



Direct Dial/Ext: 03000 416892 / 416478
e-mail: joel.cook@kent.gov.uk;
anna.taylor@kent.gov.uk

Date: 18 June 2020

Dear Member

SCRUTINY COMMITTEE - TUESDAY, 23 JUNE 2020

I am now able to enclose, for consideration at next Tuesday, 23 June 2020 meeting of the Scrutiny Committee, the following report(s) that were unavailable when the agenda was printed.

Agenda Item No

C1 **Update on Electric Vehicle Charging Points (to follow) (Pages 1 - 12)**

C2 **KCC's approach to the Government's Funding for Active Travel Schemes (to follow) (Pages 13 - 16)**

Yours sincerely

Benjamin Watts
General Counsel

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By: Susan Carey, Cabinet Member for Environment
Carolyn McKenzie, Head of Sustainable Business and Communities

To: Scrutiny Committee - 23 June 2020

Subject: Update on Parish Electric Vehicle Charger Project

Classification: Unrestricted

Summary:

This report updates Members on the Parish Electric Vehicle Charger Project which has been developed to install Electric Vehicle (EV) Chargers in Parish locations such as village halls and community hubs. Additionally, it outlines the criteria used to target locations.

Recommendation: Scrutiny Committee is asked to note the content of the report.

1. Background

- 1.1 Kent County Council (KCC) is committed to helping the residents and businesses of Kent switch to more sustainable modes of travel such as walking, cycling and using public transport as outlined in the Kent Environment Strategy. However, it is recognised that many people will still rely on private vehicles for their transport needs. Where this is necessary, KCC wants to help enable the use of low carbon transport modes, such as electric vehicles (EVs).
- 1.2 Providing adequate electric vehicle charge-points across the county is part of KCC's strategic plan to achieve net carbon neutrality in Kent by 2050, set out within the (soon to be considered for approval) Kent & Medway Energy and Low Emissions Strategy (ELES). While there is private investment available for providing charge-points in densely populated locations or on the main roads, often the smaller communities will be missed.
- 1.3 This project, part of a first phase of a longer-term approach involving communities, public sector and businesses, aims to serve those communities and provide publicly available charge-points for local residents and visitors on Parish land, namely village halls and community hubs. This project is not designed to serve a large audience and draw users into a village location simply to charge their vehicle. Therefore, the charging provision will be designed accordingly with slower charging speeds supplied, suiting overnight charging and top up charges for those making a trip to use the village amenities.
- 1.4 KCC has other projects in development to tackle the rapid charging requirements in larger towns and along the strategic road network.

2. Project Proposals

- 2.1 Due to the limited level of funding available the project will begin with a limited small number of targeted locations in Kent These areas have been selected based on the following evidence-based criteria:
- Gaps in existing EV charge-point locations
 - Gaps in future EV charge-point plans in the local area
 - Population density
 - Air Quality Management Areas
 - Best locations to encourage EV uptake
 - Possible links to Solar arrays to provide low carbon energy
 - Power capacity on the network
- 2.2 It is expected that 7kwh & 22kwh chargers will be selected as these will best serve local residents and visitors. 7kwh chargers are often used for overnight charging and 22kwh can be used for a faster top up charge so will suit visitors to the location.
- 2.3 It should be noted that available power capacity, civils works and expected users of the chargers will help shape which chargers are used. Due to power constraints it will not be feasible to install chargers in some locations without considerable cost. The project will be flexible and seek solutions to maximise value for money and available match funding where possible
- 2.4 KCC will procure one supplier from the KCS framework to install and maintain the chargers. This will provide consistency, value for money and simplicity for the Parishes. It is not expected that all chargers will generate a high amount of revenue, some may lose money. It is important that the collective revenue generated support all chargers to ensure all are well maintained and operational KCC will ensure the chargers are maintained into the future through the procurement and some of the revenue generated, from users paying to charge their vehicles, will be used by KCC to cover operating costs and investment to expand the charging network to other Parishes.
- 2.5 The rest of the revenue will be offered back to the host Parish to reinvest into their local community.

3. Indicative programme:

- 3.1 The project must be completed by end of March 2021 due to funding constraints.

| | |
|----------------------------------|---|
| June 29th – August 30th, 2020 | Parishes will be invited to bid |
| August 31st – October 16th, 2020 | Applications are scored for suitability and site assessments carried out. Parishes to be informed if it is possible to progress with their location. Scoring criteria are available on request. |

| | |
|---------------------------------------|------------------------------------|
| October 19th - February 28th, 2020 | Chargers are installed and tested. |
|---------------------------------------|------------------------------------|

4. Funding and Expansion.

- 4.1 The project has an award of £60,000 from the DFT LTP funding. This is a relatively small amount and is likely to supply chargers for 10-15 locations.
- 4.2 Additional funding is being sought which will extend the number of chargers and number of locations the project is able to provide..
- 4.3 In the longer term, a procurement framework will be developed by Kent Commercial Services on behalf of KCC which will be open to all the public sector and parishes. This approach will drive value for money for everyone.

Recommendation

Scrutiny Committee is asked to note the content of the report.

Appendix 1: **Electric Vehicle charge-point scheme: Questions and Answers**

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Electric Vehicle charge-point scheme Questions and Answers

Welcome to the Kent County Council Electric Vehicle charge-point scheme for Parish and Town Councils. Here you will find all the information you need about the scheme.

Why we are doing this project?

Kent County Council (KCC) is committed to helping the residents and businesses of Kent switch to more sustainable modes of travel such as walking, cycling and using public transport. However, we recognise that many people will still rely on private vehicles for their transport needs. Where this is necessary, KCC wants to help enable the use of low carbon transport modes, such as electric vehicles (EVs).

Providing adequate electric vehicle charge-points across the county is a very important part of KCC's strategic plan to achieve carbon neutrality in Kent by 2050, set out within the Kent & Medway Energy and Low Emissions Strategy. While there is private investment available for providing charge-points in densely populated locations or on the main roads, often the smaller communities will be missed. This project aims to provide publicly available charge-points in local communities across Kent. The project will start off as a pilot project with a small number of targeted locations in Kent. These have been selected based on a number of criteria:

- Gaps in existing EV charge-point locations
- Gaps in future EV charge-point plans in the local area
- Population density
- Air Quality Management Areas
- Best locations to encourage EV uptake
- Links to Solar arrays

KCC will assess the scheme as it progresses and monitor its success. As future funding becomes available the scheme could be rolled out to more areas in Kent.

What is the project?

KCC have at least £60,000 for the year 2020/21 to install Charge-points in Parish and Town Council locations. It is planned that KCC will invite interested partners, within the areas identified to put forward their locations. KCC will optimise the locations based on best value for money and procure one supplier to install charge-points at these prioritised locations. KCC will ensure ongoing maintenance is included and a revenue share is returned to the Parish / Town council as landowner.

Who can register their interest for this project?

In the first phase, the project is only available to the following Parish / Town councils:

| Area 1 (Z1) | Area 2 (Z2) | Area 3 (Z6) | Area 4 (Z10) |
|---------------------------|-----------------------|----------------|--------------|
| Darent | Ash Cum Ridley | Bobbing | Guston |
| Hextable | Hartley | Borden | River |
| Stone | Longfield and Newbarn | Hartlip | Temple Ewell |
| Sutton at hone and Hawley | Meopham | Iwade | Whitfield |
| Swanley | West Kingsdown | Lower Halstow | |
| Swanscombe and Greenhithe | | Minster on Sea | |
| Wilmington | | Newington | |
| | | Queenborough | |

| | | | |
|--|--|----------|--|
| | | Tunstall | |
| | | Upchurch | |


This project is aimed at Parish and Town Councils who have ownership or use of village/town halls and community buildings. We do appreciate that some of the Councils listed above will not have access to a village hall or community building but we are open to explore all available opportunities if another piece of land or building can be found.

All councils wishing to register their interest in the project shall be referred to as the *applicant*.

What is an electric vehicle charge-point?

An electric vehicle charge-point looks similar to a petrol pump but instead delivers electricity to an EV. Although the technology is evolving quickly, it is currently not possible to re-fuel in as little time as at a petrol pump.

There are several charge-point types available and each has the ability to charge vehicles at different speeds, measured in kilowatts per hour (kwh). These range from a 3 pin plug or 7kw home charge-point right up to what is called 'ultra-rapid' charging - generally available on the motorways and designed to provide up to 100 miles of range in 5 -10 minutes.

| | Slow (3-7kW) | Fast (7-22kW) | Rapid (up to 50kW) | Ultra – Rapid (100-350kW) |
|--------------------------------|--|--|---|---|
| Charge time | 4 to 8 hours | 2 to 4 hours | 25-40 mins | 5 - 20 mins |
| Vehicle range added in 15 mins | 3-6 miles | 6-20 miles | 35-40 miles | 50 - 150 miles |
| EV compatibility | All | All, some vehicles may charge slower than others | Dependent on connector type. Not all Battery EVs and very few Plugin Hybrid EVs are capable of accepting a rapid charge | At the present time only the high end Battery EV's, such as the Porsche Taycan, can charge at ultra-rapid speeds. |
| Typical Photo |  | | | |

It is most likely that Fast (7-22kw) charge-points, using Type 2 connectors, will be most suitable for this project because they provide the most appropriate speed for communities looking to serve visitors and local residents. Type 2 connectors are industry standard and will connect to the greatest number of vehicles.

The majority of people charge their vehicles over night at home or during the day at destinations visited regularly such as a place of work, supermarkets or restaurants. This is typically done using a lower power charge-point as this is usually the lowest cost and makes good use of time when the vehicle is not being utilised.

Charge-points will either be wall mounted, which is the lowest cost, or located on a pillar or post.

More information can be found on the Energy Saving Trust:

<https://energysavingtrust.org.uk/transport/electric-cars-and-vehicles/charging-electric-vehicles>

What speed charge-points will be installed as part of this project?

Fast Charge-points (7-22kw) are most likely to be installed as part of this project. The exact speed of charge-points will be agreed on a case by case basis. The more information gathered from Parish and Town Councils about your residents and expected users of the charge-points, the easier it will become to select suitable charge-points. This information can initially be collected on the Registration Form as described later in this document.

Only what is called Mode 3 charge-points will be funded under this project. Mode 3 means the charge-point will have a dedicated wall or pillar box with the electronics built in providing more safety than a 3 pin plug.

Isn't faster charging always best?

It is important to consider who will likely use the charge-points. For example, overnight resident parking will generally require 7kw charging as 4-8 hours is plenty of time to recharge most vehicles. In contrast visitors and people passing through could benefit from faster day time charging facilities, with 22kw charging a more appropriate choice, if 3 phase AC power supply is available.

The available power supply available will largely determine what charge-point we can install but often it is better to install a number of slower charge-points at 7kw than one charge-point at 22kw - as this will serve more users at the same time. However, if there is available power, and you wish to provide a range of charging speeds for different needs then this will be acceptable.

Top tip: If residents are likely to leave their car overnight, recharging more quickly in 2-4 hours (22kw) provides little value, as they are unlikely to move their car until the morning.

How many charge-points would be installed?

We want the grant money to provide as many charge-points as possible across the county. Therefore, we will favour locations where multiple charge-points can reasonably be installed. If match-funding is being used to provide even more charge-points, that will help your location being selected.

Most importantly we want well considered submissions providing charge-points in locations that are likely to be used, and provide a good resource for the public.

At which locations can we install charge-points?

The charge-points should be installed on land that is publicly available to use with express permission from the landowner. Parish or Town council owned land would most likely be suitable. We imagine that village hall car parks and community hubs will offer the best locations, but if you have an alternative in mind, feel free to submit it or speak to us before registering your interest.

Ideally the car parks will be available to use 24/7. If this is not the case then please detail any planned closures when completing your registration form.

Please note that parking bays with charge-points should be reserved solely for the use of electric vehicles. This will result in a loss of parking spaces for other users who do not drive electric vehicles.

How much funding is available?

KCC will look at the whole project costs and allocate resources as efficiently as possible. However, it is likely that up to £4,000 per Parish or Town Council will be used for Capital costs of installing a charge-point/s.

How much does a charge-point cost?

Charge-point costs vary. The units themselves are relatively level in price at roughly:

£500 - £1000 for a single charge-point at 7kw

£800 - £2,000 for a double charge-point at 7kw

£2,000-£3,000 for a single 22kw charge-point AC.

However, the installation costs and connection to power will vary with each location.

Will it cost us anything?

No, the project could pay for the entire cost of the works to install a charge-point/s. However, locations that offer best value for money and/or can provide match funding, will be favoured. If you can provide match funding it could enable more charge-points to be installed in your location. This will better serve your local community and could provide a greater revenue share back to the Parish/Town Council as landowners. However, it is not essential for match funding to be provided.

Are there other grants available we can apply for?

Yes. If you wish to install multiple charge-points for use by local residents overnight we recommend applying to the On-Street Residential Charge-point Scheme (ORCS) administered by the Office for Low Emission Vehicles (OLEV).

This scheme may provide up to 75% of the capital costs of installing charge-points, if it can be demonstrated that there is a need for charge-points nearby. More information can be found on the ORCS website. <https://www.gov.uk/government/publications/grants-for-local-authorities-to-provide-residential-on-street-chargepoints>

We welcome applications to the ORCS and will assist with these. Our project funding could be used to cover the other 25% of costs if necessary. If you wish to take advantage of the ORCS scheme to support your locations for the KCC led grant funding, please contact us at the earliest opportunity and we will discuss the proposal. The ORCS scheme requires an application and installation to take place in the same financial year so it is worthwhile starting the application early.

Please note it is not necessary to apply for the ORCS scheme to take advantage of the KCC led project funding but it may allow a greater number of charge-points to be installed. For a good example of this taking place, Cranbrook & Sissinghurst Parish Council successfully applied to the ORCS and have installed 6 charge-points outside their local library.

Will we be paid?

Yes, we expect to be able to offer a 30% profit share (after the cost of electricity and maintenance has been accounted for) for assigning dedicated EV parking bays.

For example:

The charge-point generated £200 in electricity sales in one month.

There was £120 worth of costs incurred by the Parish / Town council as land-owner on their electricity bill.

The annual maintenance and servicing cost is £300 per charger (£25 per month)

The remaining £30 revenue per month would be split 70/30 between KCC and the Parish/ Town council.

Why do we have to split the revenue with KCC?

The project is designed to grow over time. As charge-points come online and start being used this will generate revenue that can be used to fund the next charge-point. This is important as we will need to fund charge-points in areas where they may not be used very often but serve a local need. Additionally, if your charge-point needs to be upgraded or expanded in the future, the revenue will help to pay for this.

There is further risk too for KCC, if some charge-points get very low usage and can't financially cover themselves for repairs and maintenance then the 70% profit share to KCC will be used to pay for the maintenance. We do not want local Parishes to be left with a financial liability or for their charge-point to be left in disrepair.

KCC will ringfence the revenue for maintenance and expansion of the public EV charge-point network and sustainable travel initiatives. The money will not be used for 'day-to-day' spending by KCC.

Who is responsible for maintaining the charge-points and who will pay for this?

KCC will fund and retain ownership of the charge-points. Therefore, KCC will arrange for maintenance, servicing and deal with any issues that may arise. If the units are vandalised or accidentally damaged then KCC will arrange for the repair. All repairs will be contracted out to the supplier who installed the unit. A maintenance and repair fee will be taken from the revenue generated by selling electricity before profit share is split out.

What will happen to our existing electricity bills?

The party responsible for paying the electricity bill to the utility provider will continue to do so but power consumption will inevitably rise - leading to higher bills. That is why it is important for the end user to be charged for their electricity usage per kwh. In order for revenue share calculations to be processed we may need to see evidence of electricity use.

If the applicant is not responsible for paying the utility provider, a written agreement needs to be in place between all relevant parties before registering your interest in the project. Evidence of this may be required.

Who pays to charge the vehicles and how much will they pay?

The end user will pay for the electricity they use with an additional cost on top, to cover maintenance and operational costs.

We would not expect any charge-points to cost more than 25p per kwh to all users at the current time, rising in line with inflation and government policy changes as appropriate. The price of the electricity will be set in agreement with the applicant nearer the time but it would be preferable for users if all Parish charge-points cost the same to use.

How will the end user pay for their charge?

The charge-point will have a publicly available payment mechanism such as mobile app, RFID card or even contactless payment which are all commonly used.

Can I give a discount to local residents?

No, we would expect the price of electricity to be the same for all end-users, even if they are not from within the local community. The reason for this is the grant is available to help create a Kent network of charge-points. It should be noted that local residents and visitors are most likely to use the charge-points, particularly overnight.

However, if the applicant wished to use their revenue share to fund more charge-points for local residents and businesses in the future, they may do so at their own discretion provided the charge-points funded by this grant remain publicly available and well maintained.

Do I need signs and line marking for each bay?

It is often a good idea to install lining and signage on the ground to show the space is for electric vehicles only but we shall discuss this on a case by case basis.

Should the charge-point cable be tethered?

Charge-points are either installed with a cable tethered to the charge-point or without, whereby the end user uses their own charging cable.

It will be agreed between KCC and the applicant which option is most appropriate. Most EV drivers will carry their own cable with them in the boot of their vehicle. Although more convenient for many drivers to use a tethered cable, it places greater maintenance risk on the charge-point owner as the cables can get damaged if not tidied away properly or driven over. It will also be lower cost to provide an untethered charge-point.



Example of a tethered or un-tethered charge-point.

Who will install the charge-point/s?

The supplier has not yet been determined. Kent Commercial Services operate a procurement framework and the approved supplier will be selected from that framework. KCC will ensure best value for money ensuring all requirements are met.

What is the process for applying?

Step 1: Decide where you would ideally like to install your charge-point/s and gain agreement from all required stakeholders. If you need to hold Parish meetings or need to get the landowners permission you should do this at the first stage.

Step 2: If you are happy to proceed, complete the Registration Form on the Jambusters website (see below) when applications open from June 29th – August 30th 2020, providing all the required information.

Step 3: We will assess all the applications at the close of the application window and decide how best to allocate the funds. We may arrange for the supplier to carry out a site visit to give an accurate quotation. This may require some assistance from someone at the property to allow sufficient access. We will keep you informed of progress.

Step 4: We will inform those applicants whose locations are to be progressed and agree the final installation. Subsequently we shall inform those whose sites will be placed on the reserve list.

Step 5: Contracts and legal agreements are signed.

Step 6: Charge-points are installed, tested and completion certificates issued.

What is the timetable for applying and installing the charge-points?

| | |
|------------------------------------|-------------|
| June 29th – August 30th, 2020 | Steps 1 & 2 |
| August 31st – October 16th, 2020 | Step 3 & 4 |
| October 19th - February 28th, 2020 | Step 5 & 6 |

How can I apply?

You can complete the Registration Form from June 29th – August 30th 2020 using the Jambusters, [LINK](#)

How will you score my application?

If there is limited demand for this scheme then KCC officers may be able to directly award the available funds to the applicants. However, if demand exceeds the available funding then KCC officers shall score each application out of 30 using the following criteria. This is to enable an impartial selection process and ensure the funding is allocated in the most effective way.

Marking Criteria

For an application to be considered they:

- *Must have landowners permission.*
- *Must be publicly available at all times.*

If these requirements are met, the following scoring criteria will apply where demand exceeds the available funding:

| | | | |
|--|---|---|---|
| Charge-point score Scores will be given for the number of parking bays that the applicant is willing to allocate for charge-points: 1 parking bay = 2 points 2 parking bays = 5 points 3 parking bays = 7 points 4+ parking bays = 10 points | Information provided score Higher scores will be given to those that can demonstrate the expected users of the car park where charge-points are to be located. This will help us plan the types of charge-points that may be suitable: If the | Potential for solar Locations that provide the opportunity to incorporate solar canopies or link to existing solar installations will score higher: Existing solar in place on building = 10 points Plans in development to install new solar installation on building = 6 points Willingness to explore solar | In the event of two applicants receiving identical scores the following will be taken into account: a) <u>Applicants who are willing and able to help us apply to OLEV for match funding</u> under the On- Street Residential Scheme will be favoured. Please note, although titled 'On-street', we shall be applying for 'Off street' charge-points as allowed under the application rules. b) <u>Applicants who are able to provide their own match funding will be favoured.</u> |
|--|---|---|---|

| | | | | |
|---------------------|---|--------------------------|---------------------------|--|
| | <p>applicant demonstrates an excellent understanding of the likely end users = 10 points</p> <p>If the applicant demonstrates a good understanding of the likely end = 6 points</p> <p>If the applicant demonstrates a limited understanding of the likely end users = 2 points</p> | opportunities = 2 points | | |
| 10 points available | 10 points available | 10 points available | Total 30 points available | |

Will we need to sign any terms and conditions or a legal agreement?

Yes, we have some general terms and conditions to be part of this project as found on the JAMBUSTERS page.

We also will require all successful applicants to sign a legal agreement. This will be written by KCC and will protect both parties for the charge-point to be located on the Parish / Town Council land.

Who can I speak to if I have any questions:

The grant is administered by The Transport Innovations Team within Highways, Transportation & Waste.

We highly recommend emailing us as the best method of contact due to the large numbers of enquiries we receive:

electricvehicles@kent.gov.uk

We will then happily email or call you to discuss your application at a time to suit both parties.

If you do need to call us then we suggest asking for the Transport Innovations Team on 03000 41 81 81.

From: Michael Payne, Cabinet Member for Planning, Environment, Transportation and Waste

To: Scrutiny Committee (23.06.2020)

Subject: DfT Emergency Active Travel Fund

Classification: Unrestricted

Summary: This paper provides an update on the DfT's Emergency Active Travel Fund.

Recommendation(s):

The Scrutinee Committee is asked to note the content of the report.

1 Background

- 1.1 On the 9th May 2020 the Secretary of State for Transport announced that the Government would be providing funding to enable Local Highway Authorities to implement Active Travel schemes to make roadspace safer and more accommodating for pedestrians and cyclists as the UK emerges from lockdown. The funding announcement (a press release) on 27th May indicated that Kent could be allocated a total of up to £8.1million.
- 1.2 The Department for Transport (DfT) are operating in a very challenging environment. On 28th May officers were advised this funding would be allocated in two 'tranches' and would require the submission of a pro-forma. The detail of the requirements and expectations for the second tranche is still unknown. DfT also advised all Authorities that they must submit a proforma for the first tranche (£1.6m) within 6 working days by Friday 5th June. Only upon the success of this would the tranche 1 funds be allocated. To date we still have had no response from DfT, although they expect the funding to be made available by the end of June.
- 1.3 DfT have made it clear that if 'works' are not started within 4 weeks of receipt of funding, or have not been completed within 8 weeks of starting, the Department reserve the right to claw back the funding by adjusting downwards any future tranche 2 funding, or remove it altogether.

2 The Report

- 2.1 Officers have had to respond very quickly in order to make a formal submission to the DfT. They have reviewed the database compiled over many years of scheme suggestions from various sources including Member requests, suggestions from the public, local transport strategies, customer enquiries and district and borough walking and cycling plans. With the DfT requirements in mind they have highlighted the type of proposals which can be implemented with temporary measures and within 8 weeks of the funding arriving, such as improvements to Public Rights of Way and school travel plans.
- 2.2 To enable flexibility of delivery the submission put forward to DfT for the £1.6m is not a 'list' of schemes or locations laid out in detail, it is a financial allocation against the following 5 categories in line with the DfT focus:

1. Carriageway repurposing for cycling and pedestrian capacity
2. Safer journeys to school programme
3. Town wide 20mph zones
4. Modal Filters and Liveable neighbourhoods
5. Recreational cycle and walking schemes including Public Rights Of Way

2.3 This whole collection of historic schemes on the database exceeds well over £10m in value. When the DfT provide feedback officers will quickly review the large list of ideas and establish what can be delivered in the timescales and constraints given. Considerations such as road space availability, utility works and Traffic Regulation Orders are key constraints to note. Relevant County Members will then be informed of any work proposed in their areas.

2.4 A commitment has been made by the Cabinet Member, which remains, to allow Members to submit further ideas which can help formulate an expansive list for Tranche 2. Officers will contact all County Members between now and the end of June to discuss proposals in their area that are listed and invite additional suggestions. It should be noted that to take forward concepts and ideas a certain level of detail around deliverability and cost is needed. In the meantime officers will continue to respond to enquiries from Town, Parish and District Councils who have been formulating and reviewing ideas to support their High Streets Fund - a completely different set of funds held and controlled by the Districts available now.

3 Next Steps

3.1 Subject to successful delivery of the tranche 1 works, we hope to be in a position to secure the 2nd tranche of funding from the DfT of up to £6.4 million. Until a response is received from the DfT we cannot indicate the timescales for commencement of works for tranche 1 or 2 works. Officers are not in a position to be able to prioritise or apply any sort of criteria to the database of schemes to guide Members until the DfT give guidance on how tranche 2 will be allocated. We have been advised that tranche 2 is likely to be subject to a “proportionate” business case submission. Once this process becomes clearer Cabinet will be consulted and a paper submitted to the Environment and Transport Cabinet Committee for consideration where a decision can be made. When we receive further updates from the DfT regarding the timescales for a tranche 2 submission if this affects anything set out in this paper members will be updated.

4 Recommendation(s)

The Scrutiny Committee is asked to note the content of the report.

Contact details

Report Author:

- Lead officer: Nikola Floodgate
- Job title: Schemes Planning & Delivery Manager
- Phone number: 03000 416239
- E-mail: nikola.floodgate@kent.gov.uk

Relevant Director:

- Lead Director: Simon Jones
- Job title: Director of Highways, Transportation & Waste, GET

- Phone number: 03000 411683
- E-mail: simon.jones@kent.gov.uk

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