be needed as the poles will be in place; the SID can just be attached to the bracket and secured using the supplied padlocks.

Initial training will be given on the device setup, with further support if needed. The use of hi-visibility vests and PPE are essential and the Parish Council must carry out a risk assessment for the movement of the signs and consider parking/access for each location.

A Memorandum of Understanding will need to be signed by the Parish which sets out the roles and responsibilities of each party.

Maintenance

The signs have a 12 month warranty from the manufacturer but any initial problems can be discussed with the KCC Traffic & Network Solutions team. However, the supplier will deal with any technical issues directly with the Parish Council.

Any replacement batteries or new brackets should be procured via KCC to ensure compatibility. It is strongly advised that the SID is covered by Parish Council insurance, as in the event of theft or third party damage we are unable to provide a replacement.

Finance

Below are sample prices for a complete SID package, although each will be quoted for the specific requirements following a site survey. These have been rounded for commercial confidentiality – please do not use them as actual figures:



Mini SID package: 8kg sign + 2kg battery (recommended option)

Mini sign	£3,535	inc. batteries, charger and padlocks
Data collection	£330	option to include software
Galvanised pole	£780	includes post, labour and install (x3)
Mounting bracket	£85	one for each site/direction (2 extra)
Site visit/surveys	£380	includes delivery and training
Typical cost	£6,760	based on three posts (excl. VAT)



Advanced SID package: 12kg sign + 12kg battery

Advanced sign	£3,765	inc. batteries, charger and padlocks
Data collection	£330	option to include software
Galvanised pole	£780	includes post, labour and install (x3)
Mounting bracket	£85	one for each site/direction (2 extra)
Site visit/surveys	£380	includes delivery and training
Typical cost	£6,990	based on three posts (excl. VAT)

27 September 2018

Dear Edenbridge Town Council Planning and Transportation committee

Speedwatch

I was very pleased to hear that Councillor Lloyd is now to be a second co-ordinator on the Speedwatch scheme alongside our Community Warden. My offer to be a Speedwatch co-ordinator remains open with appropriate training.

The aim of the Speedwatch initiative is to increase awareness, through education, of excessive vehicle speeds on local roads, help residents make a significant contribution to local road safety and help generate valuable data for the community to inform highway measures.

Sessions this year

There have been 5 roadside sessions so far in 2019. They have all been at 8am to 9am on weekdays.

Three of the new volunteers who trained in late 2018/2019 are happy to take part in sessions around weekly throughout the year.

The addition of a further co-ordinator should help to make it possible to have more frequent sessions covering all the approved Edenbridge Speedwatch sites and at a variety of times.

Volunteers

Three new volunteers joined the scheme in 2019. I posted online about it a couple of months or so after I had done the initial online training and Councillor Damodaran trained online at that point. Councillor Lloyd trained shortly after that. Others are interested.

In addition to these three newly trained operators, there is the community warden, one other trained active regular and another person who has done it once this year. So there are 5 trained active members this year including the warden and maybe the sixth person who has done one session this year.

The warden is not a volunteer as such as Speedwatch is done as part of her paid role. The Speedwatch scheme itself does not require co-ordinators to be present at all the roadside sessions nor for the scheme to have any paid personnel in a local speedwatch group. Local Speedwatch groups have a recommended ratio of 1 co-ordinator per 10 volunteers in the group.

The more trained and active volunteers we have in the group, the more able we will be to cover all the Edenbridge approved Speedwatch sites regularly. The scheme will then have more impact in this area.

Requests

Please could Speedwatch online training be promoted in various ways by Edenbridge Town Council so that more volunteers join up. I am happy to help with this too.

Please can Speedwatch have, at least in the short term, a monthly slot on this committee agenda in order to promote interest and awareness in this valuable scheme.

Thank you for supporting this scheme.

Kind regards,





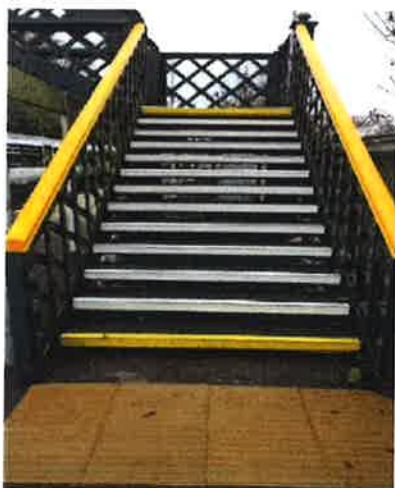
Local Passenger Benefit Scheme Cost Examples

Introduction

Please find below examples of previously delivered station improvements across GTR stations which serve as guide for stakeholders on what can be achieved with their station allocation from the Passenger Benefit Fund. Please note that the figures quoted are given as a guide and are subject to individual review, surveys and approvals from Network Rail (who own the Infrastructure). Consideration within the costings also need to be given for ongoing maintenance of the schemes delivered by the Passenger Benefit Fund.

Example Schemes

Improvement	Considerations	Estimated Value
 <p><i>Platform Seating</i></p>	<ul style="list-style-type: none"> Location to be positioned at least 2500mm from platform edge. Avoid lowering lighting and CCTV columns Does not impact passenger movements Positioned with visibility of available information systems. 	<p>£1,000 per seat including install. (Economies of scale available for bulk orders)</p>
 <p><i>Signage</i></p>	<ul style="list-style-type: none"> Directional signage and wayfinding signage to be secured to appropriate fixings and sufficient clearance of operational lines and head heights (min 2500mm). Meet required branding and British Standards Branding of local businesses / interest groups to be reviewed by the GTR Commercial Team. Changing name of stations is expensive and requires all operational notices, back-office systems, control updates 	<p>£1,000 - £30,000 (dependant on size of station and number of signs being replaced).</p> <p>Costs for post mounted signage and signage requiring possession of the tracks will need to be priced independently.</p>



Stair Tread Refurbishment

- Fixing details to existing footbridge / staircase.
- Timings of works (overnights / non-peak times)

£10,000 per staircase
£18,000 for two staircases
£25,000 for three staircases

Estimated costs – dependant on access.



Toilet (refurbishment)

- Have toilets been closed for a reason e.g. blocked/collapsed drains?
- What hours are the toilets in operation?

£20,000 - £50,000 dependant on size and level of refurbishment



Toilet (new facility / disabled)

- Provision of utility supplies (waste, water supplies).
- Available space within the station and within in GTR / NR land ownership.

£75,000 - £100,000 dependant on location and utility connections.



Ticket Vending Machines

- Ability to provide power, data and suitable foundation to site Ticket Vending Machine.
- Ability for staff to service the machine within existing cash handling protocols.

£20,000-£25,000 dependant on electrical and base connections



Customer Information Screens

- Location to be positioned at least 2500mm from platform edge.
- Avoid lowering lighting and CCTV columns
- Does not impact passenger movements
- Power and data connections to the screen

£20,000 CIS screen (single sided), post and fixings
£25,000 CIS screen (double sided), post and fixings



Waiting Shelter

- Location to be positioned at least 2500mm from platform edge.
- Avoid lowering lighting and CCTV columns
- Does not impact passenger movements
- Requirement for secured foundation/fixings
- Positioned with visibility of available information systems.

£15,000 - £50,000 (dependant on available size, foundations)



Waiting Room

- Location to be positioned at least 2500mm from platform edge.
- Avoid lowering lighting and CCTV columns
- Does not impact passenger movements
- Requirement for secured foundation/ fixings
- Power connections for automatic door/heating and ventilation systems
- Positioned with visibility of available information systems.

£80,000 - £150,000 (dependant on available size, foundations)



Cycle Parking

- Location to be positioned at least 2500mm from platform edge.
- Avoid lowering lighting and CCTV columns
- Does not impact passenger movements
- Requirement for secured foundation/fixings

£1,500 – Cycle Hoop
£5,000-£7,000 – Cycle Parking (Toast Rack)
£25,000 – Covered two-tier cycle parking facility – 10x spaces
£50,000-£200,000 – Cycle Hub (size dependant)



Uckfield & East Grinstead Lines Steering Group

Meeting will be held at Buxted Reading Rooms

7 May 2019 From 10:30 – 12:30

AGENDA

Welcome from the Chairman

Introductions

Minutes of the last meeting

Matters Arising Not Covered on the Agenda

Chairman's Update

Apologies for absence

Update by Officer

Partners Update – Issues and information

Any Other Business

Date & Location of next meeting 3 September, Buxted Reading Rooms

Present: Tim Barkley SCRP, Barry Marlowe Wealden Bus Alliance, John Fowden Railfuture, John Carvey Chairman Uckfield Neighbourhood Planning Committee, Michael Sydney Surrey CPRE, Jackie Downing URLPC, Daniel Wright ACORP, John Phillips SCRP, Bob Howes EDRTA, John Coleman Bluebell, Robert Sue NR, Lewis Jackson Metro Bus, Tess Sweet-Escott ESCC, Sharon Gray SCRP

Apologies: Paul Guntrip, Mark Robson

Minutes of last meeting: There was a question regarding the 18:36 train.

Matters arising. The steering group hoped that the tour to London Bridge station could be rearranged. Action Sharon. This has since been arranged for 21/6/19

Chairman's Update: Line steering group membership suggestions are sought for new members/groups. The Line Steering Groups terms of reference were shared with steering group. SCRP has applied for DfT accreditation and ACORP have confirmed they have recommended to DfT that the SCRP should be accredited.

John Phillips: Suggested West Sussex, Sevenoaks, Surrey CC should be encouraged to attend. The new KCC officer has attended the Tonbridge line meeting and has been invited to the Uckfield line meeting.

Update by the Community Line Officer: Two recent projects are nearing completion, the North Downs Way signage and artwork at Oxted station has been installed we are not planning a reception with the North Downs Way to celebrate the project. SCRP artwork has been installed at Gatwick station. Two Bus Surgeries are now being planned at East Grinstead and Redhill in partnership with Metro Bus. The new Action Plan was circulated to the group with request of support and suggestions of projects. SCRP carried out a partner survey with Brighton University, results were shared with the group. The Line Steering Group noted the revised format of the action plan and then endorsed the action plan. Action Sharon to report on progress at the next Line Group meeting.

Tim Barkley: An issue which has emerged from the DfT community rail strategy and the SCRP business plan is to identify any redundant buildings on the line which might have the potential to be brought back into use. Action All to let Sharon know of any potential opportunities.

Bob Howes asked where is the £15m fine intended for community groups? (Please note GTR have since published details of this passenger benefit scheme).

Crowborough station partners have requested the red station sign is either removed or maintained. Action: Robert Sue

Partners update

Robert Sue: Access for All announcements. NR has spent £150m recently on car-park improvements and access upgrades. Eridge station is due for an up-grade. The new funding period started in April.

John Coleman: Crowborough upgrade helps with turn around trains – what is the design?

Tessa: East Sussex CC is supporting by part funding the project.

John Phillips: Asked re the Lingfield access plans.

Bob Howes: Asked are lifts monitored after stations close?

John Coleman: Tonbridge has lifts at stations that aren't manned full-time.

Bob Howes: Has previously suggested a footpath from the Eden community centre to the down platform at Edenbridge – could funding be found for that?

Robert Sue: See the mid-tier access fun from DfT for smaller projects – ask Antony Merlyn.

John Fowden Railfuture: Focusing on the West Coast line to improve the service after success on Marshlink line.

Bob Howes EDRTA 8 car train is an improvement as it carried 150 school children per morning. Signaling works being carried out around Victoria means trains will terminate at Oxted.

Robert Sue: Will send an update re Riddlesdown. Action Robert.

Daniel Wright: ACoRP awards are forthcoming. The ACoRP web-site has reported the value of community rail to be £33.1m in volunteering and is looking forward to Community Rail in the City on 15 May.

Tessa: ESCC is supporting smart ticketing and has a new cycling and walking plan.

John Phillips: At Tonbridge line meeting concern has been expressed regarding development at Godstone. The next meeting is 30 July and will be held in the larger hall at the Town Council Offices. NR cannot update until Tandridge respond.

Lewis: WSCC funding cuts are affecting some East Grinstead services. There is a new tap in tap out scheme. New buses are being delivered with old stock being refurbished. Metro Bus will be attending both bus surgeries on 27 and 28 June.

Michael Sydney: Conservatives have lost control of Surrey CC.

Barry Marlowe: Will be attending the bus surgeries 27/28 June 10am – 4pm. Bus Users UK are supporting both events. Invite Jamie Dallen WSCC and Paul Millen Surrey CC to both events. Action Sharon

Jackie Downing: Reported on URLPC The current service is improving however, too many turn arounds at Crowborough. There is possibility of a new 18:37 service. There are many car-park issues at Crowborough.

John Coleman: Updated on Bluebell the Easter season was good. They are having more visitors from north of the Thames. Have concerns over service when Brighton line is being upgraded.

Lewis: Asked for contact for tickets for Metro Bus staff. Action John/Lewis

John Carvey: Impressed by transport arrangements from/to Amex Stadium.

AOB: John Coleman asked about battery powered trains. Jackie asked about re-doubling of the line.

Date of next meeting 3 September, Buxted Reading Rooms followed by the AGM on 27/9/19 (please note change of date)

Parish Fault Report : Edenbridge, Sevenoaks

Enquiry Number : 51975542

Outstanding : Y **Enquiry Status :** Enquiry under investigation
Customer Type : Member of Public
Subject : Non Illuminated Damaged
Site : HIGH STREET
Location : 44 High Street, edenbridge
Service : Bollards
Recorded Date : 10-Jun-2019 **Last Logged Date :** 13-Jun-2019
Response Date : **Completion Target :** 08-Jul-2019

Enquiry Number : 45611536

Outstanding : Y **Enquiry Status :** Enquiry under investigation
Customer Type : Member of Public
Subject : Weekly Inspection
Site : STICK HILL
Location : by animal rescue centre
Service : Client Site Patrol
Recorded Date : 10-Jun-2019 **Last Logged Date :** 14-Jun-2019
Response Date : **Completion Target :**

Enquiry Number : 433422

Outstanding : Y **Enquiry Status :** Works being programmed
Customer Type : Member of Public
Subject : Carriageway Flooded
Site : SWAN LANE
Location : Outside Four Oaks on Swan Lane. Bang opposite Highfields Road.
Service : Drainage and Flooding
Recorded Date : 10-Jun-2019 **Last Logged Date :** 13-Jun-2019
Response Date : 13-Aug-2019 **Completion Target :** 19-Jun-2019

Enquiry Number : 433262

Outstanding : Y **Enquiry Status :** Works being programmed
Customer Type : Member of Public
Subject : Blocked Drain/Gully
Site : ORCHARD DRIVE
Location : Drain is outside no 2 Orchard Drive (Newby Cottage).
Service : Drainage and Flooding
Recorded Date : 10-Jun-2019 **Last Logged Date :** 14-Jun-2019
Response Date : 11-Sep-2019 **Completion Target :** 12-Jul-2019

Parish Fault Report : Edenbridge, Sevenoaks

Enquiry Number : 433530

Outstanding : Y **Enquiry Status :** Enquiry under investigation
Customer Type : Member of Public
Subject : Blocked Drain/Gully
Site : MARLPIT CLOSE
Location : outside number 3
Service : Drainage and Flooding
Recorded Date : 11-Jun-2019 **Last Logged Date :** 13-Jun-2019
Response Date : 11-Sep-2019 **Completion Target :**

Enquiry Number : 434250

Outstanding : Y **Enquiry Status :** Enquiry under investigation
Customer Type : Member of Public
Subject : Blocked Drain/Gully
Site : PENLEE CLOSE
Location : Penlee Close, Edenbridge. In the road by the entry to Eadhelm Court building/exit of Edenbridge Medical Centre.
Service : Drainage and Flooding
Recorded Date : 12-Jun-2019 **Last Logged Date :** 13-Jun-2019
Response Date : 13-Sep-2019 **Completion Target :**

Enquiry Number : 434366

Outstanding : Y **Enquiry Status :** Enquiry under investigation
Customer Type : Member of Public
Subject : Manhole/Drain Cover Problem
Site : MAIN ROAD
Location : eccles house
Service : Drainage and Flooding
Recorded Date : 13-Jun-2019 **Last Logged Date :** 13-Jun-2019
Response Date : 13-Jul-2019 **Completion Target :** 11-Jul-2019

Enquiry Number : 434371

Outstanding : Y **Enquiry Status :** Enquiry under investigation
Customer Type : Member of Public
Subject : Maintenance query
Site : MONT ST AIGNAN WAY
Location : Unkept flower beds opposite Waitrose, from the cross roads at the junction of Mont St Aignan way and Ling field road running all the way up towards Cobbets Way
Service : Grass
Recorded Date : 13-Jun-2019 **Last Logged Date :** 13-Jun-2019
Response Date : 13-Jul-2019 **Completion Target :** 11-Jul-2019

Parish Fault Report : Edenbridge, Sevenoaks

Enquiry Number : 432582

Outstanding :	Y	Enquiry Status :	Enquiry under investigation
Customer Type :	Member of Public		
Subject :	White Road Markings Refresh		
Site :	FOUR ELMS ROAD		
Location :	Before Blunts Brook (towards Four Elms). SLOW marking there and 2 further locations East, done in 2013 and now either missing or faded. MHF/SE/12400973/1205		
Service :	Lines		
Recorded Date :	06-Jun-2019	Last Logged Date :	13-Jun-2019
Response Date :	06-Jul-2019	Completion Target :	

Enquiry Number : 434802

Outstanding :	Y	Enquiry Status :	Enquiry under investigation
Customer Type :	Member of Public		
Subject :	Pothole On The Road		
Site :	HILDERS LANE		
Location :	Immediately outside Rohan, 1 Spile Bank Hilders Lane, Edenbridge. TN8 6LQ, Closse to the driveway.		
Service :	Potholes		
Recorded Date :	16-Jun-2019	Last Logged Date :	16-Jun-2019
Response Date :		Completion Target :	14-Jul-2019

Enquiry Number : 434598

Outstanding :	Y	Enquiry Status :	Enquiry under investigation
Customer Type :	Member of Public		
Subject :	Dip/Depression		
Site :	FOUR ELMS ROAD		
Location :	The excavated trench has been back filled with concrete but not to the level of the road surface, this causes a large vibration through vehicle when crossing and is likely in excess 30mm deep		
Service :	Road/Carriageway		
Recorded Date :	14-Jun-2019	Last Logged Date :	14-Jun-2019
Response Date :		Completion Target :	

Enquiry Number : 429081

Outstanding :	Y	Enquiry Status :	Enquiry attended - more work required
Customer Type :	Member of Public		
Subject :	Brown Tourist Damaged/Missing		
Site :	COOMB FIELD		
Location :	Brown Tourism sign for Edenbridge Rugby Club has disappeared (stolen)		
Service :	Signs & Name Plates		
Recorded Date :	16-May-2019	Last Logged Date :	22-May-2019
Response Date :	21-Jun-2019	Completion Target :	

Parish Fault Report : Edenbridge, Sevenoaks

Enquiry Number : 434373

Outstanding : Y **Enquiry Status :** Enquiry under investigation
Customer Type : Member of Public
Subject : Road/Traffic Damaged/Missing
Site : MONT ST AIGNAN WAY
Location : Road Sign at cross road of mont st aignan way and lingfield road
Service : Signs & Name Plates
Recorded Date : 13-Jun-2019 **Last Logged Date :** 13-Jun-2019
Response Date : 13-Jul-2019 **Completion Target :**

Enquiry Number : 431065

Outstanding : Y **Enquiry Status :** Job attended, more work required
Customer Type : Member of Public
Subject : Not Working
Site : CROUCH HOUSE ROAD
Location : In the grass verge. Bus stop layby.
Service : Street Lighting
Recorded Date : 29-May-2019 **Last Logged Date :** 03-Jun-2019
Response Date : **Completion Target :** 31-May-2019

Enquiry Number : 11004393

Outstanding : Y **Enquiry Status :** Enquiry under investigation
Customer Type :
Subject : Attachments to Street Lighting
Site : FOUR ELMS ROAD
Location : Traffic Survey Four Elms Rd
Service : Street Lighting
Recorded Date : 11-Jun-2019 **Last Logged Date :** 11-Jun-2019
Response Date : **Completion Target :** 09-Jul-2019

Enquiry Number : 434281

Outstanding : Y **Enquiry Status :** Works being programmed
Customer Type : Member of Public
Subject : Not Working
Site : STATION ROAD
Location : One of the pedestrian crossing beacons is not working. Due to the very overdue roadworks surrounding this corner/junction, four elms junction, the pedestrian crossing is very dangerous.
Service : Street Lighting
Recorded Date : 12-Jun-2019 **Last Logged Date :** 14-Jun-2019
Response Date : **Completion Target :** 05-Jul-2019

Parish Fault Report : Edenbridge, Sevenoaks

Enquiry Number : 431003

Outstanding : Y **Enquiry Status :** Works being programmed
Customer Type : Member of Public
Subject : Maintenance query
Site : COOMB FIELD
Location : opp 43
Service : Trees
Recorded Date : 29-May-2019 **Last Logged Date :** 14-Jun-2019
Response Date : **Completion Target :** 13-Aug-2019

Enquiry Number : 433188

Outstanding : Y **Enquiry Status :** Enquiry under investigation
Customer Type : Member of Public
Subject : Maintenance query
Site : SPEEDWELL CLOSE
Location : o/s 7
Service : Trees
Recorded Date : 10-Jun-2019 **Last Logged Date :** 13-Jun-2019
Response Date : **Completion Target :** 08-Jul-2019

Enquiry Number : 11810207

Outstanding : Y **Enquiry Status :** Vehicle Crossing App Insp Req
Customer Type : Member of Public
Subject : Application - New Developer
Site : SKEYNES ROAD
Location : 24 & 26 Skeynes Road Edenbridge Kent TN8 5HD New builds
Service : Vehicle Crossing
Recorded Date : 06-Jun-2019 **Last Logged Date :** 13-Jun-2019
Response Date : 18-Jul-2019 **Completion Target :** 04-Jul-2019
