

**ENVIRONMENT, HIGHWAYS AND WASTE POLICY
OVERVIEW AND SCRUTINY COMMITTEE**

Tuesday, 10th November, 2009

10.00 am

Darent Room, Sessions House, County Hall, Maidstone





AGENDA

ENVIRONMENT, HIGHWAYS AND WASTE POLICY OVERVIEW AND SCRUTINY COMMITTEE

Tuesday, 10th November, 2009, at 10.00 am Ask for **Karen Mannering**
Darent Room, Sessions House, County Hall, Telephone **01622 694367**
Maidstone

Tea/Coffee will be available 15 minutes before the meeting

Membership (12)

Conservative (11): Mr C Hibberd (Chairman), Mr J R Bullock, MBE, Mr N J Collor,
Mr J Cubitt, Mr M J Harrison, Mr J D Kirby, Mr S Manion,
Mr R A Pascoe, Mr W Richardson, Mrs E M Tweed and
Mr M Whiting

Liberal Democrat (1): Mr M Robertson (Vice-Chairman)

UNRESTRICTED ITEMS

(During these items the meeting is likely to be open to the public)

Item No

Chairman's Opening Remarks

A. COMMITTEE BUSINESS

- A1 Substitutes
- A2 Declaration of interests by Members in items on the Agenda for this meeting
- A3 Minutes of the meeting held on 15 September 2009 (Pages 1 - 8)

B. ITEMS FOR DISCUSSION

- B1 Cabinet Member's Update (Oral report)
- B2 Financial Monitoring 2009/10 (Pages 9 - 28)
- B3 Medium Term Financial Plan - Update (To follow)
- B4 A Strategy for the Implementation of the Biodiversity Duty (Pages 29 - 36)
- B5 Draft Kent Environment Strategy - Consultation (Pages 37 - 76)
- B6 Integrated Transport Strategy - Update (Presentation by Geoff Mee, Director of Integrated Transport Strategy) (Pages 77 - 132)

B7 Forward Plan - Review of Plan issued on 2 November 2009

C. SELECT COMMITTEE UPDATE

C1 Select Committee - update (Pages 133 - 134)

D. PROJECTS

No notification has been received

EXEMPT ITEMS

(At the time of preparing the agenda there were no exempt items. During any such items which may arise the meeting is likely NOT to be open to the public)

Peter Sass
Head of Democratic Services and Local Leadership
(01622) 694002

Monday, 2 November 2009

Please note that any background documents referred to in the accompanying papers maybe inspected by arrangement with the officer responsible for preparing the relevant report.

KENT COUNTY COUNCIL

**ENVIRONMENT, HIGHWAYS AND WASTE POLICY OVERVIEW
COMMITTEE**

MINUTES of a meeting of the Environment, Highways and Waste Policy Overview Committee held in the Council Chamber, Sessions House, County Hall, Maidstone on Tuesday, 15 September 2009.

PRESENT: Mr C Hibberd (Chairman), Mr M Robertson (Vice-Chairman), Mr J R Bullock, MBE, Mr N J Collor, Mr H J Craske (Substitute for Mr M J Harrison), Mr J Cubitt, Mr J D Kirby, Mr S Manion, Mr R A Pascoe, Mr W Richardson, Mrs E M Tweed and Mr M Whiting

ALSO PRESENT: Mr D L Brazier, Mr N J D Chard and Mr R A Marsh

IN ATTENDANCE: Mr M Austerberry (Executive Director, Environment, Highways and Waste), Mrs C Bruce (Interim Director Kent Highway Services), Mr N Bateman (Head of Technical Services), Mr N Caddick (Policy and Performance Manager), Dr L Davies (Director, Environment & Waste), Ms L Day (Kent Parking Manager), Mrs T Easdown (Customer Standards Officer), Ms D Eden-Green (Public Involvement Manager), Mr D Hall (Head of Transport & Development), Mr R Hallett (Directorate Finance Manager), Mr R Hardy (Director of Improvement and Engagement), Ms R Jefferies (Business Change Manager), Ms C McKenzie (Greener Kent Manager), Mr G Mee (Director of Integrated Transport Strategy) and Mrs C Valentine (Community Delivery Manager) and Mrs K Mannering (Democratic Services Officer CED).

UNRESTRICTED ITEMS

Prior to the commencement of the meeting the Chairman informed Members that it was his intention to take Item B8 following Item A4; and to consider Item D1 as an Item for Discussion and so became Item B12.

1. Minutes of the meeting held on 16 July 2009
(Item A3)

RESOLVED that the Minutes of the meeting held on 16 July 2009 are correctly recorded and that they be signed by the Chairman.

2. Dates of meetings - 2010
(Item A4)

RESOLVED that the following dates for meetings of the Committee in 2010, commencing at 10.00am be agreed:-

Friday, 22 January
Thursday, 25 March
Tuesday, 6 July
Tuesday, 14 September
Thursday, 4 November

3. Potential to Refocus and Restructure the Overview and Scrutiny Function

(Item B8 – Report by Mr Alex King, Deputy Leader)

(Mr A Marsh presented the report on behalf of the Deputy Leader)

(1) The paper represented current thinking from a variety of sources to develop a recommendation to full Council in October. The paper needed to be seen in the context of:-

- (a) the emerging Strategy for Localism for the County Council and the various models and Frameworks for Localism being established across the County in conjunction with Partners;
- (b) the development of the Member role(s) and County Council's application for the South East Employers Organisation Member Development Charter;
- (c) implementation of the recommendations arising from the Informal Member Group: Member Information;
- (d) the opportunities, working in partnership with Borough/District colleagues that might exist to pool the resources supporting Overview and Scrutiny across the County and to agree shared work programmes on issues which would add value without duplication to the communities served;
- (e) the emerging scrutiny roles for which legislation/regulations had been published including Scrutiny of the Crime and Disorder Reduction Partnerships; and
- (f) the scrutiny of the public sector bodies advocated in the consultation document "Strengthening Local Democracy".

(2) RESOLVED that Members submit any views and comments to Mr King and Mr Marsh direct.

4. Cabinet Member's Update

(Item B1)

(1) Mr Chard gave a verbal report on the following issues:-

KHS

- Freedom Pass
- LED Replacement programme

Strategy & Planning

- DaSTS Studies
- Operation Stack
- Kent International Gateway (KIG)
- Integrated Transport Strategy (ITS)

- Rail Services
- Planning Applications Committee
- Shaw Grange

Environment & Waste

- Implementation of the revised Household Waste Recycling Centre Policy
- East Kent Waste
- Customer Charter Mark Results for E&W
- Green Flags for Country Parks
- Explore Kent photo exhibition
- Coastal Access now on the horizon
- Successful External funding bids
- Explore Kent E-zine

(2) RESOLVED that the update be noted.

5. "My Kent Highways Online"

(Item B2 - Report by Ms Roxanne Jefferies, Business Change Manager)

(1) The Parish and Member Portal was a key part of Kent Highways Services Transformation initiative and was designed to offer a full range of highways services online and would now be known as "**My Kent Highways Online**". This would provide the general public, parish representatives, and council members with a number of 'online services' to make access to highways services more convenient to all customers.

(2) Following a presentation by Roxanne Jefferies, the Committee was informed that KHS was proposing to go-live with "**My Kent Highways Online**" for Members during September 2009, which would be preceded by Member roadshows to explain the benefits of the new system. This would be followed by an extension of the service to the parishes. Subsequently, a new online fault reporting and tracking website was planned to be launched to the general public during October.

(3) RESOLVED that:-

- (a) the progress of 'My Kent Highways Online', be noted; and
- (b) the Committee support its implementation.

6. Financial Monitoring 2009/10

(Item B3 - Report by Mr Nick Chard, Cabinet Member for Environment, Highways and Waste; and Mr Mike Austerberry, Executive Director of Environment, Highways and Waste)

(1) A detailed quarterly budget monitoring report was presented to Cabinet, usually in September, December and March, and a draft final outturn report in June. The reports outlined the full financial position for each portfolio and were reported to POCs after they had been considered by Cabinet. In the intervening months an

exception report was made to Cabinet outlining any significant variations from the quarterly report. The first quarter's monitoring report for 2009/10 was submitted.

- (2) RESOLVED that the budget variations for the EHW Portfolio for 2009/10 based on the first quarter's monitoring report to Cabinet, be noted.

7. EHW Annual Complaints and Compliments 2009

(Item B4 - Report by Mr Nick Chard, Cabinet Member for Environment, Highways and Waste; and Mr Mike Austerberry, Executive Director for Environment, Highways & Waste)

- (1) The report informed the Committee of customer feedback received from complaints and compliments by the Environment, Highways and Waste Directorate during 2007/08 and 2008/09.

- (2) RESOLVED that:-

- (a) the figures for the Directorate be noted; and
- (b) Members consider what further information the Committee should see as part of the evolving process of improved reporting of user feedback.

8. Towards 2010

(Item B5 - Report by Mr Nick Chard, Cabinet Member for Environment, Highways and Waste; and Mr Mike Austerberry, Executive Director for Environment, Highways & Waste)

- (1) Towards 2010, KCC's strategic statement that set out priorities for delivery in the period 2006-2010, was now entering its final year. Progress against the targets was monitored on a regular basis and reported annually. The third annual report would be presented to County Council on 15 October 2009.

- (2) The draft annual report for each of the targets that were the responsibility of the Environment, Highways and Waste Directorate were appended to the report. Of the fifteen targets where the Directorate was the lead two were considered to be done and ongoing and twelve to be on course. The target to reduce the impact of KCC's buildings and vehicles on the environment was one where more progress was felt to be needed, and the target was a good example of how benefits in one area (in this case increased use of ICT and extended opening hours in schools) could have disbenefits in another (in this case increased energy use).

- (3) Members were invited to study the Towards 2010 monitoring reports and make any suggestions, amendments or recommendations they felt appropriate prior to the consideration of the full Towards 2010 monitoring at the October meeting of the County Council.

- (4) During debate the Interim Director, KHS stated that, in relation to Target 32, the third sentence in the fourth bullet point on page 50 of the report was premature, and would be deleted.

- (5) RESOLVED that the report be noted.

9. Draft Annual Performance Report 2008/09

(Item B6 – Report by Mr Roger Gough, Cabinet Member for Corporate Support Services and Performance Management; and Mr Peter Gilroy, Chief Executive)

(1) The report provided an overview of the draft Annual Performance Report 2008/09 (APR). Up until this year, KCC was required by Central government to produce a Best Value Performance Plan (the “KCC Annual Plan”), reflecting on the previous year’s performance and setting out priorities and targets for the following year. The requirement had now been abolished. In its place, this year KCC was publishing an Annual Performance Report, which summarised key activities and outcomes for 2008/09, in an easily accessible format.

(2) The draft Report would be submitted to each September Policy Overview Committee for information, and would be discussed at Cabinet on 12 October, prior to being taken to County Council for approval on 15 October.

(3) RESOLVED that the draft report be noted.

10. Consultations, surveys and public involvement activity in 2008-2009

(Item B7 - Report by Mr Nick Chard, Cabinet Member for Environment, Highways and Waste; and Mr Mike Austerberry, Executive Director, Environment, Highways & Waste)

(1) The report provided Members with a summary of the results of consultation, public involvement and survey activity in Environment and Regeneration directorate during 2008/09. It also looked forward to the current year 09/10, to show how information obtained had been, or would be utilised by service teams in the new Environment, Highways and Waste directorate.

(2) RESOLVED that:-

(a) the information contained in the report be noted; and

(b) Members consider what further information the Committee should see as part of the evolving process of improved public involvement.

11. Sustainability and Climate Change - Update

(Item B9 - Report by the KCC Environment Board; Mr Nick Chard, Cabinet Member for Environment, Highways and Waste; and Mr Mike Austerberry, Executive Director, Environment, Highways & Waste)

(1) The KCC Sustainability and Climate Change Team were required on behalf of the KCC Environment Board and Climate Change Cabinet Working Group to report to each POC on a six monthly basis regarding the progress in delivery of KCC’s sustainability and climate change commitments, including implementation of the KCC Environment Policy. The report updated Members on any significant developments and new initiatives and opportunities.

(2) The KCC Climate Change Cabinet Working Group met as needed, usually on a quarterly or six monthly basis and provides a strong steer to the Climate Change Programme. The Programme as a whole was steered by the KCC Environment

Board. More targeted Member training and engagement initiatives, including the possibility of setting up a broader Member Group were being considered. Feedback from the POC on the most appropriate ways of engaging Members would be much appreciated.

(3) Kent County Council continued to make good progress towards the implementation of the KCC Environment Policy and achievement of KCC's sustainability and climate change commitments. However, significant challenges remained, and every effort would be needed to maintain momentum.

(4) RESOLVED that:-

(a) the report be noted; and

(b) the EHW POC replace the broader Member Group referred to in paragraph (2) above, as the owner of the project, inviting the other POCs for their input as and when necessary.

(NB It was subsequently established that it was beyond the powers of the POC to resolve (b) above, and that at its meeting on 16 October the Policy Overview Co-ordinating Committee would consider a paper on the matter and determine the way forward)

12. Update on Service Level Agreement with EDF Energy

(Item B10 - Report by Mr Norman Bateman, Head of Technical Services)

(1) Following a period of consultation with all South East highway authorities, Kent County Council signed up to a new Service Level Agreement (SLA) with EDF Energy in December of last year. The purpose of the report was to provide an update on EDF Energy's performance after two three month periods of reporting by EDF to Ofgem. The report also provided information on the working relationship with EDF Energy and the new working practices that had been employed, which were outside of the SLA; and considered the proposal for Ringway to seek approval to work on the EDF network.

(2) At a recent meeting with EDF, the Cabinet Member for Environment, Highways and Waste was able discuss the past performance of the provider and the proposals from EDF to continue with their improvement. EDF stated that they were very confident of maintaining the progress made so far and that they considered Kent County Council very important on their customer base.

(3) From a more operational point of view, a senior manager from EDF now formed part of the KHS Streetlighting Management Team thereby giving KHS immediate access into the management of EDF improving communication and cutting down on delays.

(4) The report was for information only, but highlighted that EDF Energy had responded to their poor performance over recent years showing improved response to KHS and that the improvements were ongoing. The next set of figures would be submitted to the Committee at its meeting on 25 March 2010.

(5) RESOLVED that the report be noted.

13. KHS Winter Service Review

(Item B11 - Report by Mr Nick Chard, Cabinet Member for Environment, Highways and Waste)

(1) Further to Minute 11 of 16 July 2009, the report provided additional information relating to the winter of 2008/9 and sought approval of the Winter Service Policy and Plan for 2009/10.

(2) The KHS winter service budget for 2008/9 was £2,326,000 and the out turn was £2,438,854. For 2008/9 there was a requirement for funding from the corporate emergency fund for snow emergency which cost £339,927. The budget for 2009/10 had been set at £2,525,000.

(3) RESOLVED that the Cabinet Member for Environment, Highways and Waste be recommended to:

- (a) note the contents of the report, particularly the decision to tender the winter weather forecasting service and enter into a three year contract arrangement; and
- (b) approve the Winter Service Policy and Plan for 2009/10 noting the salt bin assessment process and payment arrangements.

14. The Management of Vehicle Obstructions to Private Access (White Access to Highlight Markings on the Public Highway (Dog Bone Markings))

(Item B12 (formerly D1) - Report by Mr Nick Chard, Cabinet Member for Environment, Highways and Waste)

(1) Further to Minute 20 of 16 July 2009, representations from Members were made to the Cabinet Member to request some minor alterations to the new Policy as follows:-

- (a) *any existing vehicle access highlight markings (those introduced prior to September 2009) to be automatically refreshed with no requirement to meet the new criteria and no charge to be applied. This would include road re-surfacing. There will no requirement for the resident to provide Police evidence to support the renewal of highlight markings*
- (b) *any unusual and individual circumstances such as 'whole road' schemes to be investigated upon their own merits and not under the current criteria.*
- (c) *clarification to be made that any works carried out on the highway include for the remarking of any white access marking that has been removed at no cost to the applicant.*

(2) RESOLVED that the Cabinet Member for Environment, Highways and Waste be recommended to approve the updated policy on The Management of Vehicle Obstructions to Private Access, for adoption.

15. Select Committee - update

(Item C1 - Report by Overview, Scrutiny and Localism Manager)

- (1) The Committee received an updated report on the process for approving a Select Committee topic review work programme. Currently the only topics put forward which fell partly within the remit of the POC were topic reviews on Energy and Waste.
- (2) Following the meeting of the Policy Overview Co-ordinating Committee on 16 October 2009 Members would be informed of the agreed Select Committee topic review programme and specifically progress with any topics included which fell within the remit of the POC.
- (3) RESOLVED that the process for agreeing a Select Committee topic review programme, be noted

TO: Environment, Highways and Waste (EHW) Policy
Overview and Scrutiny Committee – 10 November 2009

BY: Nick Chard, Cabinet Member for EHW
Mike Austerberry, Executive Director of EHW

SUBJECT: Financial Monitoring 2009/10

Classification: Unrestricted

Summary:

Members of the POC are asked to note the first quarter's full budget monitoring report for 2009/10 reported to Cabinet on 14 September 2009 and any variances reported since that time through the monthly exception process.

FOR INFORMATION

1. Introduction

- 1.1 This is a regular report to this Committee on the forecast outturn against budget for the EHW portfolio.

2. Background

- 2.1 A detailed quarterly budget monitoring report is presented to Cabinet, usually in September, December and March, and a draft final outturn report in June. These reports outline the full financial position for each portfolio and are reported to POCs after they have been considered by Cabinet. In the intervening months an exception report is made to Cabinet outlining any significant variations from the quarterly report. The first quarter's monitoring report for 2009/10 is attached.

3. Revenue

- 3.1 The report shows that there is a significant underspend predicted on Waste offset by additional spending required on highways. As discussed in more detail in the report, reduction in waste tonnage cannot be relied upon in the longer term.
- 3.2 Since the detailed quarterly statement, there has been a further reduction in waste tonnage, resulting in an extra £0.32m underspend, taking the total waste underspend to £3.3m. This additional underspend has been offset by dilapidation costs of £0.25m on the Beer Cart Lane premises.

4. Capital

- 4.1 There was a significant rephasing of capital spend reported in the first quarter's return, but this was mainly on schemes where we have less control on the delivery timetable i.e. those relying on securing Government grants or those requiring large developer contributions (which are difficult to secure in the current downturn). However, the schemes where we have full control over the programme such as the recurring highway capital maintenance and the integrated transport schemes etc., are all on target.
- 4.2 An underspend on the natural burials project has been declared since the quarterly report. The £0.7m arising from this has been diverted to support additional expenditure on the Archaeological Research project.
- 4.3 There have been three further rephasings since the quarterly report. Waste infrastructure improvement projects have slipped by £0.534m; work on the Drovers roundabout in Ashford has been rephased by £0.485m, due to design complexity and land compensation and part 1 claims have been re-phased by £0.56m, to address the delay caused by receiving environmental impact assessment reports.

5 Recommendations

- 5.1 Members of the POC are asked to note the budget variations for the EHW Portfolio for 2009/10 based on the first quarter's monitoring and August exception reports to Cabinet.

Contact

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ENVIRONMENT, HIGHWAYS & WASTE DIRECTORATE JULY 2009-10 FULL MONITORING REPORT

1. FINANCE

1.1 REVENUE

1.1.1 All changes to cash limits are in accordance with the virement rules contained within the constitution, with the exception of those cash limit adjustments which are considered “technical adjustments” i.e. where there is no change in policy, including:

- Allocation of grants and previously unallocated budgets where further information regarding allocations and spending plans has become available since the budget setting process.
- Cash limits have been adjusted since the budget was set to reflect the revised portfolio structure; a number of technical adjustments to budget and the addition of £1.206m of roll forward from 2008-09, as approved by Cabinet on 13 July 2009.
- The inclusion of new 100% grants (i.e. grants which fully fund the additional costs) awarded since the budget was set. These are detailed in Appendix 2 of the executive summary.

1.1.2 **Table 1** below details the revenue position by Service Unit:

Budget Book Heading	Cash Limit			Variance			Comment
	G	I	N	G	I	N	
	£'000s	£'000s	£'000s	£'000s	£'000s	£'000s	
Environment, Highways & Waste portfolio							
Kent Highways Services	59,986	-6,860	53,126	2,950	0	2,950	White lines (+£0.6m), signs (+£0.25m) and resurfacing (+£2.1m)
Public Transport Contracts	18,273	-2,400	15,873	0	0	0	
Waste Management	69,827	-1,973	67,854	-2,976	0	-2,976	Reduced tonnage -£2.170m & Allington WtE off-line -£0.806m
Environmental Group	8,814	-4,278	4,536	0	0	0	
Strategic Planning	808		808	0	0	0	
Planning Applications	1,440	-477	963	0	0	0	
Transport Strategy Group	470		470	0	0	0	
Strategic Management	850		850	0	0	0	
Resources	5,812	-276	5,536	0	0	0	
Support Services purchased from CED	1,871		1,871	0	0	0	
Total E, H & W	168,151	-16,264	151,887	-26	0	-26	
Assumed Management Action							
Forecast after Mgmt Action				-26	0	-26	

1.1.3 **Major Reasons for Variance:** *[provides an explanation of the 'headings' in table 2]*

Table 2, at the end of this section, details all forecast revenue variances over £100k. Each of these variances is explained further below:

Waste Management:

- 1.1.3.1 The waste tonnage figures for May, June and July (provisional) are significantly below the affordable (budgeted) level. This means that there is a substantial saving from reduced waste tonnage and it is expected that waste volumes will continue to be below the budgeted level for the remainder of the financial year. Having said that, March and April both exceeded the 2008 levels (March significantly), so the continued reduction cannot be guaranteed. Our current estimate for the reduced tonnage is around 35,000 tonnes, which at an average of roughly £62 per tonne, produces a budget saving for 2009-10 of approximately £2.17m.
- 1.1.3.2 Given the volatile nature of the waste volumes as described in the paragraph above and the fact that at some point consumption is likely to increase when we come out of recession, reliance on permanently low waste tonnage is inadvisable. Waste tonnage reductions could easily reverse and pent-up demand for replacement household goods may accentuate this. Very small changes in consumer behaviour, if they are replicated across the households in Kent, can have a very large effect on the cost of waste disposal. Each 1% increase in waste tonnage on the existing 796,000 tonne budget will cost around £0.5m. If each household throws away just one additional kilogramme of rubbish per week, this would equate to an increase of 3.6% and a disposal cost of nearly £2m.
- 1.1.3.3 There has also been some planned downtime for the Allington waste to energy plant for maintenance prior to handover to KentEnviropower Ltd from the construction contractor, resulting in 62,000 tonnes being diverted to landfill. This gives a one-off saving of approximately £0.8m.

Kent Highways Services (KHS):

- 1.1.3.4 The highways budget continues to be under significant pressure. The backlog of capital maintenance remains high, which in turn puts pressure on revenue spend. There has been injection of capital cash in 2009-10 to start reducing some of the backlog but it would be good to go further. There are a number of roads in serious need of resurfacing which cannot be met from current allocations. It is proposed therefore that KHS make a revenue contribution, (to be funded from the underspending on Waste Management), to bring forward essential resurfacing works into 2009-10. **Cabinet is asked to agree this proposal.**
- 1.1.3.5 The Directorate expected to receive its rollover from 2009-10 and had earmarked this funding for a number of highways projects. As agreed by Cabinet in July, the rollover, which was not already committed, is now being held in the Economic Downturn reserve pending decisions during the budget process throughout the autumn as to how this will be used.

1.1.3.6 One project however, which was agreed at the Highways Advisory Board and is already underway is the white lining project. This is a complete refresh of white lines in 31 towns across Kent (Maidstone and Ashford are already complete). Continuation of this project will cause KHS to overspend by about £600k, which will now need to be set against this year's waste underspend.

1.1.3.7 There is also a need to do a comprehensive clean of all of our signs which will add a further £250k to the signs and lines budget.

1.1.3.8 There are other emerging causes for concern in the KHS budget, with continuing pressure on vegetation control, dilapidation charges against Beer Cart lane premises and not being able to reduce energy consumption as quickly as was originally budgeted, due to delays in completing the inventory and building an array in order to give a clearer indication of actual consumption. These pressures are being quantified at the moment and will be reported in coming months if they cannot be contained within existing KHS allocations.

Table 2: REVENUE VARIANCES OVER £100K IN SIZE ORDER
(shading denotes that a pressure/saving has an offsetting entry which is directly related)

Pressures (+)			Underspends (-)		
portfolio		£000's	portfolio		£000's
EHW	KHS - Essential resurfacing	+2,100	EHW	Reduced waste tonnage	-2,170
EHW	KHS - White lining refresh	+600	EHW	Diversion to landfill while Allington Waste to Energy plant off-line for planned maintenance	-806
EHW	KHS - Sign cleaning programme	+250			
		+2,950			-2,976

1.1.4 Actions required to achieve this position:

There are no specific actions required to achieve this position.

1.1.5 Implications for MTP:

The ongoing pressures on the KHS budget are a cause for concern for the MTP. The waste tonnage is currently in our favour but as described in paragraph 1.1.3.2, this may be reversed by very small changes in household behaviour.

1.1.6 Details of re-phasing of revenue projects:

There are no re-phasings to report at this stage.

1.1.7 **Details of proposals for residual variance:** [e.g. roll forward proposals; mgmt action outstanding]

The residual variance is currently minimal (-£26k).

1.2 CAPITAL

1.2.1 All changes to cash limits are in accordance with the virement rules contained within the constitution and have received the appropriate approval via the Leader, or relevant delegated authority.

The capital cash limits have been adjusted since last reported to Cabinet on 13th July 2009, as detailed in section 4.1.

1.2.2 **Table 3** below provides a portfolio overview of the latest capital monitoring position excluding PFI projects.

	Prev Yrs Exp £000s	2009-10 £000s	2010-11 £000s	2011-12 £000s	Future Yrs £000s	TOTAL £000s
Environment, Highways & Waste Portfolio						
Budget	161,469	129,553	154,167	124,938	325,986	896,113
Adjustments:						
- roll forward	-5,404	5,404	0	0	0	0
- Outturn and pre-outturn changes	-56,285					-56,285
- Energy & Water Investment Fund		-117				-117
- Highway Maintenance		-2,100	0	0	0	-2,100
- Integrated Transport		-1,518	0	0	0	-1,518
- Major Schemes - Design Fees		-350	0	0	0	-350
Revised Budget	99,780	130,872	154,167	124,938	325,986	835,743
Variance		-28,506	11,947	-5,656	23,767	1,552
split:						
- real variance		-306	-3,587	-6,614	+12,059	+1,552
- re-phasing		-28,200	+15,534	+958	+11,708	0
Real Variance	0	-306	-3,587	-6,614	+12,059	+1,552
Re-phasing	0	-28,200	+15,534	+958	+11,708	0

1.2.3 Main Reasons for Variance

Table 4 below, details all forecast capital variances over £250k in 2009-10 and identifies these between projects which are:

- part of our year on year rolling programmes e.g. maintenance and modernisation;
- projects which have received approval to spend and are underway;
- projects which are only at the approval to plan stage and

- projects at preliminary stage.

The variances are also identified as being either a real variance i.e. real under or overspending which has resourcing implications, or a phasing issue i.e. simply down to a difference in timing compared to the budget assumption.

Each of the variances in excess of £1m which is due to phasing of the project, excluding those projects identified as only being at the preliminary stage, is explained further in section 1.2.4 below.

All real variances are explained in section 1.2.5, together with the resourcing implications.

Whilst, there is large rephasing of capital spend being reported this month, this is mainly on schemes where we have less control on the delivery timetable i.e. those relying on securing Government grants or those requiring large developer contributions (which are difficult to secure in the current downturn). However, the schemes where we have full control over the programme such as the recurring highway capital maintenance and the integrated transport schemes etc., are all on target. The Sittingbourne Northern Relief Road is in front of its scheduled spend and the project is also on target to deliver a substantial underspend (not accruing to KCC though as the scheme is grant and developer funded).

Table 4: CAPITAL VARIANCES OVER £250K IN SIZE ORDER

portfolio	Project	real/ phasing	Project Status			
			Rolling Programme £'000s	Approval to Spend £'000s	Approval to Plan £'000s	Prelimina ry Stage £'000s
Overspends/Projects ahead of schedule						
EHW	Sittingbourne Relief Road	phasing			+1,592	
EHW	Major Scheme Design	real	+250			
			+250	+0	+1,592	+0
Underspends/Projects behind schedule						
EHW	East Kent Access Rd Ph 2	phasing			-10,696	
EHW	Reshaping Highways Accommod.	phasing		-5,939		
EHW	Ashford Drivers Roundabout	phasing			-3,712	
EHW	Victoria Way	phasing			-3,476	
EHW	KTS Transport Programme	phasing			-2,449	
EHW	Church Marshes Transfer Station	phasing			-970	
EHW	Hernebay Site Improvement	phasing		-823		
EHW	Rushenden Relief Road	phasing			-781	
EHW	Dartford Heath Site Replacement	real		-687		
EHW	Wetland	phasing		-478		
EHW	Integrated Transport scheme	phasing	-300			
			-300	-7,927	-22,084	-0
			-50	-7,927	20,492	-0

1.2.4 Projects re-phasing by over £1m:

Sittingbourne Northern Relief Road – ahead of plan £1.592 million

This scheme is designed to deliver regeneration of Sittingbourne by supporting existing and future commercial and housing development. The scheme progress is expected to be advanced by £1.6million representing 4% of the revised scheme cost. The total scheme cost has now been reduced by £7.4million due to favourable tender price under current economic climate and consequent adjustment of risk registers. The scheme is expected to start in October 09 and looks to an accelerated completion. The cost reduction of the scheme has no financial savings to the council as the scheme is funded from grant and the developer. Revised phasing of the scheme is now as follows:

	Prior Years	2009-10	2010-11	2011-12	future years	Total
	£'000s	£'000s	£'000s	£'000s	£'000s	£'000s
BUDGET & FORECAST						
Budget	3,553	10,058	18,604	10,909	0	43,124
Forecast	3,553	11,650	13,643	4,041	2,761	35,648
Variance	0	+1,592	-4,961	-6,868	+2,761	-7,476
FUNDING						
Budget:						
grant	3,428	10,058	18,604	6,809	0	38,899
developer cont	67			4,100		4,167
revenue	58					58
TOTAL	3,553	10,058	18,604	10,909	0	43,124
Forecast:						
grant	3,428	11,570	13,643	2,702		31,343
developer cont	67			1,339	2,761	4,167
revenue	58	80				138
TOTAL	3,553	11,650	13,643	4,041	2,761	35,648
Variance	0	+1,592	-4,961	-6,868	+2,761	-7,476

East Kent Access Road Phase 2 – slippage £10.696 million

This scheme is designed to deliver improved economic performance for east Kent. The scheme has slipped by £10.7m, representing 12% of the total value of the scheme. The start of the scheme has been delayed by 15 months due to the delay in confirmation of statutory Orders and more recently by awaiting Full Approval of funding from DfT. The total scheme cost has significantly increased due to Tender returns being significantly above the estimate and this was considered to be a combination of increased archaeology costs and contractors being more cautious about the cost of the complex box structure under the railway line, together with the risks associated with Network Rail approval. The increased cost has been reported to PAG on 29 July and was approved. The full approval of funding is expected in August and an award of contract will follow with a formal start of construction in October 2009. There will be no delay in the completion of the scheme, but there will be some delays in the settlement of part1 land compensation claims. There is no service or the financial implications by the expected delay in settling the claims. Revised phasing of the scheme is now as follows:

	Prior Years	2009-10	2010-11	2011-12	future years	Total
	£'000s	£'000s	£'000s	£'000s	£'000s	£'000s
BUDGET & FORECAST						
Budget	262	21,393	27,745	21,574	0	70,974
Forecast	262	10,697	37,895	26,541	11,605	87,000
Variance	0	-10,696	+10,150	+4,967	+11,605	+16,026
FUNDING						
Budget:						
prudential				1,660	0	1,660
prudential/revenue						0
grant	262	21,393	27,745	19,914	0	69,314
TOTAL	262	21,393	27,745	21,574	0	70,974
Forecast:						
prudential				1,660		1,660
prudential/revenue					4,090	4,090
grant	262	10,697	37,895	24,881	7,515	81,250
TOTAL	262	10,697	37,895	26,541	11,605	87,000
Variance	0	-10,696	+10,150	+4,967	+11,605	+16,026

Kent Highways accommodation – slippage £5.939 million

This scheme is designed to deliver service improvements through creating the West Kent equivalent of the new Ashford super depot. A site has now been identified (after considerable difficulty in finding a suitable location) but the purchase of this land will be subject to gaining the appropriate planning permission. This will not happen now before the end of the financial year and therefore the spend will need to be rephased into 2010/11. Revised phasing of the scheme is now as follows:

	Prior Years	2009-10	2010-11	2011-12	future years	Total
	£'000s	£'000s	£'000s	£'000s	£'000s	£'000s
BUDGET & FORECAST						
Budget	16,605	6,489	2,000			25,094
Forecast	16,605	550	7,939			25,094
Variance	0	-5,939	+5,939	0	0	0
FUNDING						
Budget:						
prudential	4,555	107				4,662
prudential/revenue	10,483	2,463	2,000			14,946
PEF2		3,398				3,398
external other	9					9
capital receipts	1,558	521				2,079
TOTAL	16,605	6,489	2,000	0	0	25,094
Forecast:						
prudential	4,555		107			4,662
prudential/revenue	10,483	550	3,913			14,946
PEF2			3,398			3,398
external other	9					9
capital receipts	1,558		521			2,079
TOTAL	16,605	550	7,939	0	0	25,094
Variance	0	-5,939	+5,939	0	0	0

Kent Thameside Strategic Transport Programme – slippage £2.449 million

This programme is designed to deliver a package of Strategic Transport schemes in the Kent Thameside area. The programme has slipped by £2.4million representing 1% of its total value. This slippage is due to a delay in the programme due to the slow down in development in Kent Thameside area and the fact that funding agreements have not been secured with HAC/DfT. There is an overall reduction in the programme due to change in price base compared to 2007. This is a long term project that covers a wide time span. The necessary infrastructure will be crucial, to deliver growth in the Thameside area. This current delay should have minimal impact to the 20 year plus development timescale for this area (provided that sufficient contributions can be secured in the future).

	Prior Years	2009-10	2010-11	2011-12	future years	Total
	£'000s	£'000s	£'000s	£'000s	£'000s	£'000s
BUDGET & FORECAST						
Budget	155	3,166	7,011	15,741	125,194	151,267
Forecast	155	717	1,736	9,486	131,622	143,716
Variance	0	-2,449	-5,275	-6,255	+6,428	-7,551
FUNDING						
Budget:						
grant		2,770	3,030	4,310	38,112	48,222
developer cont		396	3,981	11,431	87,082	102,890
revenue	155					155
TOTAL	155	3,166	7,011	15,741	125,194	151,267
Forecast:						
grant		331	876	6,625	39,665	47,497
developer cont		386	860	2,861	91,957	96,064
revenue	155					155
TOTAL	155	717	1,736	9,486	131,622	143,716
Variance	0	-2,449	-5,275	-6,255	+6,428	-7,551

Ashford Drivers Roundabout – slippage £3.712 million

This scheme is designed to support the growth of Ashford and improve access into the area from the west, including measures to facilitate future Smartlink and access to the Waren Park & Ride site. The scheme has slipped by £3.7million representing **24%** of the total value of the scheme. The programme has slipped from what was an optimistic profile in the RIF bid aimed at achieving acceptance. The announcements on RIF have been delayed and this has allowed the design of Drivers roundabout which is a complex junction involving a roundabout with five dual carriageways entries to be reviewed. The Highways Agency has asked for the slip road aspects of the M20 J9 scheme to be reviewed. Ashford's Future Partnership board has also asked for the new footbridge over the M20, as a consequence of the J9 improvements to be more of a feature structure rather than a utilitarian solution. The South East Regional Panel are minded to approve RIF which will require substantive expenditure to be completed by 31 March 2011. Revised phasing of the scheme is now as follows:

	Prior Years	2009-10	2010-11	2011-12	future years	Total
	£'000s	£'000s	£'000s	£'000s	£'000s	£'000s
BUDGET & FORECAST						
Budget	269	4,946	10,000			15,215
Forecast	269	1,234	13,712			15,215
Variance	0	-3,712	+3,712	0	0	0
FUNDING						
Budget:						
grant	269	4,946	10,000			15,215
TOTAL	269	4,946	10,000	0	0	15,215
Forecast:						
grant	269	1,234	13,712			15,215
TOTAL	269	1,234	13,712	0	0	15,215
Variance	0	-3,712	+3,712	0	0	0

Victoria Way Phase 1 – slippage £3.476 million

This scheme is designed to support the growth of the Ashford town centre to the south and provide a link between Beaver Road and A28 Chart Road. It has slipped by £3.5million representing 21% of the total value of the scheme. The programme has slipped from what was an optimistic profile in the CIF bid aimed at achieving acceptance. The slippage is due to delay in securing planning consent and in publishing statutory Orders to accommodate scheme amendments and the outcome of negotiations with commercial landowners. KHS are working with Ashford Future Company to deliver a tight but just deliverable programme subject to the full support of the Ashford Future Partnership Board and other key partners. Revised phasing of the scheme is now as follows:

	Prior Years	2009-10	2010-11	2011-12	future years	Total
	£'000s	£'000s	£'000s	£'000s	£'000s	£'000s
BUDGET & FORECAST						
Budget	611	6,989	9,000			16,600
Forecast	611	3,513	12,476			16,600
Variance	0	-3,476	+3,476	0	0	0
FUNDING						
Budget:						
grant	611	6,989	9,000			16,600
TOTAL	611	6,989	9,000	0	0	16,600
Forecast:						
grant	611	3,513	12,476			16,600
TOTAL	611	3,513	12,476	0	0	16,600
Variance	0	-3,476	+3,476	0	0	0

1.2.5 Projects with real variances, including resourcing implications:

The Major Scheme Design budget has an overspend of £0.250m on the Smart Link transport project in Ashford on preparation of major scheme business case and Waren Street Park and Ride. This will be met by GAF3 funding.

Swanley Household Waste Recycling Centre project is now completed and showing an over spend of £0.118m. This is mainly due to price increases and some minor modification to original scheme specification. This real overspend will be funded from the under spend on Dartford Heath site replacement (-£0.687m). This project is currently on hold due to problems finding a suitable site. All other Waste Management Capital programmes have now been reviewed to fund identified overspend in the current and the future years by rephrasing and reducing the scope of other waste projects.

Ashford Ring road is expected to overspend by £0.045m due to design of Latitude walk which will be funded from GAF3.

After allowing for these funding issues the true underlying variance is £0.032m.

1.2.6 **General Overview of capital programme:**

(a) Risks

One of the major risks for EHW at the moment is the cost escalation on the East Kent access phase 2 scheme. Tenders came back with an increase of £16m over initial expected costs, with KCC needing to meet 25% of this (DfT have agreed in principle to fund the other 75%). The higher price for the scheme was considered to be a combination of increased archaeology costs and contractors being more cautious about the cost of the complex box structure under the railway line, together with the risks associated with Network Rail approval for any works affecting the railway.

Schemes linked heavily to developer contributions are struggling due to the economic downturn. This mainly affects projects in the Thameside and Ashford areas, although schemes such as Sittingbourne Northern Relief road (SNRR) also have some significant developer funding attached.

(b) Details of action being taken to alleviate risks

EHW have identified savings in future years' budgets to fund prudential borrowing to cover the shortfall in funding. The Directorate is working hard to reduce the cost of the scheme through value engineering but 75% of saving will need to be returned to DfT, reflecting their share of the cost increase. We have appointed independent quantity surveyors to review the scheme and to provide ongoing monitoring and challenge to ensure best price is achieved.

We are working closely with landowners and developers to ensure that contributions are secure and in the case of SNRR have sought a letter of comfort to confirm the developer's intention and ability to pay. Schemes will not proceed unless KCC's financial position is protected.

1.2.7 **Project Re-Phasing**

It is proposed that a cash limit change be recommended for the following projects that have re-phased by greater than £0.100m to reduce the reporting requirements during the year. Any subsequent re-phasing greater than £0.100m can be requested but the full extent of the slippage will have to be shown. The possible re-phasing is detailed in the table below.

	2009-10	2010-11	2011-12	Future Years	Total
	£k	£k	£k	£k	
Integrated Transport					
Amended total cash limits	+13,234	+16,418	+17,200	+37,100	+83,952
re-phasing	-300	+300			0
Revised project phasing	+12,934	+16,718	+17,200	+37,100	+83,952
Wetland Creation					
Amended total cash limits	+488				+488
re-phasing	-478	+478			0
Revised project phasing	+10	+478	0	0	+488
Herne Bay Site Improvements					
Amended total cash limits	+923				+923
re-phasing	-823	+823			0
Revised project phasing	+100	+823	0	0	+923
Re-shaping Kent Highways					
Amended total cash limits	+6,489	+2,000			+8,489
re-phasing	-5,939	+5,939			0
Revised project phasing	+550	+7,939	0	0	+8,489
Maidstone/Tonbridge Site					
Amended total cash limits	+200	+550	+1,250		+2,000
re-phasing	-200	-550	-472	+1,222	0
Revised project phasing	0	0	+778	+1,222	+2,000
Church Marshes Transfer Station					
Amended total cash limits	+1,000	+775			+1,775
re-phasing	-970	-675	+1,645		0
Revised project phasing	+30	+100	+1,645	0	+1,775
East Kent Waste - Ashford					
Amended total cash limits		+5,000			+5,000
re-phasing		-2,000	+2,000		0
Revised project phasing	0	+3,000	+2,000	0	+5,000
Sittingbourne Northern Relief Road					
Amended total cash limits	+10,058	+18,604	+10,909		+39,571
re-phasing	+1,592	-1,592	-2,761	+2,761	0
Revised project phasing	+11,650	+17,012	+8,148	+2,761	+39,571
Rushenden Link Road					
Amended total cash limits	+9,531	+3,102			+12,633
re-phasing	-781	+781			0
Revised project phasing	+8,750	+3,883	0	0	+12,633

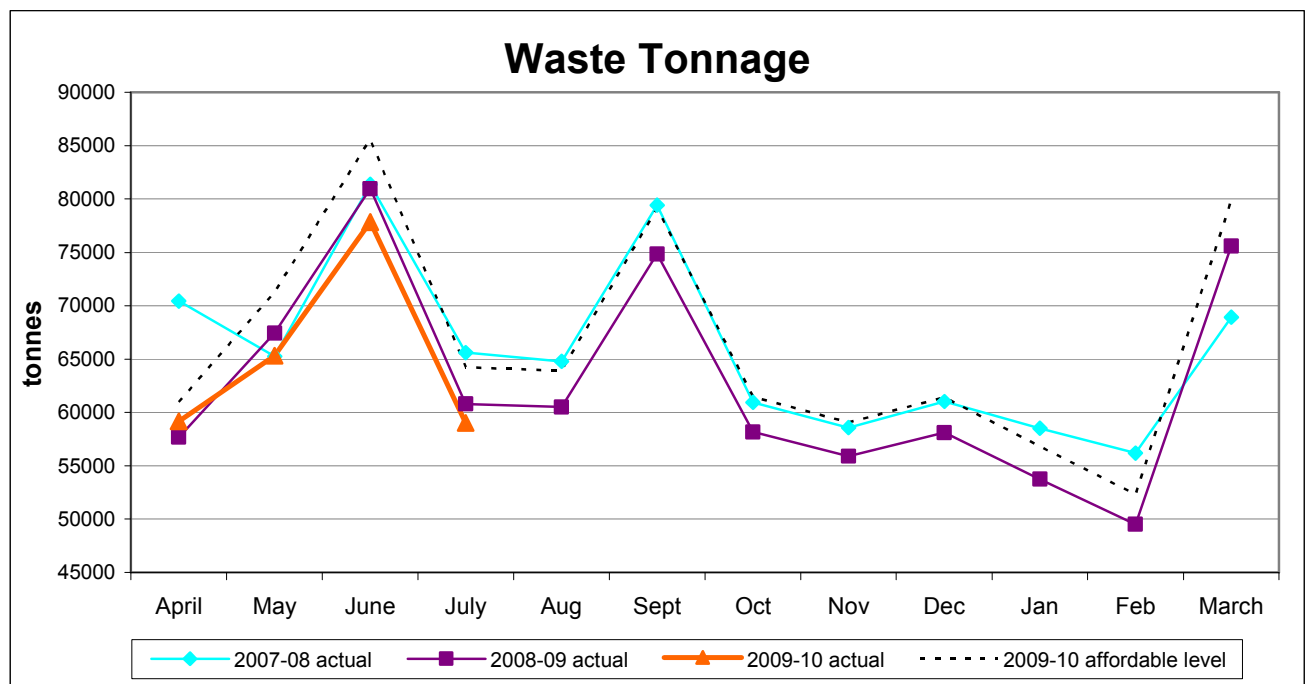
	2009-10	2010-11	2011-12	Future Years	Total
East Kent Access phase 2					
Amended total cash limits	+21,393	+27,745	+21,574		+70,712
re-phasing	-10,696	+10,150	+546		0
Revised project phasing	+10,697	+37,895	+22,120	0	+70,712
Kent Thameside Strategic Transport					
Amended total cash limits	+3,166	+7,011	+15,741	+125,194	+151,112
re-phasing	-2,449	-5,276	0	+7,725	0
Revised project phasing	+717	+1,735	+15,741	+132,919	+151,112
Ashford - Drovers Roundabout					
Amended total cash limits	+4,946	+10,000			+14,946
re-phasing	-3,712	+3,712			0
Revised project phasing	+1,234	+13,712	0	0	+14,946
Ashford - Victoria Way					
Amended total cash limits	+6,989	+9,000			+15,989
re-phasing	-3,476	+3,476			0
Revised project phasing	+3,513	+12,476	0	0	+15,989
Total re-phasing >£100k	-28,232	+15,566	+958	+11,708	0
Other re-phased Projects below £100k					
re-phasing	+32	-32			0
Revised phasing	+32	-32	0	0	0
TOTAL RE-PHASING	-28,200	+15,534	+958	+11,708	0

2. KEY ACTIVITY INDICATORS AND BUDGET RISK ASSESSMENT MONITORING

2.1 Waste Tonnage:

	2006-07	2007-08	2008-09	2009-10	
	Waste Tonnage	Waste Tonnage	Waste Tonnage	Waste Tonnage *	Affordable Level
April	69,137	70,458	57,688	59,158	60,957
May	69,606	65,256	67,452	65,304	71,274
June	82,244	81,377	80,970	77,844	85,558
July	63,942	65,618	60,802	59,020	64,248
August	62,181	64,779	60,575		63,921
September	77,871	79,418	74,642		79,100
October	61,066	60,949	58,060		61,465
November	60,124	58,574	55,789		59,065
December	64,734	61,041	58,012		61,414
January	60,519	58,515	53,628		56,798
February	58,036	56,194	49,376		52,313
March	73,171	68,936	76,551		79,887
TOTAL	802,631	791,115	753,545	261,326	796,000

* Note: waste tonnages are subject to slight variations between quarterly reports as figures are refined and confirmed with Districts

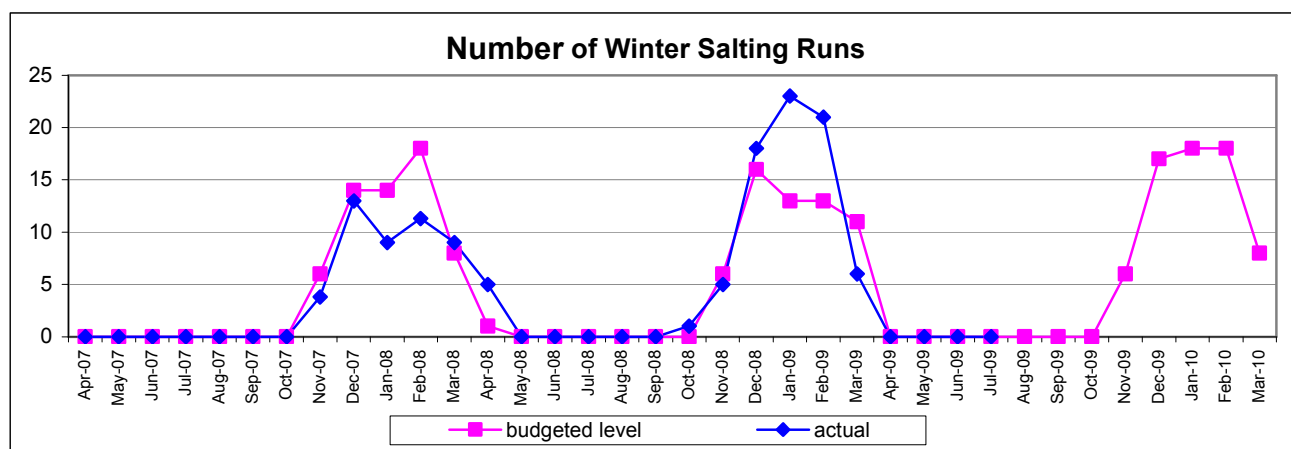


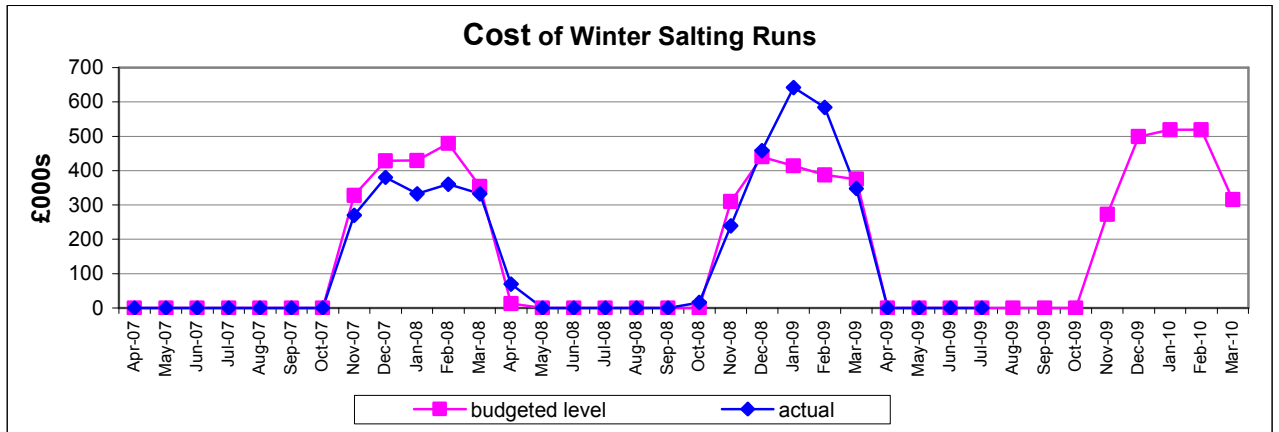
Comments:

- The March 2009 tonnage figures were considerably higher than the equivalent figure for 2008 and the April figure also slightly higher. This indicated that the decline in waste tonnage may have eased or indeed, started to reverse. However the May, June and July (provisional) figures have returned to the lower levels seen through most of the last financial year, again demonstrating the unpredictable nature of waste volumes.
- The tonnage is expected to remain below the affordable level for the remainder of the year but may exceed 2008-09 levels in particular months.

2.2 Number and Cost of winter salting runs:

	2007-08				2008-09				2009-10			
	Number of salting runs		Cost of salting runs		Number of salting runs		Cost of salting runs		Number of salting runs		Cost of salting runs	
	Actual	Budgeted Level	Actual	Budgeted Level	Actual	Budgeted Level	Actual	Budgeted Level	Actual	Budgeted level	Actual	Budgeted Level
		£000s	£000s			£000s	£000s			£000s	£000s	
April	-	-	-	-	5	1	70	13	-	-	-	-
May	-	-	-	-	-	-	-	-	-	-	-	-
June	-	-	-	-	-	-	-	-	-	-	-	-
July	-	-	-	-	-	-	-	-	-	-	-	-
August	-	-	-	-	-	-	-	-	-	-	-	-
September	-	-	-	-	-	-	-	-	-	-	-	-
October	-	-	-	-	1	-	16	-	-	-	-	-
November	3.8	6	270	328	5	6	239	310	-	6	-	273
December	13.0	14	380	428	18	16	458	440	-	17	-	499
January	9.0	14	332	429	23	13	642	414	-	18	-	519
February	11.3	18	360	479	21	13	584	388	-	18	-	519
March	9.0	8	332	354	6	11	348	375	-	8	-	315
TOTAL	46.1	60	1,674	2,018	79	60	2,357	1,940	0	67	0	2,125



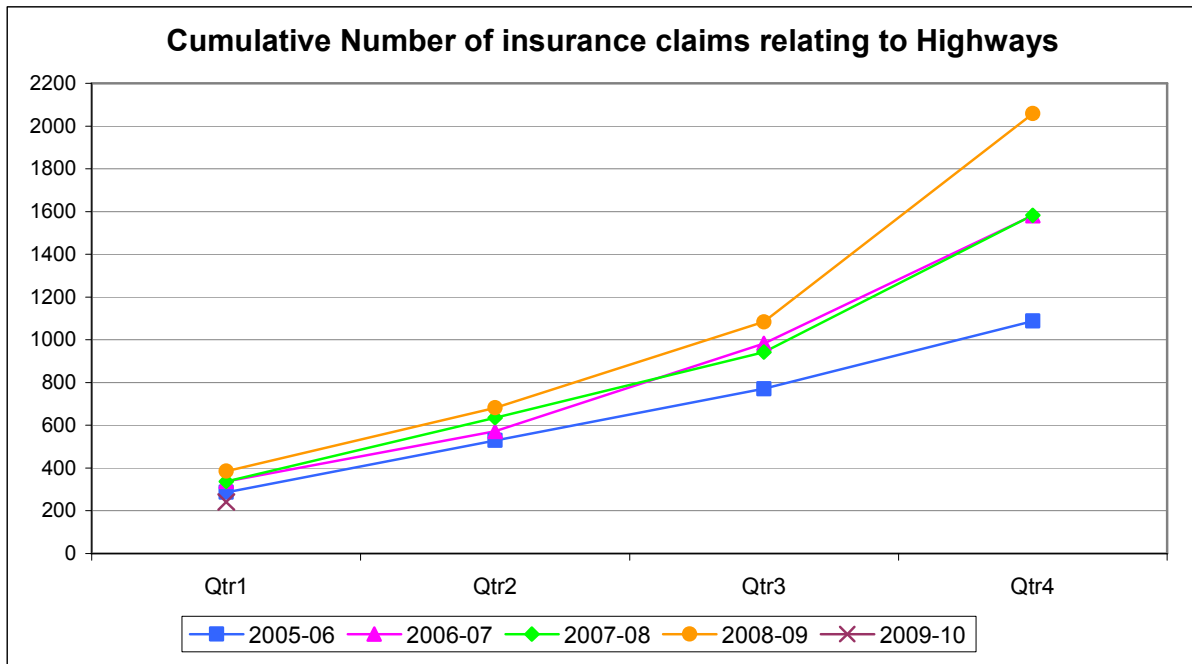


Comment:

- The charges for the Winter Maintenance Service reflect two elements of cost: the smaller element being the variable cost of the salting runs undertaken; the major element of costs, relating to overheads and mobilisation within the contract, have been apportioned equally over the 5 months of the normal salting period.

2.3 Number of insurance claims arising related to Highways:

	2005-06	2006-07	2007-08	2008-09	2009-10
	Cumulative no. of claims	Cumulative no. of claims	Cumulative no. of claims	Cumulative no. of claims	Cumulative no. of claims
April – June	286	337	338	385	242
July – Sept	530	572	635	682	
Oct – Dec	771	983	942	1,083	
Jan - Mar	1,087	1,581	1,582	2,057	



Comments:

- Numbers of claims will continually change as new claims are received relating to accidents occurring in previous quarters. Claimants have 3 years to pursue an injury claim and 6 years for damage claims. The data previously reported has been updated to reflect claims logged with Insurance as at 14 July 2009.
- The number of claims rose sharply at the end of 2008-09. The particularly adverse weather conditions and the consequent damage to the highway seems a major factor with this along with some possible effect from the economic downturn. The number of claims for the first quarter of 2009-10 is back below the average but this figure may rise as claims continue to be submitted for that period (see paragraph above).
- The Insurance Section continues to work closely with Highways to try to reduce the number of successful claims and currently the Authority manages to achieve a rejection rate of claims, where it is considered that we do not have any liability, of about 75%.

By: Nick Chard
Cabinet Member – Environment, Highways & Waste

To: Environment, Highways & Waste Policy Overview & Scrutiny
Committee – 10 November 2009

Subject: A Strategy for the Implementation of the Biodiversity Duty

Classification: Unrestricted

Summary: This paper provides an overview of the NERC Act 2006 Biodiversity Duty and the Kent County Council Strategy developed to implement its requirements.

This paper seeks support from POC for the adoption of this Strategy by Cabinet in 2010.

1. Introduction to the Biodiversity Duty

Biodiversity is the diversity, or variety, of plants, animals and other living things in a particular area or region. It encompasses habitat diversity, species diversity and genetic diversity.

Biodiversity provides us with many services fundamental to our quality of life, including:

- Maintaining life, e.g. regulating atmosphere; providing clean water and air and fertile soil; helps tackle climate change and flood management.
- Maintaining economy, e.g. provides food, fuel and construction materials which supports industry and employment; contributes to the attractiveness of a place to live, work and visit.
- Maintaining well being, e.g. inspires outdoor exercise and recreation; provides a free commodity to be enjoyed by all; provides motivation for learning.

In 2006, the Natural Environment and Rural Communities Act (NERC) introduced a new duty on local authorities to have regard to the conservation of biodiversity in exercising their functions. The Biodiversity Duty (Section 40) states that “Every public body must, in exercising its functions, have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity”

2. Purpose and development of the Strategy for the Implementation of the Biodiversity Duty

Kent County Council has already made a commitment to the protection and enhancement of biodiversity through its Corporate Environment Policy 2008. The *Strategy for the Implementation of the Biodiversity Duty* has been prepared to assist

the County Council in realising its obligations under the NERC Act and, as such, aims to:

- Raise the profile and visibility of biodiversity across the authority.
- Clarify existing and new commitments with regard to biodiversity.
- Make biodiversity a natural and integral part of policy, decision making and action.
- Make a significant contribution to the protection, conservation and enhancement of the county's biodiversity.

The Strategy has been developed around four objectives, steered by the Biodiversity Duty:

- Protect, conserve and enhance biodiversity through policy, forward planning and development control: develop and apply policies within forward planning and development control that ensure consideration of biodiversity.
- Manage our estate to benefit biodiversity: apply best practice approach when managing and developing council land, buildings and grounds.
- Better understanding of the county's biodiversity resource: collate and make available a good evidence base for biodiversity to enable well informed decisions and prioritise action.
- Be a community leader for biodiversity: through following best practice and demonstrating a commitment to biodiversity set an example to the rest of the county.

Appendix 1, the Strategy, provides further details of the targets to be delivered under these objectives.

During the Strategy's development, the objectives and broad targets have been discussed with all the Council's Directorates to ensure they are realistic and achievable. Buy-in has been sought and assured from all senior management teams and the KCC Environment Board has endorsed the Strategy.

3. Implementing the Strategy

Over the next year, the Natural Environment and Coast Team (Environment & Waste, EHW) will work with Directorates to provide them with the advice and guidance required to implement the Biodiversity Duty and therefore work towards the objectives of this Strategy.

In the first year of this Strategy, Directorates will be asked to develop action plans to help progress the achievement of the Strategy objectives. 2010/11 Business Plans should include the development of these plans as a target. The Natural Environment & Coast Team will work with Directorates to develop these plans.

It is understood that the implementation of the Biodiversity Duty has to be embedded within the context of delivering other statutory duties and expectations and within limited budgets. The purpose of this strategy, and the resulting action planning, is to identify opportunities for biodiversity within these limits. Guidance will be on hand from the Natural Environment & Coast Team. An analysis of impacts of implementing the Strategy across the Council is provided in Appendix 2.

The objectives and targets will be monitored on an annual basis using a set of indicators. Each annual monitoring will report on our progress against these indicators, reviewing the targets and, where necessary, amending them.

The Strategy will be reviewed after three years and refreshed in light of successes, areas for improvement and any new requirements under the Biodiversity Duty.

4. Next steps

As previously mentioned, the Strategy has already been discussed and endorsed by all Directorates and the KCC Environment Board. The Strategy will now be put to Cabinet in early 2010 with the recommendation of adoption.

5. Recommendations

Members are invited

- a) to consider the *Strategy for the Implementation of the Biodiversity Duty*,
- b) to recommend adoption of the Strategy by Cabinet, in fulfilment of its duty under the Natural Environment and Rural Communities Act 2006.

Lead Officer
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Appendix 1 – Objectives and targets of the *Strategy for the Implementation of the Biodiversity Duty*

Objective 1: Protect, conserve and enhance biodiversity through forward planning and development control

Develop and apply policies within forward planning and development control that ensure consideration of biodiversity.

- Integrate biodiversity conservation and enhancement into the wider regeneration agenda.
- Ensure delivery of biodiversity benefits from green infrastructure.
- Use strategic planning to identify locations where priority should be given to biodiversity and the establishment of ecological networks.
- Ensure strategic planning decisions do not restrict options for biodiversity adaptation to climate change.
- Realise and implement opportunities offered by Section 106 to provide biodiversity benefits.
- Ensure any planning applications submitted to KCC, or that KCC is consulted on, take full consideration of biodiversity and are accompanied by the relevant ecological information before determination.

Objective 2: Manage our estate to benefit biodiversity

Apply best practice approach when managing and developing council land, buildings and grounds.

Existing estate:

- Put in place management to conserve and enhance legally protected or UK Biodiversity Action Plan (BAP) priority species on KCC owned land.
- In addition to upholding statutory requirements to protect designated sites, habitats and species, conserve biodiversity and actively seek opportunities for its enhancement.
- Bring KCC owned Local Wildlife Sites and SSSIs into positive management.
- Recognise the biodiversity value of road verges and adopt appropriate management regimes to enhance this value.
- Identify opportunities within KCC estate to deliver Kent BAP targets and implement.
- Where appropriate, use native trees and plants in landscaping and, where possible, of local origin.
- Utilise KCC owned public spaces to educate and raise awareness of biodiversity.
- Enhance biodiversity within school grounds.

Development of KCC estate:

- Ensure all potential effects on biodiversity from development are considered at the outset, avoiding adverse impacts on biodiversity wherever possible and mitigating others.
- Design new sites and buildings to provide biodiversity benefits through the conservation and integration of existing habitats and the provision of biodiversity enhancement features.

Objective 3: Better understanding of the county's biodiversity resource

Collate and make available a good evidence base for biodiversity to enable well informed decisions and prioritise action.

- Support the county's biological record centre in the collation and maintenance of data on Kent's habitats and species.
- Support the Kent Biodiversity Partnership's ongoing work to monitor Kent's priority habitats.
- Monitor trends in biodiversity.
- Assess and monitor the biodiversity resource on KCC estate.
- Undertake projects, and contribute to partnerships, that improve our understanding of the county's biodiversity, its conservation and enhancement and measures for adaptation to climate change.

Objective 4: Be a community leader for biodiversity

Through following best practice and demonstrating a commitment to biodiversity set an example to the rest of the county.

Internal

- Stimulate a greater understanding and appreciation of biodiversity amongst staff and elected members, raising awareness of the impact they may have on biodiversity and the impact it may have on them.
- Ensure all staff and elected members consider biodiversity when making procurement decisions.
- Incorporate biodiversity conservation and enhancement into internal policy and corporate strategy.
- Include biodiversity in environmental management systems.

External

- Support the co-ordination of Kent Biodiversity Partnership and Kent Biodiversity Action Plan and contribute to other partnership work that benefits biodiversity.
- Support and contribute to partnership work that allows biodiversity to adapt to climate change.
- Include biodiversity in the Kent Area Agreement or its successor.
- Be seen as a centre of excellence for advice and support to district authorities, businesses, land owners, general public on biodiversity conservation and enhancement.
- Undertake community engagement and awareness raising activities to provide informal education on biodiversity (provision of places and events to learn about biodiversity informally; better use of local media; engage children, young people and hard to reach communities).
- Encourage lifestyle changes that help to protect the natural environment.

Appendix 2 – Analysis of impacts of implementing strategy

Objective 1: Protect, conserve and enhance biodiversity through forward planning and development control

This work is largely already undertaken across the Council and therefore no additional costs are anticipated. There may be some, minimal, additional staff time required to fully implement this objective.

Objective 2: Manage our estate to benefit biodiversity

At KCC we have a great potential to improve the biodiversity of the county by addressing the management of our own, large estate.

Actions relating to conserving habitats and species on KCC owned land will largely not place additional costs on the Council, it is simply a case of maintaining the natural environment in its current state and not undertaking any activities that will negatively impact on it. Additional costs will only apply where the habitat is in a poor state and restoration or enhancement is required.

Habitat enhancement can be done on varying scales, with proportionate expense. Simple measures, such as using old wood to create log piles or allowing a patch of grass to grow wild can be done at no expense. Bat and bird boxes are relatively inexpensive (a stone bat/bird box is around £25). More extensive habitat enhancement is not likely to be addressed within the first three years of the strategy – where such enhancement is identified as required, external funding will be sought to support this work.

There will be costs associated with developing and implementing site management plans but these can be designed to also identify cost saving measures for the future as some measures to positively manage the estate to benefit biodiversity may result in cost savings for grounds maintenance. KCC's Countryside Management Partnerships can assist with the development of such plans.

There will be costs with bringing Local Wildlife Sites(LWS) and SSSIs into positive management but this action will also contribute towards KAA2, which includes indicator NI197 (bringing LWS into positive management). In relation to SSSIs, owners have a duty to maintain favourable condition and manage the site positively – therefore the strategy is not placing any further burden on the Council, just reaffirming our commitment.

Opportunities to support the delivery of the Kent BAP targets have largely already been discussed with the relevant directorates. Where additional work is identified on the KCC estate, the Kent BAP Coordinator will be able to assist with seeking funding to support this work.

The use of native species for planting can prove more expensive than traditional non-native. It is recognised that the use of such plants may not always be possible but the strategy commits those involved in landscape design to review the possibility of using native species.

Using KCC owned public spaces to educate and raise awareness of biodiversity could potentially be a costly action, in terms of installing dedicated education

material such as interpretation panels. The first step in relation to this is to integrate biodiversity into other education material as it is developed for the site. Further on, funding/sponsorship can be sought to support more extensive education materials solely for biodiversity.

The cost of enhancing biodiversity in school grounds will be proportionate to the actions taken – as referred to above. The wider benefit of this improved biodiversity in school grounds, and its potential use as an educational resource, need to be considered alongside the cost of the action.

Consideration of biodiversity in new developments and avoiding/mitigating adverse impacts on protected species is largely already done (and is legislated for), therefore additional costs are not anticipated. However, avoiding/mitigating against impacts on wider biodiversity will be a new approach and some costs can be anticipated.

Inclusion of bird/bat boxes into the design of a new build should not make a notable increase in the build costs. Features such as green roofs, walls and Sustainable Urban Drainage Systems will be more costly but the benefits of such systems are wider than just biodiversity and the installation of these are covered by other sustainability strategies for the Council. As before, enhancement of biodiversity can be as small or large scale as the budget will allow – but it is important to make a commitment to provide some form of enhancement and have a strategic approach for doing so.

Objective 3: Better understanding of the county's biodiversity resource

This is probably the most costly objective however it is intended that the majority of this objective will be achieved through external funding and partnerships.

It is intended that the assessment and monitoring of the KCC biodiversity resource will be undertaken by the users of the site, for example staff volunteer/wider contribution, activities for pupils/clients, or the use of volunteer programmes. This data can also be collated from surveys of sites that have been undertaken in preparation for development/construction. Therefore, whilst this is a big and ongoing task, this assessment is not anticipated to be financially costly.

Objective 4: Be a community leader for biodiversity

This objective will build on the work already undertaken and is not likely to increase costs, although may require further staff resource.

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By: Nick Chard, Cabinet Member for Environment, Highways and Waste

To: Environment, Highways & Waste Policy Overview & Scrutiny Committee – 10 November 2009

Subject: Draft Kent Environment Strategy --Consultation

Classification: Unrestricted

Summary: The Kent Partnership's Environment Strategy (KES) is under review. The re-draft has recently been endorsed by the Kent Partnership for wider consultation for a 12 week period ending in January 2010. As part of this consultation process, the views of members are sought on this document.

1. Context - Why does Kent need a new Environment Strategy?

Kent Partnership's Kent Environment Strategy (KES) was first produced in 2003 to underpin and deliver the Vision for Kent. Time lapse and the changing policy environment since then mean that a very different document to its predecessor is needed.

Progress reports produced in 2005 and 2007 highlighted there had been a lot of activity to deliver environmental enhancements but we have not yet achieved the vision of an improving Kent environment for people and business. We still have the challenges of development pressure and ever more evident climate change with seasonal floods, water shortages and heat waves to tackle.

The Kent Regeneration Framework consultation identified a suite of 9 documents, including an Environment Strategy, which would support and deliver it and the Vision for Kent.

2. How was the Consultation Document prepared?

A DEFRA secondee to Kent County Council has been working to a Project Board including the Environment Agency, Kent Wildlife Trusts, Maidstone District Council, and Business Link Kent with guidance from the Kent Economic Board's (KEB) multi-agency Environment Task Group. In addition, three small multi-agency workshops were held over this summer with key stakeholders to develop vision, objectives and ideas for action.

Further to this, the initial thrust of the draft strategy and the emerging themes were tested at a number of fora prior to a draft being developed for consultation. These included:

- Kent and Medway Chief Executives (July 09), booked to revisit 9 November
- Kent Environment Directors Group (May, October)
- Kent Economic Board (July and September)
- Kent Policy Officers Group (September)
- Kent Public Service Board (September)
- Kent Rural Board (July)
- KEB Environment Task Group (May/July) – including representatives from the Police, Fire Service and District Authorities (East, West and Mid Kent)

Kent Partnership endorsed the Draft for consultation on 13th October 2009.

This consultation document, at Appendix 1 is effectively an early draft of the Strategy but, in order to help stakeholders understand the evidence and rationale behind the proposals, contains much more information than is proposed for the final Strategy document. Consultees will be asked to identify what are the top priority 9 objectives they wish the Strategy to include.

3. What will be different this time?

The changing policy context requires that environmental challenge such as climate change is translated wherever possible into economic and social opportunity. Time is not on our side so its purpose is to galvanise action on a scale which reverses environmental decline and focuses on benefits to communities, businesses and individuals.

A streamlined and focussed KES is therefore proposed. A 20 year vision for Kent's environment and Kent's impact on the global environment with a small collection of shorter term, high priority objectives revised regularly (3 to 5 years) and which, when delivered, should make a significant change to the quality of the environment in Kent.

The three key themes identified in the consultation have a high degree of fit with the Regional Economic Strategy, the Vision for Kent and the Regeneration Framework. Making the most of the economic opportunities arising from the new low carbon economy will be a cross cutting issue across all themes. The three key themes are:

Prosperity within our environmental limits – Leading Kent towards consuming less resources more efficiently, eliminating waste and minimising pollution

Rising to the climate change challenge – Working towards a lower carbon Kent which is prepared for, and resilient to, the impacts of climate change

Value from our natural and living environments – Optimising the real economic and social benefits of high environmental quality while protecting and enhancing the unique natural and built character of Kent.

4. How will it be delivered?

Light touch action plans, reviewed on a yearly basis will deliver the Strategy. As the issues are now highly linked to risk to communities and both risk and opportunity for businesses, much of the delivery of the KES vision will also lie with other emerging Kent and KCC strategies particularly the Environmental Technologies Sector

Strategy, the Integrated Transport Strategy and the Housing Strategy. It is anticipated that environmental and risk management action will grow as an element of most sectors' business planning.

5. Consultation plan and timetable

The consultation covers new ground in terms of measurement of cost-benefit and requires genuine feedback to shape the final strategy. The draft Strategy is now on the Kent County Council website, a copy of the Strategy is being sent to all key Kent stakeholders, every LSP in Kent and Medway visited, the Kent and Medway Chief Executives further consulted to seek views, and 6 public focus groups held.

Subject to the feedback received, formal adoption of the final Strategy by members of the Kent Partnership and the County Council as part of its own Policy Framework would be sought early in 2010.

6. Recommendations

Members are invited

- a) to note and discuss the Draft Kent Environment Strategy, such that views of members form part of the formal consultation process
- b) to submit their detailed comments individually to the lead officer as soon as possible .

Accountable Officers

Linda Davies EHW
David Oxlade CED

Lead Officer

Carolyn McKenzie
Sustainability and Climate Change Manager
Kent County Council
01622 221916

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The Kent Environment Strategy

A high quality environment for a flourishing Kent, now and in the future

October 2009

Consultation Document

This consultative document is a starting point to stimulate discussion. It outlines what the Kent Partnership believes are the environmental opportunities and challenges facing the county.

We welcome your views on the key priorities for improvement and action identified in the Kent Environment Strategy either by post or email, by **Friday 15 January 2010**.

Contact: Environment.waste@kent.gov.uk

**Environment and Waste Business Support Unit
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Introduction

Why do we need a new environment strategy?

Kent has achieved much in advancing environmental performance the past six years since the publication of the 2003 Kent Environment Strategy. However the progress report of 2007 and more recent evidence of Kent's ecofootprint shows the key indicators of environmental wellbeing need improvement. Along with other south-east counties our 'shoe size' is estimated to be three and half sizes too big!

We still have challenges to tackle, not least of which are: development pressures; ongoing concerns about air and water quality; continuing decline in biodiversity; and the threat of dangerous climate change. These are brought home to us by water shortages, heatwaves and seasonal floods. Some of these challenges, while having the potential for severe economic and social impacts, can also offer opportunity for new business, increased efficiency for residents, and the public and commercial sectors.

We now must take action on the appropriate scale and such that the challenges we face are converted into opportunities for economic and social gain. This is what this strategy sets out to achieve.

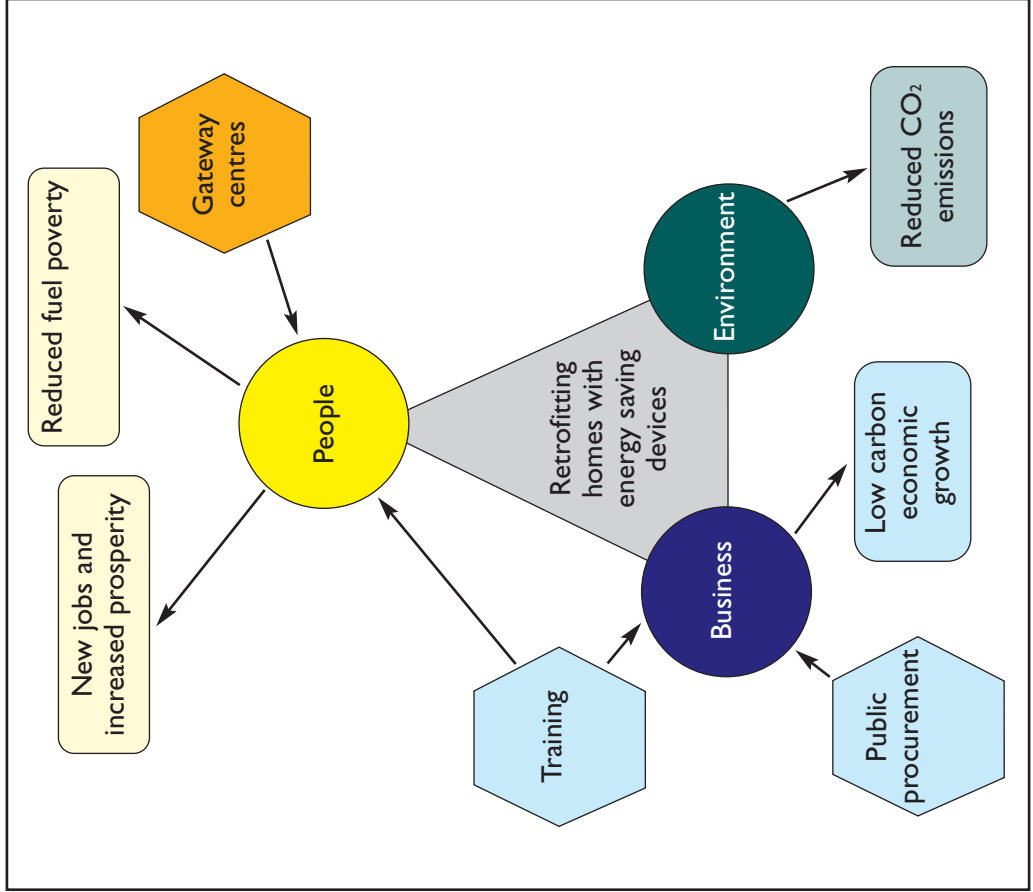
Who is this Strategy for?

This Strategy supports delivery of Kent's Community Strategy, the 'Vision for Kent' and is part of a suite of eight strategies that lay out the Kent Partnership's objectives (listed in Annex) for Kent to achieve a better place to live, work and visit.

The Kent Environment Strategy will be delivered by the Kent Partnership by acting as a prioritisation framework for action by all key public agencies, business and commerce in Kent .

What will be different in Kent as a result of this Strategy?

This draft strategy is taking a much more focused approach in contrast to its predecessor which has 11 themes and 41 objectives. What is vital is that this time we identify environmental objectives with far reaching effects which help deliver wider social and economic aims. For example:



Three themes are identified to resonate with the Regional Economic Strategy, the Vision for Kent and KCC's Regeneration Strategy. This will also enable stronger synergies with other strategies in the Kent Partnership suite as a better foundation for delivery across all functions.

What action are we going to take?

This Strategy is organised into **three themes** which represent the major challenges and opportunities for Kent over the next 10-20 years.

Prosperity within our environmental limits – Leading Kent towards consuming less resources more efficiently, eliminating waste and minimising pollution.

Rising to the climate change challenge – Working towards a lower carbon Kent which is prepared for, and resilient to, the impacts of climate change.

Value from our natural and living environments – Optimising the real economic and social benefits of high environmental quality while protecting and enhancing the unique natural and built character of Kent.

There is a great deal of activity already happening across Kent to support the vision of sustainable living described by these themes. We want to see this variety of projects continue to flourish. However the Kent Partnership wish to identify three or four priorities, under each theme, on which we can focus in the next three years in order to take our first big step towards reaching our 20 year vision.

How will the Strategy be delivered?

The delivery of the Strategy will be supported by action plans under each of the Key themes' objectives. These will focus on key mechanisms and projects which could be tweaked and refreshed on an annual basis. Particularly important will be the degree to which the other emerging strategies can embrace the opportunities offered here, for example, the Environmental Technologies Sector strategy, the Transport Strategy and the Housing Strategy.

The implementation of this Strategy will be underpinned by five principles that will inform the way we work

- **Total Kent** - We will look at Kent and Medway as a whole and work in partnership to find and deliver cross-sector solutions.
- **Empowered Kent** - We will empower communities and businesses, as well as individuals and give them the opportunities they need to be sustainable.
- **Value for Kent** - We will maximise the potential of the environment to deliver a full range of benefits for Kent people – health, jobs and recreation - and we will make choices that represent long term value for money.
- **Inspired Kent** - We will look across the world to find the best in innovation and solutions for encouraging green technology business growth, challenging the status quo where it is a barrier to progress.
- **I will if you will** - The Kent Partnership will lead the way by demonstrating good practice within its own members' operations.

Monitoring

The progress report of 2007 issued a wake-up call but did anyone wake-up? Much of what action was promised was delivered but the vision for an improved environment is still a long way off with water and air quality declining, CO2 still rising and wild bird populations in trouble (as examples).

We will devise a set of performance indicators to accompany the final strategy which will measure the change in the environment not just action undertaken.

Consultation process and timetable

The vision, objectives and suggested priority action in this consultation document arise from small group workshops held with expert stakeholders from across Kent. We are now seeking your views on what action we should be taking in Kent to improve the sustainability of our county. Your responses to this consultation will inform the direction of travel in the coming years and so determine what changes this Strategy can achieve for Kent.

It asks for your feedback on a number of questions after each of the theme chapters to shape the final version of the strategy and which three priorities for action per theme should be included.

The next draft of the strategy will be written in December and this will refine the visions and reduce the long list of priorities for action to three or four per theme. It will also include an Action Plan of key activities to deliver the priorities over the next three years.

Prosperity within our Environmental Limits

Vision for 2030

A Kent where we produce and use sustainable goods and services and throw away as little as possible. All Kent businesses benefit from operating in a sustainable way and we are the first choice location for green technology companies. As a result of these sustainable operations and lifestyles our natural resources - air, water, minerals and soil - are clean and safeguarded and Kent secures the resources it needs to prosper.

Target

By 2016 Kent will reverse the annual growth in its ecological footprint on the way to a 40% decrease by 2030.

Rationale

Our quality of life in Kent has been increasing year on year and we have been enjoying ever more plentiful lifestyles. However, we are part of a global community that is currently depleting natural resources at a faster rate than they can be regenerated as well as using non-renewable resources at an increasing rate. As a consequence three quarters of the world's fisheries are facing commercial collapse, one quarter of the birds and mammals on

earth are in danger of extinction, and we are losing two percent of the world's forests ever yearⁱⁱⁱ.

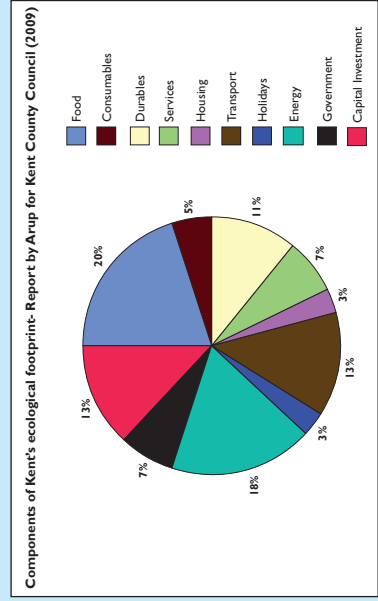
Our rates of consumption here in Kent will also be challenged by a changing balance in international power. On current growth rates, China will have the world's second largest market in terms of household consumption by 2014ⁱⁱⁱ. The Commission for Africa has set out recommendations to enable African countries to achieve and sustain growth rates of seven per cent by 2010^{iv}. Where will all the natural resources come from to make and use the products which will fuel this growth? Sustainable consumption is not a 'green dream' but an economic necessity.

Prosperity within our environmental limits is about reducing our environmental impacts, while maintaining or improving our economy and standards of living. This will not require us all to wear hair shirts but instead embrace new green technologies wherever possible and view our choices in a new light. For instance walking and cycling more, eating local foods, buying more durable goods rather than disposable items, and taking holidays in the UK. The potential of such changes are that Kent can grow green technology businesses and all business and households can save money by doing more with less.

Ecological Footprint

The ‘ecological footprint’ is a methodology to illustrate the impacts of what we consume by calculating the notional and direct land and sea area needed to support the resources and associated energy a particular population consumes and to absorb the wastes they generate. If each person on the planet were to have an equal share of globally available land we would each have less than two hectares available to us.

In Kent we use six global hectares per person to support our lifestyles, although this number fluctuates across the county. If everyone in the world lived as we do we would need 3.3 planets, and our county’s demands on natural resources are increasing. If we don’t make changes we could be consuming at a rate as high as 10.5 ha per person by 2050.



Kent Facts

Waste

- 31% of municipal waste to landfill 2008/09.
- 473,000 tonnes commercial and industrial waste to landfill in 2002.
- 662,000 tonnes construction and demolition waste to landfill in 2006.

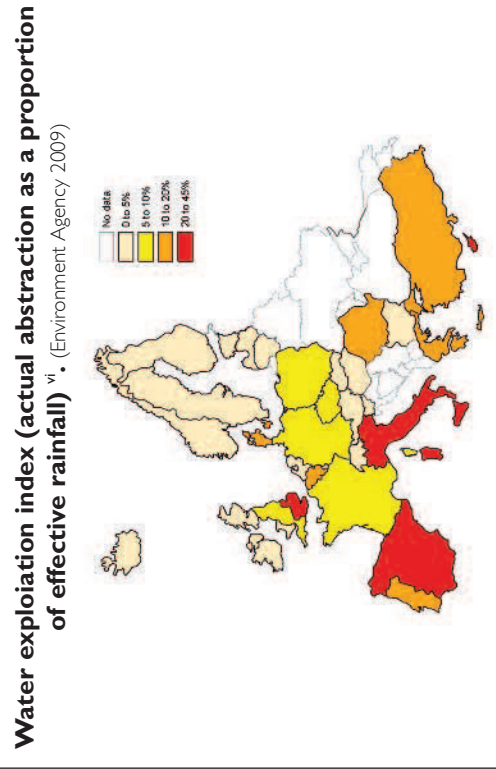
Food

- Responsible for 20% of UK greenhouse gases and 20% of Kent’s ecological footprint.
- The majority of the impact of food occurs through the production and processing of the food item with transportation being a secondary issue (unless the food has been transported by aviation). We then throw away, uneaten, around one third of the food we buy.
- Farmland covers 67% of the land area in Kent.
- Farm holdings make a £600 million contribution to the Kent economy.

Waste arising in Kent

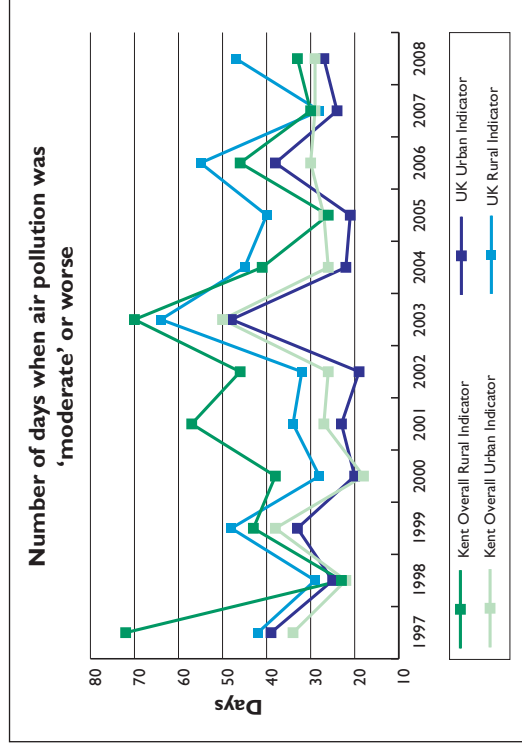
Water

- 99.34% of Kent's rivers met good or fair biological quality standards in 2007.
- 93.71% good or fair chemical quality standards in 2007.
- 73% of our bathing waters met excellent standards, 23% were good and 3% failed.²
- Over 90% of our groundwater bodies are at risk from diffuse pollution^v.
- Water usage per person in Kent is 160 litres per person per day, one of the highest in the country.
- Kent is in a similar water exploitation category (amount of water abstracted as a proportion of effective rainfall) as Southern Italy and Malta, making us very vulnerable in drought situations.



Air quality

- Our understanding of air quality in Kent continues to grow and the District Councils have had to set up 33 Air Quality Management Areas to tackle unacceptable concentrations of pollution, usually associated with traffic congestion.



² This relates to one beach and was due to an incident at a sewage treatment plant which has been rectified.

Objectives

- In order to deliver our 20 year vision the Kent Partnership will need to use all its suite of Strategies, in particular Integrated Transport, Housing, Regeneration, Sectors and Skills to:
- Enable residents and businesses to consume at sustainable levels by offering smart choices for the way we live, work and travel, for example, Fast Track provides the option to leave the car at home, opportunities for commercial recycling reduces the waste to landfill, Kent foodstuffs offer an alternative to imports.
 - Reduce the negative impact of consumption by understanding the lifecycle of products and supporting lean and clean production methods and service provision. For instance supporting low input farming / precision farming to minimise the release of chemicals into our ground water and rivers.
 - Use resources more efficiently by reducing waste, enabling reuse and recycling, and optimising energy from waste.
 - Maximise the opportunities from these changes in our behaviours to create Kent markets for organisations providing green products, services and technologies.

Action

There is a great deal of activity happening across Kent to support sustainable living. We want to see this variety of projects continue to flourish. However the Kent Partnership wish to identify three or four priorities on which we can focus in the next three years in order to take our first big step towards reaching our 20 year vision. By 2012 we will have delivered these and would want to identify a new set of priorities to continue our journey.

We have attempted to very roughly categorise cost and impact of each of the potential priorities as high, medium or low, relative to the other priorities. However, these are just indicative estimates as we do not have cost / benefit analyses for these potential actions as yet.

Potential priority actions for Living within our Environmental Limits are:

Reduce domestic water usage

We need to manage water resources carefully with more attention to the reliability of water supplies for consumers and the consequences for the environment. EC (European Commission) Communication on water scarcity^{vii} states that ‘the first priority is to move towards a water-efficient and water saving economy’. This makes good economic sense; the Environment Agency estimate that each new house in the South East will cost £14,700 to supply with water and waste water treatment.^{viii} To hit the aspirations in the England Water Strategy we should aim for a 4.5 litre reduction per head in the next three years.

As a first step we could fit water saving devices and water metering into all newly built homes, according to level 3 of the Code for Sustainable Homes Standard, and retrofit 100,000 homes within our existing housing stock.

Cost: high
Impact: high

Reduce waste arising and going to landfill

We are working to reduce all waste via the waste hierarchy. In particular focusing on food waste, as this has high greenhouse gas emissions, and construction waste, as this represents around a third of waste landfill.

The Love Food Hate Waste campaign is already seeing a reduction in the food we throw away but we can do more. We could ramp up our efforts to tackle food waste. At a UK level we throw away about a third of the food we buy, costing the average household £400 per year^{ix}.

We could work with builders and developers to increase efficiency by reducing construction and demolition waste and support them in delivering Site Waste Management Plans and reaching the industry’s own target of a 50% reduction in waste to landfill by 2012.

Cost: medium
Impact: high

Cost: low
Impact: high

CONSULTATION DOCUMENT

<p>We could work with the waste reprocessing industry to find new markets for our recycled materials. Plastics could be a focus for this action as it is one of government's priority materials and markets for metals and paper are more established.</p>	<p>Cost: ? Impact: ?</p>
<p>Improve the biological and chemical quality of our rivers and groundwater to meet Water Framework Directive targets.</p>	
<p>We could establish a 'Regional Better Rivers Programme' to improve habitat and ecology in a first round of water improvement action.</p>	<p>Cost: low Impact: high</p>
<p>Support communities in improving their sustainability</p>	
<p>We could establish a competitive small grants scheme to support communities wishing to develop sustainable living solutions in their area.</p>	<p>Cost: medium Impact: medium</p>
<p>Reduce the footprint of the food chain in Kent</p>	
<p>We could commit to an increase in the amount of local food procured by public authorities.</p>	<p>Cost: low Impact: medium</p>
<p>We could promote low impact diets to Kent residents through Produced in Kent, particularly helping schools to familiarise children with more nutritious and sustainable diets through the Healthy Schools Programme.</p>	<p>Cost: low Impact: medium</p>
<p>We could encourage and support community cultivation of food through increasing availability of allotments and community gardens.</p>	<p>Cost: medium Impact: ?</p>

Encourage urban design that increases the opportunities for residents to choose sustainable solutions

By considering factors such as water supply and treatment, flood risks, sustainable transport, waste disposal, and energy demand, early in the design of new communities we can make sure that we build homes in the right way for the future^x.

We could change the priority scoring for investment in highways to address Air Quality Management Area congestion

We could work to build a consensus in planning policies across Kent to bring forward by three years the timescale to put in place a requirement for all new build to attain Level 4 of the Code for Sustainable Homes Standard.

We could identify opportunities for exemplar new homes which are designed to improve sustainable living, for instance, include space for secure bike racks, recycling bins, grey water systems, local retail outlets, reduced drainage demand etc.

**Cost: low
Impact: low**

**Cost: low
Impact: high**

**Cost: high
Impact: ?**

Consultation questions:

1. Do you agree with the 20 year vision?
2. Do you think the target is too ambitious / not ambitious enough?
3. Do you agree with the objectives?
4. From the list above which three actions do you think will make the most significant contribution towards delivering the objectives?
5. Do you have any additional priorities, not included in this consultation, to suggest to the Kent Partnership? What do you estimate would be their cost and Kent-wide impact?

Rising to the climate change challenge

Vision for 2030

A Kent with a thriving low carbon economy that drives a year on year reduction in greenhouse gas emissions. Our residents are protected from the financial and health risks of climate change and have increased wellbeing from 'local lifestyles'. The actions we have taken to prepare for the medium and longer term effects of climate change have enhanced the quality and distinctiveness of our landscapes and built environments with:

- Urban design that reduces the impact of extremes of temperature.
- Homes and businesses that are safe from flooding.
- Public services and transport networks that are resilient to severe weather events.
- Linked natural habitats so that wildlife can adapt to changing conditions.

Target

A 40% reduction in Kent's carbon dioxide emissions by 2030.

Rationale

We are seeing evidence that climate change is already happening in the UK - the ten hottest years on record have all been since 1990, plus an increase in flooding events. This is generally attributed to emissions from our ever increasing energy usage derived from burning of fossil fuels.

The UK Climate Projections show that Kent could be facing temperature increases of 1.6°C by 2020 and 2.3°C by 2040; 7% less summer rainfall by 2020 and as much as 12% less by 2040. In contrast winters in 2020 could see 7% more rain and 13% by 2040. In the last few years in Kent we have committed to addressing the threats posed by climate change by reducing our emissions and preparing for the impacts of altered weather conditions.

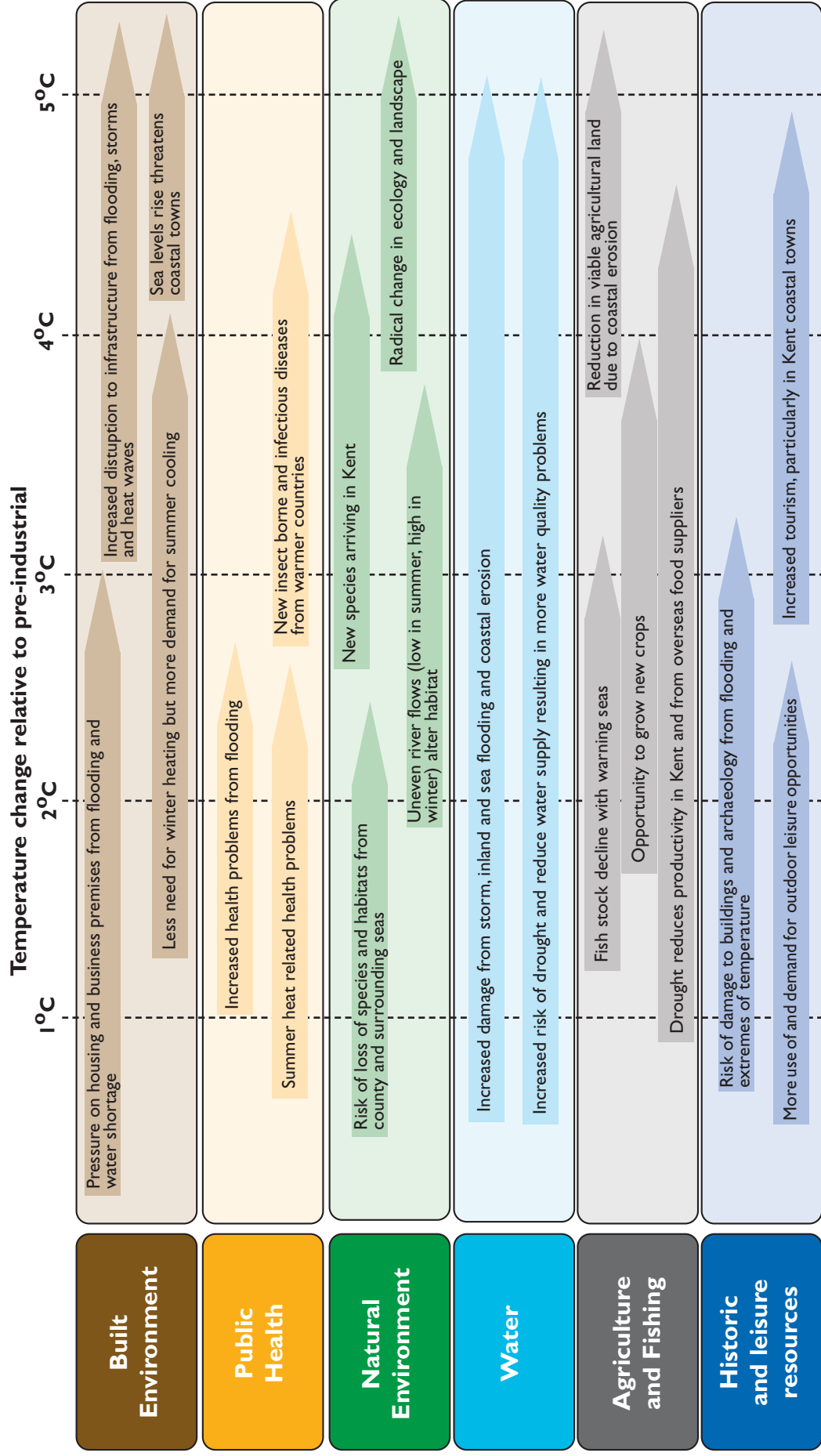
Whatever is done to reduce emissions in the future, past emissions mean that some climate change is already inevitable. This could lead to opportunities or problems depending on what we do now to prepare³. Our challenge is to prepare our homes, businesses, public services, transport networks and natural environment for these

³ Stern Review (2007) calculates the cost of inaction will be equivalent to losing at least 5% of global GDP (Gross Domestic Product) each year, now and forever. If a wider range of risks and impacts is taken into account, the estimates of damage could rise to 20% of GDP or more. In contrast, the costs of action – reducing greenhouse gas emissions to avoid the worst impacts of climate change – can be limited to around 1% of global GDP each year.

circumstances. Also to work to lessen these changes by contributing to the UK Climate Change Act target of reducing greenhouse gas emissions by 80% by 2050. We also will play a part in meeting the UK obligation under the EU (European Union) Renewable Energy Directive to derive at least 15% of the nation's final energy consumption from renewable sources by 2020.

Tackling climate change is not just an environmental issue. It will be about creating a stronger, safer and more sustainable Kent with businesses well prepared and managing the risks. The global market for low carbon goods and services is already worth around £3 trillion a year, and is predicted to grow by half that again by 2015^{xi}. The move to a low carbon economy will bring costs as well as economic benefits. But the costs of doing nothing would be far greater⁴.

⁴ The Stern report estimates the cost of inaction on climate change mitigation to be between 5% and 20% of global GDP each year.



Kent Facts

Greenhouse Gas

- Kent and Medway Carbon dioxide emissions in 2006^{xii} were 8.98 tonnes per capita, a small reduction in the 2005 figures for efficiency from 9.00 tonnes per capita, but a small increase in the total from 14,628 Ktonnes.

Transport – Kent’s options for tackling transport issues are covered in detail in the Integrated Transport Strategy rather than here in this document.

- Represents around a third of Kent’s greenhouse gas emissions.
- Kent traffic flows have increased by 19 per cent since 1994.
- Overall the car (or van) is still the most popular method of getting about with 71% of journeys in Kent made by car.
- 20.4% of all Kent residents in employment work less than 2km from their home, a distance suitable for walking or cycling.
- Nationally, 57% of all car / van journeys were under five miles in length^{xiii}, a distance well suited for electric vehicles.

Energy

- In Kent we were using slightly less domestic electricity, 0.4%, in 2007 than we did in 2006^{xiv}. However, we still use 5% more electricity per person in the South East than the national average^{xv}.
- Commercial and industrial electricity consumption has seen a more marked decrease between 2006 and 2007 by 3.5%

(826.2 GWh2). However the South East consumes 9.7 % more electricity than the England average.

Severe weather

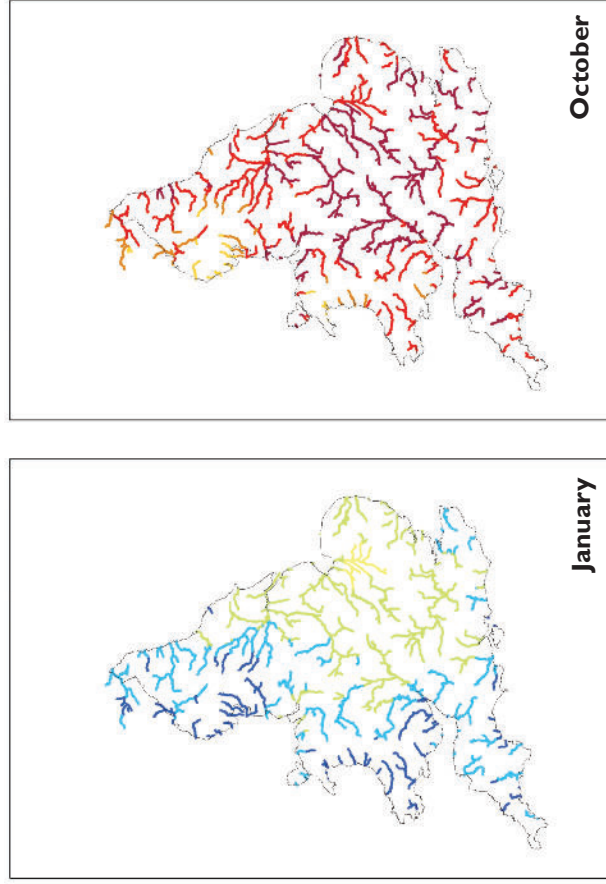
- Since 1997 there have been at least 50 severe weather events, including heatwaves, floods and heavy snow in Kent. A study of just some impacts on public services from these events estimates that they cost Kent communities £440 million.
- 54% of South East businesses surveyed^{xvi} had experienced at least one weather event that had affected their business in the past two years.

Flooding and erosion

- The tidal and fluvial flood risk areas in the county of Kent are around 39,800 square miles⁵.
- Since 2003 6,500 homes have been protected from river flood risk. However around 63,000 homes (10%) in Kent (excluding Medway) are at some level of risk from flooding (although in some places this risk is low).
- The annual sea level rise in Southern England is about 6mm, of which 4.5mm is attributed to climate change.
- With changing climatic conditions river flows are predicted to alter dramatically. For instance the figure below shows that by 2050 rivers in Kent are predicted to have increased river flow in winter and reduced flow in summer, by up to 80% on some rivers.

⁵ Excluding Medway

Percentage change in mean naturalised monthly river flows by 2050^{xvii}.
(Environment Agency 2009)



Biodiversity

- A major modelling study has shown that Kent’s habitats are not sufficiently connected at present to allow some species to adapt to climate change^{xviii}.

Objectives

In order to deliver our 20 year vision the Kent Partnership will need to ensure that everyone in the county can, and does, play a role in tackling climate change, from reducing their own emissions to planning for adaptation. Other Kent Strategies will be vital in achieving this, especially Integrated Transport, Housing, and the Regeneration Framework. We will work to:

- Support Kent residents and businesses to reduce their energy consumption and to benefit from a high quality ‘local lifestyle’.
- Increase the opportunities for renewable energy generation.
- Provide information to enable services, businesses and individuals to make decisions that are resilient in the face of a changing climate and help them prepare their operations.
- Improve the quality of our natural environment and enable opportunities for wildlife to adapt to climate change.
- Create the conditions to encourage a move to a low carbon economy in Kent and grow the markets for environmental products and services.

Low carbon opportunities for growth

Already, 17,500 people are employed in the low carbon goods and services sector in Kent – which is set to grow rapidly over the next few years.

We have significant potential in the development of offshore wind and low-carbon power generation. Also the increasing direction of regulation and changing consumer demand mean that other parts of the economy will also need to reduce carbon emissions. As part of an increased focus on the key sectors of Kent's economy we are developing a greater understanding of the county's opportunities for low carbon growth so that we can maximise growth in the areas with the greatest potential.

Action

Lord Stern's review for government suggested that we need to invest up to 2% of GDP (Gross Domestic Product) to achieve a rapid transition to a low carbon economy. Kent's own investment in transition will need to focus on the largest sources of carbon emission – transport and housing – and will be set out in our Integrated Transport Strategy, Housing Strategy and Regeneration Framework.

There is a great deal of activity happening across Kent to support sustainable living. We want to see this variety of projects continue to flourish. However the Kent Partnership wish to identify three or four priorities on which we can focus in the next three years in order to take our first big step towards reaching our 20 year vision. By 2012 we will have delivered these and would want to identify a new set of priorities to continue our journey.

We have attempted to very roughly categorise cost and impact of each of the potential priorities as high, medium or low, relative to the other priorities. However, these are just indicative estimates as we do not have cost / benefit analyses for these potential actions as yet.

Potential priorities for Rising to the Climate Change Challenge are:

Increase the generation of renewable energy at community and micro-level

The UK Renewable Energy Strategy sets an ambition for the UK to generate 30% of electricity and 12% of heat to be from renewable sources by 2020. The value for money of small and medium scale energy generation technologies will be enhanced when government introduce a planned Feed In Tariff by which community and micro generation projects can sell energy to the National Grid. This is also a great opportunity to reinvigorate our woodlands by managing them for both biomass and wildlife.

We could build consensus in a way that planning policies should deal with renewable energy generation in Kent. There is already a move to roll out a 10% target for new build but there is potential to be more ambitious.

**Cost: low
Impact: high**

Stimulate green technology and services markets in Kent.

We could commit public procurement plans to buying green technology, particularly to upgrade the energy efficiency of public buildings. By writing long term procurement plans for environmental technologies that do not exist yet we could encourage companies to invest in new research and development and decide, by focussed trials, which technologies to back. Alongside this we could build the capacity of Kent businesses to respond to green public procurement.

We could fund training opportunities for a workforce that can work in the green technology sector, for example, sustainable builders, wind turbine engineers.

**Cost: medium
Impact: high
Cost: high
Impact: medium**

Substantially reducing carbon in the public sector	
<p>We could develop a methodology to set carbon budgets for public sector projects. We could do this by identifying an approximate carbon emission calculation for new projects. This would ensure that emissions are reduced to the lowest possible level and offset elsewhere within Kent, when zero emissions are not possible.</p>	<p>Cost: high Impact: high</p>
Reduce domestic carbon emissions and reduce fuel poverty	
<p>The energy we use for heating, lighting and power in homes produces over 25% of the nation's carbon dioxide emissions, but a typical household wastes a third of the energy it pays for. Many low-income households spend at least 10 per cent of their income on fuel and this is expected to rise substantially as fuel prices increase. The Government is providing a range of support for individuals, communities and businesses, including a major programme of financial help for home insulation and energy efficiency.</p>	<p>Cost: high Impact: high</p>
Increase public understanding of climate change and the action they can take	
<p>We could build on the government's 'Act on CO2' information campaign to market a vision to the public for low carbon lifestyles in Kent, with clear information about opportunities that will be available to them.</p> <p>We could provide businesses with scenarios for how climate change could impact their operations and give them ideas on how they can prepare for the risks. Increase the number of households and businesses' awareness of action in the event of a flood to 90% in 3 years.</p>	<p>Cost: high Impact: likely to be low?</p> <p>Cost: medium Impact: ?</p>

<p>We could help communities vision what their own community will be like in 2040. A particular focus for this could be coastal communities who may benefit from addressing their concerns about preparedness for sea level rise.</p>	<p>Cost: medium Impact: low</p>
<p>Ensure the risks to public services posed by climate change are understood and planned for. We committed in our Local Area Agreement to developing Local Climate Impact Profiles (LCLIPs) which assess the risks arising from Met Office climate projections. We will ensure the information arising from this is integrated widely into decision making</p>	
<p>Once we have these profiles we could ensure that action plans are in place and funded to deal with all the highest priority risks. Preparedness for flooding, including coastal, seems likely to be a candidate.</p>	<p>Cost: unknown at this stage Impact: high impact projects should be selected</p>
<p>Increase the resilience of habitats and species in Kent to climate change</p>	
<p>The impact of climate change on biodiversity is already being witnessed across Europe and, in the future, these impacts will lead to further changes in species distribution and habitat composition across large areas. Connected ecological networks will play a key part in helping wildlife adapt. This requires the projection, enhancement and connection of existing good quality habitat and safeguarding areas for strategic habitat creation.</p> <p>We could ensure all spatial plans include habitat opportunity mapping (see actions in chapter 4).</p>	
<p>Cost: low Impact: high</p> <p>Cost: high Impact: high</p>	

<p>We could ensure future agri-environment funding is focussed on habitat connectivity.</p> <p>We could ensure that habitats lost due to climatic changes are recreated in alternative locations. Coastal habitats and adjoining freshwater habitat need particular attention.</p>	
<p>Reduce business travel miles and associated carbon dioxide emissions</p>	
<p>We could encourage smart working across the public sector in Kent by encouraging more home working, using IT to reduce the need to travel for meetings, supporting staff to use public transport and facilitating flexible working in different public authority offices so staff can work in different locations.</p> <p>We could exchange experience between public and private sector.</p> <p>We could use the power of public sector procurement to encourage the take up of hydrogen hybrid cars across Kent.</p>	<p>Cost: low – high Impact: low – high</p> <p>Cost: low Impact: medium</p> <p>Cost: medium Impact: medium</p>

Consultation questions:

6. Do you agree with the 20 year vision?
7. Do you think the target is too ambitious / not ambitious enough?
8. Do you agree with the objectives?
9. From the list above which three actions do you think will make the most significant contribution towards delivering the objectives?
10. Do you have any additional priorities, not included in this consultation, to suggest to the Kent Partnership? What do you estimate would be their cost and Kent-wide impact?

Value from our Natural and Living Environments

Vision for 2030

A Kent where our environment enhances our economy and quality of life and environmental services provide value for money solutions to economic and social aspirations. A place where all our natural, geological, historical and cultural heritage is protected, enhanced and celebrated. Where we live, work and play in attractive, clean, healthy and enjoyable places.

Target

Halt the decline in biodiversity by 2015 (having failed to do this by 2010!).
% increase in people using greenspace as part of their weekly exercise by 2015.
% increase in the number of landscape character areas in the county that are in a favourable condition

Rationale

The environmental and cultural assets of Kent are of enviable quality and variety from iconic buildings, to Downs and Weald shaped by land managers over millennia, to globally important marine and coastal habitats, to town and country parks, to an extensive rights of way network.

These, like our built assets, are vital to our health and prosperity as a county and as individuals. Fundamentally they provide the services that are essential to life but their influence is even more expansive than that. They provide benefits that enhance economic performance and offer new opportunities for investment and employment. A report by CABI (Commission for Architecture and the Built Environment) found that houses located near a high quality park could command a sale value from 7% to 19% more than homes in surrounding areas^{xx}. Our environment also provides services for education, leisure and health. For instance a study in the Lancet found that populations that are exposed to the greenest environments also have lowest levels of health inequality related to income deprivation^{xx}.

In addition the natural environment and our cultural and built heritage give us our sense of place and identity, which is increasingly important in a constantly changing and expanding world. Providing this green infrastructure, in towns and countryside, and helping

communities, particularly children, to connect with this and their local heritage is an essential part of improving quality of life. These benefits are seen most noticeably in disadvantaged communities; in fact UNICEF's report on children's wellbeing in industrialised countries finds no obvious relationship between levels of child wellbeing and national GDP per capita^{xxi}. The evidence set out suggests that children's experiences are intimately bound up with their environments – their homes, their streets, the air they breathe, their landscapes.

It is not reasonable to simply assume that a healthy, well functioning natural environment and well kept historic assets will always be there to serve us. Understanding the practical economic contribution of the natural and cultural environment, as well as valuing it for its own sake, will help us make better informed choices for us and future generations.

Ecosystem services

Defined as services provided by the natural environment that benefit people. Considering ecosystem services should be part of any balanced economic approach.

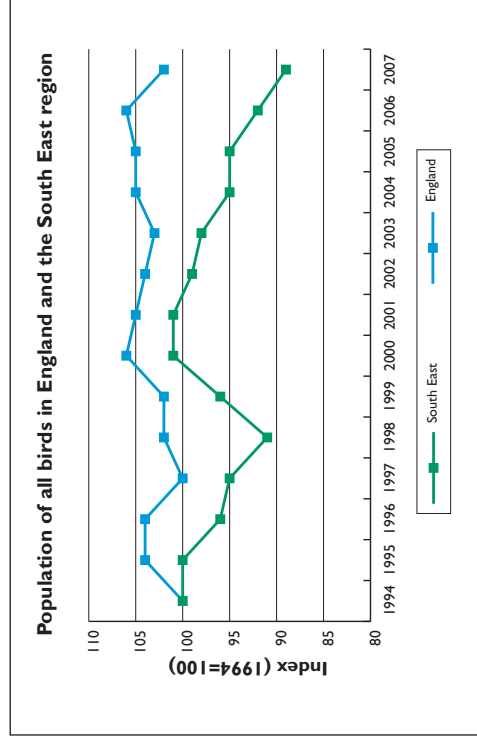
Some ecosystem services are well known including food, fibre and fuel provision and the cultural services that provide tourism revenue and physical and mental health benefits to people through recreation and appreciation of nature and culture.

Other services provided by ecosystems are not so well known. These include the regulation of the climate, the purification of air and water; flood protection, crop pollination, soil formation and nutrient cycling. These services are not generally considered by decision makers at present and represent an area where a greater understanding and focus would be very useful.

Kent Facts

Landscape and biodiversity

- Nearly one third of the county's area is projected by AONB (Areas of Outstanding Natural Beauty) status.
- 8.5% of the county area is SSSI (Sites of Special Scientific Interest), 75% of which is now in favourable condition (53.6% in 2004)^{xxii}.
- Our coastline is 326 miles long and extremely varied geologically and biologically.
- Kent has a very large area and great variety of nationally and internationally important habitat, for instance 40% of the UK's coastal vegetated shingle is at Dungeness and 11% of England's ancient semi-natural woodland is within our borders.
- Kent has 28 UK Biodiversity Action Plan priority habitats.
- Wild bird populations continue to decline and 1,300 of our plant and animal species in Kent are still rare and threatened^{xxiii}.



- The quality and health of biodiversity in Kent is important to many of its residents. For instance the Kent Wildlife Trust has over 30,000 members, around 800 active volunteers and sees up to 10,000 children a year through its visitor centres.

Tourism and Leisure

- Tourism is worth over £2.5 billion to the county economy.
- 7.2% of all employees in Kent are employed in the tourism industry.
- Visitor attractions include an estimated 18,300 hectares of accessible natural greenspace^{xxiv} and 4,200 miles of public rights of way.

- Kent County Council's country parks host around 1.4 million annual visits. They are a particularly valuable resource for disabled residents with around 13% of visits from people with disabilities.

Heritage

- Kent has 18,000 listed buildings (Sandwich has a greater density of listed buildings than any town in England).
- Canterbury is home to a UNESCO (United Nations Educational, Scientific and Cultural Organisation) world heritage site.

Health

- Circulatory diseases are the most common cause of death for Kent residents (34.4%) It is related, among other factors, to physical inactivity which affects about 60% of the UK population^{xxv}.
- Academic evidence finds that even small amounts of green space are shown to facilitate relaxation and recovery from mental fatigue and stress^{xxvi}.

Children and Education

- Where children can play outside, both parents and children have more friends^{xxvii}, and children's play is more vigorous outdoors than indoors which has been demonstrated to improve a child's fitness, co-ordination and agility^{xxviii}.
- A US study found that schools that have used the environment as an integrating context for learning enjoyed significant improvements in reading, maths, science and social studies^{xxix} scores.

Objectives

In order to deliver our 20 year vision the Kent Partnership will need to:

- First and foremost, support existing partnerships and programmes working to add to Kent's distinctiveness by protecting and enhancing our existing cultural, recreational and natural heritage.
- Engage people, communities and schools to help them use, understand and take responsibility for their local green spaces and natural and heritage resources.
- Improve the places where some of Kent's most deprived communities are situated by working on urban and urban fringe green infrastructure and heritage.
- Focus on wildlife by improving habitat connectivity and develop multifunctional spaces that are appropriate in scale, location and management, to meet the needs of wildlife and people.
- Provide the information to place environmental solutions at the heart of business cases for economic and social programmes.

Action

There is a great deal of activity happening across Kent to enhance our living and natural environments and engage local people in their management. We want to see this variety of projects continue to flourish. However the Kent Partnership wish to identify three or

four priorities on which we can focus in the next three years in order to take our first big step towards reaching our 20 year vision. By 2012 we will have delivered these and would want to identify a new set of priorities to continue our journey.

We have attempted to very roughly categorise cost and impact of each of the potential priorities as high, medium or low, relative to the other priorities. However, these are just indicative estimates as we do not have cost / benefit analyses for these potential actions as yet.

Potential priorities for action on Valuing our Natural and Living Environments are:

Make Kent green space brilliant

The public authorities, utility companies and non-governmental organisations in Kent own a wide range of sites and have to fulfil a legal duty of regard for biodiversity^{xxx}.

We could manage public land for optimum benefit and seek opportunities to improve the physical connectivity of sites in order to create a network for wildlife and people.

Cost: low
Impact: high

Ensure Kent residents have adequate access to green space

Local planning authorities are required by PPG17 and the South East Plan to provide green infrastructure. It is also an essential component of planning for climate change. Government's 'World Class Places' Plan (2006) states that "we have to do much more to boost the urban green and blue infrastructure that can play a vital role in bringing down temperatures, promoting biodiversity and preventing flooding".

However delivering green space through the planning process remains challenging. If we tackle the barriers to delivery we could enhance the health of residents and deliver Kent Biodiversity Action Plan targets as well as increasing opportunities for tourism and providing attractive localities for businesses.

<p>We could map out a Kent wide spatial analysis of green and heritage infrastructure need and opportunity by pulling together district plans, biodiversity action plans, biodiversity opportunity areas and evidence from, BRANCH⁶, Living Landscapes^{xxx}, Kent Habitat Survey and other key sources.</p> <p>We could support this map with a feasibility study looking at the costs and benefits and identifying any barriers to implementation.</p>	<p>Cost: medium Impact: high</p> <p>Cost: low Impact: high</p>
<p>Improve the potential for leisure activity in the countryside and enhance opportunities for the tourism industry</p>	
<p>We could develop multi user routes in all three Kent river valleys</p>	<p>Cost: high Impact: medium</p>
<p>Improve the health, and resilience to climate change, of threatened habitats</p>	
<p>Kent is recognised by the South East Plan as an area of strategic opportunity for contributing to regional biodiversity improvement targets of calcareous grassland, coastal and floodplain grazing marsh, woodland (including ancient), rivers, intertidal habitats and shingle habitats.</p> <p>We could establish a Kent wide habitat connectivity project. Chalk grassland may be a good first candidate for this approach as 2.5% of the world's stock is found in Kent.</p>	<p>Cost: high Impact: high</p>

⁶ BRANCH: Biodiversity Requires Adaptation in Northwest Europe under a CHanging climate.

<p>Improve our understanding of the value for money provided by protecting and enhancing our ecosystems</p>	
<p>We could develop an economic tool that quantifies the financial benefits of environmental design for public health, education and other social needs so that decision makers in Kent have the tools to gain benefits from and for our natural and cultural heritage.</p>	<p>Cost: medium Impact: high</p>
<p>Improve our understanding of our effect on Kent's landscape</p>	
<p>We could update the Landscape Character condition assessment.</p>	<p>Cost: high Impact: medium</p>
<p>Use access to natural environments to improve public health</p>	
<p>The cost of physical inactivity to the economy is calculated to be £8.2 billion per year. If a group of 120 healthy individuals aged over 60 years become active, then over 10 years (compared to an inactive group) there will be about 20 fewer deaths, seven less heart attacks, three less strokes, two less new diabetics, and 13 less people with osteoarthritis of the knee becoming disabled^{xxxii}. As recreational walking is one of the few activities that is increasing, this is a suitable activity to use to increase physical activity levels. In addition there are a number of studies that show the natural environment and local scenery is consistently important in increasing physical activity levels in communities^{xxxiii}, ^{xxxiv}, ^{xxxv}.</p> <p>As the key resource to accessing and enjoying the countryside, the public rights of way network, should continue to improve and provide inclusive opportunities for access.</p> <p>We could establish 13 open air gyms (one per district and Medway).</p>	<p>Cost: low Impact: high</p> <p>Cost: medium Impact: medium</p>

Use the environment as a resource to increase educational attainment

Exploring real issues in real outside the classroom helps to make learning relevant to young peoples’ lives. The Learning Outside the Classroom Manifesto launched in 2006 acknowledges that these can be the most memorable and motivating experiences of a child’s school career. A US study examined schools that have used the environment as an integrating context for learning. They found that schools enjoyed improvements in reading, maths, science and social studies^{xxxvi}.

We could establish 13 ‘open air / Forest schools’

Cost: medium
Impact: medium

Improve residents’ connection with their local heritage

Encourage people to go out and record wildlife and built heritage – this will assist with our understanding of the effects of a changing climate and also provide social benefits for people having contact with our cultural and natural heritage.

Cost: low
Impact: low

Consultation questions:

- 11. Do you agree with the 20 year vision?
- 12. Are the targets measuring the right thing? What would be an ambitious but achievable level to set the targets at?
- 13. Do you agree with the objectives?
- 14. From the list above which three actions do you think will make the most significant contribution towards delivering the objectives?
- 15. Do you have any additional priorities, not included in this consultation, to suggest to the Kent Partnership? What do you estimate would be their cost and Kent-wide impact?

Annex

Connections with other Kent strategies, plans and policies

Kent Partnership	
Farrells Kent Spatial Vision Vision for Kent and Kent Agreement 2	District / Unitary Community Strategies Integrated Transport Strategy Kent Environment Strategy Economic Regeneration Framework (draft) Strategy for Later Life What Price Growth 2 Housing Strategy Leisure, Culture and Sport Strategy Skills Commission
Town and Country Planning	
South East Regional Spatial Strategy	Local Development Frameworks
Kent County Council	
Supporting Kent's People Supporting Kent Business A Strategy for Public Health in Kent Kent Children and Young Peoples Plan Building Schools for the Future	
Land Use Planning	
High Weald AONB Management Plan North Downs AONB Management Plan Integrated Coastal Action Plan	
Other	
Kent Biodiversity Action Plan Kent Countryside Access Improvement Plan Country Parks Strategy District Green and Blue Infrastructure Strategies	

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FINAL DRAFT

GROWTH WITHOUT GRIDLOCK

An Integrated Transport Strategy for Kent



18 September 2009

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EXECUTIVE SUMMARY

Travelling is an essential part of our modern lifestyles, giving us greater freedom in choosing where we live, work, shop, learn and play. Good transport connections are vital to support our economy, giving us access to a wide range of services, goods and opportunities and ensuring that we can live full and independent lives.

But with these benefits and freedoms there are negative impacts. Congestion on our roads causes delays and frustration for all users, pollution can cause ill health and contributes to climate change, transport routes can sever communities, being a hazard to vulnerable road users and our reliance on powered transport means we are less active, leading to obesity and poor health.

Kent is experiencing dramatic change, with high levels of housing and employment planned, both of which will mean more traffic on our transport network and without a dramatically different transport vision and strategy, this growth will result in gridlock.

Our response is an integrated transport network that promotes and encourages a wide range of different transport modes. It recognises that the private car will continue to be the most popular form of transport for most of us but that other forms of transport need to become more attractive, convenient, quicker, and more affordable so that we can continue to provide access without creating gridlock. This strategy outlines how this network can be achieved over the next 20 years.

This strategy outlines a range of measures and initiatives which will deliver this integrated transport network but there are five key elements that will need to be in place to ensure success.

1. **New infrastructure** – investment is needed to solve key bottlenecks on our transport network where congestion is a major barrier to regeneration
2. **Maximising the Benefits of High Speed 1** – ensuring that more of Kent’s communities and businesses have better access to the high speed rail services, maximising the regeneration benefits across the county
3. **Integrated Bus Network** –developing and integrating ‘Fastrack’ type services, inter-urban coaches, local bus services and rural bus services to create a bus network that meets Kent’s needs, complementing all other forms of transport
4. **Making Public Transport Travel Easier** – making public transport easier, simpler and cheaper to use through utilising new technology, integrated ticketing and promoting better understanding of how to use it
5. **Flexible Working** –supporting Kent’s residents in working in ways that suit them and business and that also reduce the need to travel, especially at peak periods

1. INTRODUCTION

The ability to travel freely around our county, be it for leisure, work, school or business, is essential to our everyday lives

A good transport network is vital for Kent's residents and businesses to have access to opportunities, goods and services and to enable us to have enjoyable and fulfilling lives.

It is vital if we are to support the economic growth of existing businesses and attract new companies into the County.

It is vital if we are to cope with the government's targets to increase housing in Kent by 138,420 homes by 2026.

Technology has made the world seem a very much smaller place but we all still need to travel, whether to our workplace, to see friends and family, to visit Kent's countryside or enjoy our leisure time. And we expect to be able to travel easily and quickly from A to B with minimum hassle.

All of these expectations and demands increase pressure on our transport networks, on our environment and on us as individuals and our communities.

There are still many people in Kent who do not have access to a car and rely on buses, trains, walking and cycling to get around; this poses particular problems for people who live in rural areas and for a growing number of older people who do not want to drive.

Providing the right infrastructure which meets all of our residents' needs also has to be balanced against the use of natural resources, the effect of pollution and climate change on the environment and the fact that the transport network, as well as

bringing communities together, can also act as a barrier to movement and be a source of danger.

The private car will continue to be the most popular and dominant form of transport for our residents. This reliance is also the reason why our road network is congested and why we must look to an integrated transport network to provide an attractive and complementary alternative..

If we are to avoid further congestion on our roads travelling by other forms of transport must become more desirable, quicker, more comfortable, safer and represent better value for money. Transport must provide access to jobs, schools, shops and leisure without creating gridlock and while protecting our county for future generations.

This strategy outlines how we propose to achieve this integrated network and fits into the overarching vision in Kent County Council's *Framework for Regeneration 2009-2020*.

It explains how we will work with our partners to meet the key challenge of "Delivering Growth without Gridlock" and aims to ensure that the decisions made and priorities set out by the County Council and all of its partners align and support our aims. District Transport Strategies will be developed within the context of the Local Development Frameworks to show the local projects and measures that will deliver the aims of this document.

Our vision is to create a high quality integrated transport network for Kent which is sustainable and available to all, supports continued regeneration, and enhanced economic prosperity and copes with the demands of housing growth.

Our objectives are:

- To improve the quality of life for residents, businesses and visitors in Kent by improving access to services, goods and opportunities
- To support regeneration and housing growth in Kent whilst minimising congestion through an accessible, reliable and efficient integrated transport network
- To support independence and create equal opportunity for all of Kent's citizens through better access to key destinations and services
- To ensure that new and existing communities are designed to reduce the need to travel and encourage travel by a wide range of transport modes
- To stabilise and, where possible, reverse the adverse effect of transport and its infrastructure on the natural and built environment and on local communities
- To contribute to improved health, security, well-being and life-expectancy by reducing the risk of death, injury or illness caused by transport and by promoting travel modes that encourage physical exercise



2. KCC's FRAMEWORK FOR REGENERATION

Unlocking Kent's Potential (2009-2020)

The need for an Integrated Transport Strategy for Kent was identified in KCC's framework for regeneration titled **Unlocking Kent's Potential: opportunities and challenges**.

This framework identifies the key opportunities and the challenges that must be addressed to deliver long lasting regeneration and economic growth in the County and establishes a series of priority areas for action by KCC and its partners for the next 20-25 years.

"Unlocking Kent's Potential" redefines regeneration to include not only economic growth but also transformation in education and skills, the culture renaissance in the county, an efficient transport system, developing a strong civic spirit, tackling climate change and improving housing conditions. It sets a clear direction for achieving economic growth and diversifying Kent employment; particularly across the professional sector.

Unlocking Kent's Potential represents KCC's first step towards defining what Kent will look like in 2020 and provides a baseline for a broad policy approach that will inform the development of a series of further strategies and implementation plans.

The regeneration framework will act as a catalyst to developing a range of strategies and approaches for taking regeneration in Kent forward. These strategies will be delivered through 2009 and become the collective evidence base to inform KCC's next four-year strategy and programme. An **Integrated Transport Strategy** for road, rail, air and sea, which addresses the key

transport solutions that need to be implemented over the next 20-25 years, is one of these key strategies which will enable us to 'Unlock Kent's Potential'.

Other Strategic Drivers

One of the greatest influences on our transport network is the location of housing, employment and other land-uses. At the regional level, the South East Plan has identified the main development areas in Kent and the major infrastructure and other measures needed to support this growth and these are included in this Strategy.

At the district and borough level, Local Development Frameworks (LDFs) provide a long term vision and objectives for an area, ensuring that new development is in the right place to meet people's needs whilst minimising the impact on existing communities and the environment. By providing a long term vision for transport, the Integrated Transport Strategy will be a key influence on these LDFs and they will take into account transport proposals in these strategies, particularly those which require planning permission whilst the ITS recognises and supports the aspirations of each district and borough as expressed through their LDFs. This will be developed through individual integrated transport strategies developed in partnership with each of the boroughs/districts.

The County Council also has a statutory responsibility to prepare a Local Transport Plan (LTP), which outlines our policies and objectives for local transport and through this process, receives funding from central government for a set period of time for local transport improvements. This strategy provides a longer term vision and outline framework for the LTP.

3. TRANSPORT'S WIDER CONTRIBUTION

Economic Growth

Our economy is not as prosperous as other parts of the South-East, with a Gross Domestic Product (GDP) per head of population well below the regional average, coupled with a higher unemployment rate. There are wide differences in prosperity and unemployment across Kent, with higher prosperity and employment in the west and lower levels in the east, particularly in the coastal towns. Being able to access jobs, services and other businesses is vital to improving Kent's economy and the transport sector itself employs around 5% of Kent's workforce. Therefore, building the right skills to run and manage Kent's transport network is of key importance.



Supporting Independence

The last decade has seen changes in the age profile of Kent's population. The most significant population increase has been among the 45-59 years old and as a consequence, Kent will have a population that is much older in 10 to 15 years than it is today. Also, forecasts predict that the older age groups will be found in areas like Thanet, Shepway, Canterbury and Dover with predominately younger populations in Ashford and Dartford.

These differences in population across Kent need to be taken into account when we consider improvements to the transport network, especially relating to access to key services, vulnerability, personal safety and affordability that will exacerbate social exclusion.

Climate Change

Kent has already experienced extreme weather events such as the Great Storm of 1987, flooding in 2000, heat waves in 2003 and 2006 plus other less dramatic but significant changes like rises in sea level, earlier emergence of certain species and earlier arrival and breeding of certain bird species. In the South East, it is suggested that by 2080, summers will be hotter by 2-6°C and summer rainfall will decrease by 20-60%; winters will be warmer by 1.5-3.5 °C and winter rainfall will increase by 10-30%. Kent is particularly vulnerable, due to its location and stretches of low lying coastline.

Transport is responsible for around 20% of the UK's domestic greenhouse gas emissions, with the majority coming from road transport. The way forward is to provide low-carbon transport options allied with better planning to reduce the need to travel which will support economic growth and housing growth and tackle climate change.

Rural Issues

Kent is a rural county. Some 85% of Kent's land area is classified as rural and almost 30% of the county's residents live in rural areas.

While several of Kent's districts regularly top national surveys measuring quality of life and the wealth of residents, almost half of the South East's worst areas of rural deprivation are to be found in Kent. These are concentrated in the districts of Ashford, Shepway and, to a lesser extent, Dover and Tunbridge Wells. Kent also has a significant number of rural residents with few skills and qualifications.

An improved transport network for rural areas, connecting communities with each other and major urban centres, will address these issues, providing opportunities for rural residents

Other important issues are the impact of traffic on rural roads, especially lorries using inappropriate narrow lanes and speeding on remote country roads.

Health and Road Safety

Transport has a positive and negative impact on people's health.

Improving accessibility to hospitals, health centres and GP surgeries makes it easier for people to seek immediate treatment rather than delay care due to lack of transport. This is especially applicable to travel by bus and rail, since many people seeking treatment are too unwell to drive. Moderate activity plays a part in improving health and walking and cycling are good forms of exercise that can easily be incorporated into our busy lives.

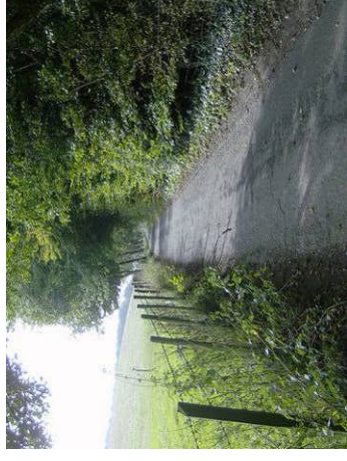
Health and road safety are interlinked, and reducing casualties caused by vehicular traffic is a constant priority for central and local government. Recent years have seen a gradual decline in road casualties, through changes to the highway and vehicle design, as well as through awareness raising, education and enforcement.

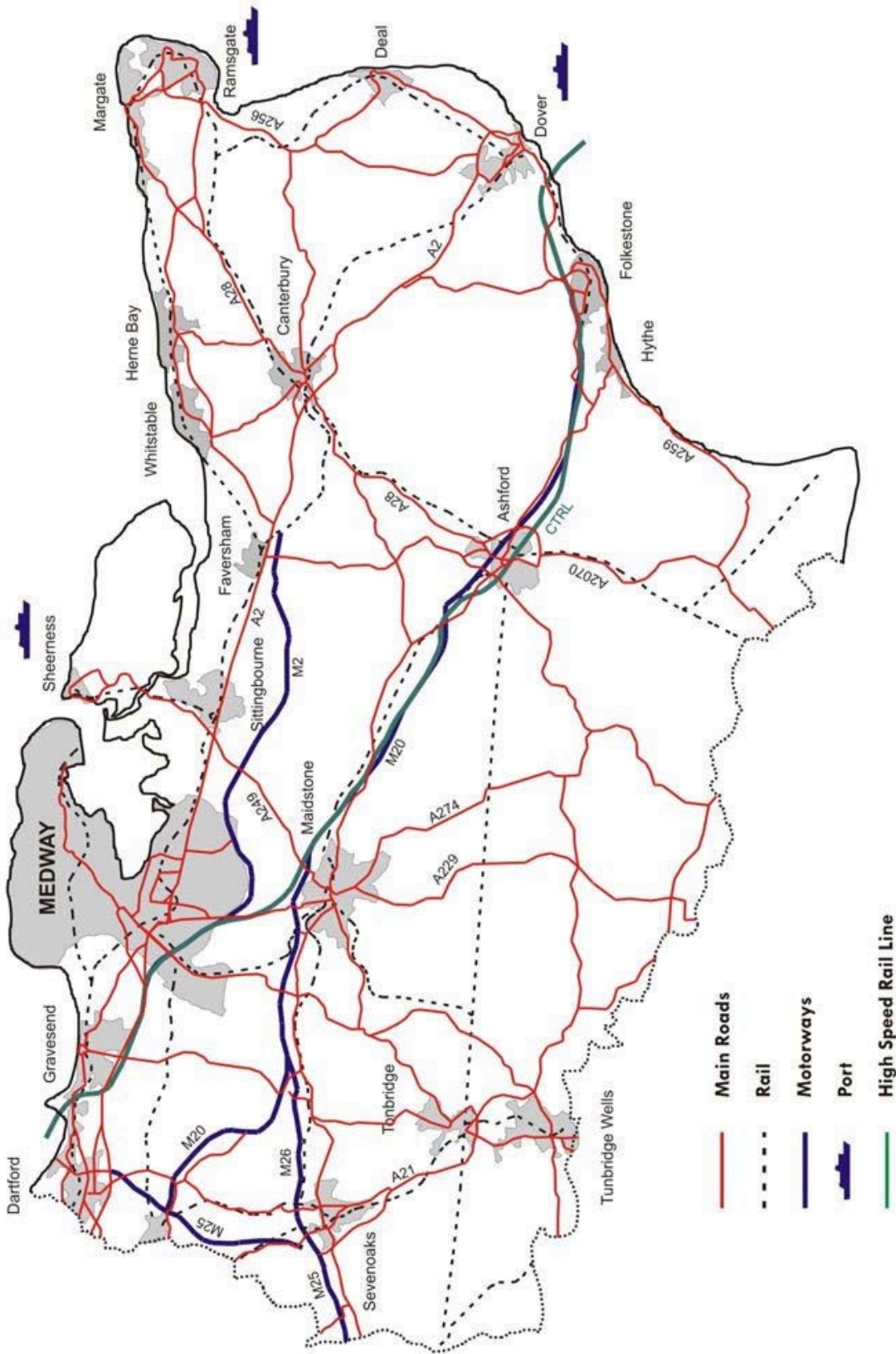
There are 31 areas in Kent where air pollution, caused by road traffic, exceeds the Government's objectives and these can lead to respiratory disease and illness. Although primarily on the motorway and trunk road network, the number of locations on local roads is steadily increasing.

Other Strategies

Backing Kent Business, Backing Kent People, Strategy for Later Life

how will it integrate with the housing, environmental and cultural strategies as many of the issues overlap.





4. ROADS FOR TODAY AND TOMORROW

Kent's roads are getting busier and despite the current recession, long-term forecasts indicate that there will be more cars, vans, taxis and buses on our roads in the future. We must manage growth without the county grinding to a halt.

Recent Achievements

- **East Kent Access Phase 1** improving road access to Thanet and the Sandwich corridor
- **West Malling and Leybourne Bypass** opened to support development around Kings Hill
- **Traffic Management Centre** for Maidstone became operational in 2006
- **Ashford Shared Space** wins 2009 Street Design Award for Highways
- KCC is the first authority to receive government approval for a 'Permit Scheme' for roadworks management

A Changing and Growing County

Since 1994, traffic flows have increased by about 19% with more people owning cars, travelling further and choosing to make more of these journeys by car. About 20% of Kent's workers are employed outside the County. There was an 11% increase in the number of households between 1996 and 2006 and 138,420 new houses are planned for Kent by 2026. These could result in a quarter of a million extra car journeys per day on Kent's roads.

Travelling by road in Kent
Kent's dispersed settlement pattern with no one major city or town results in a large proportion of trips between these towns. This means that we are heavily dependent on the car with 71% of journeys to work in Kent made by car while 2 in 5 cars carry only the driver.

All of this has led to increasing congestion, especially in Kent's urban centres, resulting in delays and unreliable journey times, pollution and noise affecting local communities, and ever growing demand for car parking.



Disruption to the cross-channel routes and the high numbers of lorries that travel through the county often leads to the implementation of Operation Stack, which causes delays and congestion on local roads and discourages new employers from locating in the County.

The Strategic Road Network

Kent is well served by motorways and trunk roads, reflecting our position as the UK Gateway. Journey times are generally good, particularly in east Kent but there are bottlenecks and capacity issues in a number of locations which cause frustration for drivers. The network is good for east west journeys but cross-county routes tend to be on single carriageway roads through numerous built up areas, making journey times unreliable.

A21 Dualling - Tonbridge to Pembury and Kippings Cross to Lamberhurst

These sections are a major bottleneck in the south of the county and KCC is pressing for early implementation of these sections, especially as the new Pembury hospital will further increase traffic using this route. The schemes are scheduled to start in 2011/12 and 2012/13 respectively.

M20/M25 Widening

The Highways Agency plans to trial the use of the hard shoulder in peak periods to increase capacity on the M25 J5-7 by 2015 and the M20 J3-5 by 2019. We will work with them to co-ordinate the work of our traffic control centres to cut journey times.



Capacity Improvements to Junctions

These are needed at the following locations:

- A2 Bean Interchange
- M20 Jct 10a
- M2 Jct 5 & 5a
- A2 Bridge interchange
- M2/A2/A299 Brenley Corner

M20 Controlled Motorway

There is increasing pressure on this section of motorway and its occasional closure and subsequent diversion of traffic through Maidstone results in gridlock in the town. Variable speed limits are proposed between junctions 4 and 7 to regulate the flow of traffic at busy times and are expected to become operational in late 2009.

Lower Thames Crossing

The Dartford Crossing is one of the worst bottlenecks in the country. An additional Lower Thames Crossing, connected to the A2/M2 would not only relieve the bottleneck on the M25 but encourage freight traffic from the Eastern Docks at Dover to use the A2/M2 route, while traffic to the expanded Western Docks would use the M20. It also provides an opportunity, coupled with the existing Dartford Crossing, to link both sides of the Thames estuary with an integrated public transport network, a Kent and Essex Orbital Fastrack service. This would serve both Lakeside and Bluewater regional shopping centres as well as the local centres of Basildon, Thurrock, Southend, Dartford and Gravesham. A government study is underway to determine the timing and location of additional capacity.

Quick Moveable Barrier (QMB) Extension

The Quick Moveable Barrier (QMB) can only cope with Phase One of Operation Stack, holding just 400 lorries which, at peak times, can be filled within two hours. The Highways Agency is currently reviewing the performance of the QMB and will recommend whether the scheme should be expanded in spring 2009.

Lorry Park (Operation Stack)

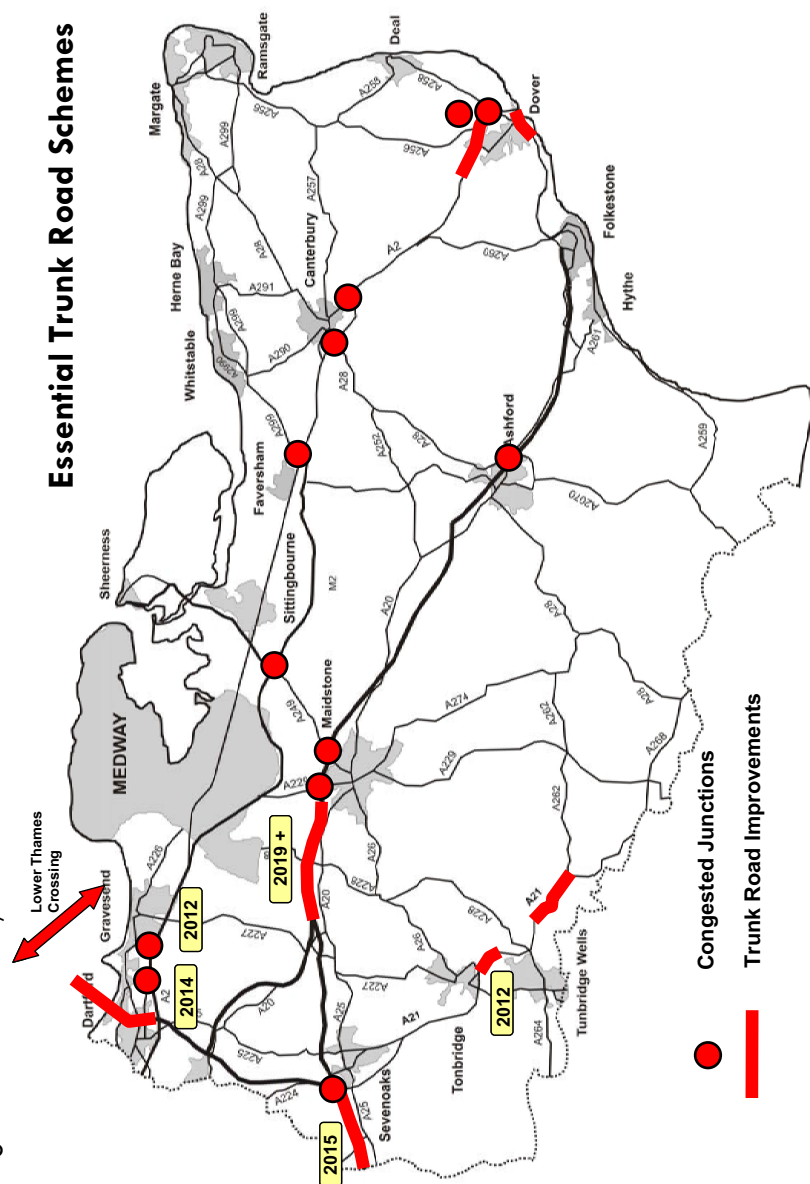
In response to the problems caused by disruption to cross-channel services, KCC has investigated a possible lorry park near Aldington between Junctions 10 and 11 on the south side of the M20. It will provide 500 secure overnight parking spaces for HGVs and an overflow area for up to 2,500 additional HGVs during Operation Stack. The County Council is working towards submitting a planning application in early 2010.

M2/A2 Improvements at Dover

The M20/A20 is the strategic route along which international traffic is signed while the M2/A2 corridor is

under-utilised. One possible solution is to have traffic for the Western Dock to continue to use the M20/A20 while traffic for the Eastern Dock would be encouraged to use the A2 approach, reducing the amount of traffic travelling along Townwall Street. This would require improvements to the M2/A2 route including dualling a short length of the A2 north of the town between Lydden and the Whitfield roundabout.

The County Council will ensure that the London to Kent Ports Study takes these issues into account and investigates how the proposed growth along these corridors can be accommodated.



The Local Road Network

Local road improvements are needed to open up new areas of housing and employment and connect them with our strategic road network. Some of these will be built as part of the development whilst others aim to reduce the impact of bottlenecks on the existing network.

East Kent Access Phase 2

The East Kent Access scheme looks to improve road access between the A299 Thanet Way and the Pfizer site near Sandwich. Phase 1, which was completed in 2007, saw the A256 become a dual carriageway around the Pfizer site as far as the disused Richborough power station. Phase 2 involves the improvement of the A253 from Minster roundabout to Lord of the Manor; and the A256 from Lord of the Manor back to Ebbsfleet Lane. This scheme will open up development land in this area and strengthen Pfizer's role as the main employer for the area. The scheme achieved planning consent in September 2006. Final approval was given by the Secretary of State for Transport in March 2009. A substantive start is planned in October 2009.

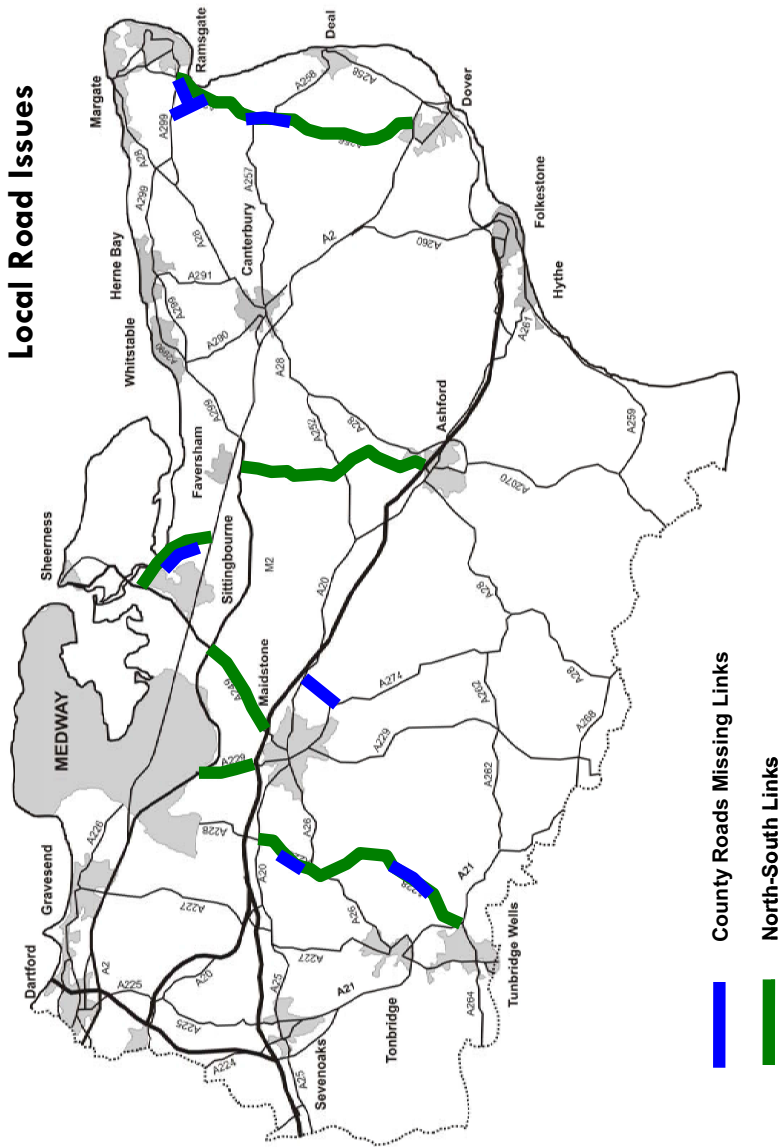
Sittingbourne Northern Relief Road

The Relief Road will provide a new access to the major development areas that avoids the town centre and provides the opportunity to comprehensively redevelop the town centre. A substantive start on site will be made before November 2009.

South East Maidstone Strategic Link

In response to increasing traffic levels using the B2163 through Leeds and Langley, the County Council started carrying out a feasibility study into a bypass but it became apparent that it would be unlikely to receive government funding. Maidstone Borough Council has identified, through its Local Development Framework, the

Local Road Issues



potential for new development to the south east of the town. This could require a more direct route from the A274, serving the commercial area around Parkwood and new residential development at the A20/M20 Junction 8 which would also act as a bypass to Leeds and Langley. The LDF process has not defined the new housing areas or new commercial development areas yet so it is difficult to assess the route at present.

A228 Improvement

At present the primary route between the Medway towns, the M20 and A21 follows the A228 and the A26. The A26 section passes through the village of Hadlow and the south eastern part of Tonbridge. The A228 in its entirety would be more appropriate as the primary route and it is the County Council's intention to designate the A228 as such. The route has been incrementally improved towards that aim and the County Council will continue to lobby government for future improvements at Colts Hill between the B2017 at Dampiers Corner and the northern end of the Pembury Northern Bypass.



Local Road Management

It is important that alongside road improvements, we manage traffic better on our existing roads to reduce delays and make journey times more reliable.

Kent Permit Scheme

On the 30th July 2009, Kent County Council was given the go ahead by Government for a scheme whereby contractors intending to work on Kent's roads will require a permit for the work. This provides KCC with greater capability to co-operate with the utility companies and other highways contractors to control and co-ordinate works and minimise their impact on Kent's roads.

Traffic Management Centre

We will develop the Traffic Management Centres (UTMC) to include Tunbridge Wells, Gravesend, Canterbury, Thanet, Ashford, Dover and Dartford, as well as extending and upgrading the bus tracking and real time passenger information system. Once the urban areas have been completed, we will introduce variable message signing on routes across the County to inform drivers of delays, diversions, available car park spaces etc.

Reallocation of Road Space

We will reallocate road space to enable more sustainable travel; used by bus-rapid transit system, car sharers through high occupancy vehicle lanes and cyclists.

“Congestion Busting” Teams

We will create ‘Congestion Busting’ teams to respond to damage only crashes and breakdowns who will aim to reopen the local highway as quickly as possible. This will be backed up by diversion routes agreed between the Highways Agency and Kent.

Red Routes

Another option we will consider is to assign “Red Route” status on certain roads during peak periods to reduce loading and parking and minimise delays on these key routes.

Congestion Charging/Parking Levy Feasibility

The concept of paying for road use and parking is recognised by the County Council but we are concerned that applying any charging in isolation will undermine economic activity and Kent's ability to attract new businesses and employment in the County. Therefore, whilst we may consider

charging schemes as a solution to tackling congestion and providing funding for improvements, we will continue to monitor central government progress on this issue.

Reducing the Demand to Travel

Alongside managing traffic on our networks, Kent will continue to influence where development and supporting infrastructure is located to minimise how far and how often people travel. We will ensure that Kent builds genuinely sustainable communities (new and existing) where people can walk and cycle and easily access public transport. This will be done through the Kent Design Guide which specifies the high standards of design and construction needed to create these sustainable communities.

Land-Use Planning

Working in partnership with the district councils, the County Council will look to ensure that all major trip generators – whether retail, office, leisure, educational or health services, are located within the communities they serve and have good accessibility by foot, cycle and public transport.

Mixed Use Development

Working with the planning authorities, we will encourage a higher proportion of mixed-use development to provide local services, employment and learning opportunities where people live. These will look to include work/learning hubs to enable remote

working and to bring services to people, thereby reducing the need to travel.

Park and Ride

Proposed park and ride facilities will look to fulfil different functions, including collection/delivery point for goods, interchange for school transport and rural bus services and link to existing bus services, whilst reducing the need to park all day in town centres.

Variable Parking Charges

We will look to make car parking charges more expensive during peak periods and cheaper during non-peak periods. This will influence demand during peak periods and discourage all day commuter parking which adds little value to businesses in town centre locations. We will also review long and short-stay parking and their impact on the number of car trips into town centres.

Teleworking

The County Council is keen to encourage teleworking, where employees connect to their workplace through telecommunications from their home or local café, rather than

commute. Videoconferencing also allows staff to interact without the need to make a long business journey. This reduction in the need to make a journey also applies to distribution. For example, British Gas has closed its 380 depots and with one distribution centre, now uses the Royal Mail as a distribution network to its field service engineers through Royal Mail's local delivery offices.

Broadband Access

In Kent, there are about 9,000 properties in Kent that cannot obtain any sort of broadband and about another 108,000 that cannot achieve 2Mbps download speed. Kent County Council has made grants available to parish councils to help fund suppliers' setup costs and will continue to support improved broadband access across the County.



Better Streets for All

Kent acknowledges that while the principal function of our streets is to allow travel, they are also places where communities meet and business is done and that attractive and safe streets encourage community interaction and enjoyment.

KCC's approach to "placemaking" is to create streets, squares, parks and other public spaces that will attract people because they are pleasurable and interesting. By creating high quality connections between and through our towns and villages, we will help to make Kent prosperous, attractive, distinctive, inclusive and sustainable, by either attracting or deterring investment and job opportunities. The quality, design and layout of this environment can also influence opportunities to be physically active as part of our everyday lives. Transport is a key element to how a place functions, its quality, its identity, its distinctiveness and the impact it has on residents, visitors and investors alike and will play a major role in the "placemaking" agenda.

Shared Streets

The UK's first shared space scheme was opened in Ashford in December 2008. The award-winning scheme has transformed the town's historic centre and replaces a section of Ashford's former four lane ring road with two-way streets on which drivers, cyclists and pedestrians have equal priority. Unnecessary street furniture, road markings and traffic lights have been removed and the speed limit cut to 20mph. Moving away from the segregation of pedestrians, cyclists and cars and through collaboration with artists has created a real sense of place and a centre for the community. The Ashford scheme has become a unique example of how public realm could, and should, be managed in the future and the "shared space" philosophy will be extended to other parts of Kent.

5. MAXIMISING THE BENEFITS OF RAIL

High Speed 1 represents the largest single investment in Kent's infrastructure in modern times and has the ability to transform the economic prosperity of huge tracts of Kent. The county has an extensive network of passenger rail services which serve nearly 100 stations with most services operated daily on at least a half hourly of hourly basis. There is a significant level of commuting to central London, especially from West Kent though the introduction of high speed domestic services will make East Kent much more attractive for rail commuting. Reduction in services to the City are still concerns that need to be resolved.

Recent Achievements

- Completion of the **Channel Tunnel Rail Link (High Speed 1)** in 2007
- **Restoration of Eurostar services** between Ashford and Brussels
- Provision of **High Speed Domestic Rail Services** extending to Thanet and Dover from December 2009

Enhancing the Benefits of High Speed Rail

On 29th June 2009, a High Speed One Preview Service commenced in advance of the full service in December 2009. This is great news as these services have already dramatically cut rail journey times to Ebbsfleet and Ashford and will do so for other areas of Kent to north London and to the north of the country. The improved journey times will help regenerate parts of the County and make them very attractive places to live and visit, making Kent's rich variety of places to visit accessible to visitors in London.

HS1 Quickest Journey Times to London from:	Current (mins)	Draft Proposed (mins)
Ashford	84	37
Folkestone Cntl	101	57
Dover	116	69
Ramsgate	129	80
Canterbury	110	59
Gravesend	57	22

We would like the benefits of these HS services to be supported by connections to existing and planned communities as well as other improvements to make them easier and more attractive to use.

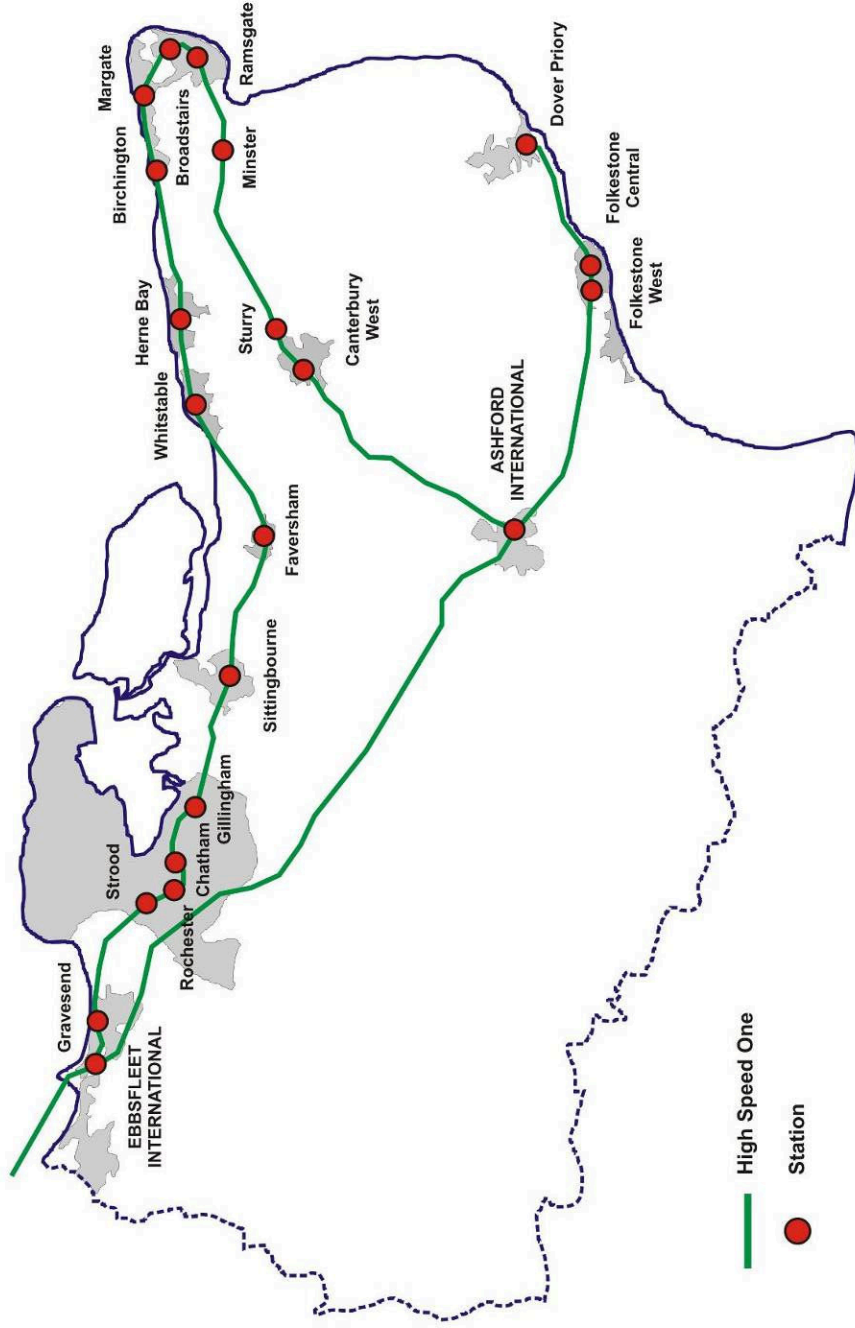


HS Parkway Stations

We are keen that commuters on the HS1 services use buses, walking and cycling to connect with these services but recognise that many of the existing stations are difficult to reach and offer limited car parking, causing some commuters to travel to Ebbsfleet. Therefore, we will develop parkway stations serving high speed services at Maidstone, Thanet (KIA) and Westenhanger.

Electrification of Ashford to Hastings Line

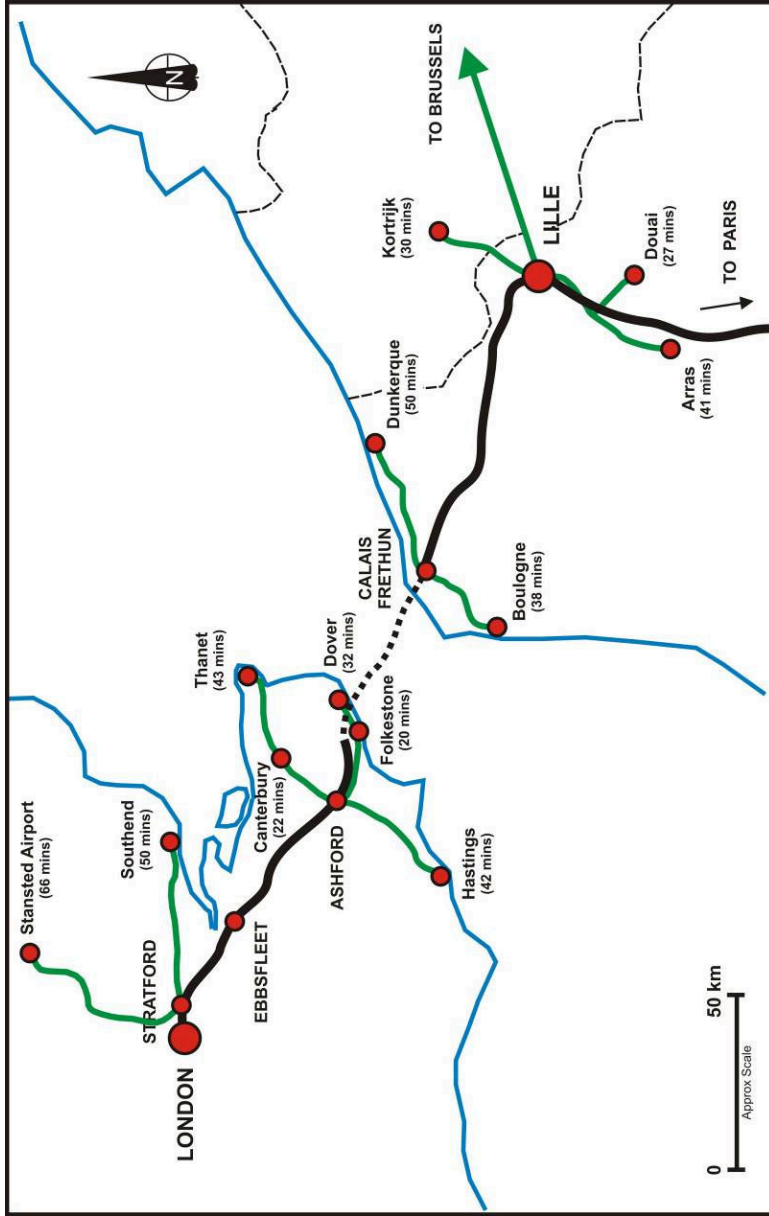
The electrification of the rail line between Hastings and Ashford will allow high speed services to be extended to Hastings, improving travel between the two towns and also to employment in Ebbsfleet, Stratford and London. A HS parkway station at Appledore would enable commuters from Tenterden and the Romney Marsh to access HS1 services. This has the potential to regenerate both the Romney Marsh area and the Hastings area in East Sussex by reducing journey time from Hastings to London from 100 mins on the current railway to 75 mins using High Speed 1.



Schematic Only - Not to Scale

Figure 5.1 - High Speed Rail Services in Kent

Figure 5.2 – Local Connections to the Transmanche Metro



Transmanche Metro

There is a real opportunity to enhance international rail services by utilising the intermediate stations on both sides of the channel with a semi-fast high speed rail service connecting into European wide services

There would be a regular interval service (working up to hourly) linking St Pancras, Stratford, Ebbsfleet,

Maidstone Parkway, Ashford, Calais-Frethun and Lille with connections at Lille for Brussels and into Holland and Germany, connections from Calais to the French coastal towns and at St Pancras/Kings Cross for the north and east of England.

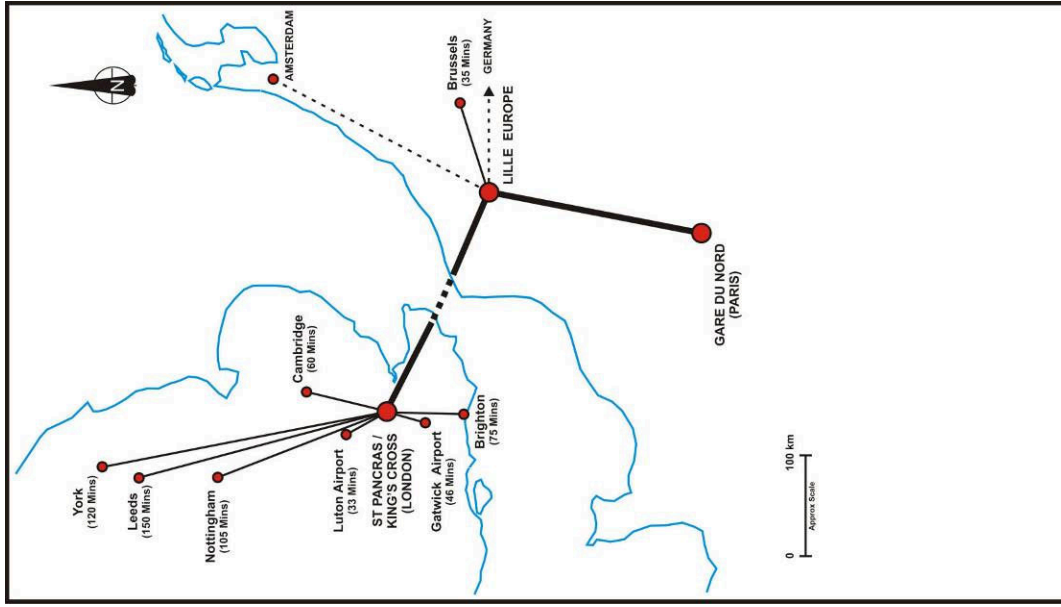


Figure 5.3 – Wider Connections to the Transmanche Metro

Value for Money Rail Fares

We will continue to lobby government to ensure that Kent residents do not pay an unfair amount for rail travel compared to London residents or other parts of the country.

Carnet Ticketing

With the increasing practice of home working and flexible hours, many commuters are making fewer journeys but still rely on rail travel to commute. The County Council is keen to see the introduction of a “Carnet” ticket, where a number of tickets can be bought at a discount and then used when required. This concept has already been adopted by other train operators like Chiltern Railways and National Express East Coast.

Extend Freedom Pass to Rail

We will lobby for rail fare concessions, to encourage uptake of post-16 education, further education and higher education across Kent.

The Local Rail Network

For many, the existing rail network in Kent will continue to be a vital service, influencing where people live and the quality of their lives.

Station Improvements

It is important that improvements to the facilities at Kent’s stations and access to the stations by all modes is improved. Integrating rail travel with the car, bus, walking and cycling is essential. We are exploring the potential for initiatives incorporating Smartcard technology to allow ticket-less integrated travel, cycle hire and storage and real-time journey information.

Reduced Journey Times

As well as the electrification of the Ashford - Hastings line, there are restricted speeds on other sections of rail including Ramsgate – Ashford, Maidstone - London and sections of the North Kent line which we will look to minimise to improve journey times.

Thameslink Services from Kent

The expansion of Thameslink services from 2015 will significantly improve access to and from the City. KCC will lobby for Kent to benefit from these new services and in particular for Maidstone to be linked directly into the Thameslink network.

Crossrail Services Serving Kent

Crossrail is an exciting new railway line running east to west across London from Maidenhead in the west via Heathrow, Paddington and Liverpool Street stations and then dividing to terminate at Shenfield in Essex and Abbey Wood. Due to be complete by 2018, it will give direct rail access to the capital as well as Canary Wharf and Stratford. KCC is keen to see the route extended to Gravesend with good interchange at Ebbsfleet International.

Platform Extensions and Longer Trains

Kent will work with partners to investigate the feasibility of lengthening platforms and providing more carriages to reduce overcrowding and increase capacity on the network.

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Figure 5.4 – Route of Crossrail

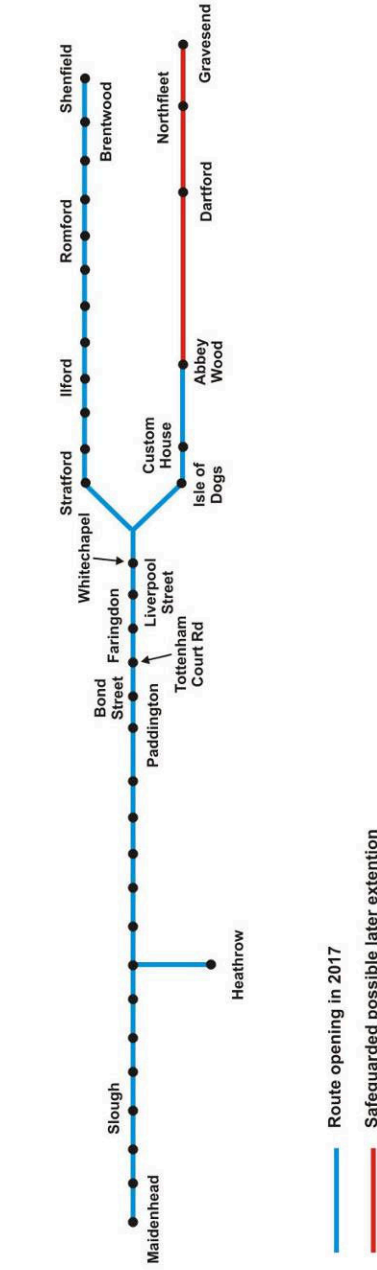
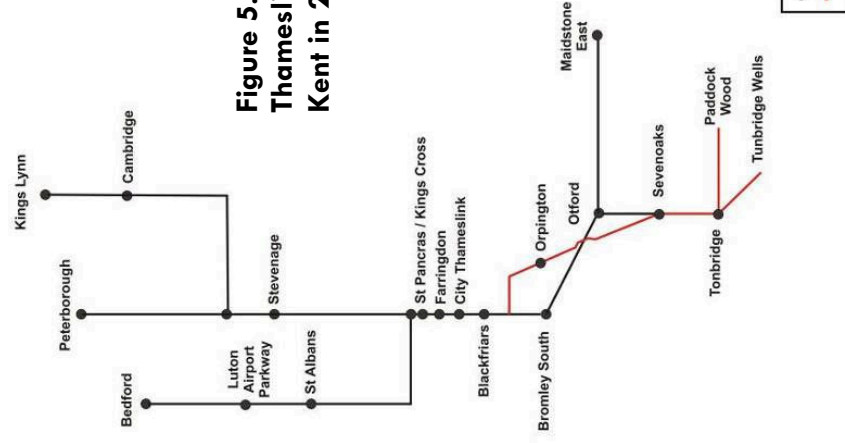


Figure 5.5 – Proposed Thameslink Services from Kent in 2015



6. BUSES AT THE HEART OF KENT

Better Access for All

KCC is at the forefront of working with operators and other partners to improve local bus services.

Recent Achievements

- **Kent Freedom Pass** – pilot scheme achieved a 27% mode shift from car to bus for school journeys and now available across the County
- **Increasing bus passenger levels** in Kent compared to national picture where bus use is declining outside London
- **Fastrack** Bus Rapid Transit System levels exceeding expectations and 95% of customers rate it as “Excellent” or “Good”
- Kent County Council named **Transport Authority of the Year** at the UK Bus Awards 2007

22% of households in Kent do not have access to a car, making the bus vital to allow them to reach the services and opportunities that some of us take for granted. Those living in rural areas, who do not own a car, still struggle to access local services and we aim to

improve this accessibility by developing new forms of rural bus services.

Kent has always been a popular area for retirement and with most of us living longer, a larger proportion of our residents will be over 60. They will rely on buses to access healthcare, shops, entertainment and their friends and family. We also know that the current financial downturn has made bus and rail travel more popular as people reconsider the cost of running and using their private car.

Access to services is one of the key issues facing Kent’s rural areas and the rural regeneration agenda. 85% of Kent is classed as rural with 400,000 (almost a third of the County’s population) live in rural areas. Access to services in rural areas is paramount to normalcy. 13% of rural households don’t have a car. Significant areas of the County are not serviced by public transport. Without access to basic provision, employment, health centres, shops or education people are socially and economically isolated.

An Integrated Bus Network

The County’s road network will struggle to cope with the proposed housing and employment growth planned so we have no choice but to plan and provide more efficient ways of getting people to where they want to go. Whilst trams and other light rail systems have been built elsewhere in the UK, Kent does not have a large enough urban area with sufficient demand and congestion to justify the high expense of a tram network. Therefore, the bus is the answer and lies at the heart of our proposed integrated transport network. This network will be formed around integrating and connecting four different types of bus service, bus rapid transit, inter-urban coach services, local buses and rural transport.

Bus Interchange

The crucial element of this integrated bus network is the ability to change from one kind of service to another. This would be done at a number of locations although the key sites would be in town centres, at major transport interchange points like the local train

station and at edge-of-town park and ride sites, which would also connect the rural bus services into the existing commercial bus network. These interchange points could also be a place where parents drop their children off to catch a school bus to the urban centre, known as “kiss and ride”. This ease of interchange can be enhanced by initiatives such as single ticketing across modes with simpler methods of payment.

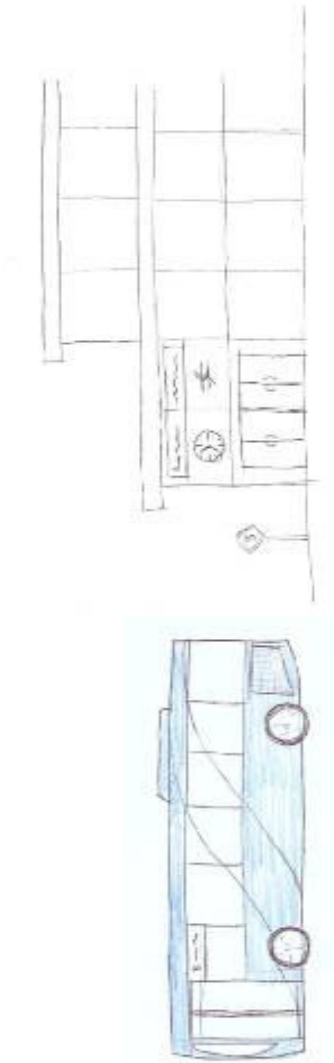
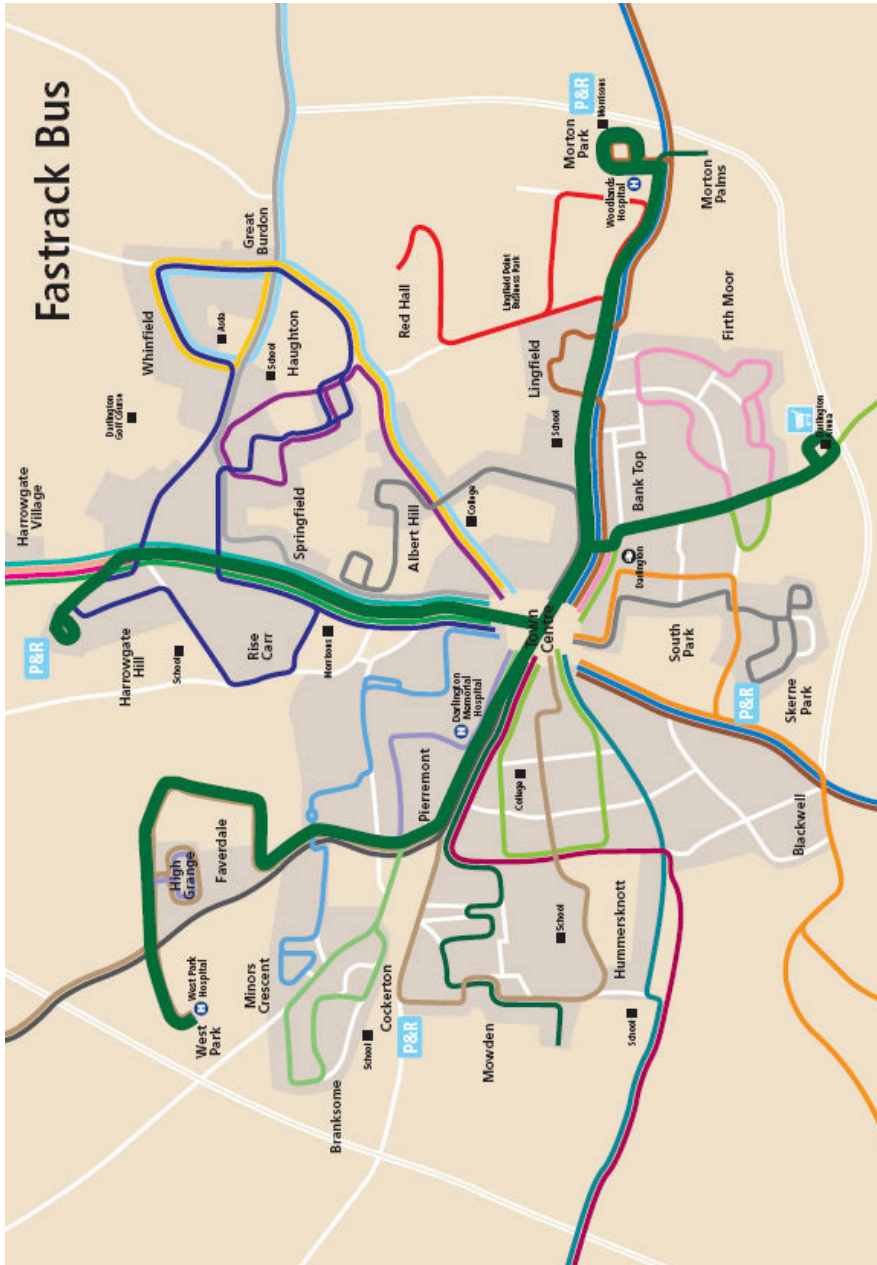


Bus Rapid Transit (Fastrack)

Bus Rapid Transit aims to provide a service that is of a higher quality than an ordinary bus service through improvements to infrastructure, vehicles and scheduling such as Fastrack in Kent Thameside. The improved features include sections of bus only routes to bypass queues, a strong image/brand, very frequent service on a relatively direct route and off bus ticketing. These improved features offer a genuine advantage over the car for local journeys.

We will establish further bus rapid transit schemes in Kent's towns and development areas using Fastrack as the blueprint. To date, Dover, Maidstone and Tunbridge Wells have been identified as potential future locations, as well as extending Fastrack itself in the Thames Gateway. The combination of the existing crossing and a Lower Thames Crossing creates the opportunity for an orbital bus rapid transit system linking the north Kent Thameside Fastrack network with the south Essex rapid transit network, establishing for the first time a public transport link between the two sides of the Thames estuary.

A similar system is already planned for Ashford, called Smartlink which will link the major development areas in the town to the town centre, train station, park and ride sites, business parks and the Designer Outlet.



Inter-urban Coach Service

Kent's transport network has developed upon both historic desire lines and natural physical constraints, meaning that many routes are radial, extending outwards from London. This is especially true of the railway network, and therefore some towns lack direct public transport links. Good examples are Sittingbourne to Maidstone, Faversham to Ashford and settlements in the High Weald. In response, we will develop a network of inter-urban coach services offering direct, fast services along major corridors. A good existing example is the high frequency 101 service between Maidstone and the Medway towns. Whilst these services will have minimal stops, they will serve Park & Ride sites on the urban periphery and other significant out of town locations. In addition to urban centres, these services will also connect key transport interchange points such as our passenger ports, international rail stations and airports.

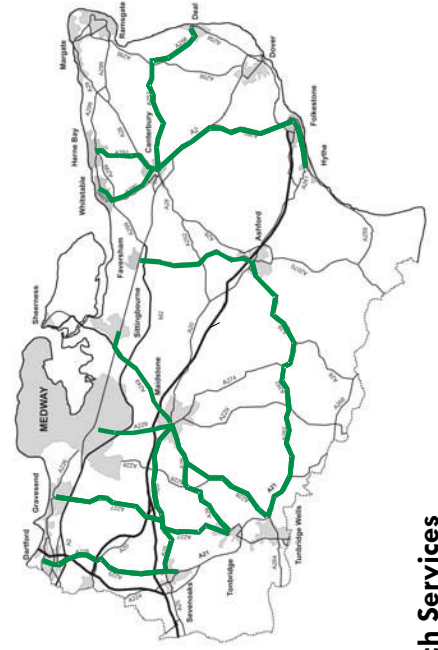
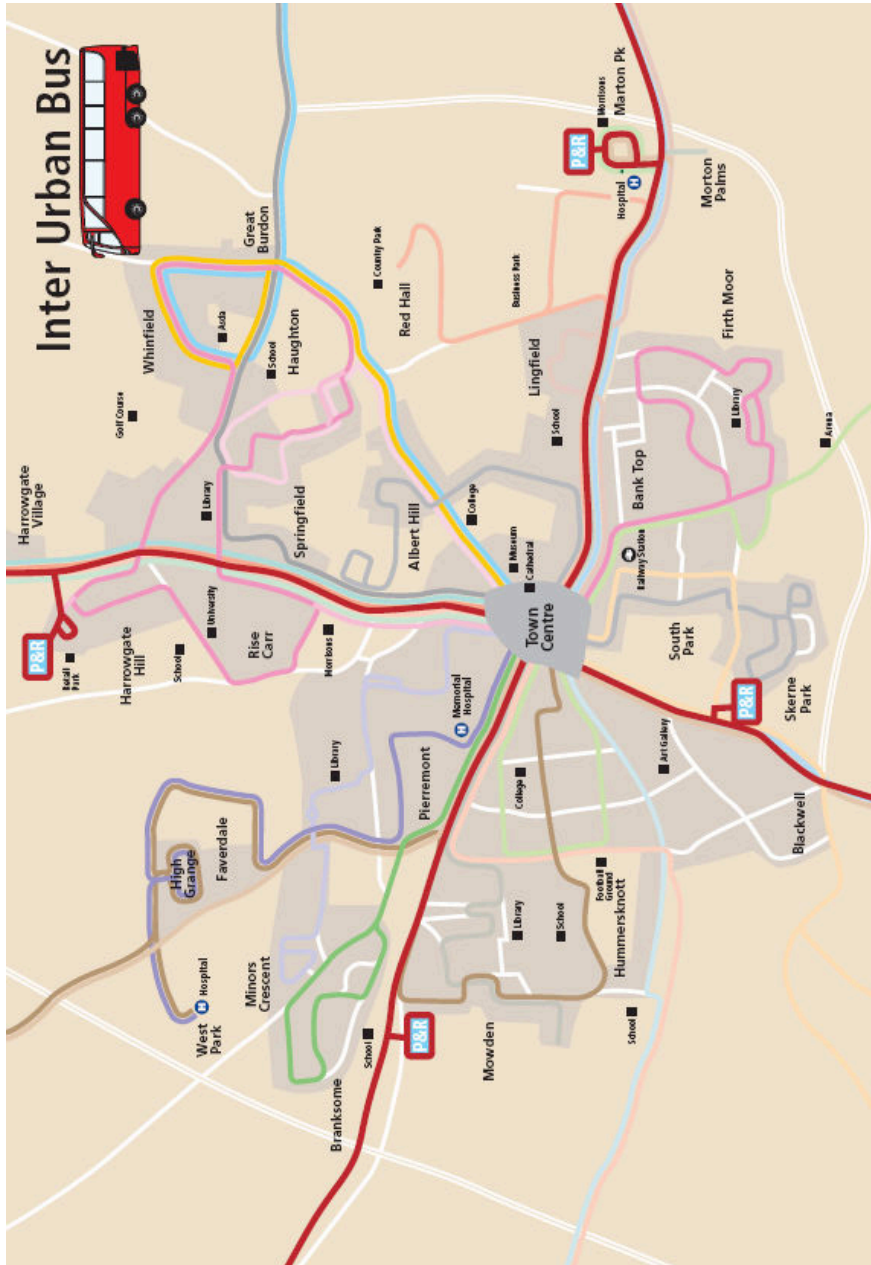
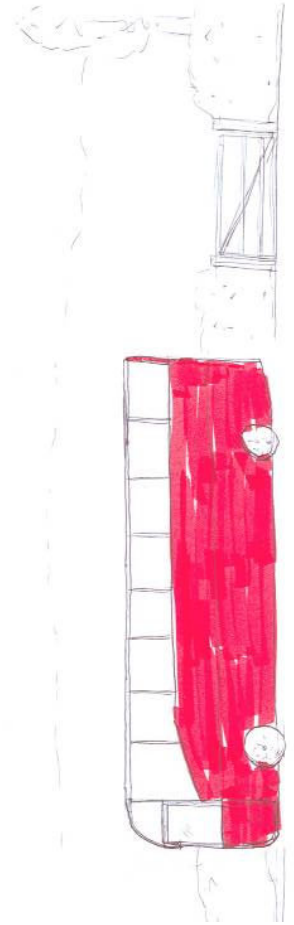
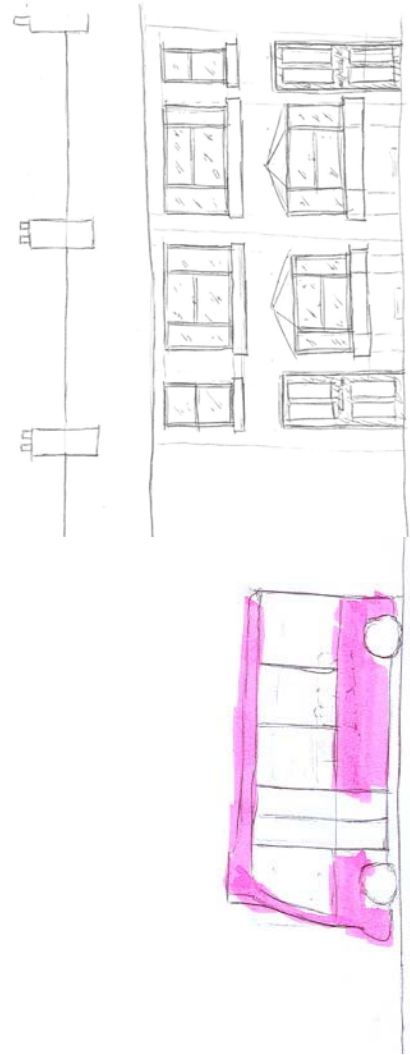


Figure 6.1 - Proposed Inter-Urban Coach Services



Local Bus Services

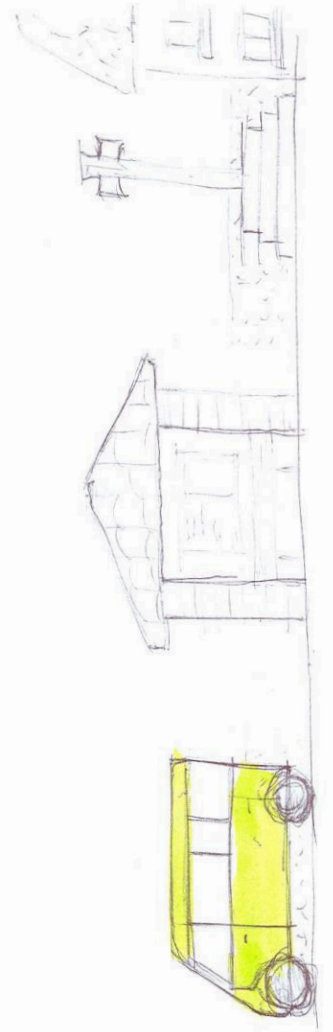
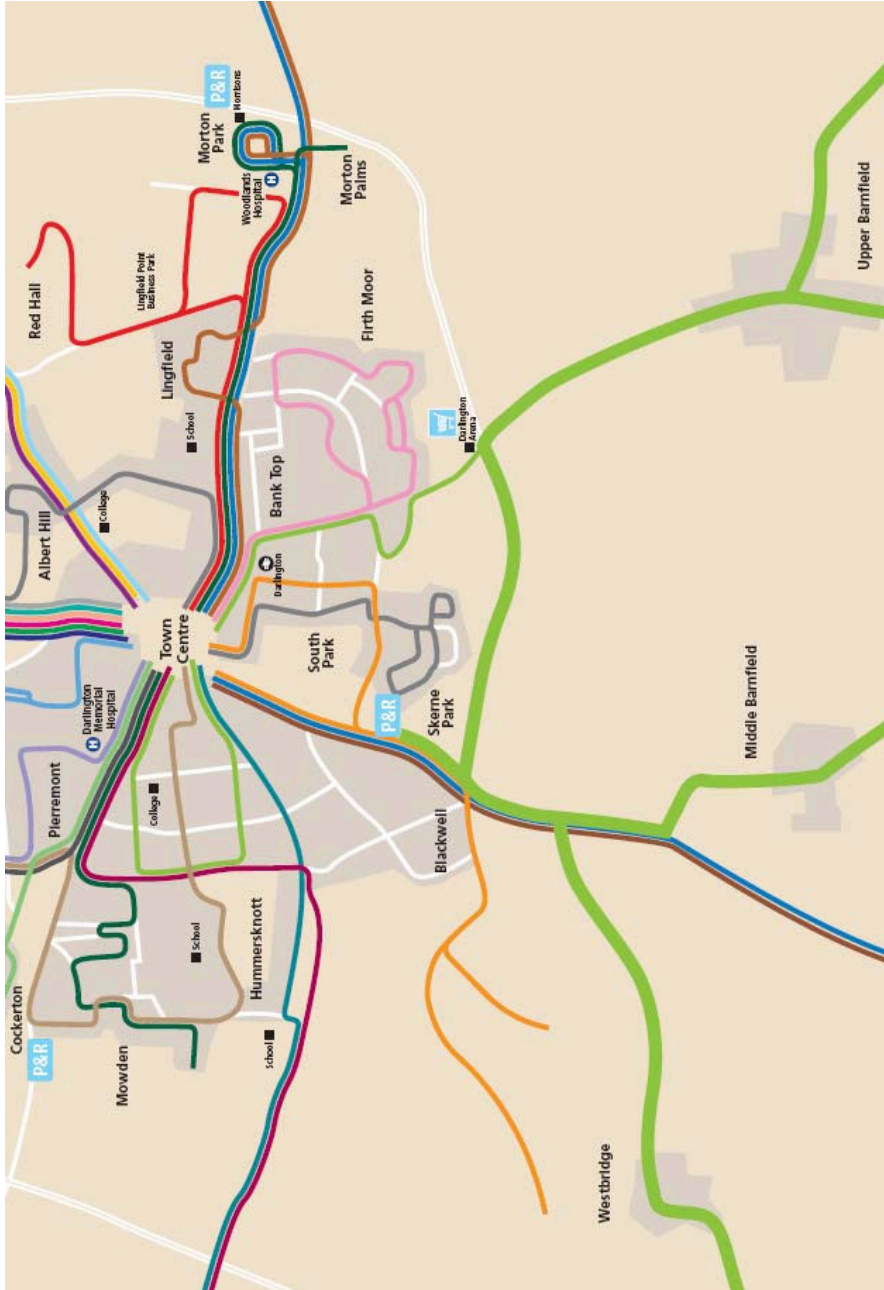
Local bus services which penetrate into and serve local communities will continue to operate, feeding into the rapid transit and inter-urban services at key locations and via a town centre hub. The County Council has worked with district councils and local operators to increase patronage on local bus services, a good example being the Thanet Loop where a straightforward route, linking the town centres with Westwood Cross and QEQM hospital has seen large increases in ridership. Features like a frequent ten minute service, low floor buses and real-time information, connected through strong branding make the Loop easy to use and understand and these successful aspects will be extended to other local bus services across the County.



Rural Interchange Service

Despite Kent's good transport network, there are significant pockets of deprivation and social exclusion in our rural areas, especially where the loss of local services has necessitated a greater reliance on transport. There are almost 100 community transport schemes in Kent and Medway, which include Kent Karrier (and similar schemes in Medway and Sevenoaks), Volunteer Car Schemes, Age Concern buses and Shopmobility schemes. Through the Rural Access to Services Programme, we are working on a pilot brokerage scheme of community transport provision to improve the sustainability of current community transport schemes. KCC funds a number of Demand Responsive Transport (DRT) like 'Kent Karrier' but for the most inaccessible locations, KCC is keen to look at a rural interchange bus service which feeds into the existing commercial bus network at key interchange points on inter-urban routes, unlike conventional DRT, which transports passengers from their home villages to the centre of neighbouring towns.

An additional solution is that existing, commercial interurban routes are diverted at regular frequencies throughout the day to serve villages and hamlets located a short distance off the main interurban trunk road.



Making Bus Travel Easier

Other European towns and cities have achieved high quality bus networks that are easy to understand and have simple fares for one journey, all day or all week. We will continue to work to make the bus network more user friendly so that residents can not only find out where routes go but also consider if taking the bus is cheaper and better for the environment.

Extend Kent Freedom Pass

The Kent Freedom Pass, offering young people in academic years 7-11 unlimited bus travel in return for a £50 annual pass, has proved extremely successful in overcoming cost as a barrier to travel. Subject to cost, we would like to extend this scheme to 16/17 year olds and journeys across the Kent boundary.

Over 60s Concessionary Travel

Free travel for over 60s is likely to become a KCC responsibility in 2011 and with an ageing population in Kent, There will be an increasing demand for these services in the coming years.

Quality Partnership Bus Schemes/Kickstart

We will work with bus operators to press for improvements in vehicles and services through Quality Bus Partnerships (QBPs) and using powers in the Transport Act 2008.

but still rely on rail travel to commute. The County Council is keen to see the introduction of a "Carnet" ticket, where a number of tickets can be bought at a discount and then used when required.



Kentcard/Smartcard Ticketing

We intend to expand Kentcard/Smartcard as an Oyster card form of ticketing for all forms of transport and to enable booking of car club vehicles, car and cycle hire, car parking and toll charges.

Carnet Ticketing

With the increasing practice of home working and flexible hours, many commuters are making fewer journeys

Real Time Passenger Information

We will support improvements and the expansion of information on service arrivals for bus and rail, linked to better timetabling information.

Low Emission Bus Fleet

We will work with operators to bring forward investment in fuel efficient/low emission buses.

Punctuality Improvement Partnerships

KCC will work with operators and district councils to analyse causes of regular congestion and pinch points on the network and implement solutions to improve bus service timekeeping.

Kent Passenger Transport Authority

As part of this work, we will lobby Government to allow the establishment of the Kent Passenger Transport Authority, allowing us to have greater control and influence over our transport network.

7. KENT'S AIRPORTS

Maximising the benefits of Air Travel

3.4 million flights were taken by Kent residents in 2007, mainly from the main London Hub airports (Heathrow, Gatwick, Stansted and Luton) yet Kent has two functional commercial airports; Kent International Airport (Manston) and London Ashford Airport (Lydd). Both Kent airports are looking to increase passenger numbers and expand other air transport activities to meet the predicted future shortfall in runway capacity in the South East but both suffer from peripheral locations in relation to the M25 and the rail network.

KCC will continue to oppose a London terminal airport being built in the Thames Estuary. A similar proposal was made around a decade ago for a new airport to be built at Cliffe. Not only did it pose major environmental challenges, it was subsequently found to be unable to deliver the additional capacity needed, because of the constraints upon airspace in South East England, requiring a downgrade in capacity at Heathrow and Stansted to operate effectively.

Kent International Airport (KIA)

Kent International Airport (Manston) has the potential to develop into a regional airport and become one of the largest single generators of economic activity within the county, being a well developed airfield with Code F (A380) capability and capacity for significant expansion. The airport predicts that it will serve around 6 million passengers and cater for 500,000 tonnes of freight by 2033. This could generate over 3,500 jobs by 2018 and 7,500 jobs by 2033 within Kent in a range of employment opportunities. Its future growth is dependent upon and will be driven by the displacement of traffic from other airports as they begin to operate at capacity due to continuing growth.

Integration with Local Buses

The KIA Masterplan states that on reaching 3 million passengers per annum, consideration will be given to opening up a further access route from the east as a bus priority route to link either to the A299, via a link from Mount Pleasant roundabout or to a new railway station or to Ramsgate

railway station. A new taxi and bus drop-off zone is proposed alongside the new terminal building.

Links to the Local Road Network

At KIA, improvements are proposed to the Minster and Mount Pleasant roundabouts to increase capacity and beyond 1 million passengers, a new access road to the Mount Pleasant roundabout is planned.

KIA Parkway Station

The KIA draft masterplan proposes major expansion with 6 million passenger movements serviced by 2033, supported by a Parkway station with high speed rail services from London, serving not just the airport but also the local area. This will be located near to the perimeter of KIA, with improved bus links and local road improvements to link to the A253.

London Ashford Airport

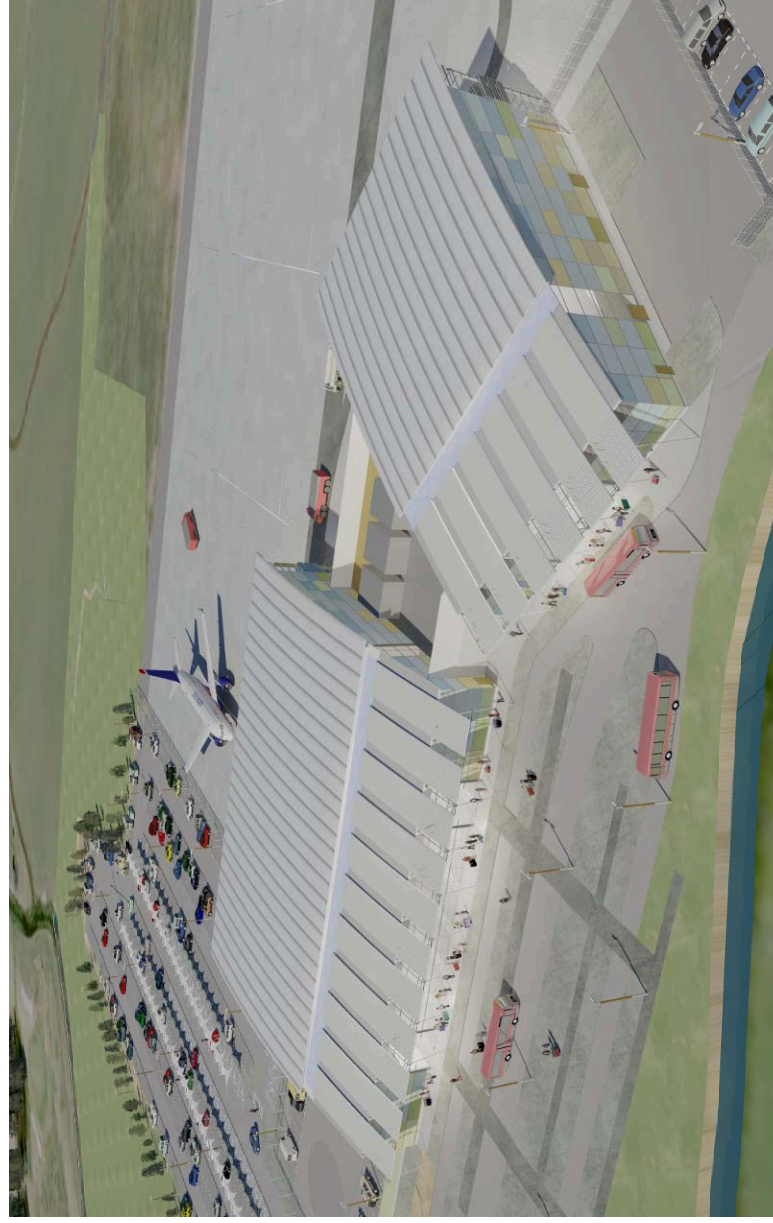
London Ashford Airport (Lydd) is a full service international airport located on the Romney Marsh, close to the boarder with East Sussex. It was purpose built as a civilian airfield in the 1950's, and in recent years over £20 million has been spent developing and upgrading the airport's facilities.

Future Plans

The airport has plans to extend its runway and build new terminal facilities with the ability to provide 500,000 passenger movements by 2015, capitalising on the growing passenger preference for using a regional airport and reducing surface transport times and costs. Additionally 75% of all air transport movements in the UK are in a South Easterly direction, therefore Lydd brings additional benefits by being the most South Easterly airport.

Currently two planning applications for a runway extension and a new terminal facility are being determined by Shepway District Council, but there are international environmental designations immediately adjacent to the airport that need to be considered.

LAA is keen to utilise the existing rail connection between Hastings and Ashford and utilise a potential Parkway station at Appledore as well as integration with the bus network when demand enables sustained economic operations.



8. KENT'S PORTS & WATERWAYS

The Channel Corridor

There are few people in Kent who are unaffected by the County's role as an international corridor. We are fortunate to have convenient access to the Continent, whether for business or pleasure but we also have to suffer the traffic that uses this corridor. Road freight is significant and one in four vehicles on the M20 near Charing is a lorry and when Operation Stack is in force, it makes us all realise how fragile our transport network is. Dover is the largest passenger ferry port in Northern Europe and handles more than half of all the UK's international ferry passengers. However, as a result Dover experiences congestion, severance and air quality problems on a daily basis due to queuing traffic from the Eastern Docks but also benefits from the employment opportunities that the Port brings. There has been a significant and continued increase in road freight through the Port of Dover and Channel Tunnel since the Tunnel opened in 1995 and after the current credit crunch, growth is predicted to continue. The County Council recognises the importance of this link to "UK plc".

Eurotunnel

Although strictly speaking, it is not a port, it offers an alternative to Dover for international car and lorry movements, taking some 40% and 33% of the market respectively in 2008. Competition with the ferries has kept the costs of crossing the Channel relatively low and, together with the short and frequent crossing has meant that Kent attracts a high level of international traffic. It has good, direct access to and from the M20 but the benefits on this are negated when there is major disruption in the Channel and Operation Stack is required. Theoretically, Eurotunnel could operate more shuttles which could relieve some of the pressure on Dover.



Dover Western Docks Expansion

Dover Harbour Board has developed a 30-year plan for the port. A new ferry terminal in the Western Docks could provide a location for up to four new ferry berths with the possibility of re-introducing rail freight connections. Other improvements would be a new marina in the outer harbour and other related waterfront development including expansion of Dover's role as a busy cruise liner terminal. Since the new terminal at the Western Docks will take a while to be complete, interim measures to deal with traffic continuing to use the Eastern Docks include revising the A20 dock exit and upgrading Berth 5 to accommodate larger vessels. Similar expansion plans are also in place for the port of Calais.



Other Ports and Short Sea Shipping

Sheerness

Sheerness is the largest UK port for break bulk fresh produce and has the opportunity to intensify its activity within its existing boundaries with the option to expand onto nearby industrial areas. The Second Swale Crossing has significantly improved road access to the port, but improved rail access and facilities are needed to increase the amount of rail freight to and from the port.

A massive regeneration project to transform Sheerness Port was announced in September 2009, with a marina for up to 500 large yachts, three new deep water berths, new housing and an extension of commercial shipping facilities.



Ramsgate

Ramsgate restored the car ferry service to Ostend in July 2004 and has the potential to operate up to twice as many ferries through the port without any additional infrastructure and can provide services to the northern part of the European coast complementing the increased capacity planned for Dover. The possible reduction of rail journey times to London will also support Ramsgate's gateway role.

Ramsgate is being used in connection with the construction of the Thanet Offshore Wind Farm, a 100 turbine development 8 miles off the NE Kent coast and will be the base for the projects operations and maintenance centre. The London Array wind farm is also planning to use the port as it gears up for offshore construction from 2010 and as a base for its future operations and maintenance. The London Array project is a much larger development of 271 wind turbines midway out in the Thames Estuary with an investment value of £3 billion. Both wind farms will create extra jobs in East Kent and make an important contribution to the local economy

The extensive marina can offer significant regeneration potential from the sailing market in the south-east and London.

Thamesport

Thamesport is one of the largest deep-water container ports in Medway, carrying a relatively high volume of containers to and from the port by rail (some 20%). Further development of the port would benefit from improved access by the A228 and for more capacity on the branch rail line.

River Services & Short Sea Shipping

Kent is surrounded by water on three of its boundaries and KCC will investigate the potential to travel by ship/boat between the county and London as well as the movement of bulk goods and waste by barge. Fast commuter services from Gravesend to London and/or Canary Wharf will be investigated as well as the potential of using the River Medway between the Medway towns and Maidstone. There may also be potential for sightseeing boat trips along Kent's coast, especially since Kent has a coastline rich in both natural and man-made features.

9. FREIGHT

The Channel Corridor

Kent is a major gateway for the movement of international freight, which is dominated by road haulage, with 3.7 million lorries crossing the Channel in 2008. A consequence of this is the impact on Kent when cross-channel services are disrupted and the resulting backlog of lorries are parked on the M20/A20, known as Operation Stack. This closure of the M20/A20 severely disrupts local roads and results in severe congestion and lengthy delays.

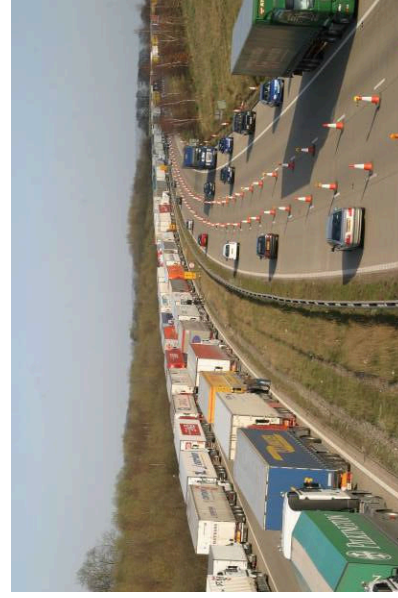
With the expansion of the western docks, there is scope to direct traffic for the eastern docks along the A2/M2, reducing traffic that severs the town from the seafont. This promotion of the A2/M2, known as bifurcation, would also connect to the Lower Thames Crossing although other improvements to this route are needed.

Kent wants to ensure that freight traffic passes through the County as harmlessly as possible, including local lorries not being directed down country lanes and through other sensitive areas/

Despite the provision of rail freight services through the Channel Tunnel, the modal share in Kent is disappointingly low. Estimates are that six million tonnes of rail freight could use the Channel Tunnel, but the maximum level reached was barely over three million tonnes in 1998. Due to problems with illegal immigrants boarding trains and the poor level of service quality in France, the flow has declined to 1.24 million tonnes in 2008 but there is the potential to re-connect the Western Docks at Dover to the rail network.

The Thames Estuary

The other potential significant railfreight flow in the County is to and from the Thamesport deep sea container port where currently some 20% of the freight is taken by rail and there is potential to expand the port at Sheerness.



The Channel Corridor

Dover Port Terminal T2

The Port of Dover is expected to maintain its position as the primary route of choice for cross-channel road freight. To meet the forecast in traffic growth, a new ferry terminal in the Western Docks is proposed with up to four new ferry berths.

Quick Moveable Barrier (QMB)

Extension

The Quick Moveable Barrier (QMB) can only cope with Phase One of Operation Stack, holding just 400 lorries which, at peak times, can be filled within two hours. The Highways Agency currently has no plans to extend the use of the QMB over a longer stretch of the M20.

Lorry Park (Operation Stack)

In response to the problems caused by disruption to cross-channel services, KCC is investigating a possible lorry park near Aldington between Junctions 10 and 11 on the south side of the M20. It would provide some 500 secure overnight parking spaces for HGVs and an overflow area for some 2,500 additional HGVs during Operation Stack. The County Council is

currently working towards submitting a planning application in early 2010.

Britdisc

This is the County Council's proposal to introduce a charge for lorries using Kent's roads to provide up to £40m per annum for the lorry park and other infrastructure improvements which will mitigate the impact of cross-channel traffic.

CTRL Rail Freight

The Channel Tunnel Rail Link (CTRL) offers a higher loading gauge than the rest of the rail network in the UK and could make the transfer of freight by rail between East London and mainland Europe much more competitive when compared with road haulage. We will continue to press central and international government to put more freight through the Channel Tunnel.

Countywide

Kent International Airport

KIA is the 8th largest freight airport in the UK by volume and already serves as a London freight airport. With the migration of pure freight air services from the primary to the secondary airports expected to continue, KIA's role in the freight market is expected to expand.

Railfreight Service Quality and Pricing

We will work with the freight industry to identify potential legislative and physical barriers for transferring freight from road to rail and assist, where possible, in identifying solutions to overcome such barriers.

Road/Rail Terminals

The County Council is generally supportive of strategic road/rail terminals if they are located in the right location and will genuinely transfer freight from road to rail. As a result, the County Council supported the proposed redevelopment of a 64 hectare site at Howbury Park in Erith as it is well located close to London and the M25. However, the County Council does not support the proposals for the Kent International Gateway

(KIG), located to the east of Maidstone as, amongst other things, it is over 20 miles from the M25 and would not relieve the most congested western part of the M20 of lorry traffic.

Lorry Management

Where practical, we will look to signpost heavy transport and HGV routes away from rural, residential and environmentally sensitive areas and show these on a web-based Kent Lorry Route Map.

Overnight Lorry Parks

In addition to Operation Stack, overnight lorries parking in residential and commercial areas have a detrimental on Kent and it's communities. The County Council will lobby for the provision of over-night lorry parking and associated facilities at suitable sites adjacent to Kent's motorway and trunk road network. We will also work with other agencies to reduce the occurrence of inappropriate lorry parking on Kent's roads.

Low Emission Freight (LEF)

We will work in partnership with local hauliers/distributors/public transport operators and taxis to replace vehicle fleet with low emission vehicles and incentivise local business, through business rate discounts, to utilise LEVs. We will also look to encourage local

businesses and retailers to work in partnership to co-ordinate deliveries, particularly in outlying areas, to reduce duplicated trips and emissions.

Freight Strategy

The County Council will develop a Freight Strategy to create a framework for more sustainable distribution alongside the preparation

for the third Local Transport Plan which has to be finalised by March 2011.



10. SUSTAINABLE TRANSPORT

Better for Everyone..... and the Environment

Kent has significant housing and employment targets for the next 15-20 years but this growth threatens to bring some parts of Kent to a standstill, especially if using our cars continues to be the most popular means of travelling. To counteract this, we will work to make new housing and employment safe and attractive for walking and cycling, we will ensure that bus routes serve these areas and are close to or link into rail stations and that streets are attractive places to meet and talk with neighbours.

We will implement strategic and extensive cycle corridors linking our green infrastructure, good quality and safe cycle lanes to, from and through our towns and villages; and good wide, hospitable, uncluttered pedestrian links within and between towns and villages, encouraging people to cycle and walk, as their first option.

Recent Achievements

- **Walking and cycling** are being promoted, building on the success of the Tour de France
- 68% of all Kent schools have an adopted **school travel plan**, supported by dedicated Travel Plan Advisors and Bikelt officers
- The County Council is three years ahead of schedule on its targets to reduce the number of road users **killed or seriously injured**
- **Cycling and walking networks** in many of Kent's urban areas continue to expand

We also want businesses and schools to help us in tackling congestion and pollution by looking at ways they can help their staff to commute to work by sustainable modes, helping to reduce the high number of cars that travel in the peak with a lone driver. We need attractive and direct walking and cycling routes and cycle parking outside our main destinations like schools, shops, stations, parks etc. We will also give better information on the impact and costs of everyday journeys, so that residents can consider other

ways of making their journey that are quicker, cheaper and greener. Chronic life-style related health problems create a huge costs to society partly due to very low levels of physical activity in the UK compared to Europe and walking and cycling are physical activities that can be easily integrated into our busy lifestyles.

Workplace Travel Plans

We will be putting in place Travel Plans at all KCC offices sites and will support other organisations and the business community with updated guidance, monitoring and enforcement of plans at new developments.

School Travel Plans

All Kent schools are to have travel plans by 2010 and those plans already in place continue to demonstrate 1% mode shift pa to tackle the school run through ongoing support for projects including safer routes to school improvements, the K&M Walk to school initiative, Bikelt, Junior Travel Co-ordinator (Journase) and the Kent Freedom Pass. Staggering school hours to reduce

peak traffic levels will also be investigated.

Kentcarshare/Car Clubs

We will develop car clubs in all of Kent's major urban areas, which give people access to a car without the expense and hassle of owning one. These clubs will use low emission vehicles, promoted through local businesses, new development, travel plans and marketing and promotional activities.



Better Interchange

We would like to improve the interchange between sustainable modes at rail and bus stations including improved boarding, information, secure cycle parking and through ticketing.

Marketing and Awareness Raising

We shall use marketing and awareness raising of sustainable modes to existing car drivers via the Traffic Management Centre and through personalised travel

planning. Many people are either unaware of the facilities and options for travelling so targeted information will be provided to potential bus and rail users, cyclists and walkers, especially in new housing areas.

Travel Information Hubs

We will develop travel information hubs to provide accurate information relating to journey times, departures, cost and carbon emissions.

Walking and Cycling Networks

We will build on the Green Grid principle to develop a high quality walking and cycling network, within and connecting urban areas which will be suitable for people with mobility impairment. We will also improve their maintenance through expanding the Kent Ranger volunteer network, the introduction of Bikeability cycle training to adults and the launch of a bike hire scheme similar to OYBike, starting in Canterbury.

Public Rights of Way

Over 40% of Kent's highway network are public rights of way (PROW), an extensive network of routes available for mainly pedestrian access but also cycling and riding. This network is extremely important to providing extra capacity to the highways network and dramatically improving pedestrian and

cycling links to schools, shops and public transport.



Car/Cycle Hire

We will provide car club and cycle hire facilities at major destinations and transport hubs which can be booked online. We will also provide a pool of cycles for staff to use on business journeys.

Taxi Strategy

We feel that there are ways in which we can encourage taxi operators to become more sustainable, such as encouraging them to drive low emission vehicles.

Expansion of Travel Plans

We will work with all Kent businesses that have over 200 employees to

adopt travel plans which tackle congestion and improve journey times.

Low Emission Zones

We shall consider charging high emission vehicles during peak periods in our urban centres and identify sites as possible low emission zones. Town Centre/Residents Parking Zones parking charges will be discounted for low emission vehicles.

Renewable Transport Fuels Obligation, biofuels and whether Kent might have a role given agricultural economy...a new dimension for the Garden of England of the future?. There might also have been something about low carbon technologies and renewable energy opportunities linked to transport infrastructure but sadly nothing

Road Safety of Vulnerable Road Users



11. CLIMATE CHANGE & TRANSPORT PLANNING

Introduction

There is now overwhelming evidence from scientists that the world's climate is significantly changing as a result of human activity. Current levels of CO2 emissions have caused the world to warm by more than half a degree Celsius and, over the next few decades, will lead to at least a further half a degree warming. This is largely as a result of burning fossil fuels, deforestation and other land use changes. Transport is responsible for around half of the UK's CO2 emissions and so needs to make a considerable contribution to reduce this impact. By reducing emissions from transport this will also improve air quality and potentially reduce noise impacts.

The Climate Change Act (2008) commits central Government, by 2050, to reduce greenhouse gas emissions by at least 80 per cent lower than the 1990 baseline. In addition, five yearly budgets are to be set which will contribute to meeting the longer term targets.

The Stern Review on the Economics of Climate Change (2006)

The Stern Review is an assessment of the evidence of climate change and the costs to the world's economy. The Review recognises that 'climate change presents a unique challenge for economics: it is the greatest and widest-ranging market failure ever seen.' If the problem is ignored the Review states that it will eventually damage economic growth.

From all the evidence gathered by the Review the overwhelming conclusion is the benefits of early action far outweigh the costs. Taking early and 'strong' action to begin reducing emissions should

be viewed as an investment which will 'avoid the risks of very severe consequences in the future.'

Delivering a Sustainable Transport System (2008)

Delivering a Sustainable Transport System (DaSTS) is the Government's response to the Eddington Transport Study and the Stern Review. The document outlines immediate plans to 2014 and the proposed approach to the longer term.

Two out of five of DaSTS goals relate to climate change, these are;

- To reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of tackling climate change;
- To improve quality of life for transport users and non-transport users, and to promote a healthy natural environment.

DaSTS states 'we want to encourage low-carbon technology and improve efficiency of all modes of transport. We also want to ensure that, wherever practicable, there are low-carbon transport options for people to choose, and also solutions, such as better planning, which may reduce their need to travel.'

To decrease emissions, in the short to medium term, improved vehicle and fuel efficiency and behavioural change will play a significant role, 'and increasing the carrying capacity of transport networks will be a key element in supporting economic growth.' However, in the longer term, moves towards electric vehicles, rail electrification and decarbonisation of electricity generation will continue towards the greenhouse gas reduction targets. In addition

to technological advances, the relationship between economic growth and transport demand needs to be considered, 'for example by planning cities to bring housing, jobs and services closer.' Over time, it must be clear that levels of emissions are declining in line with the greenhouse gas targets.

Local Transport Plan 3 Guidance

The Department for Transport (DfT) is encouraging local authorities to develop strategies and plans that mitigate against climate change. These include developing a sustainable transport system, encouraging behaviour change and reducing the need to travel.

Local Transport Plan (LTP) 3 Guidance recognises that 'in addition to measures to reduce greenhouse gas emissions, it is important that local authorities put in place measures to improve the resilience of local transport to the impacts of climate change.'

Possible Options include:

- Development of work place and school travel plans to reduce emissions from car journeys, improve air quality and promote health
- Improvement of public transport services to reduce congestion
- Better integration of transport and land use planning to reduce the need to travel
- Working with partners to change the way key services such as highway maintenance and street lighting are delivered.'

Regional Funding Allocation

All major schemes in an authority's Local Transport Plan are required to be assessed by the regional assemblies who then advise Government on which schemes should be funded. The Government announced in its advice to regions for the 2008/09 Regional Funding Allocation refresh in 2008 that:

"In developing their proposals, regions should note that carbon budgets and targets are likely to become more challenging over time. DfT will therefore consider regional advice in the light of their aggregate impact on transport Carbon Dioxide emissions over time. In turn, regions should seek to estimate the effects of proposals on Carbon Dioxide emissions and to develop advice which supports delivery of this key DfT goal." It is evident from some of the schemes promoted by SEERA that not all of the schemes necessarily support this goal, but it is reasonable to assume that in future iterations of the RFA, greater value will be placed on schemes that reduced Carbon emissions.

In undertaking LTP3, Kent will have to take into account the need to actively demonstrate Carbon benefits for its major schemes.

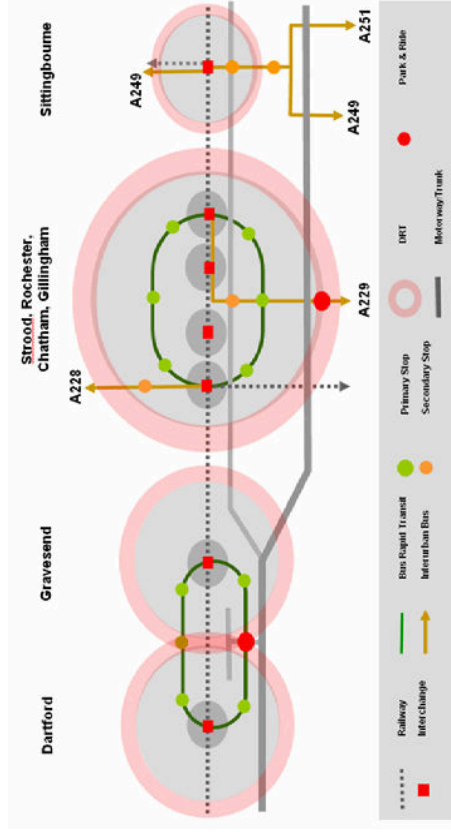
12. THE VISION FOR NORTH KENT – AN EXAMPLE

Integrated Transport Network

This strategy sets out a blueprint for an integrated transport network for Kent. This network will be made up of the separate public transport services as previously described.

Figure 4.1 shows how the integrated transport network could look for North Kent. This project is situated within two highway authorities (Kent and Medway) and is being developed as a partnership.

Figure 4.1 The integrated transport network in North Kent



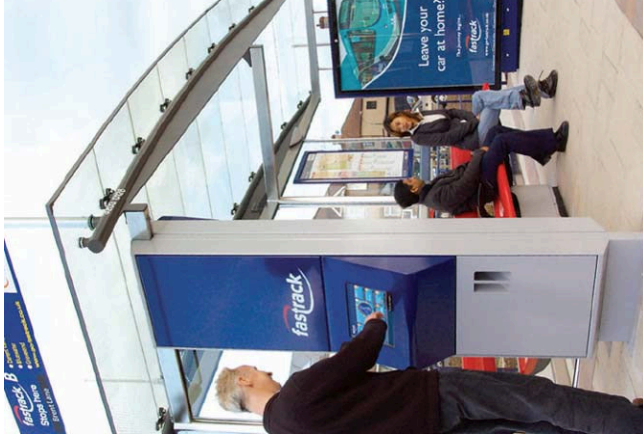
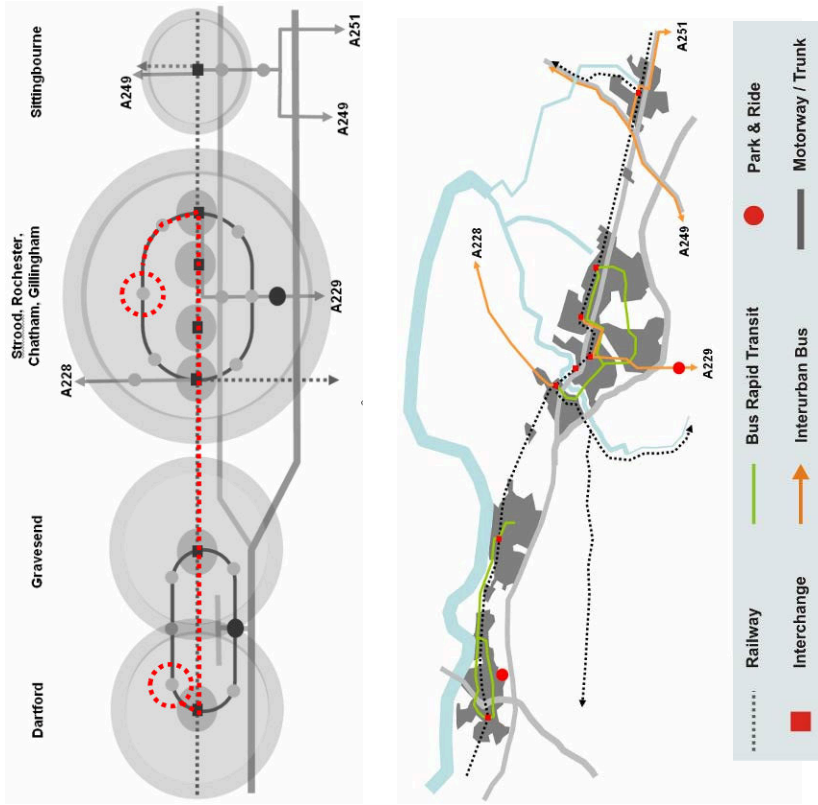
Each of the four urban areas; Dartford, Gravesend, Medway Towns and Sittingbourne, will have their own local transport networks. In the case of Dartford and Gravesend the Fastrack bus rapid transit system operates across both urban areas, as illustrated. For simplicity, the local bus service component is not featured.

The train stations on the North Kent line act as interchange hubs with two bus rapid transit systems; Fastrack in Kent Thameside and a similar rapid transit system in the Medway Towns. Inter-urban bus services are identified in the Medway Towns, including the existing 101 Service to Maidstone via the A229 corridor. Similar services could potentially be established to serve the Hoo Peninsula via the A228 and between Sittingbourne and Maidstone and Ashford, via the A249 and A251 corridors, respectively. The provision of a park and ride facility in Kent Thameside and the Medway Towns will provide transfer onto local bus services for those travelling by car.

Therefore, this is a transport network that provides for all types of trips, but places public transport at the heart of travelling within and between Kent's towns. For instance, those wishing to travel between Dartford and Gillingham will be able to do using a high quality public transport network comprising bus rapid transit and rail using just one ticket as outlined in Figure 4.2



Figure 4.2 Utilising an Integrated Transport Network for travel between towns



13. BRINGING IT TOGETHER IN KENT'S DISTRICTS

Ashford

The strategic position of Ashford on the channel corridor has meant that the town has always been a major transport hub. The M20 runs through the town and access is provided via junctions 9 and 10. Ashford also became a railway town, being the junction of five lines to Hastings, Folkestone, Canterbury, Maidstone and Tonbridge and is also served by the high speed rail link with an international railway station. Ashford will benefit from reduced journey times when High Speed One services commence in December 2009, with the quickest current journey time to London of 84 mins cut to 37 mins.

Because of its strategic location, good transport links and a generally flat topography, Ashford is one of the South-East region's growth areas, with the capacity to provide an additional 31,000 homes and 28,000 jobs over the period 2001 to 2031. This equals a doubling in the number of households within the town centre area by 2031. It is planned for Ashford to develop as an office, research and business node providing market growth for East Kent and an opportunity for large investments that require an expanding workforce.

The key transport issues for Ashford are:

- Securing road access from development sites to and onto the M20
- To provide a high quality public transport network to connect the growth areas with the town centre, the international station and other key locations
- Provide a choice of transport modes for residents

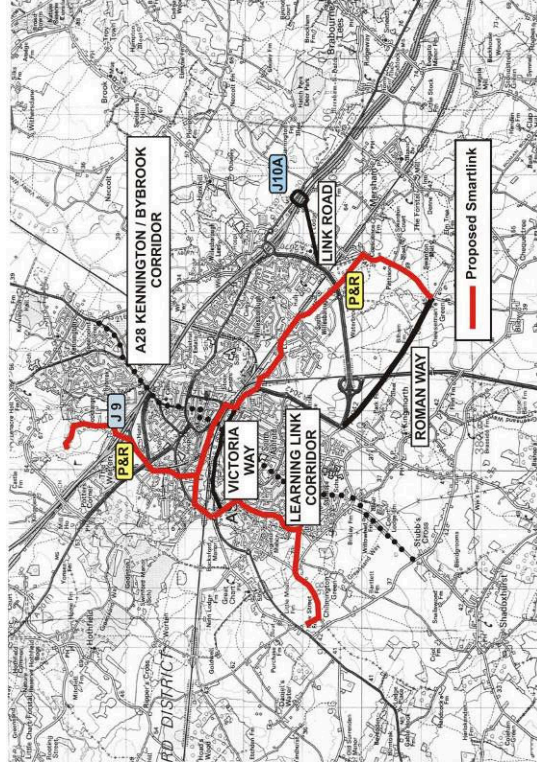
- Create an attractive and high quality public realm in the town centre

Proposals

Highway improvements including M20 jct 9 and drovers roundabout, M20 jct 10 improvements and new jct 10a, Victoria Way corridor, Chart Road dualling, Orchard Way

Smartlink bus rapid transit system connecting the growth areas and out of town park and ride sites with the town centre and international station

Green spaces and the necklace incorporating walking and cycling routes



Canterbury

The City of Canterbury is the predominant retail, cultural and educational centre within East Kent and a principal focus for professional services and as a result, suffers from high levels of congestion. The city currently depends on a large net inflow of commuters to support the level of jobs in the area as well as an influx of secondary school children and around 160,000 vehicles per day travel to and from Canterbury along the nine "A" and "B" roads that converge on the city. Although the city is bypassed to the south-west by the A2, the highway network is under acute pressure and as a result, Canterbury suffers from significant congestion, especially on the inner ring road and inner radial routes and this is despite over 1 million passengers using the Park & Ride in 2004, made up of mainly shoppers and tourists. There are two railway stations which serve the city and High Speed One services will stop at the Canterbury West station from December 2009, cutting the journey time to London from 110 to 61 minutes.

The key transport issues for Canterbury are:

- Congestion hot spots particularly along the A28 and the ring-road
- Integration of rail services and connectivity between stations and maximising the benefits of High Speed One
- Sufficient transport infrastructure to support development in the Little Barton Farm area
- Reducing impact of traffic on the natural and historic environment of the city

Proposals

Provision of A2 slip roads to reduce city centre congestion and open up the Wincheap area for future development

Development of Urban Traffic Management and Control (UTMC) to maximise efficient use of the existing road network

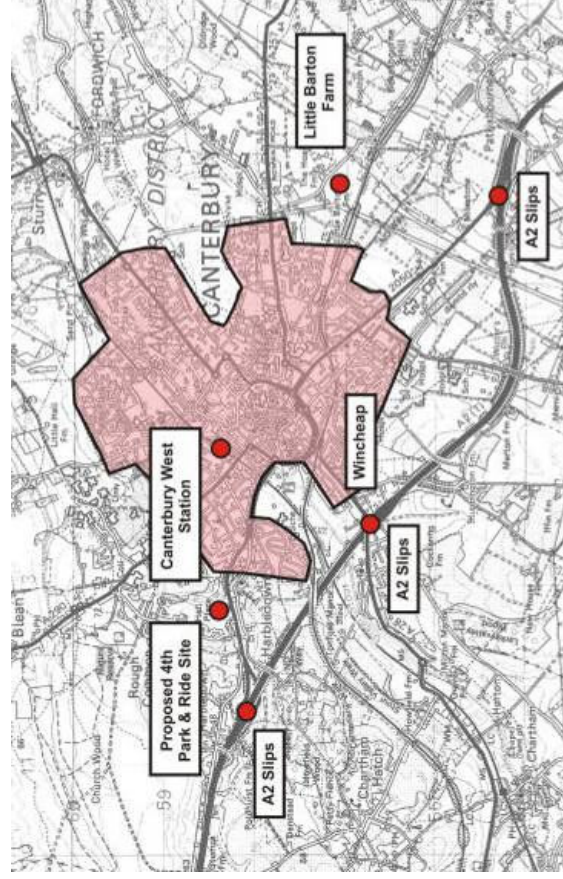
Fourth park and ride site

New junction on A2 with link to Little Barton Farm area

Bus lanes and bus priority measures

Extend and improve walking and cycling routes

Improvements to Canterbury West railway station



Dover

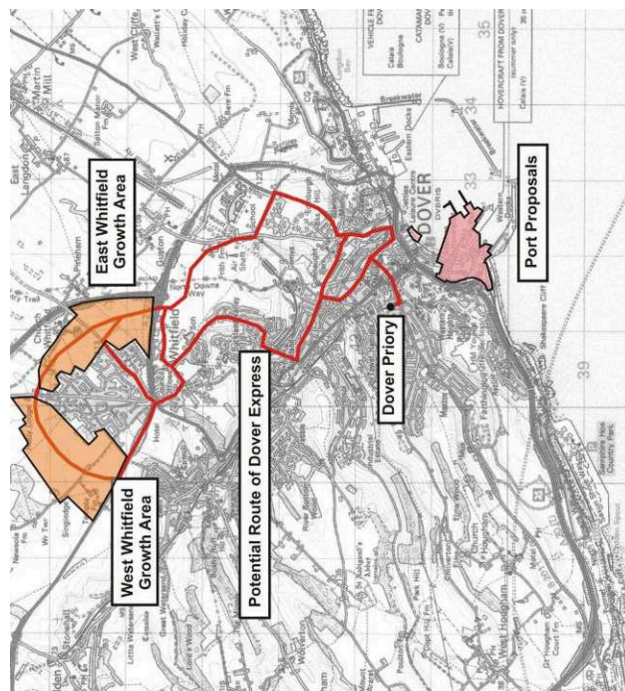
Dover is best known as the UK's major gateway to the Continent, being the UK's busiest ferry port which results in traffic congestion along the A20 Townwall Street, causing pollution and severance between the town and sea front. This is exacerbated when disruption causes cross channel services to be suspended and Operation Stack is put into operation. The other main strategic road connection is the M2/A2 which runs inland past Canterbury, eventually reaching the M25 near the Dartford Crossing. Dover also has regular rail connections from its central station, Dover Priory. The most direct service to London is via the Folkestone line which connects with services from Ashford, with other lines that connect to the north Kent line via Canterbury and a coastal line to Deal, Sandwich and Thanet. High Speed One services will serve the town from December 2009, reducing the journey time from 116 to 64 minutes.

The key transport issues for Dover are:

- Increase in cross-channel freight traffic using the Port causing congestion and pollution on A20 and severance
- Growth Point Status resulting in significant housing between 10-14,000 new homes at Whitfield requiring improvements to the A2
- Better accessibility to town centre and railway station to maximise benefits of High Speed One
- Regeneration of the old colliery sites around Aylesham and Snowdown and supporting growth in the Sandwich corridor

Proposals

- Expansion of Western Docks, seafront development and related access improvements to A20 with bifurcation of port traffic via M20/A20 (Western Docks) and A2/M2 (Eastern Docks)
- Dualling of A2 from Lydden to Dover and improvements to the network at Whitfield
- Dover Priory railway station improvements
- Rapid bus transit system between Whitfield, Dover town centre and the railway station
- East Kent Access Phase 2



Kent Thameside

Kent Thameside is part of Thames Gateway, Europe's largest regeneration project, and is formed by the parts of Dartford and Gravesham which fall north of the A2 corridor. With 25,000 new homes and 50,000 new jobs being developed by 2026, it is essential that the transport system is planned and managed to ensure that the road network continues to function effectively to serve both existing communities and the proposed development sites.

The area is intersected by the M25/A282 with the A2 forming the southern boundary, and to the north, the river Thames. The transport hub for Kent Thameside is the new domestic and international station at Ebbsfleet, providing journey times to London of 17 minutes on High Speed 1.

The key transport issues for Kent Thameside are:

- To achieve a sustainable community and reduce the need for long distance travel.
- Congestion hot spots including the M25/A282 Dartford Crossing, A2 corridor including the Bean Interchange; B262 Hall Road/Springhead Road; A226 London Road/St Clements Way; and the town centres of Dartford and Gravesend.
- Integration of rail services and connectivity between stations to maximise the benefits of High Speed 1.
- Sufficient transport infrastructure to mitigate the impact of the planned development including walking and cycling routes
- Significant levels of traffic generated by Bluewater.

Proposals

Strategic Transport Investment Package Schemes (STIPS) over the next 12 years totalling over £1.85m including UTMC across Kent Thameside

Support the creation of high density development by providing high quality public transport links between urban areas and London.

Improvements to Dartford and Gravesend town centres' public transport interchanges to promote public transport journeys

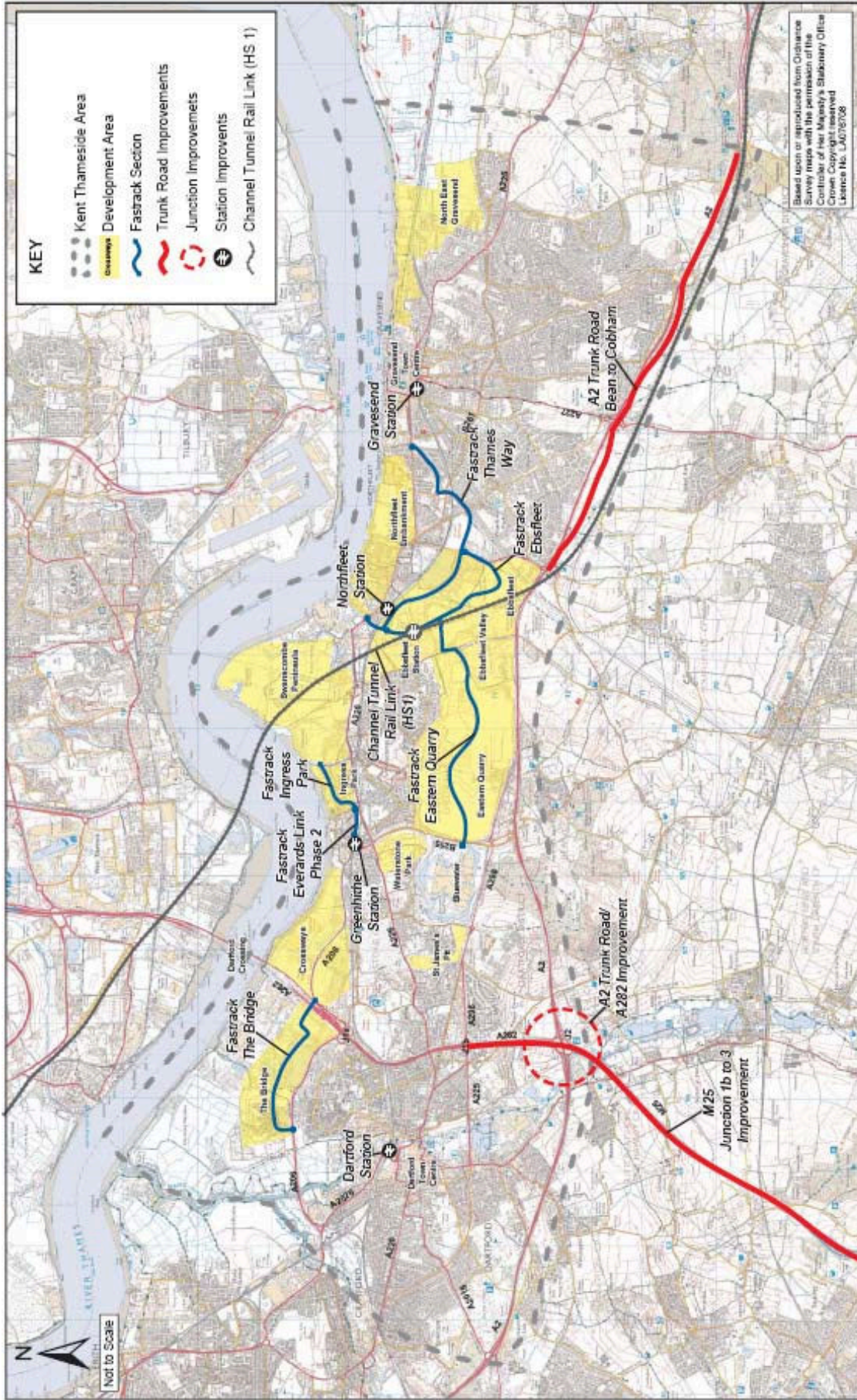
A226 Thames Way (South Thames Development Route) Dualling (2015/16 delivery target) – a principal arterial route through the Kent Thameside growth area.

Green Grid project to join green spaces with a continuous pedestrian and cycle path adjacent to the River Thames, with improved links to existing communities and development sites.

Continued Fastrack and high quality bus improvements

Dartford, Gravesend, Northfleet and Greenhithe Station improvements.

Lower Thames Crossing to relieve congestion at the Dartford Crossing incorporating Fastrack facilities to extend this bus rapid transit system into the South Essex Rapid Transit system



Kent Thameside - Major Developments & Committed Transport Schemes

Maidstone

Maidstone is the County Town of Kent. It is a designated Growth Point status, and identified as a Regional Hub in the South East Plan.

The town centre currently experiences severe congestion, particularly where three 'A' roads meet at the bridge gyratory system. An Urban Traffic Management and Control (UTMC) system that is now proving effective in managing traffic signals efficiently.

There is a large volume of inbound traffic heading for the town's offices, shops and schools every day. These movements are served by an extensive bus network, including three Park & Ride sites run by the Borough Council. Outbound commuting takes place on the regular rail service to London via Maidstone East.

The key transport issues for Maidstone:

- Congestion hot spots and areas of poor Air Quality, particularly in the town centre and on the A roads into Maidstone.
- High Growth Point targets for future housing provision.
- The need to serve a proposed urban extension of 5-6,000 homes to the south and east of the town by sustainable transport.
- Maintaining accessibility to the town centre by public transport.
- Maintaining frequent rail services, particularly to London city area.

Proposals

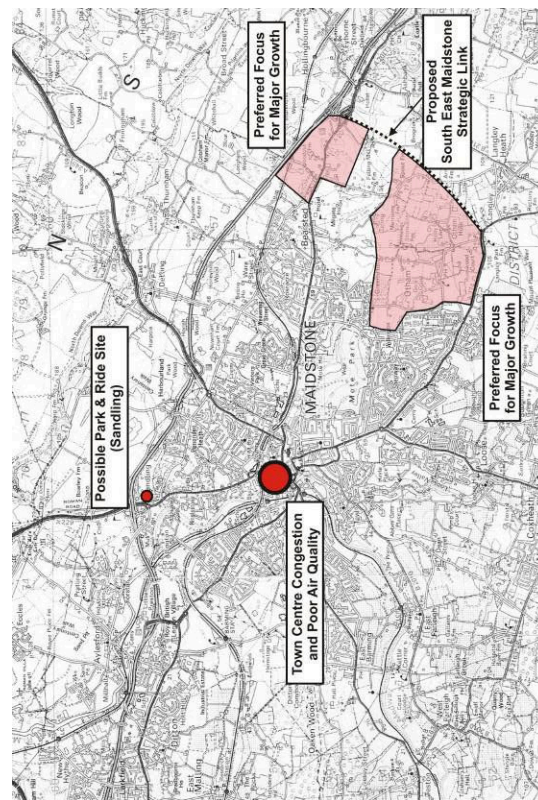
Construction of the South East Maidstone Strategic Link to give direct access from the proposed urban extension to the M20 at Junction 8.

Extension of bus lanes to serve the proposed urban extensions.

Additional Park & Ride sites to assist in reducing congestion in the town centre.

Coordination with the Highways Agency to manage the local and strategic networks as efficiently as possible.

Improved walking and cycling networks, supported by Travel Plan requirements for new major developments.



Sevenoaks

The district of Sevenoaks is in west Kent and borders Greater London to the north-west, Surrey to the west and Sussex to the south. It is largely rural in nature with the majority of the District designated as Green Belt (93%), with two Areas of Outstanding Natural Beauty (AONBs). There are three main urban areas in the District: Sevenoaks, Swanley and Edenbridge. The District is well located in terms of its proximity to London and the Continent, with a number of major transport links running through or alongside it including the M25, M26 and M20 motorways. Railways provide links to London, Gatwick and Ashford.

The key transport issues for Sevenoaks are:

- Achieving a rebalance of the transport network in favour of non-car modes as a means of access to services and facilities.
- Working towards an improved and integrated network of public transport services in and between both urban and rural areas.
- Reducing impact of traffic on the natural and historic environment of the main urban areas.
- Development pressures resulting from Sevenoaks location in the commuter belt.
- 11 AQMAs in the District.
- Congestion hot spots in Sevenoaks and Swanley town centres, and on the A25 and the A225.

Proposals

Provision of east facing slips at junction 5 of the M25/M26 at Chevening to enable traffic approaching from the south to travel east of the M26 and M25.

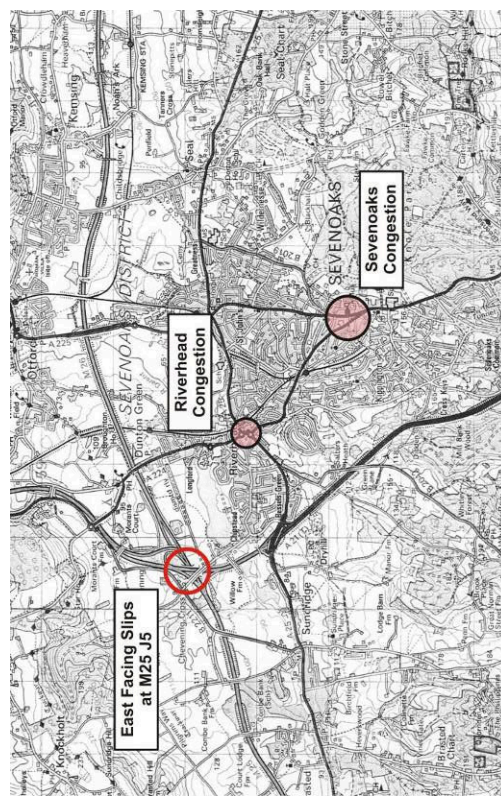
Development of Urban Traffic Management and Control (UTMC) to maximise efficient use of the existing road network and improve Air Quality.

Bus lanes and bus priority measures to improve the commercial viability of operating buses to, from and within the Sevenoaks District.

Extend and improve walking and cycling routes.

Improved community and voluntary transport options.

Ensuring reliable and improved services for commuters into London from Sevenoaks.



Shepway

Shepway is located within the channel corridor so the main transport issues relate to the impact of international traffic. Folkestone is the main urban, retail and commercial centre in Shepway with Hythe and Sandgate located along the coast, Hawkinge which lies on the North Downs and various towns and villages dotted around the Romney Marsh. As in many of the coastal towns in Kent, Folkestone has suffered from several decades of economic decline, due mainly to the loss of seaside trade and ferry services due to competition from the Channel Tunnel and Dover. The town centre is facing increased competition from neighbouring shopping centres with leakage of trade to Canterbury and Ashford.

In transport terms, Folkestone has good road access to London and the south-east via the M20, the A20 and the A259, and regular rail services to London and Dover. Folkestone will benefit with the introduction of High Speed One services in December 2009, with the current journey time being cut from 101 mins to 51 mins, making Folkestone an attractive place to live. The Channel Tunnel facility is located to the north of Folkestone at Cheriton.

The key transport issues for Folkestone are:

- The impact of Operation Stack on the local road network
- Maximising the benefits of High Speed One and managing the impact on local journey patterns
- Supporting the regeneration proposals for the seafront as part of the Folkestone Harbour and Seafront Masterplan with better access to the seafront from the town centre

- Poor public transport access to/from surrounding rural areas

Proposals

Lorry park at Aldington (Ashford district) with additional capacity for Operation Stack

Parkway station at Westenhanger and improvements to Folkestone West station

Improved public transport between rural areas and key destinations



Swale

The Borough of Swale is located in north Kent, with Sittingbourne as the main population centre with the towns of Faversham, an historic market town and Sheerness, the main town on the Isle of Sheppey. Both Sheerness and Sittingbourne have suffered from high unemployment and therefore, the priority for the area is economic regeneration and employment. The western part of Swale (including the Isle of Sheppey) forms part of the Thames Gateway growth area and 9,500 new dwellings are planned by 2026.

The Borough is well served by transport. The M2 gives quick journey times into London and the rest of the south-east and the recently completed Sheppey Crossing has reduced disruption on the A249 for traffic travelling to and from the Isle of Sheppey. The A2 runs parallel to the M2 and connects Sittingbourne with the Medway towns and Faversham. Following the same alignment is the North Kent railway line which serves a similar function linking Faversham, Sittingbourne and the Medway towns with London. Sittingbourne will benefit from the new High Speed One services that commence in December 2009, cutting journey times to and from London from 69 mins to 53 mins. Sheerness is located on a branch line from Sittingbourne. The A251 provides the only direct road link between Faversham and Ashford, including access to emergency hospital services for the eastern part of Swale.

The key transport issues for Swale are:

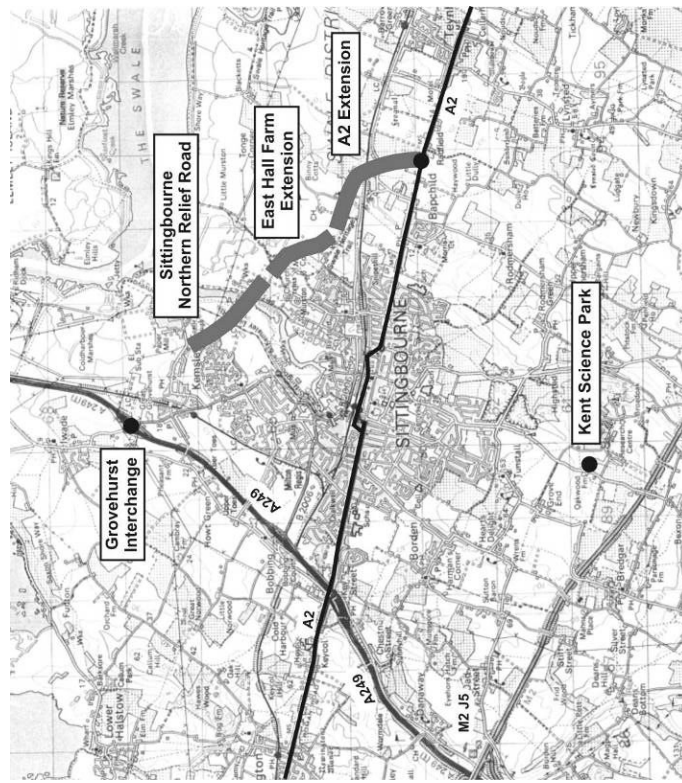
- Securing the infrastructure to open up the key development areas for housing and employment
- Capacity improvements on the strategic road network
- Regeneration of the town centre

Proposals

Major road infrastructure including Sittingbourne Relief Road, A2/M2 junction 5 capacity improvement, A249 Grovehurst Interchange, Rushenden Relief Road

Expansion of Kent Science Park with possible new link to M2 (south) and A2 (north)

Traffic management improvements to Sittingbourne town centre



Thanet

Thanet is located on the north-east corner of Kent, comprising the sea-side towns of Margate, Ramsgate and Broadstairs which form a horseshoe-shaped settlement pattern following the coast as well as smaller villages and rural areas. The area has suffered from increasing unemployment and deprivation due to the closure of the East Kent coalfields and especially for Thanet, the decline of the traditional English seaside holiday trade but has recently experienced economic regeneration through the development of the Westwood Cross shopping centre and associated business, leisure and educational development in the surrounding area. The new Turner Contemporary Gallery will be completed in 2012 and this will be one of the key drivers in the regeneration of Margate.

Road connections to the rest of the UK have been improved through the dualling of the A299 Thanet Way and Phase 1 of East Kent Access though the recent growth at Westwood Cross has resulted in greater congestion on the local road network, especially at weekends. Thanet is served by seven railway stations with direct connections to London via the Medway towns and Canterbury and also the coastal line to Dover and Folkestone. The introduction of High Speed One services in December 2009 will reduce journey times between London and Ramsgate from 129 mins to 81 mins. Kent International Airport (KIA) is located at Manston and the Port of Ramsgate offers a direct ferry service to Oostende.

The key transport issues for Thanet are:

- Securing the infrastructure to support 1,000 planned houses adjacent to Westwood Cross, the nearby mixed development at Eurokent and the business site at Manston Park
- Supporting the regeneration of Margate

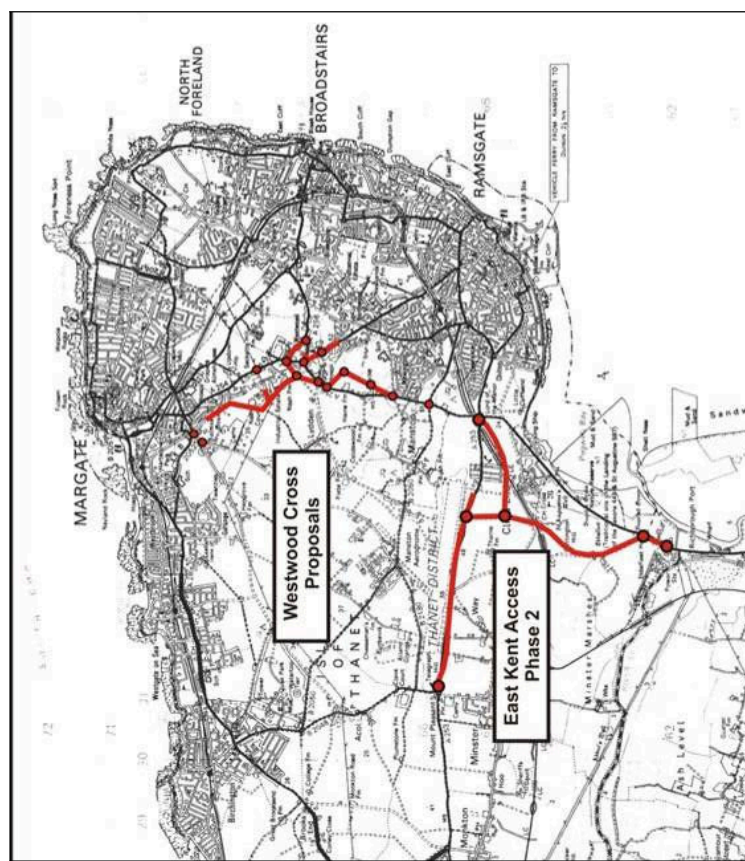
- Maximising the benefits of High Speed One and managing the impact on local journey patterns
- Supporting the expansion of Kent International Airport and the Port of Ramsgate through improved transport links

Proposals

East Kent Access Phase 2

Local Road Improvements around Westwood Cross

KIA Parkway Station



Tonbridge & Malling

The Borough of Tonbridge and Malling has a population of approximately 112,000 and covers an area of just over 24,000 hectares.

The Borough does not have a single urban focus but is comprised of a number of diverse, contrasting settlements and neighbourhoods. A considerable area of the Borough is rural in character. The M20 motorway, a key national link, cuts through the middle of the Borough and has important implications for traffic patterns on the local network. Tonbridge and Tonbridge Wells together form a 'hub' in the South East Plan, implying that priority will be given to transport and accessibility improvements in this area.

The key transport issues for Tonbridge & Malling are:

- Dealing with the transportation implications of the range of developments in the Borough.
- The adverse impacts of traffic on the A25 corridor through Platt, Borough Green and Ightham.
- Poor air quality in a number of declared management zones arising from traffic related factors, including a long stretch of the A20 and in Tonbridge town centre.
- Poor rail connections to the City of London on the West Malling/Maidstone East Line.
- Poor connections and deteriorating service from the Borough to Gatwick on the Tonbridge/Redhill Line.
- Peak period congestion hot spots.

Proposals

Bus lanes and bus priority measures – especially focussed on the A20 corridor.

Develop and improve walking and cycling networks through strategies.

Construction of a bypass at Borough Green.

Dualling of the A21 between Tonbridge and Pembury.

Work with Network Rail and the Train Operating Companies in the area to enhance opportunities for transport interchange at stations.

A228 Corridor Improvements – including at Kent Street and at Colts Hill - to relieve the A26 corridor.

Tunbridge Wells

Tunbridge Wells Borough is an area of 326 square kilometres bordering Sevenoaks, Tonbridge & Malling, Maidstone and Ashford in Kent; and Rother and Wealden in East Sussex. The town of Royal Tunbridge Wells is the main urban centre in the District, providing social, cultural and economic opportunities. Southborough, Paddock Wood, Cranbrook, Hawkhurst and 17 villages serve the extensive rural population.

The Borough benefits from a good rail service to Tonbridge, Sevenoaks and London, a bus network that covers both the urban and rural areas and good provision of car parking facilities within the town centres, many of which are free in the more rural towns.

There are very high levels of car ownership and use within the Borough, resulting in congestion and poor air quality issues. Royal Tunbridge Wells is a centre of strategic importance in the South East: a Regional Hub of economic, social and cultural activity. Infrastructure improvements and increased use of high quality public transport, cycling and walking facilities have already started to reduce traffic congestion, and this is a key area for continued improvement in the future.

The key transport issues for Tunbridge Wells are:

- Regional hub allocated jointly in the South East Plan between Tunbridge Wells and Tonbridge owing to their complementary roles: Tunbridge Wells as a significant economic and service centre and Tonbridge as a major transport interchange.
- Congestion hot spots on the A21 between Tonbridge and Royal Tunbridge Wells; on the Pembury Road; within the North Farm/Longfield Road industrial area; and on the A26 within the towns of Royal Tunbridge Wells and Southborough.

- Air Quality management areas across the district.
- Reducing impact of traffic on the natural and historic environment of the main urban areas.
- Ensure optimum accessibility to new hospital at Pembury.
- Development pressures resulting from location in the commuter belt.

Proposals

Maximise benefits of being a regional hub.

Development of Urban Traffic Management and Control (UTMC) to maximise efficient use of the existing road network.

Implement Park & Ride to tackle congestion and poor air quality in Tunbridge Wells town centre.

Bus lanes and bus priority measures.

Extend and improve walking and cycling routes.

Ensuring reliable and improved services for commuters into London from Tunbridge Wells.

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By: Overview, Scrutiny and Localism Manager

To: Environment, Highways and Waste Policy Overview and Scrutiny Committee - 10 November 2009

Subject: **SELECT COMMITTEE - UPDATE**

Classification: Unrestricted

Summary: This report updates Members on the process with establishing a Select Committee work programme.

Select Committee Topic Review Work Programme

1. (1) At its meeting on 16 October the Policy Overview Co-ordinating Committee (POCC) considered all the suggestions put forward by Members and Officers for possible Select Committee topic reviews. The proposers of the review, Officers and the Cabinet Member or their Deputy's were given the opportunity to put forward their views on the proposals.

(2) POCC agreed that the following topics would form part of the work programme for 2009/10:-

- Extended Schools
- Renewable energy – what should Kent's role be?
- Dementia
- Educational attainment of pupils and schools in areas of high deprivation

If resources allow there may be a short piece of work on Intergenerational interaction, if this is the case then the POSC will be kept informed of progress.

(3) The only Select Committee topic agreed which partly falls within the remit of this POSC is a topic review on Renewable energy – what should Kent's role be?. It is anticipated that this Select Committee will start its work in January 2010.

(4) Regular update reports will be submitted to the POSC to keep Members informed of the progress of the Select Committee.

Recommendations

2. Members are asked to note the topics to be included in the new Select Committee work programme.

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Background Information: *Nil*