

## KENT COUNTY COUNCIL

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### ENVIRONMENT & TRANSPORT CABINET COMMITTEE

MINUTES of a meeting of the Environment & Transport Cabinet Committee held in the Council Chamber - Sessions House on Friday, 13 July 2018.

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

ALSO PRESENT: Mrs B Cooper (Corporate Director of Growth, Environment and Transport), Simon Jones (Director of Highways Transportation and Waste), Katie Stewart (Director of Environment, Planning and Enforcement) and Georgina Little (Democratic Services Officer).

IN ATTENDANCE: Mr R Bird, Mr H Rayner and Mr A Marsh.

#### UNRESTRICTED ITEMS

##### **97. Apologies and Substitutes**

*(Item 2)*

Apologies were received from Mr A Booth and Mr M Hill, Mr Brazier and Mrs Hohler attended as substitutes respectively.

##### **98. Declarations of Interest by Members in items on the Agenda**

*(Item 3)*

No declarations of interest were received

##### **99. Minutes of the meeting held on 15 May 2018**

*(Item 4)*

RSOLVED that the minutes of the meeting held on 15 May 2018 are a correct record and that they be signed by the Chairman.

##### **100. Verbal Update**

*(Item 5)*

1. Mr M Whiting (Cabinet Member for Planning, Highways, Transport and Waste) acknowledged the concerns that had been raised regarding the further proposed deferrals of time table changes to rail services at Maidstone East and shared the concern that there should be no further delay to the delivery of the Thameslink service. Mr Whiting said that he had written to the Minister of State for Transport, emphasising the negative impact that further delays would cause to both passengers and the Kent economy.

2. Mr Whiting said that Kent County Council had been successful in its bid for Safer Road Funding for improvements and had been awarded £2.4 million for the A252 and £1.5 million for the A290. The funding would improve the risk rating of the two junctions; Mr Whiting advised Members that the full details of the work was available from Jamie Watson or Nikola Floodgate.
3. Mr Whiting informed the committee that the Big Conversation was launched on 13<sup>th</sup> June 2018 and alongside the online consultation, Kent County Council had arranged twelve public meetings and four parish seminars. Mr Whiting confirmed that there had been seven district meetings and two parish seminar meetings; the remaining seminars were due to take place on 18<sup>th</sup> and 24<sup>th</sup> July 2018 to which Mr Whiting invited Members to attend. From August to September the responses from the online consultation and workshops would to be collated and analysed prior to the development and proposal of potential pilots for future rural bus service provisions at the Bus Summit in October 2018.
4. In regard to the Energy and Low Emission Strategy and Action Plan for Kent and Medway, Mr Whiting said that the draft timetable for public consultation would need to go to the Environment and Transport Cabinet Committee and the Health Reform and Public Health Cabinet Committee by November 2018, for approval. An informal Members Group, chaired by Mr M Payne held its first meeting on 12 July 2018; key themes that had emerged from the meeting included the methodology of gathering evidence and intelligence to inform infrastructure investment, facilitating infrastructure investment and delivery, communication and engagement; and the actions specific to Kent County Council to support these. Mr Whiting highlighted the strategies achievements and commended the Councils success in its reduction of greenhouse gas emissions.
5. Mrs S Hohler (Deputy Cabinet Member for Community and Regulatory Services) provided a brief summary to Members on the report that went to the Growth, Economic Development and Communities Cabinet Committee on 3 July 2018, on Kent County Council's position in relation to the Open Golf Championship. Mrs Hohler reminded Members of the significant economic benefits affiliated with the Open Golf and the extent of work that had been undertaken by Kent County Council and its partners to ensure that the Open Golf returns to Sandwich for a further two Championships.
  - (a) In response to Members concerns regarding the Big Conversation, Mr Whiting assured the committee that the public meetings were held in an assortment of venues and that 750 responses had been received as part of the public consultation. He advised Members that the aim of the consultation was to review what "good" looked like in a specific area and part of the Big Conversation was to ask the general public if they agreed or disagreed to the proposal of paying for bus passes. He reminded Members

that the purpose of the consultation was to ask the public about their views and not enforce Kent County Council's views. Mr Whiting confirmed that a decision would not be taken prior to the consultation.

- (b) Mr Whiting agreed to circulate to the committee, a copy of the letter written by Kent County Council to the Minister of State concerning the rail services at Maidstone, along with the written verbal update.
- (c) Members questioned the expected delays of the Thameslink service and the reasons for this, Mr Whiting agreed to send a briefing note from Mr Stephen Gasche (Principal Transport Planner- Rail, Transport Strategy Team) to Members of the committee explaining the proposals and difficulties of the proposed delivery of the Thameslink service.
- (d) In response to Members concerns with the change to the 666 bus service and the failure to consult with local Members, Mr Whiting said that a recent review carried out by Stagecoach revealed that certain areas of Ashford would be left without a bus service. Kent County Council mitigated the impact of the change by re-routing the existing 666 services to cover those areas rather than remove the service in its entirety. Mr Whiting recognised the insensitivity demonstrated by Stagecoach and said that efforts had been made in recent events to reconcile the relationship between commercial providers, officers and Members to ensure those discussions take place prior to any decisions being sought. Mr Whiting said that savings had to be met within the area of Thanet and Sevenoaks, however, areas outside of this would not witness any changes to the subsidised bus services until the results of the Big Conversation had been analysed.
- (e) In response to Members concerns regarding public misconception of Kent County Council's responsibility to provide bus services, Mr Whiting said that 97% of buses were commercially operated and registered with the Traffic Commission, therefore removing from them, any legal duty to consult with Kent County Council, Members or users on changes to bus services. Mr Whiting assured the Committee that Kent County Council played an active role in influencing the decisions made by commercial operators and held regular meetings with Arriva and Stagecoach.
- (f) Members enquired whether Kent County Council was a major sponsor of the Open Golf, Mrs B Cooper (Corporate Director for Growth, Environment and Transport) said that Kent County Council was contributing to the funding for the station improvement at Sandwich, they were not a sponsor of the Open Golf.

6. RESOLVED that the verbal updates be noted, with thanks.

## **101. Performance Dashboard**

*(Item 6)*

*Barbara Cooper (Corporate Director of Growth, Environment and Transport) and Andrew Loosemore (Head of Highways Asset Management) were in attendance for this item.*

1. Mr M Whiting (Cabinet Member for Planning, Highways, Transport and Waste) welcomed Mr Simon Jones (Director of Highways, Transportation and Waste) and introduced the report which provided an update on the progress of performance against the Key Performance Indicators (KPIs) which were included within the Directorate Business Plan for 2018-2019 and highlighted the key areas of the Performance Dashboard.
2. As a supplement to this, Mrs B Cooper (Corporate Director of Growth, Environment and Transport) highlighted to Members the red indicator as shown in Appendix 1 of the report, 'DT02: Percentage of Young Persons Travel Pass applications successfully completed online' and said that the main renewal period started in June which is why the data was not captured within the latest performance dashboard. There had been 6438 passes applied for with 78% of those completed online.
  - (a) In response to Members concerns regarding the percentage of routine potholes completed within 28 calendar days compared to the percentage of satisfied callers, Mr Loosemore agreed to review the process and what this involved over a two year period, however, in response to pothole repair rates Mr Loosemore confirmed that performance levels had exceeded the set target level.
  - (b) Members sought clarification as to why highway faults reported online differed so significantly to Public Right of Way (PROW) faults. Mr Loosemore confirmed that there were two different reporting systems, the PROW system was very specific in its reporting format and designed to address a particular type of defect whereas the highways online reporting system was designed to generate a channel shift to ensure that all faults were reported and managed through the same methodology. Mr Loosemore confirmed that increased usage of the online tool was a key priority for the Highways team.
  - (c) In response to Members queries concerning LED conversion rates, Mr Loosemore said that majority of LED installations would be completed by the autumn of 2018, however, the replacement of concrete columns along with the conversion of ornate and heritage style lanterns would be completed in phase two of the programme which would be completed by May 2019.

- (d) Members commended the work of the Highways Team and their efforts in repairing the potholes.

3. RESOLVED that the report be noted.

**102. Consultation on a Policy to adopt charging for non-household waste materials at Household Waste Recycling Centres**

*(Item 7)*

*David Beaver (Head of Waste and Business Services) and Hannah Allard were in attendance for this item.*

1. Mr M Payne (Deputy Cabinet Member for Planning, Highways, Transport and Waste) introduced the report that set out The Kent Waste Disposal Strategy (2017 – 2035), adopted by Kent County Council (KCC) in February 2017 which outlined the overarching ambition for KCC Waste Management.
2. Mr Beaver informed the Committee that the current waste infrastructure did not have the capacity to meet the expected levels of waste growth through the forecasted population increase up to 2035. Prior to the consideration of potential funding for additional infrastructure, Waste Management officers had undertaken significant work to develop project and policy changes designed to reduce demand on site, create new revenue streams for non-household waste and create a clearer intelligence led approach that would enable stronger and more successful enforcement actions against individuals defrauding the authority through the illegal disposal of trade and commercial waste. The Waste Management Team undertook Phase One of the project which involved an analytical and data led review of Household Waste Recycling Centres (HWRCs) and enforcement policies; the data revealed that almost half of all Waste Disposal Authorities in England charged for the disposal of household waste, including neighbouring authorities such as Surrey and Bromley with further charges due to be introduced by East Sussex in future months. Mr Beaver said that the introduction of charging for waste at neighbouring sites had led to increased cross-border movement and amplified pressure on Kent's HWRCs. Mr Beaver stressed to the committee that in order to sustain Kent's HWRCs, a charging mechanism could be enforced in line with other authorities which would cover the cost of waste disposal.
3. Mrs Allard informed Members that there had been no significant evidence which linked policies such as charging for non-household waste at HWRCs to increased fly-tipping. A survey of local authorities in June 2017 revealed that neighbouring authorities that had introduced charges for non-household waste had not seen an increase in fly-tipping as a result. With regard to tackling fly-tipping, Kent County Council worked in partnership with the Kent District and Brough Councils through the Kent Resource Partnership to review criminal activity using an intelligent led approach. In June 2018 Kent County Council held a 'Day of Action' which specifically looked to target fly-tippers; the event

led to the execution of four warrants, six arrests, six seized vehicles and 19 people reported to the courts for numerous offences.

- (a) In response to Members concerns regarding fly-tipping, Mr Beaver said that the quantity of illegally disposed tyres as described by Members was not as a consequence of policy change, fly-tipping was a recognised organised crime and was generally done on an organised commercial scale.
- (b) Members questioned the measures put in place to reduce the reoccurrence of fly-tipping in the same spots and the measures of prosecution that can be enforced to stop fly-tippers. Mrs Allard advised the committee that Kent County Council was in a strong position in terms of its reporting mechanisms. The Waste Management Team had established the Practitioners Group that tackled fly-tipping using an intelligence led approach and had a dedicated Intelligence Analyst that worked with the Kent Resource Partnership to utilise data from the District and Borough Councils. She said that covert cameras had been installed in various fly-tipping hot-spots and the evidence from that footage resulted in a prison sentence being issued. The Government also announced that it would be issuing fixed penalty notices to the house-holder should they fail to cover their duty of care to dispose of waste in the proper manner.
- (c) In response to Members concerns regarding the Dover Household Waste Recycling Centre, Mr Beaver said that it was a historical site and acknowledged the implications created by the site due to its positioning and age, however, a bid for capital finance had been submitted for the Dover site to replace the compactors. Mr Beaver informed the committee that the next subject matter for the Informal Members Group would be around infrastructure and demand.
- (d) Members commended the work of the officers.

4. RESOLVED that:

- (a) charging for the disposal of non-household waste at the Household Waste Recycling Centres be noted; and
- (b) A consultation process to be undertaken in Summer/ Autumn 2019 be endorsed.

*(Mr A Cook asked that his vote to abstain from the proposals set out in the recommendation be noted in the minutes)*

**103. 18/00032 - Well-managed Highway Infrastructure - Implementing the Code of Practice**  
*(Item 8)*

*Andrew Loosemore (Head of Highways Asset Management) and Kathryn Moreton (Drainage & Structures Asset Manager) were in attendance for this item.*

1. Mr M Whiting (Cabinet Member for Planning, Highways, Transport and Waste) introduced the report which set out the proposed strategy for implementing the new Code of Practice for highway maintenance management which would come into effect in October 2018.
2. Mr Loosemore informed the Committee that the new Well-managed Highways Infrastructure Code of Practice would replace the Well-maintained Highways Code of Practice that was published in 2005. As with the previous code, the Well-managed Highway Infrastructure code would be a national, non-statutory code of practice which would set out a series of general principles for highway maintenance. With regard to concerns around increased legal challenge, Mr Loosemore assured Members that advice had been sought from the County Council's Corporate Risk Manager and BLM, the insurance, risk and commercial law firm who represent Kent County Council and drew Members attention to paragraph 1.3 of the report which outlined some of the key points. Based on the legal advice received and the practice of other authorities, Mr Loosemore put before the committee the proposal that Kent County Council formally adopt the fundamental principles of the Code of Practice and endorse a phased approach to its implementation. Mr Loosemore highlighted the fundamental aspect of the new code, including its risk based approach (as set out in Appendix B of the report), its inclusion of innovative solutions around resilience and sustainability, its priorities and planning in terms of financial management and the anticipated cost of implementation which was included and not additional to the allocated budget of £143,000 .
3. Mrs Moreton assured the Committee that the new Code of Practice would not require the Highways inspectors or Stewards to take on additional work as they already operated on risk-based approach. The new Code of Practice however stipulated that all work carried out needed to be properly documented and done so through Kent County Council's Enquiry Management System. She advised Members that the correct systems were in place, it was primarily a case of training staff to use them effectively and efficiently and putting the process into practice.
  - (a) In response to whether an Equality Impact Assessment (EQIA) had been carried out, Mrs Moreton confirmed that this had been completed and was presented to the Portfolio Board. The EQIA revealed that there was minimal impact to the introduction of the new code and supported its phased delivery over the coming months.

(b) In terms of how the new Code of Practice would benefit the public, Mr Loosemore said that the new code expected Highways authorities to look at the local community and assess the highways using a risk-based approach. He drew Members attention to Appendix B of the report which outlined what the Highways Inspectors should be taking into consideration when carrying out their assessment, Mr Loosemore reiterated to Members that the work was already being carried out, however, the code sets out a wholistic approach and the decision-making process when looking at various defects.

(c) Mr Loosemore confirmed that the new Code of Practice focused on all road users, therefore the Highways Inspectors would be required to take into account anyone who may be using that road whether they travel by bicycle, foot or vehicle and the risk it may pose to them.

4. RESOLVED that the proposal to adopt the principles outlined in Well-managed Highway Infrastructure and implement the “Well-managed Highway Infrastructure – Implementing the Code of Practice in Kent 2018 – 2020” strategy, be endorsed.

**104. 18/00034 - Herne Relief Road - Bullockstone Road Improvement Scheme**  
(Item 9)

*Tim Read (Deputy Director of Highways, Transport and Waste) and Mary Gillett (Major Capital Programme Manager) were in attendance for this item.*

1. Mr Read introduced the report which provided details of the proposed improvement to Bullockstone Road as part of the Herne Relief Road which had been put forward due to traffic demand that would be generated from the Lower Herne Village development at Strood Farm. The scheme would be fully funded by developer contributions via S106 agreements and half of the funding had already been secured. Mr Read therefore sought the Committee’s agreement to approve the feasibility design of the Herne Relief road and progress onto the next stage of development and delivery to ensure the schemes completion by the anticipated date of 2026.
2. Mrs Gillet said that the scheme aimed to provide an alternative route to the existing A291 and was submitted as part of the planning application for the Lower Herne Village by Hollamby Estates. The scheme included the proposal to widen the road between six to seven metres to implement a new footway and cycleway. In terms of financial implications, the overall scheme had an estimated cost of £7.6 million, the full cost of which was to be provided via developer contributions under S106 agreements from three development sites as set out in the Canterbury Local Plan 2017. As the scheme had already secured £3.1 million through the development of Herne Bay Golf Club, officers



were able to proceed with the design element of the scheme, therefore reducing the risk of not meeting the Herne Bay Golf Club developer funding time restrictions. Mrs Gillet said that the additional developer land required to widen Hollamby Estate would be gifted with one plot remaining in private ownership and pursued via voluntary acquisition. Consultation had taken place with stakeholders including local Members and affected residents. In terms of the project timeline, Mrs Gillet said that the scheme required secured developer funding within five years up to 2021, the scheme then had a further five years for completion with an anticipated end date of 2026.

- (a) In response to Members concerns regarding the removal of hedges, Mrs Gillet confirmed that existing hedged would be removed to allow for the widening of the road, however, a full landscaping review would then take place with the intention of replacing all hedges.
- (b) Mrs Gillet said that the scheme offered an alternative route that would link in through the housing development. The north part of the road would connect to the new route and act as the predominant passage way for traffic flowing through there which in turn would improve travel time.

3. RESOLVED that the proposed decision to:

- (a) Approve the feasibility design for the Herne Relief Road, Bullockstone Road Improvements for development to full design, development control and land disclosures shown in principal on drg no. 4300400/000/09,
- (b) progress the design through the next stages of development and delivery including any ancillary works such as drainage and environmental mitigation;
- (c) take all steps necessary to obtain and implement all statutory Orders and approvals or consents required for the scheme;
- (d) all acts required to acquire the land and rights for the carrying out and completion of the Bullockstone Road Improvements, including by means of a compulsory purchase order;
- (e) enter into firm land and funding agreements associated with development contributions;
- (f) enter into construction contracts as necessary for the delivery of the scheme subject to the approval of the Strategic Commissioning Board to the recommended procurement strategy,
- (g) seek amendments to the existing planning permission as required, during the next stages of the scheme design, and

- (h) agree that the Corporate Director of Growth, Environment & Transport, under the Officer Scheme of Delegations, to take further or other decisions as may be appropriate to deliver the Bullockstone Road Improvement Scheme in accordance with these recommendations,

be endorsed.

**105. 18/00026 - A249 Bearsted Road Maidstone Major Infrastructure Improvement - Kent Medical Campus**  
(Item 10)

*Tim Read (Deputy Director of Highways, Transport and Waste), Mary Gillett (Major Capital Programme Manager) and Russell Boorman (Major Capital Programme Project Manager) were in attendance for this item.*

1. Mr Boorman introduced the report which set out the major infrastructure improvements scheme to aid reduced congestion of the A249 Bearsted Road. Due to the strategic link of the A249 between the M2 and M20 motorways with Maidstone, the congestion of traffic placed considerable pressure on the surrounding network of roads. The scheme therefore proposed significant upgrades to the two junctions including the widening of the link road close to the M20 Junction 7 in Maidstone, the installation of smart technology on the A249 Bearsted Road to aid road users in their decision-making around viable alternative routes should congestion occur; and the inclusion of enhanced signalisation to the M20 Junction 7. The scheme was designed to facilitate housing growth, accommodating 15,00 new homes and the expectation of 3,000 highly skilled jobs due to its pivotal location. Mr Boorman highlighted the financial implications and said that the scheme had reached stage two whereby details of the proposal would be presented at Development Management Workshops in September 2018 with an expected announcement regarding funding to be made by the end of December 2018; construction of the improvement plan would commence in the Summer of 2019.
- (a) Members sought clarification regarding the use of signalisation and smart technology, Mr Boorman said that the technology was new to Kent and that it was a system that used real-time data and would relay this to Variable Message Signs on the M20, A2 and M2, therefore improving motorists decisions around taking alternative routes.
- (b) In regard to the schemes anticipated completion date, Mr Boorman confirmed that all elements of the improvement plan would be completed within an eighteen month timeframe.

2. Mr Whiting (Cabinet Member for Planning, Highways, Transport and Waste) along with officers and Members paid tribute to Mrs Gillett and thanked her for her work over the years.

RESOLVED that the proposed decision to:

- (a) give approval to the outline design scheme for the A249 Bearsted Road Maidstone Major Infrastructure Improvement – Kent Medical Campus (including M20 J7 signalisation) in North East Maidstone for development control and land charge disclosures, drawing number 70040984-GA-0101, 70040984-GA-0102, 70040984-GA-0103, 70040984-GA-0104, 70040984-GA-0105;
- (b) give approval to progress all statutory approvals or consents required for the scheme, drawing number 70040984-GA-0101, 70040984-GA-0102, 70040984-GA-0103, 70040984-GA-0104, 70040984-GA-0105;
- (c) give approval to enter into land agreements with third parties as necessary;
- (d) give approval to enter into construction contracts as necessary for the delivery of the scheme subject to the approval of the Procurement Board to the recommended procurement strategy; and
- (e) give approval to undertake engagement with all relevant stakeholders as identified in the communication plan

be endorsed.

#### **106. 18/00038 - A256 - Urgent Road Asset Renewal and Preservation Works** (Item 11)

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

1. Mr Loosemore introduced the report that outlined the proposals to proceed with urgent road maintenance work to improve the road surface of the A256 between Sandwich and Whitfield. Capital funding of £3.2 million had been allocated in the Medium Term financial Plan to facilitate the work. Mr Loosemore informed the committee that if the work was delayed this would have a significant impact on both the safety of road users and would result in extensive costs as the road would need to be fully re-surfaced.
- (a) Mr Loosemore acknowledged that increased movement Heavy Goods Vehicles (HGVs) would cause greater damage to the highways network, however, the correct specification would be applied to allow for elements of this.

- (b) With regard to the anticipated completion date, Mr Loosemore agreed to circulate the programme to the committee. He advised the committee that the surface treatment element of the preservation worked needed to be delivered by August 2018 as the specification type required optimum conditions to minimise any chance of premature failure. If the work could not be delivered within the required timescale then next appropriate period would be August 2019 at which point the application of surface dressing would not be possible.
- (c) In response to road closures and how this will be managed, Mr Loosemore agreed to circulate the programme which contained details of the road closures and assured Members that road surfacing work would be carried out in a way that ensured minimal impact to the road user and would therefore be done consecutively over a number of works.

2. RESOLVED that:

- (a) the proposed works to extend the life of the majority of this section of the A256 road surface between Sandwich and Whitfield and to replace the road surface in other areas; and
- (b) the delegation to the Corporate Director of Growth, Environment & Transport, under the Officer Scheme of Delegations, to take further or other decisions as may be appropriate to deliver the scheme in accordance with these recommendations

be endorsed.

**107. KCC response to Highways England's 'Solutions to Operation Stack: Managing freight traffic in Kent'**  
(Item 12)

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

- 1. Mr Whiting (Cabinet Member for Planning, Highways, Transport and Waste) introduced the report that set out Kent County Council's proposed response to Highways England's Public Information Exercise on 'Solutions to Operation Stack: Managing freight traffic in Kent,' which would close on Sunday 22 July 2018. Kent County Council's response strongly supported the need for a permanent solution to Operation Stack; details of the proposed response was set out in Appendix A for Members to comment on.
- (a) In response to Members concerns regarding the cost of lorry parking, Mr Whiting said that there were a number of commercial operators that wished to expand their existing businesses, Ashford had made an application to

expand their lorry park from 300 to 600 to facilitate the growing demand of freight traffic overnight. Mr Whiting agreed that there was a need for enforcement, however, through improved lorry parking facilities with good security this would in turn hopefully encourage more lorry companies to use appropriate sites and reduce the level of illegal lorry parking,

- (b) Mr Whiting informed Members that the use of Manston airport was part of Highways England's plan to avoid closure of the motorways. The success of Operation TAP had prevented Operation Stack 340 times since its implementation, however, should Manston airport be used as part of Highways England's contingency plan then the correct level of traffic management would need to be in place to stop freight traffic blocking the highways network. Mr Whiting said that discussions were taking place with Highways England around their use of Manston airport.
- (c) In response to members queries regarding the implantation of weight restricted lay-bys, Mr Whiting agreed to review the measures suggested by Mr B Lewis and said that Kent County Council was working on a county wide strategy that looked at appropriate routes for lorries which formed a section of the in relation to lorry parking. Mr Whiting said that the recognised difficulty was around police resources, if a lorry was parked illegally this would require two police vehicles to escort it. The first step is to find a permanent solution for legal lorry parking and then to review enforcement. Mr Whiting suggested to Members that such measures could be discussed the Joint Transport Board.
- (d) In response to a Member's query regarding Highways England's lack of correspondence to a request made to them asking for details of the Impact Study , Mr Whiting agreed to liaise with Highways England to ascertain the requested information and send details of this, once received, to the appropriate Member.
- (e) Members queried the economic impact of Operation Stack and asked where the data on this had been found, Mr Ratcliffe said that the figure of £1.45 million was taken from Kent County Council's own reporting system, however, the figure of £250 million was believed to have come from the Port of Dover. Mr Ratcliffe agreed to clarify where the source of information was referenced from and to include details of this within the response.

2. RESOLVED that the response the proposed Kent County Council response to Highways England's Public Information Exercise on Solutions to Operation Stack: Managing freight traffic in Kent, be endorsed.

## **108. Medway Flood Partnership, Leigh Flood Storage Area and Middle Medway Flood Resilience**

*(Item 13)*

*Katie Stewart (Director of Environment, Planning and Enforcement), Max Tant (Flood and Water Manager) and Julie Foley (Area Director, Kent & South London, Environment Agency) were in attendance for this item.*

1. Mr Payne (Deputy Cabinet Member for Planning, Highways, Transport and Waste) introduced the report that set out the Medway Flood Partnership action plan which aimed to reduce flood risk in the Medway Valley and increase flood resilience. The plan included the Leigh Expansion and Hildenborough Embankment scheme as well as the Middle Medway Flood Resilience project.
2. Mrs Foley highlighted to Members the level of work and progress that had been made since the launch of the Medway Flood Partnership in December 2017 around the Leigh Expansion and Hildenborough Scheme and Middle Medway Flood Resilience programme. The Medway Flood Partnership had received significant support from partner agencies to deliver a number of flood prevention projects which have received a number of funding streams, work had also been done with communities to look at property flood resilience measures which was funded through Government grants to support homeowners and find suitable measures to reduce flooding. Mrs Foley paid tribute to all those supporting the Medway Flood Partnership and welcome questions from the committee.
  - (a) In response to concerns raised around the Middle Medway area of Yalding and Collier Street, Mrs Foley said that Environment Agency had assessed the options for increasing flood protection to the Middle Medway area, however, the options to provide flood storage or embankments within that area were not feasible for technical and economic reasons. The option was Property Flood Resilience (PFR) which were measures implemented at property level to prevent the property from flooding internally. Mrs Foley stressed to Members that PFR was not a cheap option and was funded through Government grants and through additional funds supplied by the Regional Flood and Coastal Committee . Mrs Foley said that it was the largest programme that made a significant difference to the Medway Villages and had successfully mitigated the risk of flooding.
  - (b) Members commended the work carried out by the Medway Flood Partnership.

3. RESOLVED that the report be noted.

**109. 2017/18 Growth, Environment and Transport Directorate Equality Review**  
*(Item 14)*

*Karla Phillips (Strategic Business Adviser) and Katie Stewart (Director of Environment, Planning and Enforcement) were in attendance for this item.*

1. Ms Phillips introduced the report which set out a position statement for the Growth, Environment and Transport (GET) Directorate for 2017/18 regarding the embedding of equality and diversity within work programmes and organisational development. Under the Public Sector Equality Duty 2010, Kent County Council had a statutory obligation in ensuring publication of its equality and diversity information and that progress be reported annually. Ms Phillips said that there was a new report format; the GET report had mapped its progress against the new Corporate policy objectives for equalities and linked these to the relevant 'domains' that had been identified by the Equality and Human Rights Commission. The report illustrated GET's progress of embedding evidenced consideration of protected characteristics through its commissioning, delivery or business as usual programmes and demonstrated how good evidence gathering helped services to effectively shape their offer. Ms Phillips said that there was a committed Directorate Management Team, and the GET Equalities Group played an active role in providing support to officers on how to implement and improve Equality Impact Assessments and how to apply equality considerations.

- (a) In response to Members queries regarding Thanet Parkway Station and its safety, Mrs Stewart said that CCTV and lighting would be incorporate into the design of both the car park and the station, therefore promoting safety at the station to meet the perceived needs of all identity characteristics. The project was in the next phase of the design stage and therefore safety measures were due to be reviewed again; Mrs Stewart informed Members that the current design did not guarantee staffing at the station due to the associated cost, however, the design did have capacity for staffing in the future should the cost be provided.

2. RESOLVED that that the current performance be noted, and that the committee receive the report annually in order to comply with the Public Sector Equality Duty 2010.

*(Mr B Lewis asked that his vote against the proposals set out in the recommendation be noted in the minutes)*

## **110. Work Programme**

*(Item 15)*

1. RESOLVED that the Work Programme be noted subject to the inclusion of the following item:
  - (a) Update report on the feedback received from the Big Bus Conversation prior to the Bus Summit