

**ENVIRONMENT, HIGHWAYS AND WASTE CABINET
COMMITTEE**

Wednesday, 4th July, 2012

9.30 am

**Darent Room, Sessions House,
County Hall, Maidstone**





AGENDA

ENVIRONMENT, HIGHWAYS AND WASTE CABINET COMMITTEE

Wednesday, 4 July 2012, at 9.30 am
Darent Room, Sessions House, County
Hall, Maidstone

Ask for: **Karen Mannering**
Telephone: **01622 694367**

Tea/Coffee will be available 15 minutes before the start of the meeting

Membership (12)

Conservative (10): Mr D L Brazier (Chairman), Mr N J Collor (Vice-Chairman),
Mr J R Bullock, MBE, Mr M J Harrison, Mr W A Hayton,
Mr C Hibberd, Mrs J P Law, Mr R F Manning, Mr C P Smith and
Mrs E M Tweed

Liberal Democrat (1): Mr M B Robertson

Labour (1) Mr G Cowan

UNRESTRICTED ITEMS

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

Webcasting Notice

Please note: this meeting may be filmed for live or subsequent broadcast via the Council's internet site – at the start of the meeting the Chairman will confirm if all or part of the meeting is being filmed.

By entering the meeting room you are consenting to being filmed and to the possible use of those images and sound recordings for webcasting and/or training purposes. If you do not wish to have your image captured then you should make the Clerk of the meeting aware.

A. Committee Business

- A1 Introduction/Webcasting
- A2 Substitutes
- A3 Declarations of Interests by Members in items on the Agenda
- A4 Minutes of the meeting on 11 May 2012 (Pages 1 - 10)

B. Key or Significant Cabinet/Cabinet Member Decisions(s) for recommendation or endorsement

- B1 Fees & Charges for Highways & Transportation (Pages 11 - 18)
- B2 Managing Events on the Highway (Pages 19 - 26)
- B3 Gypsy and Traveller Pitch Allocation Policy (Pages 27 - 38)
- B4 Chilmington Green Area Action Plan - Decision taken - for information (Pages 39 - 46)
- B5 Swale Borough Council Draft Core Strategy - Decision taken - for information (Pages 47 - 60)
- B6 Environment, Highways and Waste Forward Plan - current entry (Pages 61 - 66)

C. Monitoring of Performance

- C1 Business Plan Outturn Monitoring 2011 - 12 (Pages 67 - 80)
- C2 Environment, Highways & Waste Performance Monitoring (Pages 81 - 92)
- C3 Environment, Highways & Waste Financial Outturn 2011 - 12 (To follow)
- C4 Environment, Highways & Waste Financial Monitoring 2012 - 13 (To follow)

D. Other items for comment/recommendation to the Leader/Cabinet Member/Cabinet or officers

- D1 Cabinet Member's and Corporate Director's Update (Oral Report)
- D2 Bold Steps for Aviation - a Kent County Council discussion document (Pages 93 - 114)
- D3 Policy Development for 20mph Schemes in Kent (Pages 115 - 120)
- D4 Member Highway Fund - Public Rights of Way Schemes (Pages 121 - 124)
- D5 A Renewable Energy Action Plan for Kent (Pages 125 - 142)
- D6 Kent Environment Strategy Targets and 'Climate Local Kent' (Pages 143 - 146)

E. Policy Framework document(s)

None

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
 (01622) 694002

Tuesday, 26 June 2012

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 CABINET
COMMITTEE**

MINUTES of a meeting of the Environment, Highways and Waste Cabinet Committee held in the Darent Room, Sessions House, County Hall, Maidstone on Friday, 11 May 2012.

PRESENT: Mr D L Brazier (Chairman), Mr J R Bullock, MBE, Mr N J Collor, Mr G Cowan, Mr M J Harrison, Mr W A Hayton, Mr C Hibberd, Mrs J P Law, Mr M B Robertson, Mr C P Smith, Mr K Smith (Substitute for Mr R F Manning) and Mrs E M Tweed

ALSO PRESENT: Mr B J Sweetland

IN ATTENDANCE: Mr M Austerberry (Corporate Director, Environment and Enterprise), Mr J Burr (Director of Highways and Transportation), Dr L Harrison (Minerals & Waste LDF Project Manager), Mr D Latham (Roadworks & Enforcement Manager), Mr S Palmer (Head of Highway Operations), Mr T Read (Head of Highway Transport), Mr A Westwood (Traffic Manager) and Mrs K Mannering (Democratic Services Officer)

UNRESTRICTED ITEMS

3. Election of Vice Chairman

(Item A3)

Mr M J Harrison proposed and Mr W A Hayton seconded that Mr N J Collor be elected Vice Chairman.

Carried

4. Declarations of Interests by Members in items on the Agenda

(Item A4)

(1) Mr Robertson declared an interest in Item B1 as a Member of the Kent Enviropower Ltd. Community Liaison Committee

(2) Mr C Smith declared an interest in Item B1 as a Member of the Minerals & Waste Development Framework IMG.

5. Minutes of the meeting on 29 March 2012

(Item A5)

RESOLVED that the Minutes of the meeting held on 29 March 2012 are correctly recorded and that they be signed by the Chairman.

6. Dates of future meetings

(Item A6)

RESOLVED that the following dates for meetings of the Committee in 2012/13, commencing at 10.00am, be agreed:-

4 July 2012
20 September 2012
15 November 2012

10 January 2013
23 April 2013
19 June 2013
19 September 2013
14 November 2013

7. Kent Minerals and Waste Local Plan - Mineral Sites Plan and Waste Sites Plan Consultation at 'Preferred Options' Stage

(Item B1)

(1) The report summarised the progress that had been made on the preparation of the Kent Minerals and Waste Local Plan (MWLP) documents and explained why it was now necessary to carry out a county wide consultation on the preferred options for both the 'Mineral Sites Plan' and the 'Waste Sites Plan'.

(2) A cross party Informal Members Group, chaired by David Brazier steered the preparation of the minerals and waste plans. The Kent MWLP would consist of three main documents supported by a range of evidence base topic papers, a Sustainability Appraisal, a Habitats Regulation Assessment and a Strategic Flood Risk Assessment. The three main minerals and waste plan documents being prepared, which would contain policies and site allocations were:-

- (a) The Minerals and Waste Plan (formerly the Core Strategy);
- (b) The Minerals Sites Plan; and
- (c) The Waste Sites Plan

(3) The consultation would involve arranging a series of stakeholder meetings and drop-in sessions in community halls around the county during June 2012. The total costs for the consultation including the hire of the venues, printing of consultation documents and CDs was estimated at £6.5K, which would be funded from the Minerals and Waste Planning Policy team's revenue budget.

(4) The MWLP would become part of the statutory development plan, alongside the District Council Local Plans. Once the MWLPs had been through an independent examination process, they would need to be adopted by the Council. After adoption, all future minerals and waste applications would be assessed against their policies and site allocations. The May 2012 consultation would ask for views on the preferred options for minerals and waste sites required to meet Kent's needs up to the end of 2030.

(5) Mr Sweetland and Dr Harrison answered questions and noted comments from Members which included the following:-

- the documents presented to the Cabinet Committee were the preferred options
- in response to a query as to whether the 8 week consultation period would be long enough, Dr Harrison assured Members that the issue had been raised last year, and all Parish Councils were aware of the whole process
- Members supported the county wide consultation stage
- It was important that the work of the IMG continued, even if it proved necessary to establish a revised forum.

(6) Mr Sweetland thanked Mr Brazier and Dr Harrison for the hard work that had been carried out in producing very helpful and informative documents.

(7) During discussion Mr Brazier moved, Mr C Smith seconded a change to the wording of the recommendation in the report, to read as follows:-

'Members of the Cabinet Committee are asked to consider and either endorse or make recommendations on the decision to be taken by the Cabinet Member for Environment, Highways & Waste'.

Carried

(8) RESOLVED that the commencement of the 8 week consultation on the Mineral Sites Plan and Waste Sites Plan at 'preferred options' stage commencing on 28 May 2012, be endorsed.

8. Environment, Highways and Waste Forward Plan - current entry (Item B2)

RESOLVED that the current entry in the Forward Plan for Environment, Highways and Waste, be noted.

9. Cabinet Member's and Corporate Director's Update (Item D1)

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

Planning & Environment

Rail Summit

Waste

Review of Household Waste Recycling Centres

Highways & Transportation

Road Safety; Village “Caretaker” Scheme; and Street Lighting – Energy Saving Initiative

Major Projects

Development work would start on 6 major road schemes, including the A21 Tonbridge – Pembury widening scheme.

(2) Mr Austerberry gave a verbal report on the following issues:-

Corporate performance indicators; Highways drainage; professional services contract; preparations for the Olympics; East Kent Access Road Phase 2; HWRC and transfer station network; and Smart Campaign.

(3) RESOLVED that the updates be noted and a copy circulated to Members of the Committee.

10. Member Highway Fund Update

(Item D2)

(1) The report updated the Committee on the recent Member Highway Fund (MHF) IMG group meetings which took place on 27 March and 27 April 2012. A number of recommendations had been put forward to tackle the areas for improvement as identified in the report to the EHW Policy Overview & Scrutiny Committee (POSC) held on 14 March 2012.

(2) The report submitted to the POSC on 14 March 2012 outlined the performance to date of the Member Highway Fund initiative. In summary the key points raised were:-

- £5.8 million had been committed to highway schemes and projects, half of which was committed in the last 12 months of the scheme.
- A total of 1,197 schemes had been designed; a majority of the committed sums were spent on new or improved pedestrian crossings (£874k).
- The existing team consisted of 12.5 FTE staff supported by 3 full time temporary staff. There were 6 area engineers who dealt with approximately 14 members each. Each engineer had to deal with an average of 64 applications per year. This allowed on average an engineer to spend less than 3 working days per application from inception to delivery.
- As of the end of January 2012, nearly £700k of works had been ordered through the term contractor Enterprise; approximately £270k works had been completed.
- The delivery time (from inception) for a typical scheme could take on average 10 to 12 months following the current procedures. Contributions could take between 4 to 6 months.

POSC resolved to form an Informal Members Group to discuss the issues raised and report back to the Cabinet Member with suggested improvements on how the MHF operated.

(3) During discussion the following issues were raised:-

- The need for clarification on 'delegated authority'
- Further discussion was needed on the principle of self-regulation
- The importance of retaining officer support and advice

(4) RESOLVED that:-

(a) the outcomes of the two Informal Member Group meetings on 27 March and 27 April, be endorsed, specifically that:-

- (i) delegated authority be given to the Director of Highways and Transportation for the approval of expenditure on MHF schemes;
- (ii) Expenditure on schemes not in accordance with current Highways & Transportation policies, procedures and practice be referred to the Cabinet Member for Environment, Highways and Waste;
- (iii) Members complete their spend within the 2012/13 financial year in view of the County Council elections in May 2013; and
- (iv) Officers provide a list of scheme types with typical costs and timescales; continue to develop the online scheme information system; and implement the "walk, talk and build" and Member sign-off for completed improvements as soon as possible; and

(b) a briefing on the MHF initiative be arranged for all Members.

11. Management of Roadworks

(Item D3)

(1) Following a report to the Environment, Highways and Waste Policy Overview and Scrutiny Committee on 22 November 2011, it was agreed that a working group be formed to review the management of roadworks across Kent. Whilst the report was positive about progress in recent years, particularly relating to the Kent Permit Scheme, Members perceived through their experiences and those of their constituents that this did not reflect the reality. The purpose of the group was to explore the disparity and opportunities for further improvement.

(2) Minimising the disruption caused by works in the highway was essential to delivering growth without transport gridlock, which was a key element to the Bold Steps aim of driving economic prosperity. The group consisted of 3 Members: Roger Manning, who led the group; Malcolm Robertson and Steve Manion; and 2 Officers,

Spencer Palmer – Head of Highway Operations; and David Latham – Roadworks and Enforcement Manager.

(3) The working group's agreed terms of reference included the following key elements for the scope of the review:-

- The legislative framework - legal powers, processes and responsibilities;
- The Kent Permit Scheme;
- Incentives for work promoters (carrot Vs stick);
- Public and Member perceptions;
- Organisational structure, roles and level of resource;
- Communication and flow of information;
- Key challenges;
- Benchmarking and performance monitoring; and
- Future initiatives, e.g. Lane Rental.

(4) The group found that KCC were making good use of the legislative tools available to manage roadworks effectively. Kent was the first County to have a Permit Scheme approved and had been running the scheme since 25 January 2010. Evidence from the Kent Permit Scheme Annual Report showed the Scheme had delivered benefits in its first year.

(5) As a result of the review the Working Group agreed the following recommendations for further consideration:-

(a) to ensure better compliance with Permit Conditions, the following management action could be considered to increase the number and frequency of roadwork inspections:-

- (i) Appoint an additional county-wide inspector to be funded from fine income generation;
- (ii) Make better use of existing "eyes" out on the network, particularly through existing KCC resource (e.g. highways stewards and safety inspectors) but also the general public;
- (iii) Carry out additional inspections on weekends.

(b) expand the interface with works promoters and their contractors to drive a culture change. This could be achieved by:-

- (i) More regular targeted performance meetings with selected works promoters;
- (ii) Leading by example – demonstrating to other works promoters how we were managing to improve quality and minimise disruption of our own works;

- (iii) Continuing to take an active role in national and regional committees, rewarding and sharing best practice and where necessary naming and shaming poor performers;
 - (iv) Considering the development of a Kent Code of Conduct for all works promoters to sign up to when working in Kent, similar to the initiative implemented by the London Mayor.
- (c) to help improve perceptions, more could be done to publicise successes and promote projects that had exceeded or met challenging targets and delivered customer satisfaction.
- (d) Continue to develop a Lane Rental scheme for Kent as set out in the Highways and Transportation business plan.
- (6) RESOLVED that the recommendations in paragraph (5) above be supportive.

12. The Olympics and Keeping Kent Moving

(Item D4)

(1) The 2012 Olympic and Paralympic games would have a significant effect on the County. To identify the issues and what mitigation might be necessary to ensure that Kent kept moving an Integrated Olympic Transport Plan had been developed. The plan was a multi agency approach to managing the road network to ensure that the County was prepared and included a number of mitigations to the impact of the games. The plan did not have a financial impact although the publicity plan did require financial support that the Olympic Delivery Authority had offered to fund. The plan sought to utilise existing resources and use the Highways Management Centre (HMC).

(2) The Olympic Games and Paralympics would have an impact on Kent, due to a number of issues that the County faced as the Gateway to Europe. With the importance of the access to mainland Europe through the Channel ports and the use of the strategic road network (M20/M25 & M2/A2) the County would be facing challenges as travel patterns changed. The challenges faced by the County included the Olympic Torch Relay, the Paralympic Cycling event at Brands Hatch and Ebbsfleet International station being used as a transport hub during the main games. Planning and mitigations to the impact of each were set out in the report.

(3) Highways & Transportation staff had taken an active role in working with the multi-agency partners in preparing for unexpected events that could occur in Kent, which had involved taking part in incident simulation exercises that tested the communications and readiness of all partners to respond in the event of emergencies. In preparation for the games Kent Police would be following their normal emergency response procedures and would have silver command at Medway Police Station throughout the period of the Torch Relay and the games. A District Manager from H&T would be present as part of the road cell within the command structure during the Relay and games periods. At the same time the HMC would be open for 24 hours during both games time and would be available to deploy resources as necessary. There had also been plans developed for dealing with a number of unexpected incidents that could occur across the county. Examples included:-

- Dealing with the real possibility of Operation Stack
- Incidents on the HA network that could lead to increased congestion on Kent roads particularly around Ebbsfleet
- Working with the HA on strategic diversion when the A20 was shut

(4) During discussion Members expressed concern in relation to

- Access for local residents during the cycling event at Brands Hatch
- Fire authority coping with massive crowds at Ebbsfleet
- Operation Stack
- Adequate arrangements for coping with foot passengers
- Impact on County Show

(5) RESOLVED that:-

- (a) the work being planned to ensure that the Olympics were a success for the travelling public in the County, be endorsed; and
- (b) a briefing on the impact upon the Kent's highway and transportation network, and the actions being planned to mitigate them, be arranged for all Members.

13. Current progress with the actions in the draft Freight Action Plan for Kent (Item D5)

(1) The report set out the progress with current actions from the draft Freight Action Plan for Kent, including the development of a Lorry Watch Scheme, the Government's recent Sat Nav summit, and the commissioning of a lorry journey planner to sit on the kent.gov.uk website. The Plan identified the issues facing the County in relation to road freight, developed a series of objectives and outlined a number of key actions.

(2) The Kent Lorry Watch scheme currently being developed had implications for officer time and would form part of a business case for creating the role of a Freight Officer. The action points in the draft Freight Action Plan for Kent contributed towards all three of the key priorities in Bold Steps for Kent.

(3) The Freight Action Plan was a strategic plan that identified the problems faced in Kent caused by the impact of road freight. The document focused on road haulage because KCC, as the Highway Authority, had the greatest influence on this mode. Further, the majority of community concerns were around HGVs. The Plan identified the following main issues:-

- Operation Stack
- Overnight lorry parking

- Ensuring HGV traffic used the strategic road network
- Addressing problems caused by lorry traffic in communities
- Using KCC's planning powers to reduce the impact of freight
- Encouraging sustainable freight distribution

Within each of the objectives a number of actions had been devised to contribute towards the mitigation of the impacts of road haulage in Kent. An update on the following was set out in the report:-

Kent Lorry Watch; Freight Gateway – lorry journey planner; District refuse collection; Sat Nav Summit; Commercial driver leaflets; and Outcomes and Future actions.

(4) During discussion the following issues were raised:-

- Overnight parking – feasibility studies for truckstops at various locations along the M20/A20 and M2/A2 corridors were being carried out. Working in partnership with the private sector to secure and promote sites would be looked into.
- Kent Lorry Watch – Members would be informed of the locations proposed for the scheme.

(5) The Freight Action Plan for Kent provided a framework for dealing with the problems generated by road freight in the county. It identified the problems and set out a series of objectives to tackle this important issue. Work was now underway on delivering the Plan.

(6) RESOLVED that the progress with the actions in the draft Freight Action Plan for Kent, be endorsed.

This page is intentionally left blank

Decision No: 12/01906

From: Bryan Sweetland, Cabinet Member – Environment, Highways & Waste
John Burr, Director of Highways and Transportation

To: Environment, Highways & Waste Cabinet Committee

Date: 4 July 2012

Subject: Fees & Charges for Highways & Transportation

Classification: Unrestricted

Summary:

This paper details the review of fees & charges for Highways & Transportation, these include;

- Existing services
- Statutory or contractual services
- New chargeable services

Recommendations:

That the Committee:

- Endorses the adjustment of existing charges as set out in Appendix 1
 - Notes the fees and charges for statutory or contractual services
 - Recommends to the Cabinet Member that proposed new chargeable services are introduced
-

This report details a number of proposed adjustments to the Fees & Charges for the services provided by Highways & Transportation. KCC recovers its reasonable costs of supplying certain services; this prevents the Authority subsidising services where external organisations re-charge clients.

Most of the existing service fees & charges have been held at the same level for the last 3 years whilst inflation has exceeded 4% per annum. Despite some efficiency savings and relatively small staff salary increases, the cost of providing the services has increased. If fees do not cover KCC's costs then services will need to be reduced or stopped all together.

A copy of the full schedule of Fees & Charges is attached as Appendix 1, this details existing charges, statutory or contractual services and proposed new chargeable services.

Existing service charges - H&T makes charges for a range of services provided on request from a variety of customers. This review has identified some opportunities for fee reduction, non-increase and reasonable increases.

It is recommended to reduce the charges for Bike-ability Cycle Training for schools from £15 to £10; this follows KCC securing a contribution from Government, over three years, this will enable H&T deliver this training for less.

Most of the charges to developers for supervision of new highway work are calculated as a percentage of the current estimated works costs so these rates do not need to be changed. The charges are broadly in line with those levied by other Highway Authorities.

KCC has developed an IT system to process permits for skips placed on the highway, as this system reduces all risk for non payment and largely removes the need for manual intervention, it is proposed not to increase these charges.

Conversely the paper application method is labour intensive, particularly as an electronic option has been available for some years, so it is recommended to increase these charges for skips, materials placed on the highway and scaffolding by £5.

In general terms, fees and charges do need to keep pace with the cost of providing services, therefore a minority of charges will typically be increased by 5% this year, this equates to less than 2% per annum since they were last fully revised in 2009.

Statutory or contractual services include national driver alertness and speed awareness courses, there has been an increase in demand which keeps the unit cost stable – fees are set in accordance with Association of Chief Police Officers guidelines. Inspection fees for vehicle cross over are set nationally through the New Roads and Street Works Act.

New chargeable services H&T has developed and maintains traffic models to measure the impact of proposed major developments upon the highway network. This data is currently provided to developers to construct planning concepts and applications, it is recommended that an individual assessment is made in proportion to the development scheme and charges are levied to offset the significant cost and maintenance of such transport models. It is also proposed:

To introduce a new fee of £42, chargeable to purchasers, sellers or their legal representation to ascertain the legitimacy of constructed vehicle crossovers, this currently involves an administrative burden upon the service.

To investigate and progress the current external demand for use of the speed awareness IT system. This system has been developed by KCC and is used to book and administer drivers onto driver improvement training courses. KCC is contracted by Kent Police to deliver and administer this service. Other national service providers wish to utilise this IT system.

Recommendations

That the Committee:

- Endorses the adjustment of existing charges as set out in Appendix 1
- Notes the fees and charges for statutory or contractual services
- Recommends to the Cabinet Member that proposed new chargeable services are introduced

A revised schedule of the Fees & Charges will be published on the KCC website, subject to approval for all highway charges, the new rates will apply from 1st September 2012 and will be further reviewed each financial year.

Background Documents

Appendix 1 - Highways & Transportation - PROPOSED FEES & CHARGES for 2012/13

Contact Information

Name: David Beaver
Title: Commercial Manager
Tel No: 01622 696775
Email: david.beaver@kent.gov.uk

This page is intentionally left blank

Appendix 1 - revised 18th June 2012

Highways & Transportation - PROPOSED FEES & CHARGES for 2012/13

H&T Fees & Charges for 2011/12	FEES FOR 2009/10	FEES FOR 2010/11	FEES FOR 2011/12	FEES FOR 2012/13
Existing Services				
Highway Definition – Response to a written or email enquiry regarding the extent of the highway boundary in relation to a specific plot. Up to 4 questions per site. Response to each additional question.	£40	£40	£40	£42
Supplying an A4 plan which shows in colour the considered extent of the publicly maintainable highway.	£5	£5	£5	£6
Special rate negotiable for larger plans.	£40	£40	£40	£42
Land Charge Searches – CON 29				
Response to a written or email enquiry, regarding adoption of roads and details of highway schemes within vicinity of a property. Up to 4 questions per site. This includes personal searches. Response to each additional question.	£15	£15	£15	£16
Self-service by a district council	N/A	£5	£5	£6
Approved Highway Schemes –	No charge	No charge	No charge	No charge
Information supplied, eg Board report	£40	£40	£40	£42
Copy of complete Scheme Drawings per plan supplied	£35	£35	£35	£37
Copy of extract from Scheme Drawings per plan supplied [up to max A3]	£25	£25	£25	£27
Gazetteer: un-collated copy per district	£30	£30	£30	£32
Gazetteer: collated copy per district	£35	£35	£35	£37
Approved Strategies & Policies				
Copies of (cycling, walking, bus, maintenance plan, pavement design guide etc) for highway consultants	£30	£30	£30	£32
Photocopies of H&T documents or files for information [charge is for materials and equipment; no charge for staff time]	10p per A4 copy 15p per A3 copy	10p per A4 copy 15p per A3 copy	10p per A4 copy 15p per A3 copy	10p per A4 copy 15p per A3 copy
	£1 per colour copy	£1 per colour copy	£1 per colour copy	£1 per colour copy
S38 supervision fee for new estate roads [minimum £1,000;excludes legal fees]	plus legal fees	8% of bond	8% of bond	8% of bond
S278 fixed fee for transportation advice to developer:		<i>from June 2010:</i>		

Bond value £0 - £249k	£2,200/£4,500	£5,000	£5,000	£5,250
Bond value £250k - £999k	£15,000	£10,000	£10,000	£10,500
Bond value £1m and above	£15,000	£15,000	£15,000	£15,750
S278 fee for project management, design checks & site inspections for impts to existing highways [plus legal fees] Bond value up to £499k Bond value £0.5m and above	Actual costs incurred by H&T	<i>from June 2010:</i>		
		9% of bond	9% of bond	9% of bond
		9% of first £0.5m + 2% of balance	9% of first £0.5m + 2% of balance	9% of first £0.5m + 2% of balance
Tourism Signposting - non-refundable application fee Design cost per sign [payable in advance from Apl 2012] Construction costs [payable in advance from Apl 2012]	£170	£170	£170	£179
	+ Actual costs incurred by KHS	+ Actual costs incurred by KHS	+ Actual costs incurred by KHS	£100
	+ Actual costs incurred by KHS	+ Actual costs incurred by KHS	+ Actual costs incurred by KHS	+ Actual costs incurred by KHS
Crash database information supplied to highway consultants/businesses 3 year history of crashes at a location:- 5 year history of crashes at a location:-				
	£100	£100	£100	£105
	£180	£180	£180	£189
Traffic Count database information for private consultants/companies Manual count data Automatic count data cost per week of information				
	Individually assessed	Individually assessed	Individually assessed	Individually assessed
	Individually assessed	Individually assessed	Individually assessed	Individually assessed
Stopping Up Orders for third parties	Actual costs incurred by H&T	Actual costs incurred by H&T	Actual costs incurred by H&T	Actual costs incurred by H&T
Temp Road Closures [by Traffic Regulation Order] admin fee for third parties [excludes cost of Order]	£260	£360	£360	£378
Emergency Road Closures [by notice] admin fee for third parties, if justified in exceptional circumstances	£145	£250	£250	£263
Pavement Licence [annual] for refreshment facilities with tables & chairs on the highway Additional admin charge for mid year amendment to an existing licence. Failure to comply with terms of a pavement licence	£150	£150	£150	£158
	N/A	N/A	£115	£121
	£25 if defect found	£47.50 if defect found	£47.50 if defect found	£47.50 if defect found

Permit for Skip, Scaffolding, Hoarding or Materials stored on the highway [manual process]	£20 per week	£20 per week	£20 per week	£25 per week
Permit for skip, scaffolding, etc [paper application]	£20 per week	£20 per week	£20 per week	£25 per week
Permit for skip, scaffolding, etc [electronic process]	N/A	£20 per week	£20 per week	£20 per week
Site inspection to assess safety & condition if deemed necessary before & after placing of scaffolding, hoarding, etc on the highway.	N/A	N/A	N/A	£50
Investigating a skip, scaffolding, etc found unlicensed on the highway	plus £47 if defect found	plus £47.50 if defect found	plus £47.50 if defect found	plus £47.50 if unlicensed
Vehicle Crossing over the footway				
Inspection fee [for 3 site checks, in line with RASWA regs at £50 each]	£75	£150	£150	£150
Plus admin fee for ordering the work	£150	£150	£150	£158
Vehicle Access Marking ['Dog Bone']	£150	£150	£150	£158
Plus admin fee for ordering the work	£115	£115	£115	£121
Bikeability Cycle Training				
Charges in this case are set for academic rather than financial year, from September	£15	£15	£15	£10
Minibus Driver Training				
Internal KCC charge per driver	£115	£115	£115	£121
Minibus Driver Reassessment				
Internal KCC charge per driver	£35	£35	£35	£37
School Crossing Patrol (SCP)				
Internal service level agreement with KCC Education for training and monitoring SCP	£22,000	£22,000	£22,000	£23,100
Theatres in Education				
Charge to school for performance – approx £250 [primary] or £500 [secondary] per performance, but may be waived	50% of cost	50% of cost	50% of cost	Up to 50% of cost
Statutory or contracted services				
National Driver Alertness Course [formerly NDIS]				
Self-financing scheme provided for Kent Police	£190	£190	£165	£165
Speed Awareness Course		<i>from Jan 2011:</i>		
Self-financing scheme provided for Kent Police	£110	£85	£85	£85
Proposed chargeable services				
Traffic Count database information for private consultants/companies	Individually assessed	Individually assessed	Individually assessed	Individually assessed

Investigate and respond to a written or email enquiry of a freehold property sale regarding legitimacy of an existing vehicle crossing, per site.	N/A	N/A	N/A	£42
Manual count data	Individually assessed	Individually assessed	Individually assessed	Individually assessed
Automatic count data cost per week of information	Individually assessed	Individually assessed	Individually assessed	Individually assessed
Charging mechanism for use of Driver improvement system, to be assessed	N/A	N/A	N/A	To be assessed

Decision No: 12/01934

From: Bryan Sweetland, Cabinet Member – Environment, Highways & Waste
John Burr, Director of Highways and Transportation

To: Environment, Highways & Waste Cabinet Committee

Date: 4 July 2012

Subject: Managing Events on the Highway

Classification: Unrestricted

Summary:

Local community events are an important part of Kent's culture and often take place on the Highway. These events need to be managed safely with minimal traffic disruption, whilst still enabling the event to take place wherever possible. Kent Police have recently withdrawn their support to control traffic at most events which has caused additional burdens and costs for event organisers. This report therefore discusses the impact of the Police's policy change and sets out policy options for KCC involvement in future events.

Recommendation:

That the Committee:

1. Support a formal request to Kent Police to review their change in policy and continue to provide traffic control support for events; and
 2. Consider the policy options set out in section 3 of the report and recommend any preference to help inform the Cabinet Member's decision.
-

1.0 Background Information**Rules and Responsibilities**

1.1 The Traffic Management Act 2004 places a statutory Network management Duty on traffic authorities such as KCC to secure the expeditious movement of traffic. This includes the need to ensure that actions of others, e.g. event organisers, do not cause unnecessary disruption to the travelling public.

1.2 There are between 700 to 900 events held on Kent's road network each year and most of these require some form of temporary traffic control to enable them to take place. Wherever possible we give advice to help organisers manage the event simply and safely without any disruption to traffic. However, many events require roads to be closed and closing a public road without a lawful closure order is illegal.

1.3 There are two sets of legislation that can be used to authorise road closures for events: The Road Traffic Regulation Act 1984 (RTRA 1984) and the Town Police Clauses Act 1847 (TPCA 1847).

1.4 KCC as highway and traffic authority has powers to authorise closures using the Road Traffic Regulation Act 1984. District Councils have powers to authorise closures using the Town Police Clauses Act 1847.

1.5 The nature of the event determines the legislation used. This is broadly as follows:

Type of Event	Legislation	Authorising Body
Sporting/leisure events on the highway and events of national importance (e.g. cycle races, triathlons, running races, Jubilee and Olympic events)	Road Traffic Regulation Act 1984	Kent County Council
Events involving processions, rejoicing, illuminations or “thronging” of street (for example parades and Remembrance Day events.)	Town Police Clauses Act 1847	Local Borough and District Councils

1.6 The use of the Road Traffic Regulation Act 1984 to close each road is restricted to once per year unless special consent is obtained from the Secretary of State. All recent requests for Secretary of State consent have been granted.

Police Withdrawal of Traffic Control

1.7 Prior to 2012 traffic control during road closures at most events was carried out by a Kent Police presence. District Councils are able to request a Police presence when a road is closed using the TPCA 1847. Kent Police has now, inline with a national Police directive, withdrawn this presence at most events (excluding Remembrance Day, veterans’ day events or military funerals).

1.8 The general public have no lawful powers to stop and direct traffic at planned events. Therefore most events now require signing of some sort to carry out this function, either to advise traffic of closures and diversion routes or to help in minimising disruption and safety risk. The provision of these signs is the responsibility of the event organiser and this can often be at a considerable expense. Some of the organisers of smaller or charitable events say their events can no longer take place because of these costs.

Rules on placing of traffic signs

1.9 Rules on placing temporary signs on the highway are set out in the Traffic Signs Regulations and General Directions 2002 and guidance is given in the Department for Transport’s Traffic Signs Manual. With very few exceptions, nobody can place a

sign on our highway without the permission from KCC as the relevant highway authority. The statutory Code of Practice with respect to temporary signs for street works (e.g. by utility contractors such as gas water etc.) require anyone placing signs to be trained and have accreditation to carry out this task. We require our own operatives and contractors to have the same accreditation. There is no similar statutory requirement for event signing but we do advise event organisers to consider using accredited personnel, as set out in 2.4 below and Appendix A.

2.0 Current Situation

Current Procedures

2.1 Applications to hold events on the highway are processed by the Roadworks Team within Highways & Transportation. Event Organisers are requested to submit with their application a traffic management plan. The size of this document largely depends on the impact an event will have on the highway. The impact is not necessarily determined by the size of the event, other factors such as the nature of the roads to be closed or affected also matter. KCC then work together with Kent Police and the relevant District Council in determining the suitability of the proposals. Advice is given on necessary amendments and a decision is taken to either object or not object as appropriate.

2.2 This procedure has been adopted on the understanding that it is the events organiser's responsibility to ensure the event is safe and causes minimal disruption. The organiser being liable to prosecution in the occurrence of an incident resulting from their event. The advice and guidance provided by KCC is aimed at minimising the risk of an incident occurring.

2.3 Prior to the Police withdrawal from events it was accepted that (where appropriate) they would control traffic and this therefore meant that extensive assessment by KCC of traffic management plans was not necessary. Now that this control no longer exists this has led to a considerable increase in KCC officer time having to be spent in assessing the suitability of these proposals.

2.4 With respect to the placing of signs at events KCC currently stipulate the placing, maintaining and removal of signs should always be undertaken by a "competent" person. The event organiser is responsible for determining if an individual is competent and how signing activity is carried out needs to be detailed in the events risk assessment. Appropriate competency will depend on the nature of the event and the road where signs are to be placed. KCC have produced a guidance sheet for event organisers on this, which is attached at Appendix A.

2.5 We have also been providing help and advice to event organisers to help them as far as possible minimise costs and run successful events by:

- grouping together with other organisers to purchase equipment and train their volunteers/staff; or
- seeking assistance or sponsorship from competent highway contractors, such as local utility companies.

Current Costs to Event Organisers

2.6 Advertising costs – Closures for events made using RTRA 1984 require 2 public notices to be advertised in a local newspaper. The Government is currently looking at making changes to simplify this requirement (allowing possible website advertising). In the meantime these costs are usually in the region of £200 and these must normally be met by event organisers. Closures made for events made using the TPCA 1847 require a public notice to be put on display at the location of the closure; District councils do not usually charge for this.

2.7 Administration costs – KCC do not charge any administration costs to non-profit making events when making an order using RTRA 1984. KCC do charge organisers of profit making events a £360.00 administration fee. Most District Councils do not charge administration costs for making orders using TPCA 1847.

2.8 Supply of Signs – As discussed earlier, this cost depends on the events impact on the highway, the required traffic management and nature of road affected. For most events involving a road closure the cost is in the region of £500. However, some recent event organisers for rural events requiring a lengthy diversion route have stated figures in excess of £2,500.

3.0 Options for future County-wide policy

Option 1

3.1 KCC maintains current situation where we act in an advisory role for the event organiser, only advising on suitability of measures to minimise traffic impact and reduce safety risk. This does not provide the event organisers any funding support but publishing this policy would manage expectations.

Option 2

3.2 As option 1 but KCC to contribute towards a signing equipment stock for District Councils to manage and distribute as required for events in their areas. This assumes that in accordance with localism principles District Councils would be best placed to promote and manage local events to support the diversity and the culture of their areas. A one-off grant to every District Council to acquire signs and cones would equate to a total estimated cost of £10,000 to be found from existing budgets. However, this would require District Councils to sign up to this proposal following development and consultation with them.

Option 3

3.3 KCC fully supports all non profit making (charitable) events with assistance on design of traffic management plans and provision of necessary signage across the county. This would require additional funding and resource from KCC - e.g. sign costs, storage, maintenance/replacement, staff resource (estimated 2 FTEs) and transport. A full assessment would be required to determine the amount of signs required to enable this to be carried out countywide. However, the total estimated

annual cost to KCC is likely to be in excess of £100,000, a considerable new budget pressure which will inevitably mean a reduction in service levels elsewhere.

3.0 Recommendation:

That the Committee:

1. Support a formal request to Kent Police to review their change in policy and continue to provide traffic control support for events; and
2. Consider the policy options set out in section 3 of the report and recommend any preference to help inform the Cabinet Member's decision.

Background Documents

Traffic Management Act 2004

The Traffic Signs Manual – guidance on the use of lawful signs.

Traffic Signs Regulations and General Directions 2002 – regulations pertaining to the use of signs.

KCC Guideline document to Event Organiser on levels of marshal competency and traffic control (draft). – **(APPENDIX A attached)**

Contact Information

Report Author:

Name: Chris Seare
Title: Roadworks Team Leader
Tel No: 01622 798404
Email: chris.seare@kent.gov.uk

Head of Service:

Name: Spencer Palmer
Title: Head of Highway Operations
Tel No: 01622 221123
Email: spencer.palmer@kent.gov.uk

Marshalling and Traffic Management (TM) - Events on the Highway

Guidelines to Event Organiser on traffic control during event

Road/ Junction Type	Level of competency of Person placing sign (or equivalent)	TM requirement
Major road, junction of major road	Traffic Management Company Possible Police Involvement	Full TM required. High visibility clothing - roadworks equivalent
Main Road	Traffic Management Company Community Safety Accredited person (CSAS) Streetworks Accredited person	Full TM required High visibility clothing –roadworks equivalent
Estate through road	Off Duty Police Officer/ PCSO Community Safety Accredited person (CSAS) Streetworks Accredited person Qualified/experienced marshal	Road closed sign + cones High visibility jacket/ vest
Quiet estate road/ Cul-de-sac	Competent person - no specific experience	Road closed sign. High visibility jacket/ vest
Rural road (national speed limit)	**Assessed on individual conditions of road**	

Event Type

Events confined to specific area
Town centre/ village events, processions/parades around estate roads

Events requiring longer race routes

Half marathons, cycle races, etc

Method of Closure

Entire area/route made traffic sterile for duration of event

Routes closed in sections

Sign placers require method of communication - 2way radios/ mobile phones. Method statement required.

Minumum requirement for anyone placing or removing signs:-

- an adult and physically fit to carry and place/ remove the sign.
- wearing appropriate, high visibility clothing
- briefed on the exact requirements of the sign schedule
- aware of the road and the dangers involved

This page is intentionally left blank

Decision No 12/01920

From: Bryan Sweetland, Cabinet Member - Environment,
Highways and Waste
Paul Crick – Director of Planning & Environment

To: Environment, Highways and Waste Cabinet Committee

Date: 4 July 2012

Subject: Gypsy and Traveller Pitch Allocation Policy

Classification: Unrestricted

Summary:

This item reports the outcomes of a consultation over a proposed new Traveller site pitch allocation policy for sites both owned and managed by KCC, and proposes a revised policy for Cabinet Member decision.

Recommendations:

It is recommended that

- a) Cabinet Committee endorse this review of the allocation policy, and
- b) the new policy, as in Annex 1 to this report, is approved by the Cabinet Member.

1. Introduction

1. (1) This report:

- a. Describes the proposed new policy
- b. Highlights the key points arising from the consultation
- c. Proposes the policy for approval by the Cabinet Member

1. (2) KCC's objective in owning and managing sites for Gypsies and Travellers is to provide a high quality site pitch for those in need. Allocation of pitches must comply with relevant legislation and case law, in particular the Equality Act, 2010, the Human Rights Act 1998, and allocation decisions must be "reasonable" "fair" and "proportionate". The policy proposed in this item

endeavours to ensure that site pitches will be rented to those Gypsies and Travellers in greatest need, and to those who may have great difficulty in securing pitches on privately owned Traveller sites which are available for rent or which have the benefit of permanent planning consent

1. (3) The proposed policy would ensure an appropriate 'needs assessment' is completed, applying a points system. Each applicant would be given a point score based on the information they provide and supporting evidence. The Gypsy & Traveller Unit will treat all applicants and applications fairly. However, there are only a limited number of pitches, and it is not possible to provide a pitch for everyone who wants one.

2. Relevant Priority Outcomes

2. (1) The attached documents in Annex A set out the full purpose and agreed detail of the Gypsy and Traveller Allocations Policy Review. This includes details of the documents that were subject to a public consultation that ran from 5 March – 25 May 2012.

2. (2) The documents recommend that the allocation policy be brought in line with social housing, as far as is possible by using a similar system to that used by most social housing accommodation providers such as Borough, District and Unitary Councils and Registered Social Landlords (RSLs).

2. (3) If the proposed policy is implemented, as recommended, it will ensure a more sophisticated and fairer system for the allocation of Gypsy and Traveller pitches on KCC sites, ensuring that both local needs and priority need are carefully considered and each of them are met as fairly as possible.

2. (4) This policy will not have any significant impact on the Kent taxpayer but should reduce the risk of legal challenge, and the costs that are likely to be associated with that.

3. Financial Implications

3. (1) There will be no negative impact on capital and revenue budgets nor spending plans.

3. (2) Income from pitch fees will be maintained more consistently under the proposed system. The family (or, in a few cases, individual) with most points will have been decided and be ready to occupy a pitch as soon as it is vacated. This will help to maximise pitch fee income.

4. Legal Implications

4. (1) The risks of challenge, either over equality impact assessment, or challenges over specific allocation decisions, are minimised by the policy proposed, and the processes detailed in this report.

5. Bold Steps for Kent and Policy Framework

5. (1) The proposal to adopt the new pitch allocation policy links with Kent County Council's Medium Term Plan by ensuring that it supports the need for a new approach. The Council's overall plan is set out in the document "Bold Steps for Kent". The Medium Term Financial Plan supports this overall plan. Bold Steps for Kent recognises that we will need to deliver our services with less funding and that the Council structure will have to be as efficient as possible. Ensuring that we have made the correct allocation decision before the pitch becomes empty will reduce the loss in revenue to Kent County Council at the same time as ensuring that our assets are being used for their intended purpose.

5. (2) New partnerships will arise from the new communities that will be created on our sites. These families will need access to health care, education, police services and all other local services that are found around any other type of social housing. The residents on those sites can become more independent, become contributors to their local communities, and help to shape future services.

5. (3) Putting the citizen in control will be achieved by the policy being open and transparent. It will empower the communities it is intended for to understand how the application is processed and how the decision is made. This will provide residents and other members of the community with the information to hold KCC to account if KCC were not to follow the policy as it is written.

5. (4) It will allow those that are homeless, or threatened with homelessness, and have a history of not being employed to have a stable place to live, increasing the potential for them to secure full time education and employment that matches their skills and abilities.

5. (5) This proposal is not related to a plan or strategy as set out in the Councils Policy Framework therefore will be subject to referral to the Scrutiny Committee

6. The Report

6. (1) The way vacant pitches are allocated on KCC's Gypsy and Traveller sites is to be replaced with a system that is clearer, fairer, more certain, and less open to challenge.

6. (2) The previous policy on allocations dates from 1998, and although it has been updated since by practice, it is a good time to consult on an overall review of the policy.

6. (3) The new proposed policy has been drafted to be as similar as possible to that used to allocate social housing, and is also designed to reduce the risk

of applicants challenging - through the law - decisions not to offer them specific pitches.

6. (4) It will allow applicants, and those supporting them, to detail their circumstances and their needs, and help KCC to meet their accommodation needs with the most appropriate pitch offer.

6. (5) Under the new system, applicants will have a clear understanding of what happens when a pitch becomes vacant. It sets out the points that will be allocated for an applicant's circumstances and needs.

6. (6) Each applicant will be able to check the number of points they have accumulated and understand how any changes in their circumstances will affect this.

6. (7) Each applicant will have to provide the same types of information. They will need to verify their identity, include an address for correspondence, and provide other relevant information.

7. Consultation and Communication

7. (1) The public consultation that was held between 5 March – 25 May 2012 is detailed in Annex 2.

7. (2) An Equality Impact assessment has been undertaken which shows that all areas of consideration have been taken into account. It is attached as Annex 2.

7. (3) Every District/Borough and Parish Council in Kent were invited to take part in the consultation as were all of the residents on all of the sites that are owned or managed by Kent County Council.

7. (4) The questionnaire was available on line and the Community Engagement Officers of Kent County Council assisted with the forms for those with more limited literacy.

7. (5) Allocation policies from other County Councils were used to create the draft policy

8. Risk and Business Continuity Management

8. (1) There are no identified risks as a result of this policy proposal, and no other implications that have to be picked up under Business Continuity Management.

9. Sustainability Implications

9. (1) The Policy will enhance social justice and meet the diverse needs of all those from Gypsy and Traveller Communities who are eligible to apply for pitches and live in existing and future site communities. A high quality pitch on

a well-managed and secure site promotes personal well being as well as social cohesion and inclusion and helps to create equal opportunities for all.

10. Conclusions

10. (1) The present system needs to be updated and made more robust. It does not allow for priority need to be addressed in as much detail, nor does it address the local accommodation assessments for Gypsy and Traveller needs (GTAAs) which were carried out from 2006 onwards.

10. (2) In conclusion, the documents will show that the policy is needed to help tackle disadvantage within the Gypsy and Traveller Community. It will allow for a fairer more transparent system to be in place.

11. Recommendations

11. (1) It is recommended that

- a) Cabinet Committee endorse this review of the allocation policy, and
- b) the new policy, as in Annex 1 to this report, is approved by the Cabinet Member

12. Background Documents

11. (1) None

13. Contact details

Bill Forrester, Head of Gypsy and Traveller Unit: 01622 221846

Bill.forrester@kent.gov.uk

Sally Jeffery, Traveller Engagement and Operations Manager: 01622 221805

Sally.jeffery@kent.gov.uk

ANNEX 1 TO ITEM B3

Proposed KCC Gypsy and Traveller Pitch Allocation Policy

Aims of the policy

To provide a high quality site pitch for those in need. This policy aims to make sure that site pitches will be rented to people who apply because they are homeless, vulnerable and in priority need, and to those who may have great difficulty in securing pitches on privately owned Traveller sites with planning consent.

To make sure all applicants meet the criteria a “needs assessment” is completed and a points system applied to this. Each applicant is given a point score based on the information provided. The Gypsy and Traveller Unit must treat all applicants and applications fairly. However, there are only a limited number of pitches, and it is not possible to provide a pitch for everyone who wants one. If Kent County Council cannot help by offering a pitch, advice will be offered on other options.

Eligibility to apply for a pitch on sites and managed by Kent County Council

The following people are eligible for inclusion onto Kent County Council’s Gypsy and Traveller Unit waiting list:

1. Gypsies or Travellers 18 years old or above who have lived in the county of Kent for at least 12 months continuously or have close family that have lived in the county of Kent for the past three (3) years continuously. Close family means grandparent, parent or sibling. Members of the Gypsy and Traveller community who are transient will have their application assessed on priority need, as defined within section 189 of the Housing Act 1996 (as amended by the Homelessness Act 2002).

OR

2. Gypsies or Travellers who apply as qualifying persons and meet the criteria because of exceptional circumstances or special needs (as defined above in section 189), regardless of their previous address.

The following people are not eligible to apply for a pitch

- a) Any person applying for a pitch in their own right who is under 18 years old unless they are deemed as meeting priority need, in exceptional circumstances.

- b) Any person who is ineligible under the law because they are subject to immigration controls or a person from abroad who is ineligible for housing assistance.
- c) Any applicant or member of their household who knowingly gives false or misleading information, or withholds information that has been reasonably requested. They will be removed from the waiting-list and a fresh application will not be accepted for a year from the date of the removal. Should they have been allocated a pitch, that pitch agreement may be terminated.

Existing Family Groupings

Existing family groupings will be considered when allocating pitches to new licensees to minimise potential conflicts, both within any council-run Gypsy and Traveller site and with individuals living near, or businesses operating near, a site. But the fact of such groupings will not, of themselves, prevent allocation to someone on the waiting list not previously linked to those families.

The allocation decision is made by KCC, taking all relevant facts and factors into account. Any behaviour or actions designed to interfere with that process by a pitch occupier or a member of their household may lead to loss of their pitch agreement.

Applicant response to offer

An applicant has ten working days to respond to an offer made to them. These ten days begin with the first contact with their latest provided details.

Any applicant who rejects two suitable offers of accommodation will remain on the list, but unable to take advantage of any points priority for a year from the second rejection.

A fresh application can be considered if the applicant's immigration status changes to allow them to live in Britain.

Help with applications

Care should be taken to fill out the application form in line with the notes provided in the waiting list guidance information. An officer from Kent County Council's Gypsy and Traveller Unit can help applicants complete the form, if required. If a pitch is offered to an applicant on the basis of information that is subsequently found to be untrue, or information is omitted that would have affected the decision to offer a pitch, the applicant will be liable to eviction.

Allocations Panel

The above criteria will be considered by an allocations panel made up from officers of Kent County Council and, subject to availability, an officers from the local Borough or District Council. Consultation will be offered to one residents

association from any site, set up in accordance with the Mobile Homes Act 1983. Any information provided by an applicant will be kept confidential and its use will comply with data protection legislation.

Pitch agreement and its terms

All successful applicants will be offered a pitch agreement (both applicants where the licence is jointly held) regulated by the Mobile Homes Act 1983. The pitch agreement sets out the requirements governing good conduct of sites, advises that any breach of pitch agreement is likely to result in formal action being taken to remove the pitch occupier responsible, and their household, from the site. The requirements are set out in the licence and are made up of implied terms inserted by the Mobile Homes Act 1983 and express terms, which are site specific. Once agreement is concluded under the procedures in the Mobile Homes Act 1983, each joint or individual applicant will be issued with a copy of their pitch agreement.

It is a requirement of the Mobile Homes Act that the pitch is the sole or main home of the pitch occupier. If that is not the case, or ceases to be, then the pitch agreement can be terminated.

Right to request a review

Individuals have a right to ask for a review of any decision to refuse or terminate their application, and they can seek to be re-included on the waiting list.

Grievances/complaints

Any applicant or would-be applicant can complain under KCC's formal complaints procedure. A copy of this can be obtained from:

Kent County Council

County Hall

Maidstone

ME14 1XX

By ringing 08458 247247

Or online at www.kent.gov.uk

ANNEX 2 TO ITEM B3

Results to the public Consultation

(i) There were 60 respondents 23 to the online survey and 37 hard copies. There were also 7 email responses from Parish and Town Councils to the consultation but these were not in the format of the questionnaire.

(ii) There was a fairly equal response from Councils 42% and residents 45%

Statement 1. People over 18 who have lived in the area for 12 months, or have close family, (grandparent, parent, brother or sister) who have lived in the area for the past three years in a row, should be able to apply for a pitch.

(iii) 85% of respondents strongly agreed or agreed with Statement 1. The 8 respondents who strongly disagreed and disagreed were all from District and Parish Councils

Those disagreeing included those who felt that the qualification time should be similar to housing, i.e. 3 or 4 years, rather than 1. There was also a request that the eligibility rules should specify that only Gypsies or Travellers can apply to be on the waiting-list.

Response: Policy, as proposed, should be confirmed, but wording should be adjusted so it is clear that only Gypsies or Travellers may apply.

Statement 2. Members of the Gypsy and Traveller community who move around and do not have a permanent pitch should have their application for a pitch assessed on whether they meet a priority need.

(iv) **77% of respondents strongly agreed or agreed with Statement 2**

Of those who disagreed, one felt that “need” was a misnomer because no historical link between Kent and Irish Travellers, another felt that sites should not be open to Irish Families, while one respondent suggested that “priority need” should be as defined in housing legislation.

Response: Policy, as proposed, should be confirmed. But the policy wording will clarify that “priority need” does mean that which complies with the definition set out within the Housing Act 1996, Part VII Section 189 (as amended by the Homelessness Act 2002)

Statement 3. People with a very high level of need or special needs should be able to apply, even if their last address was out of the area.

(V) 54% of respondents strongly agreed or agreed with statements 3. 38% strongly disagreed or disagreed. The views of the District/Parish Councils were evenly split with 24% agreeing and 32% disagreeing. This compares to 56% of residents who agreed

This was the statement on which respondents were most divided. The concerns from those disagreeing mostly centred round Kent not having to accommodate lots of needy people from elsewhere, when there is plenty of need in Kent. In part, though, it was because of uncertainty about what “priority need” would mean in practice.

Response: Policy, as proposed, should be confirmed. But definition of “priority need” confirmed as in question before. 20 points to applicants who are local gives them a head start against those applying from outside Kent.

Statement 4. People under the age of 18 should not be able to apply for their own pitch, unless they have a priority need.

(vi) 72% of respondents strongly agreed or agreed with Statement 4. 88% of District/Parish Councils strongly agreed/agreed and 63% of residents strongly agreed/agreed

There were a range of views on this issue. One site respondent felt that Gypsies and Travellers grow up quicker, and so should be able to apply at 16, while others felt that the priority should be for families. One felt that applicants of 16 could apply, but could not get offered a pitch until 18.

Response: Policy, as proposed, should be confirmed. In very exceptional circumstances, a Gypsy or Traveller might be offered a pitch agreement, with a guarantor, between 16-18, but this would be very rare.

Statement 5. Due to the short supply of pitches, KCC will make people a maximum of 2 suitable offers. After this no offers will be made for 12 months.

(vii) 72% of respondents strongly agreed or agreed with statement 5. 88% of District/Parish Councils strongly agreed/agreed and 63% of residents strongly agreed/agreed

There was very broad support for this proposal. The main concerns of those disagreeing was that the definition of “suitable offer” by KCC might be quite different from an applicant’s interpretation.

Response: Policy, as proposed, should be confirmed. “Suitable offer”, if challenged, might need an independent view, or a legal interpretation.

Statement 6. Existing family groupings on sites should be considered before new people are allocated pitches to minimise potential conflicts.

(viii) 85% of respondents strongly agreed/agreed with statement 6. 80% of District/Parish Councils strongly agreed/agreed and 92% of residents strongly agreed/agreed

The vast majority of responses from those who live on sites currently was against allocations to anyone they do not know or trust. District/Parish respondents want to avoid conflict.

Conclusion: Genuine conflicts between families need to be considered, as the statement says, but the allocation decision is by KCC, having considered all the facts, and it needs to be carried out in accordance with the law.

Response: Site residents will be encouraged to set up residents’ associations, with whom there can be consultation, in general terms, over allocation proposals. But the allocations panel will only include local authority officers, and allocation decisions will be made by KCC in accordance with the law, but taking all relevant facts and factors into account.

It is vitally important that no family, or group of families, prevent others being allocated pitches on the same site, by any sort of behaviour, and such behaviour could lead to a pitch agreement being terminated.

Statement 7. If an applicant cannot be contacted within 7 days of a pitch becoming available, the pitch should be offered to the next suitable applicant on the waiting list.

(ix) Respondents were evenly split on statement 7. 46% strongly agreed/agreed and 41% strongly disagreed/disagreed. 20 respondents felt the time period was too short.

There were a variety of views on this issue, including those who felt that it should be a two week period to those who felt 7 days was OK.

There are financial implications for KCC if a pitch remained vacant for a long period (loss of pitch fee, unauthorised occupation or measures to prevent it), but it is also important to allow a family at the top of the points list a reasonable time to respond, including if they are abroad, or ill.

Response: Response time will be increased to ten working days, to take account of the responses, and bank holidays etc.

Statement 8. Do you have any other comments about the Points Allocation System?

Statement 9. Do you have any other comments you would like to make about the Pitch Allocation Policy

Statement 10. Thinking of these characteristics, please tell us if you know of any other ways that the policy might be unfair to people because of who they are.

**Statement 11. We want to know about any difficulties people face because of their protected characteristics (listed above). Do you know of any other ways we can find out about these difficulties?
This will help us to better understand how the policy will affect people.**

(x) The final statements, 8.,9,10 and 11 asked for opinions on the consultation on the points system and the allocation policy. There were a mixture of views but most were supportive of the policy as a whole, although other issues were raised. These do not relate to the allocation policy, but will be addressed separately.

Decision No 12/01859

From: Bryan Sweetland, Cabinet Member- Environment, Highways & Waste
Paul Crick, Director - Planning & Environment

To: Environment, Highways & Waste Cabinet Committee

Date: 4 July 2012

Subject: Chilmington Green Area Action Plan

Classification: For information

Summary:

To inform the Committee of a decision taken by the Cabinet Member to approve KCC's response to the consultation by Ashford Borough Council on the Chilmington Green Area Action Plan (APP)

Recommendation:

That the Committee notes the decision taken.

Background

1 Ashford BC intends to submit the Chilmington Green AAP to the Secretary of State in October 2012 with an examination in Public in late 2012/early 2013. When adopted the Chilmington Green AAP will form part of Ashford Borough Council's local plan and will guide the future development of this new neighbourhood.

2 The County Council is a statutory consultee for District Council local plans and KCC's responses to their most important consultations are entered in the Forward Plan as decisions for the Cabinet Member for Environment, Highways & Waste.

3 KCC's responses to consultation are prepared in liaison with all Directorates and consider both the planning policies proposed by the District Councils and the consequences of development for investment in new schools and roads etc.

4 Such decisions should now come before the Cabinet Committee, which will advise the Cabinet Member on the decision he should take. However, the timing of consultations is determined by the District and Borough Councils and there is a minimum duration of 6 weeks. The EHW Cabinet Committee meets every ten weeks and it will not always be possible to place a report about KCC's proposed response on a Committee agenda that will allow the response to be made within the consultation window.

5 This situation was envisaged when drafting the new governance arrangements, and is covered by paragraph (14) of the report that went to the Council on 29 March 2012:

(14) There will inevitably be occasions when a decision, although not required to be taken under the urgency procedures, nevertheless needs to be taken by a Cabinet Member between meetings of the relevant Cabinet Committee. In these circumstances, the relevant Cabinet Committee Chairman and Group Spokesmen on the Cabinet Committee will be consulted prior to a decision being made and their views recorded on the Record of Decision. The decision will be published to all members of the Cabinet Committee and Scrutiny Committee and reported for information to the following meeting of the relevant Cabinet Committee."

6 The Group Spokesmen, Mr Robertson and Mr Cowan, were therefore consulted by Mr Brazier about the Cabinet Member's proposed decision to approve KCC's response, and raised no matters that need to be recorded on the Record of Decision.

7 The decision taken is set out in a report to the Cabinet Member from the Director of Planning and Environment, and this is attached as Annex 1.

8 The decision was published by KCC Democratic Services on 13th June. As the decision was required to be taken outside the Cabinet Committee process, the Constitution requires a report to be published for 5 clear working days before a Record of Decision could be signed by the Cabinet Member. The decision was published by KCC Democratic Services on 13th June, and the earliest date that a decision could be taken was 21st June.

9 Following such a decision, the Record of Decision is published for a further 5 clear working days. During this time Members of the Scrutiny Committee may request that the decision is called-in for scrutiny by notifying their Chairman and Democratic Services. A verbal report will be made at the Cabinet Committee meeting on 4th July on whether this has occurred.

Recommendation:

That the Committee notes the decision taken.

Background Documents

Chilmington Green Area Action Plan 2012 : Regulation 19 Consultation

Contact Information

Name: Tim J Martin
Title: Planning Policy Manager
Tel No: 01622 221618
Email: tim.martin@kent.gov.uk

Annex 1 Proposed Decision on Chilmington Green Area Action

By: Paul Crick – Director of Planning and Environment

To: Cabinet Member for Environment, Highways & Waste

Date: 31st May 2012

Subject: KCC Representations on Ashford Chilmington Green Area Action Plan – Regulation 19 Publication document

Classification: Unrestricted

Summary

This report proposes a KCC response to Ashford Borough Council's consultation on their Chilmington Green Area Action Plan (AAP).

Recommendation:

That the Cabinet Member for Environment, Highways & Waste notes the proposals in the Chilmington Green Area Action Plan and agrees to the proposed representations by KCC in Section 7 of this report, together with a schedule of detailed points.

1 Introduction

1.1 Ashford BC intends to submit the Chilmington Green AAP to the Secretary of State in October 2012 with an examination in Public in late 2012/early 2013. When adopted Chilmington Green AAP will form part of Ashford Borough Council's Local Plan and guide future development of this new neighbourhood.

1.2 KCC has held discussions with the Borough Council to influence the content of the AAP, and in January 2012 provided a statement of the County Council's service requirements for the site.

2 Relevant priority outcomes

2.1 The priority outcome for KCC is that the Borough Council should take full account of the implications for KCC service provision in their plan.

3 Financial Implications

3.1 The plan will establish clear requirements for service provision as the basis of planning obligations and/or distribution of Community Infrastructure Levy receipts. It is also important that land for KCC services, notably schools, is allocated for those uses and is thus protected from attracting residential land value.

4 Legal Implications

4.1 Ashford Borough Council is the responsible authority for the Local Development Framework and decisions on the scale and location of development.

5 Planning Background

5.1 The Local Plan Core Strategy adopted in July 2008 accepts a target of 20,350 dwellings in the *Ashford Urban Growth Area* based on proposals in the then draft South East Plan and the *Greater Ashford Development Framework (GADF)*.

5.2 The Core Strategy supports the development of two urban extensions; at Cheeseman's Green/Waterbrook to the south east of the town, and at Chilmington Green/Discovery Park to the south west. A subsequent third expansion area is also envisaged in a location to be determined.

5.3 Cheeseman's Green was to be developed before Chilmington Green, but because of delays to the construction of Junction 10A of M20, the Borough Council now considers it necessary for Chilmington Green to commence first, to meet the area's housing targets.

6 Principles of Development at Chilmington Green

6.1 The Core Strategy envisages potential for over 7,000 dwellings and 1,000 jobs at Chilmington Green. This provision has been reviewed, and the Borough Council now wishes to deliver a high quality development with a variety of dwelling densities and interconnected open space. Consequently the AAP proposes that the site should deliver 5,750 dwellings, which the Borough Council considers appropriate for a sustainable community able to support local services.

6.2 The plan also proposes 1,000 jobs at Chilmington Green, primarily in 'A' class uses (i.e. retail and service industries), and 'B1' class uses (small offices, studio/workshops and light industry).

6.3 The development has five 'character areas'.

i) The District Centre and High Street Area, with community uses.

ii) Local Centre Character Areas
Two local centres are proposed.

iii) Chilmington Green Hamlet Area
The existing community at Chilmington Green will be 'supported' by additional low density residential development.

iv) Southern Fringe Character Area
This area is designed to soften the transition of built development into the countryside.

v) Discovery Park Edge of Character Area

This area will be mainly residential with small scale leisure, retail, cultural and employment uses.

Highways

6.4 The A28 is the main road link serving the development site and will act as a bypass for the development. A number of new roads are planned:

- *Orchard Way* is proposed as a new link from Junction 10 of the M20 to the A28 around the south of Ashford. The Borough Council envisages that the western end will be delivered by the Chilmington Green development, although the delivery of the urban extension is not dependent on provision of Orchard Way.
- *A28 Corridor*: The A28 currently experiences congestion at peak times and its improvement is included in KCC's Local Transport Plan 3. The AAP identifies the need for two new roundabouts to serve the development and signal controls at the existing junction with Chart Road and Goldwell Lane. The AAP expects these improvements to be funded through CIL and s.106 contributions. The A28/B229 'Matalan' junction and A28 Chart Road 'Tank' Roundabout will also need upgrading.

Public Transport

6.5 The AAP assumes that Chilmington Green will generate a significant demand for public transport and provision is made for a high quality bus service linking the development to Ashford town centre and rail station. A park and ride site is proposed close to the A28, but this may be reviewed as part of the current Core Strategy Review.

Secondary School

6.6 A new secondary school is needed to serve the development, and the plan makes provision for a 6 Form Entry school plus Sixth Form facilities close to the A28, to be delivered in Phase 1.

Primary Schools

6.7 KCC has also requires four new primary schools to serve the development. The first is to be built in the District Centre early in the development of the site, the second will be located close to the Discovery Park, and third and fourth primary schools will be within walking distance of the local centres.

Social and Community Facilities

6.8 KCC has indicated a need for a dedicated space and kitchen area for the delivery of adult social services. The AAP makes provision for this in the District Centre, and funding is to be through a s.106 agreement.

7 Proposed KCC response to the consultation

The Number of Dwellings

7.1 **It is Recommended** that KCC supports the proposed reduction in the number of dwellings at Chilmington Green, from 7,000 to 5,750, in order to provide a high quality development which will also contribute substantially to the planned growth of Ashford.

Education

7.2 **It is Recommended** that KCC welcomes the provision in the plan for four primary schools and a secondary school. However **it is Recommended** KCC seek amendments to Policy CG15 to ensure that the sites are made available to the County Council at no extra cost. The suggested changes are set out in the schedule to be submitted with this report.

Families and Social Care

7.3 **It is Recommended** that KCC welcomes the provision for a dedicated space and kitchen within the District Centre, but that KCC seeks provision for wheelchair accessible *Lifetime Homes*, which are not included in the consultation document.

Libraries, Community Learning (Adult Education) and Youth services

7.4 In January 2012 KCC identified a need for a 12 sq m library access point at Chilmington, and financial contribution towards additional books, resources and extended operating hours at libraries serving the development. Land to enable a library to be delivered on site by a third party in the future was also requested.

7.5 KCC has identified the need for a financial contribution towards the provision of Adult Education courses to be held at Chilmington Green, and for the use of accommodation as part time classrooms. KCC has also requested financial contributions for the provision of youth services at Chilmington Green and the use or provision of suitable facilities.

7.6 The AAP makes provision for social and community facilities through the 'hub' in the district centre. However the provision of space for library, youth and community learning are not included in the relevant policy (Policy CG17- Social and Community Facilities). **It is therefore recommended** that KCC request an amendment to Policy CG17 to make such provision for library, youth and community learning services.

Highways and Transportation

7.7 **It is recommended** KCC supports the need to achieve 20% of trips by public transport and welcomes the references to Smartlink becoming the principal means of public transport service. KCC wishes to work with Ashford Borough Council and developers on the Public Transport Plan that will develop the detailed proposals.

7.8 However **it is also recommended that** KCC requests amendments to the plan in three respects:

1. to reflect the 'Kent Design' standard that no dwelling should be more than 400m walking distance from a bus stop

2. to ensure that “commencement of a new bus service from Chilmington Green to Ashford town centre” (at page 149 of Appendix 3) should be in operation when the first dwelling is occupied, and no later than the occupation of the 50th dwelling.
3. road links should be in place to serve each phase of the development by public transport.

The suggested changes are detailed in the schedule to be submitted with this report.

Heritage

7.9 KCC’s Heritage Team are concerned the draft AAP does not include a policy or guidance regarding the conservation of the historic environment. **It is therefore recommended** that KCC request the inclusion of a policy to encourage the beneficial reuse of heritage assets, and to seek the appropriate conservation and enhancement of heritage assets.

Superfast Broadband

7.8 **It is recommended that** KCC request that the plan make provision for superfast broadband to be provided for all residential, commercial and community buildings.

Recommendation:

That the Cabinet Member for Environment, Highways & Waste notes the proposed changes to the *Draft Chilmington Green Area Action Plan* and agrees to the proposed representations by KCC in Section 7 of this report, together with a schedule of detailed points.

Background Documents

Chilmington Green Area Action Plan 2012 : Regulation 19 Consultation document

Responsible Officers;

Tim Martin 01622 – 221618
tim.martin@kent.gov.uk

Katherine Dove 01622 - 223537
katherine.dove@kent.gov.uk

Planning and Environment
Kent County Council
23rd May 2012

DECISION OF CABINET MEMBER FOR ENVIRONMENT, HIGHWAYS & WASTE

Report and Recommendations Agreed:

Report and Recommendations Agreed Subject to Changes:

Signed: [Cabinet Member for Environment, Highways & Waste]

Date:

Decision No 11/01662

From: Bryan Sweetland - Cabinet Member, Environment, Highways & Waste
Paul Crick – Director, Planning & Environment

To: Environment, Highways & Waste Cabinet Committee

Date: 4 July 2012

Subject: Swale Borough Council Draft Core Strategy

Classification: For information

Summary:

To inform the Committee of a decision by the Cabinet Member to approve KCC's response to the consultation by Swale Borough Council on the Swale Borough Council Draft Core Strategy.

Recommendation:

That the Committee notes the decision taken.

Background

1 Swale BC recently consulted on a Draft Core Strategy which sets out their preferred amount of development to 2031, allocates key sites, and identifies the infrastructure needed to support them. The Borough Council intends to submit their Core Strategy to the Secretary of State later in 2012, and when adopted after an *Examination in Public* it will replace the Swale Local Plan.

2 The County Council is a statutory consultee for District Council local plans and KCC's responses to their most important consultations are entered in the Forward Plan as decisions for the Cabinet Member for Environment, Highways & Waste.

3 KCC's responses to consultation are prepared in liaison with all Directorates and consider both the planning policies proposed by the District Councils and the consequences of development for investment in new schools and roads etc.

4 Such decisions should now come before the Cabinet Committee, which will advise the Cabinet Member on the decision he should take. However, the timing of consultations is determined by the District and Borough Councils and there is a minimum duration of 6 weeks. The EHW Cabinet Committee meets every ten weeks and it will not always be possible to place a report about KCC's proposed response on a Committee agenda that will allow the response to be made within the consultation window.

5 This situation was envisaged when drafting the new governance arrangements, and is covered by paragraph (14) of the report that went to the Council on 29 March 2012:

(14) There will inevitably be occasions when a decision, although not required to be taken under the urgency procedures, nevertheless needs to be taken by a Cabinet Member between meetings of the relevant Cabinet Committee. In these circumstances, the relevant Cabinet Committee Chairman and Group Spokesmen on the Cabinet Committee will be consulted prior to a decision being made and their views recorded on the Record of Decision. The decision will be published to all members of the Cabinet Committee and Scrutiny Committee and reported for information to the following meeting of the relevant Cabinet Committee."

6 The Group Spokesmen, Mr Robertson and Mr Cowan, were therefore consulted by Mr Brazier about the Cabinet Member's proposed decision to approve KCC's response, and raised no matters that need to be recorded on the Record of Decision.

7 The decision taken is set out in a report to the Cabinet Member from the Director of Planning and Environment, and this is attached as Annex 1.

8 As the decision was required to be taken outside the Cabinet Committee process, the Constitution requires a report to be published for 5 clear working days before a Record of Decision could be signed by the Cabinet Member. The decision was published by KCC Democratic Services on 13th June, and the earliest date that a decision could be taken was 21st June.

9 Following such a decision, the Record of Decision is published for a further 5 clear working days. During this time Members of the Scrutiny Committee may request that the decision is called-in for scrutiny by notifying their Chairman and Democratic Services. A verbal report will be made at the Cabinet Committee meeting on 4th July on whether this has occurred.

Recommendation:

That the Committee notes the decision taken.

Background Documents

Swale Borough Council Draft Core Strategy Bearing Fruits (March 2012)

Contact Information

Name: T J Martin
Title: Planning Policy Manager
Tel No: 01622 221618
Email: tim.martin@kent.gov.uk

Annex 1 Proposed Decision on Swale Borough Council Draft Core Strategy

Report to : Bryan Sweetland, Cabinet Member for Environment, Highways & Waste

By: Director of Planning and Environment

Date: 31st May 2012

Subject: KCC's response to Swale Borough Council's consultation on their local plan Core Strategy, 2012.

Classification: Unrestricted

Summary:

This report updates progress with the Swale Core Strategy since KCC's comments on the options under consideration in January 2011. It recommends KCC's responses to the policies that are now the subject of public consultation (Part 6). In particular, it is recommended that KCC supports this "employment led" plan, the employment land provision, and the number of new dwellings proposed.

1 Introduction

1.1 The Core Strategy will replace the Swale Local Plan, and sets out the planning framework to guide development and investment in the Borough to 2031.

1.2 In January 2011, Swale Borough Council (SBC) consulted on an *Issues and Strategic Spatial Options* document which explored options for new homes, jobs and infrastructure, and where they should be located. SBC are now consulting on a Draft Core Strategy which sets out the preferred amount of development, allocates key sites, and identifies the infrastructure needed to support them.

1.3 Following this consultation a 'submission' Core Strategy will be prepared, and consultation on it will be limited to whether the strategy is 'effective, justified and consistent with national policy'. The document will then be submitted to the Secretary of State for a public Examination, and if found by the Inspector to be 'sound', it will be adopted by the Borough Council.

2 Relevant priority outcomes

2.1 The priority outcome for KCC is that the Borough Council should take full account of the implications for KCC service provision in their local plan. The Borough Council will consider the representations it receives and draft the Core Strategy to be considered at public Examination accordingly.

3 Financial Implications

3.1 The decisions to be taken by the Borough Council may have long term financial implications for KCC, depending on the mechanisms in place and the funding available in the future for infrastructure and service provision.

4 Legal Implications

4.1 Swale Borough Council is the responsible authority for the Local Development Framework and decisions on the scale and location of development. KCC provides information to the Borough Council as part of the evidence gathering that it must undertake to inform its decisions.

5 Background

The draft Core Strategy is the result of SBC's assessment of four options put forward in January 2011. These were:

Option 1. *Continuing the previous policy provision for housing, development concentrated at urban areas including 13,500 homes, 415,000 sq metres of business space, focus on Sittingbourne and Sheerness. Further expansion of Kent Science Park limited to the existing environmental and transport capacity.*

Option 2 : *Continuing previous policy provision for 13,550 dwellings , development concentrated at urban areas, but as an alternative to urban extensions additional greenfield housing (circa 3,250 dwellings) would be located at the larger villages.*

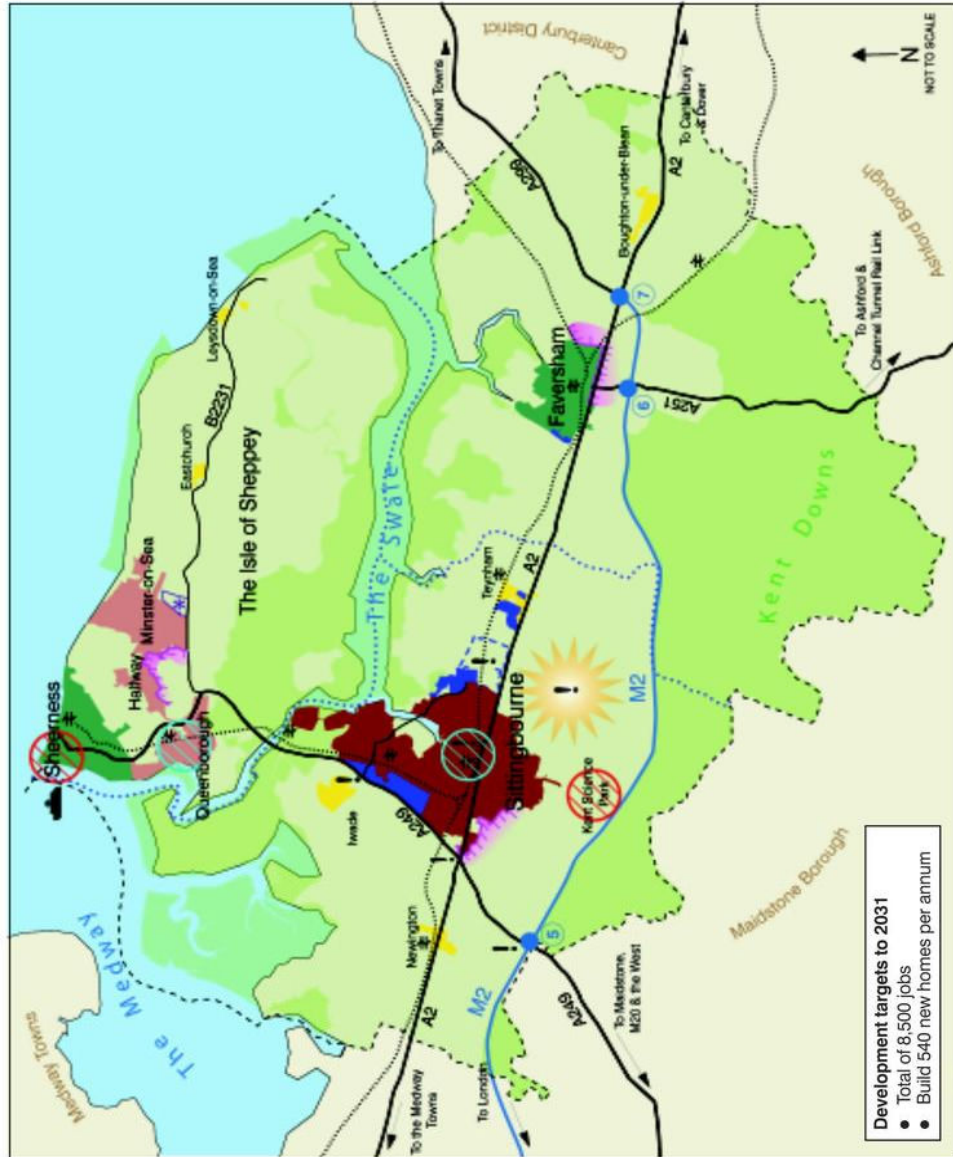
Option 3: *Step change in employment growth, continuing previous policy provision for 13,550 dwellings, development concentrated at urban areas. Housing growth and distribution as Option 1, but led by higher employment provision (595,000 sq m), more housing located on previously developed land e.g. within the Port of Sheerness. Major expansion of Kent Science Park and new junction to M2 (long term)*

Option 4 : *Step change in employment, with higher growth for housing (18,500 dwellings) and employment (595,000 sq m), plus other 'step change' employment provision at Kent Science Park and the Port of Sheerness as in Option 3.*

Elements of each of the four consultation options have been carried forward to a Preferred Options and the Spatial Strategy of this draft Core Strategy. The 'Key Diagram' for the strategy is reproduced overleaf.

Key

- Principal Natural Environmental Asset (DM5)
- Protection of wider countryside (DM5, DM6)
- Main Borough Centre (CP1 Primary growth focus)
- Other Borough Centres (CP1 Secondary, constrained, growth focus)
- Other urban centres (CP1 Other secondary growth focus)
- Local service centres (CP1 Main focus in rural area)
- Borough boundary
- Strategy area boundary (ST3-ST5)
- Proposed strategic allocation (SA1-SA4)
- Proposed strategic allocation area of search for Sittingbourne Northern Relief Road (SA5)
- Transport improvement
- Main regeneration opportunities
- Main future area of change (CP2, AC2, AC3)
- Areas of search for allocations (ST3-ST5)
- Future area of search for Sittingbourne Southern Relief Road (not geographically specific) (AC1)
- Reserve housing site (RSA1)



Development targets to 2031

- Total of 8,500 jobs
- Build 540 new homes per annum

Isle of Sheppey

- Focus of growth on West Sheppey
- Delivery of major projects at Queenborough/Rushenden (employment/housing) and Port of Sheerness (employment)
- Future action to improve health of Sheerness town centres
- Area of search for 660 homes at Minster/Halfway
- Support for modernising tourism
- Protection of wildlife assets

Sittingbourne Area

- Principal town & focus of development in the borough.
- Establish town as location of choice for shops, jobs & services
- New mixed use sites in NW and NE Sittingbourne
- 1,000 homes & 110,300m² of employment floor-space in total
- Area of search for 130 homes in SW of the town
- Protection of countryside between Sittingbourne & villages

The Rural Area

- 433 homes & 26,840m² of employment floor-space at Teynham
- Protection of wider countryside & natural assets
- Flexible planning policies to enable communities to meet local needs

Faversham Area

- "Conservation first" approach & employment priority at town
- 12,800m² & 135 enabling homes at Western Link
- Area of search for 20,000m² of employment & 150 enabling homes
- New Neighbourhood Plan for Faversham Creek

6 The County Council's Recommended Response to Consultation

(i) The Number of New Dwellings

6.1 Swale Borough Council (SBC) has set a housing target of 13,500 homes for the period 2006 to 2031. This number is expected to meet the future needs of the existing population and to ensure adequate local labour. Of this total, 8,550 dwellings have been built since 2006 or the land is already allocated. The Core Strategy therefore identifies new land for the remaining 4,950 dwellings.

6.2 The Core Strategy aims to improve the supply of affordable homes, but their delivery is expected to be difficult in the prevailing economic climate. It is flexible about how provision can be made, but contains an indicative target of 30-35% for the proportion of total housing that should be affordable on depending on the location of sites. An increase in number of larger family homes will also be needed, and some market housing in rural communities.

6.3 KCC previously favoured provision of 13,500 dwellings which would more than provide for the needs of the existing population. **It is therefore recommended** that KCC support SBC's preference for this target. This is a realistic number of new dwellings in the light of the market, the supply of affordable housing, the number of jobs, and the ability to provide infrastructure and services to support development. Growth on this scale should also avoid breaching the national and international environment and landscape designations that apply to parts of Swale.

(ii) The Location of New Dwellings

6.4 The Core Strategy seeks to identify new land for 4,950 dwellings. KCC previously favoured the location of new dwellings mainly at the urban areas, notably Sittingbourne and Sheerness/Queenborough. Policy ST2 below summarises the dwelling provision, and the majority of the new allocations and 'areas of search' are located at the urban areas - an exception is 433 dwellings at Teynham. **It is therefore recommended** that KCC support the proposed distribution of new dwellings:

Policy ST2 The Location of Development

Source	Housing	B Class Employment m ²	Retail/Leisure (m ²)
1. 'Saved' Local Plan Allocations	3,492	173,329	56,349
2. Sites in the SHLAA	912	n/a	n/a
3. Changes to built up area boundaries	121	n/a	n/a
4. Faversham Creek Neighbourhood Plan	102	To be determined	To be determined
5. Strategic allocations on the Proposal Map as follows:	1,718	169,940	0
a) NW Sittingbourne	880	69,100	0
b) NE Sittingbourne	120	41,200	0
c) Teynham	433	26,840	0
d) Faversham Western Link	135	12,800	0
e) Faversham 'area of search' to meet employment needs	150	20,000	0
6. Areas of search at the urban fringe shown on the Key Diagram, to provided in a Site Allocations DPD	790	0	0
a) South West Sittingbourne	130	0	0
b) South and West Minster/Halfway Isle of Sheppey	660	0	0
7. Windfall Allowance	1,450	Planning permissions granted in accordance with Spatial Strategy	
Total	8,585	343,269	56,349

6.5 In addition, three 'Areas of Change' have are identified which could trigger a full or partial review of the Core Strategy and an increase in dwelling numbers. They are:

- Sittingbourne Southern Relief Road connecting the A2 and M2 east of Sittingbourne;
- Major expansion of the Kent Science Park beyond the current highways capacity of the area;
- Land reclamation proposals for 2,000 houses at the Port of Sheerness

(iii) Economy Development Targets

6.6 In its previous response KCC preferred an option that would take advantage of the economic development opportunities in Swale and demonstrate a broad balance between employment and dwelling provision over time. Such a solution was thought not to require additional large scale business floorspace in addition to the expansion of both the Port of Sheerness and Kent Science Park.

6.7 The Core Strategy now preferred by SBC is 'employment led', providing generous amounts of employment land that will give flexibility to the market, and targets of 546,000m² floorspace and 8,500 jobs. Very few new land allocations are needed to achieve this, and there is further employment potential at the Port of Sheerness as a major hub for the manufacture of off shore wind turbines, providing 1,720 direct jobs. Growth in retail and leisure, particularly at Sittingbourne Town Centre and Queenborough, could provide 1,400 jobs.

6.8 It is recommended that **KCC supports the 'employment led plan' for Swale, and its floorspace and job targets.**

(iv) Kent Science Park

6.9 KCC in its previous response supported expansion of Kent Science Park if it provided high quality development for the science, technology and knowledge sectors, suitable access arrangements could be funded, and environmental impacts could be adequately mitigated.

6.10 SBC supports the principle of major expansion, but the means of delivering the infrastructure necessary to support this growth are felt to be too uncertain for this proposal to progress as a strategic land allocation at this time. The Core Strategy indicates the longer term potential, which would be brought forward through a Review of the Core Strategy when the right conditions or opportunities present themselves.

6.11 **It is recommended** that KCC supports this approach to further expansion of Kent Science Park, and works with SBC and the park operators to bring forward a partial Review of the Core Strategy, in parallel with an Area Action Plan for the Sittingbourne Southern Relief Road and linked development (Policy AC2).

(v) The Port of Sheerness

6.12 The Port has extensive opportunities for regeneration and diversification, and possible expansion, to take advantage of the deep water berths. A major opportunity is provided by the current planning application for the manufacture and assembly of wind turbines.

6.13 Policy AC3 states that SBC will support proposals for major regeneration at the Port of Sheerness subject to appropriate treatment of built and natural heritage assets. Subject to the scale and nature of proposals, this may require a supporting Development Plan Document or a partial review of the Core Strategy. **It is recommended** that KCC supports this policy approach to the Port of Sheerness.

(vi) *The main urban areas*

6.14 Sittingbourne is the main focus for development and concentration of public services and facilities, and Policy ST3 sets out how this will be achieved. The document identifies strategic sites for mixed use development in Sittingbourne, located to the north west and north east of the town and at Teynham. An 'area of search' needs to be identified for the Bapchild sections of the Sittingbourne Northern Relief Road.

6.15 The majority of development proposed on the Isle of Sheppey is to enable the economic regeneration of Sheerness Port and sites along the A249. There are other smaller opportunities for housing development at the edges of Minster and Halfway to complement the major new economic development.

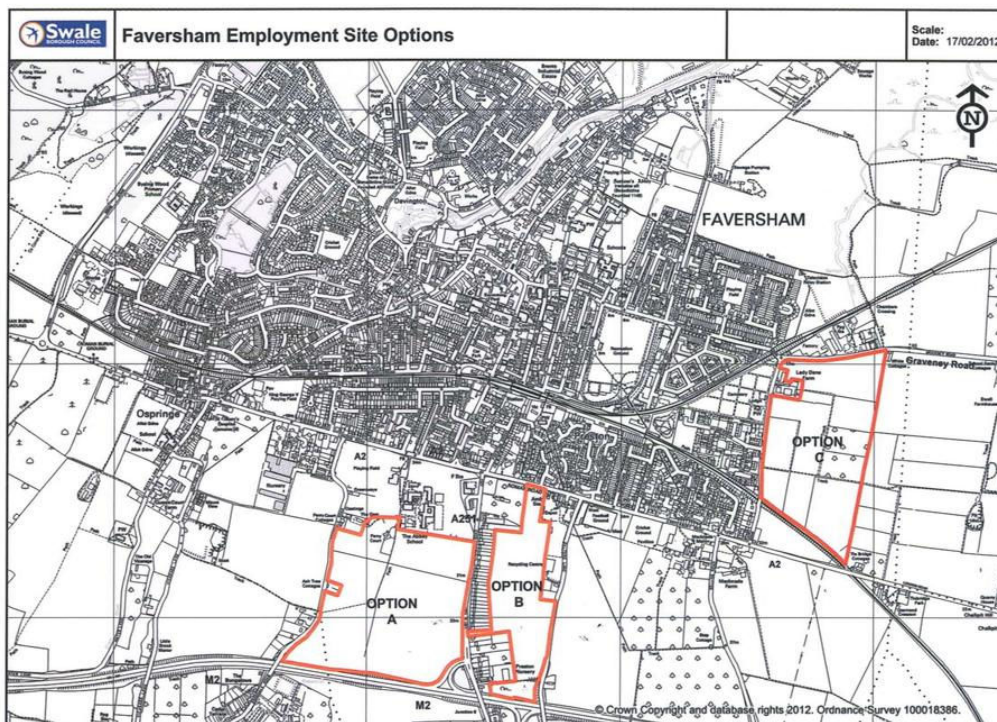
6.16 Following the completion of the second Swale crossing and the Rushenden Relief Road, there is a strategic opportunity for regeneration at Queenborough & Rushenden, primarily for housing and employment with associated social and community provision.

6.17 **It is recommended** that KCC support the approach to development of the main urban areas of Sittingbourne, the Isle of Sheppey and Queenborough & Rushenden.

(vii) *Faversham*

6.18 The Core Strategy proposes an emphasis on the conservation and enhancement of the historic and natural environment of Faversham. Growth at Faversham will be 'organic', with new development and services focused in the town, and policies to support its market town role and diversity of land use.

6.19 However, the range and quality of employment needs to be improved to meet local needs, and the draft Core Strategy consults on 3 sites to the south east and east of the town to meet this need:



6.20 The sites are:

- Option A: Land at Perry Court Farm, Brogdale Road
- Option B: Land between Ashford Road and Salters Lane
- Option C: Land at Lady Dane Farm, Love Lane

One of these will be allocated and enabling housing of up to 150 dwellings (5ha) is also likely to be pursued. Of these Option C is adjacent to a former industrial area and a housing estate, and would confine development to north of the A2.

6.21 **It is recommended** that KCC supports the policy emphasis for Faversham, and the allocation of a new employment site at Option C.

6.22 Faversham Town Council will prepare a Faversham Creek Neighbourhood Plan. This will set out a strategy for regenerating the creek including the allocation of sites and levels of development. It will make proposals for the restoration of historic buildings, improvements to access and the public realm.

(viii) Gypsy and Travellers

6.23 The Draft Core Strategy provides three options for the number of gypsy and traveller pitches which should be provided in the Borough:

- Option 1 is based upon the local capacity and availability of sites and requires 41 pitches of which 8 are new pitches;
- Option 2 is based on need and demand with household growth over 20 years and requires 79 new pitches
- Option 3 is based on local capacity and availability with forecast household growth over 20 years, and requires 41 new pitches.

6.24 The Gypsy and Traveller proposals were devised before the National Planning Policy Framework and the new Gypsy and Travellers sites national policy were published in March 2012. SBC is also considering whether to carry out a new Gypsy and Traveller Accommodation Assessment, and KCC would support this. **It is recommended** that KCC await the outcome of a new Accommodation Assessment, ask SBC to reflect the need for more socially-rented pitches in their final strategy, and offer them continuing support in meeting needs for well-managed, socially-rented sites.

(ix) KCC Infrastructure and Service Provision

6.25 Infrastructure requirements have been assessed in conjunction with KCC, and are addressed in Core Strategy policies and identified in the Infrastructure Delivery Schedule. Swale's infrastructure needs will be concentrated at Sittingbourne, Isle of Sheppey/Port of Sheerness and Faversham. The final schedule of new infrastructure requirements will not be finalised until the Core Strategy reaches submission stage when the spatial strategy and allocations have been confirmed, and the Infrastructure Delivery Schedule can be costed.

6.26 The strategic sites included in the *Core Strategy*, and other sites, should be confirmed as viable and deliverable before they are allocated. The *Infrastructure Delivery Plan* accompanying the *Core Strategy* should, as far as possible, set out the costs and timing of infrastructure, particularly to support strategic sites. Strategic development should not be proposed at this time, if the funding is not available or cannot reasonably be expected to emerge within the timeframe of the plan.

6.27 KCC support SBC's commitment to prepare a CIL Charging Schedule and KCC is willing to assist the Borough Council in its preparation and consideration of how infrastructure can be funded.

6.28 The *Core Strategy* must contain policies making clear that the cost of providing KCC services to support new development must be met by the developers, or other additional funds. Land for new schools etc. should be provided without cost to KCC, and identified in the *Core Strategy* and *Site Allocations DPD*. KCC will engage in early consultation on development proposals that have implications for services for which the County Council has statutory responsibility.

6.29 **It is therefore recommended** that KCC requests the Borough Council to include in policy, and to make clear in the CIL charging schedule that:

- KCC services to support new development must be funded by developer contributions, and that it will be necessary for the Borough Council to pass CIL revenue to KCC for schools, highways and other services.
- site(s) for schools and other services will be allocated in the appropriate *Development Plan Document*, and where they are located on development sites the developer should provide land, fit for development, at no cost to KCC.

It should also be recognised that KCC projects to support new development will change in the light of operational and other considerations

(x) Education

6.30 KCC has made an interim assessment of the need for new school capacity for the number of dwellings proposed by the *Core Strategy*, but this needs to be refined to take into account the location of dwellings now proposed. The interim assessment is as follows:

- Expansion of Lansdowne Primary School to 2FE
- 2 new 2FE primary schools within Sittingbourne urban area
- 1 new 1FE primary school on a 2FE site within Sittingbourne urban area
- Expansion of existing primary schools in Faversham for 139 additional pupils
- Expansion of existing primary schools in Teynham for 106 additional pupils
- Expansion of various rural primary schools to meet an 87 pupil demand
- 1 new 1FE primary school on a 2FE site at a location to be determined in the rural area
- 1 new 2FE primary school at Rushenden to meet demand from the area regeneration project
- 1 new 2FE primary school at Thistle Hill/Minster
- 1 new 1FE primary school on a 2FE site at a location to be determined (the model comprises a element of “Unknown” development applied across the district)
- 1 new 8FE secondary school plus 6th form on a 10 ha site at a location to be determined within the Sittingbourne urban area
- Expansion of Faversham secondary schools to accommodate 143 additional pupils
- Expansion of Isle of Sheppey Academy to accommodate 753 additional pupils

6.31 When SBC provide a revised housing trajectory KCC will be able to list and cost new school capacity more confidently. This should be included in the *Infrastructure Delivery Plan* and for used to prepare the *Swale CIL Charging Schedule*.

(xi) *Families & Social Care*

6.32 The *Core Strategy* takes into account the demographic profile of Swale, the areas of deprivation, and the necessary infrastructure to enable sustainable communities. It takes into account the ageing population, deprivation, and health that have direct impact on KCC's services.

6.33 KCC welcomes SBC's endeavour that all affordable housing should be designed to Lifetime Standards, and an agreed number to be designed for wheelchair use. Given the increasing number of older people, and the increase in people suffering from Dementia KCC strongly supports SBC in ensuring that Extra Care Housing and other Specialist Housing are developed across the Borough.

6.34 **It is recommended** that KCC invite the Borough Council to continue the dialogue on the implications for KCC services of development in the Borough, and to reflect the outcome in the *Infrastructure Delivery Plan* and CIL charging schedule.

(xii) Transport - Sittingbourne Southern Relief Road

6.35 New infrastructure will help support economic growth by providing additional highways capacity and measures to promote equality of access to transport through an integrated and sustainable transport network. A Local Transport Strategy is to be prepared in partnership with Kent County Council with measures to reduce car use and manage transport demand more sustainably. The final link of the Sittingbourne Northern Relief Road will be built, joining the A249 with the A2 east of Sittingbourne.

6.36 The Core Strategy recognises that longer term measures to relieve Junction 5 of the M2 and to improve the distribution of traffic into Sittingbourne need to be considered. This could be achieved by a Sittingbourne Southern Relief Road (SSRR), but there are no clear means of delivering this at the current time. The Borough Council will continue to promote the provision of the SSRR, and if the context for the delivery of the road become favourable an immediate partial review of the Core Strategy would be triggered. The Core Strategy also recognises that KCC is committed to working in partnership with the Kent Science Park and Swale Borough Council to progress the SSRR.

6.37 KCC's Local Transport Plan (2011) focuses on improving the quality of local bus services through a quality bus partnership, which will complement the Sittingbourne Town Centre regeneration plans. The funding and prioritisation of transport schemes, particularly large projects, is likely to be influenced by a number of factors. These include Government's proposals for Local Transport Bodies to be responsible for local major transport scheme funding, the role of the South East Local Enterprise Partnership, and the operation of Community Infrastructure Levy and other emerging forms of funding.

6.38 It is recommended that KCC as Highway Authority supports the approach to Highways in the Core Strategy and continues to work closely with the Borough Council.

(xiii) Environment

6.39 The Core Strategy proposes that Swale's environment will be maintained and enhanced. New developments will make better use of resources and strategic allocations will explore the opportunities to provide renewable and decentralised energy. A coastal change management zone will ensure decisions taken now do not prejudice future measures that may be needed to mitigate climate change effects. The Core Strategy is supported by a Green Infrastructure Plan and developments will be encouraged to maintain and improve the network of green infrastructure, while maximising opportunities for biodiversity and access.

6.40 Policy DM1 Sustainable Design and Construction requires development proposals to include measures for water and energy efficiency, and to reduce carbon emissions and adapt to climate change.

6.41 **It is recommended** that KCC supports the approach taken by the Borough Council to energy, water, ecology and green infrastructure. However KCC requests that the Core Strategy should include:

- more specific policies for the protection of Internationally, Nationally and Locally Designated sites from the impact of development, and detail how much weight is given to each category.
- objectives to ensure that the developments do not result in a net loss of biodiversity, and aim to enhance and create areas of biodiversity interest.

(xiv) *Heritage*

6.42 Swale's heritage will be crucial to its regeneration, not just in Faversham but in all areas of the Borough. The variety of heritage assets in the Borough is among its most distinctive qualities. They will be crucial in its future prosperity and important elements in regeneration projects. Policy DM4 *Heritage Assets* will help ensure that Heritage remains at the centre of decision-making in the Borough

6.43 **It is recommended** that KCC welcomes the approach to Heritage and the cross-cutting objective which recognises that historic and natural assets can drive regeneration, tourism, and environmental quality. The recognition that the historic environment should also be used positively to create a 'sense of place' for Swale's new and exiting communities, and the strong emphasis on sustaining Faversham as an historic market town are welcomed.

6.44 Whereas most of its historic buildings have been identified, very many archaeological sites remain to be discovered. Where it proves impossible to retain the whole of a heritage asset in the development process, it will be necessary to mitigate the loss as far as possible. This need for mitigation in the event of loss is not made clear in the document and yet it is a key aspect of the NPPF. **It is recommended** that the Core Strategy contains strong policies for the protection of the Borough's archaeological heritage and for archaeological recording and mitigation, and that the text be modified to make this requirement clear.

6.45 Swale possesses many hundreds of structures and archaeological sites along its coastline. Many of these sites are highly vulnerable, however, and could easily be damaged or destroyed by coastal works. The draft text at present understates the heritage interest of Swale's coastline, and KCC should be consulted on proposals that could have an impact on the coastal zone.

6.46 The heritage potential of Sittingbourne is often under-appreciated. The town contains a number of fine historic buildings, particularly along the A2, the ancient core around Milton Regis and Milton Creek both provide opportunities for heritage-led regeneration. **It is recommended**, that at if Sittingbourne, as the main growth area in Swale, the layout of any new housing and other development should take account of the historic landscape of the area, including existing patterns of roads, lanes, paths and field boundaries that can help to shape their layout.

(xv) *Minerals and Waste*

6.47 The Core Strategy needs to refer to KCC's emerging Kent Minerals and Waste Local Plan (KMWLP), to be adopted in September 2013. Six brickearth, recycling and clay mineral sites, and three waste sites in Swale are identified in the forthcoming 'Preferred Options' consultation documents

6.48 Minerals of economic importance should be safeguarded against development that would prevent the excavation of economic minerals. Some of the potential brickearth safeguarding areas in the KMWLP correspond to areas identified in the Draft Core Strategy. Where development is permitted within mineral safeguarded areas, early discussions should

be undertaken with developers and the brick industry to extract as much of the resource as possible. In the case of brickearth these deposits are relatively thin so removal in advance of development should not prove insurmountable, nor prejudice the development itself. This would also delay the demand for developing other sites within the Borough that are currently valuable agricultural land. There may also be limited areas of chalk and sand and gravel that are safeguarded.

6.49 In addition wharves that import marine sand and gravel and crushed rock will continue to be safeguarded by the KMWLP at Ridham Dock and Sheerness, as required by National policy. Their locations and boundaries are identified in the MWDF Policy Directions consultation document (May 2011).

6.50 The Ridham/Kemsley industrial area is important for waste management. It has an existing composting plant and recycling plant, consent has been granted for a biomass energy plant and a large waste to energy plant with combined heat and power.

6.51 Norwood Quarry and Landfill on the Isle of Sheppey is the only hazardous waste site in Kent with planning permission and a waste permit to accept hazardous flue ash from the Allington waste to energy plant. The MWDF must reduce the waste sent to landfill and consequently the volume of ash from energy plants is likely to increase. Norwood is therefore an important site.

6.52 **It is therefore recommended** that the site allocations in the MWDF should be reflected in the Key Proposals Diagram in the Swale Core Strategy, and on site allocation maps. The mineral deposits that remain in Swale should also be safeguarded, including brickearth and sharp sand and gravel.

7 Recommendation

Recommendation:

The Cabinet Member for Environment Highways and Waste is asked to consider the proposed policies in the consultation on Swale's Core Strategy and to agree the proposed responses by KCC highlighted in Part 6 of this report. The formal response is to be submitted with a schedule of detailed comments.

Responsible Officers;

Paul Crick 01622 221527
paul.crick@kent.gov.uk

Tim Martin 01622 221618
tim.martin@kent.gov.uk

Planning and Environment
Kent County Council

This page is intentionally left blank



FORWARD PLAN OF DECISIONS

2 July 2012 - 28 December 2012

This Edition of the Forward Plan Supersedes ALL Previous Editions

A handwritten signature in black ink, appearing to read "Paul Carter", is centered on the page. The signature is fluid and cursive, with a horizontal line underneath the name.

Leader of the County Council - Paul Carter
Published by Democratic Services

This Forward Plan lists “Key Decisions” which Kent County Council intends to take over the next six months. It gives information on the projects that will be coming forward and who will be involved with them. The Plan also contains reference to other proposed decisions, which although not Key Decisions are nonetheless significant in terms of their outcomes.

Please use the contact details given to let us know your views.

This page is intentionally left blank

Environment, Highways & Waste – current Forward Plan entries

July by Individual Cabinet Member

Highways and Transportation – Fees and Charges - 12/01906

Decision maker: Cabinet Member for Environment, Highways and Waste

Decision due: July 2012

Originally due: 2 Jul 2012

Lead officer: David Beaver

Kent County Council's Gypsy and Traveller Pitch Allocation Policy - 12/01920

Decision maker: Cabinet Member for Environment, Highways and Waste

Decision due: July 2012

Lead officer: Sally Jeffery

Managing Events on the Highway - 12/01934

Decision maker: Cabinet Member for Environment, Highways and Waste

Decision due: July 2012

Originally due: 2 Jul 2012

Lead officer: Chris Seare

September by Individual Cabinet Member

Freight Action Plan - 12/01930

Decision maker: Cabinet

Decision due: September 2012

Originally due: 3 Sep 2012

Lead officer: Andrew Westwood

Policy for the use of mirrors on the Highway in Kent - 12/01931

Decision maker: Cabinet

Decision due: September 2012

Lead officer: Andy Corcoran

Kent Minerals and Waste Development Framework (MWDF) Core Strategy at Pre-Submission (Draft Plan) Stage - 12/01879

Decision maker: Cabinet Member for Environment, Highways and Waste

Decision due: September 2012

Lead officer: Lillian Harrison

Maidstone Borough Council: 'Preparation' consultation on strategic site allocations (Regulation 18) - 12/01919

Decision maker: Cabinet Member for Environment, Highways and Waste

Decision due: September 2012

Lead officer: Katherine Dove

Managing Roadworks, Kent Lane Rental Scheme - 12/01932

Decision maker: Cabinet Member for Environment, Highways and Waste

Decision due: September 2012

Originally due: 3 Sep 2012

Lead officer: David Latham

Winter Service Policy 2012-13 - 12/01921

Decision maker: Cabinet Member for Environment, Highways and Waste

Decision due: September 2012

Lead officer: Carol Valentine

Speeding up of procedures for Traffic Regulation Orders - 12/01927

Decision maker: Cabinet Member for Environment, Highways and Waste

Decision due: September 2012

Lead officer: Andy Corcoran

October by Individual Cabinet Member

Maidstone Borough Council Core Strategy Submission (Regulation 27) consultation - 12/01828

Decision maker: Cabinet Member for Environment, Highways and Waste

Decision due: Between 1 Oct 2012 and 30 Nov 2012

Originally due: 1 Mar 2012

Lead officer: Katherine Dove

November by Individual Cabinet Member

Canterbury Transport Strategy - 12/01923

Decision maker: Cabinet Member for Environment, Highways and Waste

Decision due: November 2012

Lead officer: Ruth Goudie

Gravesham Transport Strategy - 12/01925

Decision maker: Cabinet Member for Environment, Highways and Waste

Decision due: November 2012

Originally due: 1 Nov 2012

Lead officer: Peter Rosevear

Maidstone Integrated Transport Strategy - 12/01926

Decision maker: Cabinet Member for Environment, Highways and Waste

Decision due: November 2012

Originally due: 1 Nov 2012

Lead officer: Paul Lulham

Swale Transport Strategy - 12/01928

Decision maker: Cabinet Member for Environment, Highways and Waste

Decision due: November 2012

Originally due: 1 Nov 2012

Lead officer: Ruth Goudie

December by Individual Cabinet Member

A20 Corridor Statutory Quality Bus Partnership Scheme - 12/01924

Decision maker: Cabinet Member for Environment, Highways and Waste

Decision due: December 2012

Originally due: 3 Dec 2012

Lead officer: Paul Lulham

Tonbridge Town Centre Revised Transport Strategy - 12/01933

Decision maker: Cabinet Member for Environment, Highways and Waste

Decision due: December 2012

Originally due: 3 Dec 2012

Lead officer: Chad Nwanosike

Date of decision to be confirmed

A Standard Palette of Materials for use in Public Realm Schemes - 12/01922

Decision maker: Cabinet Member for Environment, Highways and Waste

Decision due: Between 2 Jul 2012 and 3 Dec 2012

Originally due: 3 Dec 2012

Lead officer: Bob White

Thanet Transport Strategy - 12/01929

Decision maker: Cabinet Member for Environment, Highways and Waste

Decision due: TBC

Lead officer: Sally Bengé

From: Bryan Sweetland, Cabinet Member – Environment, Highways & Waste
Mike Austerberry – Corporate Director, Enterprise & Environment

To: Environment, Highways & Waste Cabinet Committee

Date: 4 July 2012

Subject: Business Plan outturn monitoring 2011/12

Classification: Unrestricted

Summary: The 2011/12 Business Plan outturn monitoring provides highlights of the achievements in the year for the Enterprise and Environment Directorate.

Recommendation: Members are also asked to NOTE this report.

Introduction

1. A full Business Plan monitoring exercise was conducted at the end of the financial year, with the aim of identifying achievements and also areas where tasks were not completed.

Business plan outturn monitoring

2. A summary report of the findings of the Business Plan monitoring outturn monitoring for the Enterprise and Environment Directorate is attached as Appendix 1.
3. Significant achievements during the year are highlighted within the report.
4. The majority of projects, developments and activities included within the Business Plans have been completed, and where projects have not been completed this is shown within the report on an exception basis.
5. The report also includes outturn figures for the key performance and activity indicators included in the business plans.

Recommendations

6. Members are asked to NOTE this report.

Background Documents

EHW CC OUTTURN 11_12 APPENDIX 1

Contact Information

Name: Richard Fitzgerald, Performance Manager

Tel No: 01622 221985 **Email:** Richard.fitzgerald@kent.gov.uk

This page is intentionally left blank

Highlights of achievements in 2011/12

1. Highways and Transportation

- 1.1. **Putting Residents First:** The Highways service now has a presence in all Kent Gateway offices with clear signposting and access to our website and contact centre to report faults. Following user feedback the fault reporting website has been improved with further enhancements planned. The new Highways Stewards are working hard to build relations in the local community and Enterprise staff carry KCC Business Cards to share with residents, outlining how to call the contact centre or use our website to report a fault.
- 1.2. **Management Structure:** A new management structure has been delivered and good progress has been made to develop a stronger culture among staff, with a focus on challenging how the service is delivered and putting the customer first.
- 1.3. **New Highway Maintenance Contract:** The award for the new contract with Enterprise was made on time and commenced in September 2011. Enterprise is adding value and challenge to how services are delivered and a robust performance and incentive framework is in place. The service was well delivered during the winter period and Enterprise reacted quickly to the windy weather in January and February.
- 1.4. **Aylesford Highways Depot:** A refurbished office opened on time at Doubleday House in April and the depot was ready for the launch of the new maintenance contract. The depot is the home of the new Highway Management Centre, an important hub to manage all activity on the highway.
- 1.5. **Highway Management Centre:** The new state of the art centre at Aylesford is successfully improving customer service for routine faults with real time information improving active management of the network. Activities managed from the centre include pro-active adjustment of traffic signal timings to improve journey times and speeding up response times to attend incidents. 'Real time' information is also available via our website, to help road users plan their journeys and avoid roadworks and incidents.
- 1.6. **Improved procurement (Bold Steps Priority 1):** Performance standards are in place in all contracts to ensure that expenditure is made with Kent suppliers and people who live in Kent. The new maintenance contract with Enterprise includes an arrangement with the Royal British Legion Village to manufacture road signs. We are also working closely with other local authorities in the south east (under the title SE7) to deliver efficient procurement of contracts for schemes up to £5million.
- 1.7. **Winter Service:** A new approach was taken for 2011/12 with the snow fall in early February successfully managed. As a result the service received a record number of compliments for a single week.

- 1.8. **Olympic Transport Plan:** Good progress has been made to ensure that highway risks in Kent are managed and mitigated during the Olympics, with operational plans developed to manage day to day events.
- 1.9. **Freedom Pass:** The 2011/12 academic year Freedom Pass scheme and on-line payment facility was launched in June 2011 and 25,593 passes had been issued by March 2012.
- 1.10. **Public transport services:** We have supported mobility for the public through schemes such as Concessionary Fares, Freedom Pass and Supported Bus Routes. KCC provides £67.6 million of funding to public transport services and ensuring this is used to deliver value for money. Reviews of the expenditure resulted in a saving of around £4million being delivered.
- 1.11. **Smart Card/Ticketing:** A contract to provide the back office systems for the Concessionary Travel schemes was awarded in February 2012 and the data migration was completed successfully while maintaining customer service levels .The contract will enable further development of smart card ticketing products and contribute to the Kent card.
- 1.12. **Member Highway Fund:** An improved process has been put in place with higher take up of annual allocation. Work is on-going to improve information and communications with Members and the turnaround time between application and completion of the works on site.
- 1.13. **Local Sustainability Fund:** KCC made a bid for £5 million and achieved funding of £2.3 million for delivery of projects up to 2014/15. The delivery of the programme of schemes is on track and we have been able to claim the full funding for 2011/12.
- 1.14. **Asset Inventory:** Progress has been made to ensure our asset register is comprehensive and to ensure the information is used to improve services and reduce costs. Progress includes, for example, ensuring streetlight locations can be viewed on maps, so customers can easily report faults.
- 1.15. **Drainage Policy and Strategy:** We have improved information on our website about our new approach to scheduled cleansing and regular updates are made to the published programme of works planned and completed.
- 1.16. **Traffic Signals contract:** The refresh of the Traffic Signals contract with Telent has been delivered on time with significant improvements and a cost saving of over £250,000 per year. Telent are meeting the repairs time standards and this is helping to ensure traffic is kept moving, especially in peak periods.
- 1.17. **Road adoption:** We have significantly reduced the backlog of estate roads for adoption from developers, thus ensuring residents have access to key maintenance services provided by KCC.
- 1.18. **New national driver diversionary scheme:** The new on-line booking system is now in place to help with the increasing demand for the National

Speed Awareness course run by KCC on behalf of Kent Police. Almost 30,000 clients undertook this course during 2011/12.

- 1.19. **Supporting the Environment Strategy (Bold Steps Priority 5):** Our contract with Enterprise includes performance measures to target increased recycling of materials and higher use of recycled materials. Our depots at Aylesford and Ashford include 'wet-bays' which help increase recycling and reduce water usage from our gully cleansing service. We have equipped all vehicles with GPS to help ensure the closest vehicles attend emergency call-outs and specialist work programming software ensures the most efficient route is planned each day for all repair work. Enterprise are working with the KCC environmental team to roll out the Steps to Environmental Management (STEM) project to their supply chain.
- 1.20. **Supporting regeneration (Bold Steps priority 8):** We continue to work closely with developers to support employment growth whilst balancing the impacts of development on the highway network. We were closely involved with the preparation of the Rural Homes protocol that was published in June 2011 and Transport Strategies have been developed to support the economic growth of Kent's Towns.

2. Waste Management

The amount of residual household waste per household continues to fall due to improved recycling performance being delivered through new joint collection contracts and because the overall volumes of waste being produced by residents continues to reduce. Recycling improvements include the introduction of weekly food collections by district councils, and improvements in the amount of waste being captured through other kerbside recycling services.

- 2.1. **East Kent Joint Waste Contract:** New waste collection and processing services were put in place to serve both Dover and Shepway residents. Overall recycling performance for both districts is approaching 50%.
- 2.2. **Mid Kent Joint Waste Project:** A business case was developed which identified that significant savings were achievable in waste and recycling collection, processing and disposal services. We have signed a 4-Way Inter-Authority Agreement with Ashford, Maidstone and Swale district councils, which commits each council to the joint project. The procurement process for this joint project commenced in the last quarter of 2011/12, and will be completed during 2012/13.
- 2.3. **South East 7 (SE7):** We have been working jointly with SE7 councils over the past 6 months on various work streams to identify where we can deliver collective savings by 2020. Key workstreams have identifying and reviewing options to reduce the costs of waste collection and disposal, increasing the re-use and value obtained from recyclable materials and developing a "greener economy" within the SE7 area. This collective approach has been examining issues which can be collectively taken forward around infrastructure and procurement. Key findings and future options were presented to the SE7 Leaders and Chief Executives in March.

- 2.4. **New Romney Household Waste Recycling Centre:** A new household waste site opened in May 2011 to serve the residents of Lydd/New Romney which offers a comprehensive range of recycling facilities for the public. This new site achieved a recycling performance of 74% for 2011/12.
- 2.5. **Household Waste Recycling Centre (HWRC) Review:** A member led service review was carried out during the year to examine options to ensure the network is fit for the future, whilst ensuring efficiency savings were identified and deliverable. The review also considered the need for additional capital funding and how this could be obtained to deliver future investments required to the network. A decision was taken in April 2012 to change the operational policies across the HWRC network and improve overall access to the HWRC network across Kent.
- 2.6. **North Farm Transfer Station/HWRC Redevelopment:** The HWRC facility was expanded and completely rebuilt in 2011. It now has a larger reception area, more unloading bays, and improved customer friendly recycling facilities. There is a new access road for householders, providing complete separation from the bulk waste transfer station vehicles. The Transfer Station drainage system has been upgraded to meet latest Environment Agency standards.

3. Planning and Environment

The Division holds the lead for delivering two of the 16 Bold Steps priorities.

Bold Steps Priority 10: Deliver Growth without Gridlock

- 3.1. Funding for transport infrastructure: Meetings have been held with Ministers and officials at the Department for Transport (DfT) and Department of Communities and Local Government and a business case for hypothecation of funding from new revenue streams is being developed with DfT. Meetings have also been held with investment bankers to gauge market appetite for investment in transport schemes. Work has help determine the annual revenue needed to support levels of private borrowing to deliver key schemes and to influence central government approaches.
- 3.2. Additional Thames Crossing Capacity: DfT has been reviewing the three options for an additional Thames crossing, with a decision on these not likely until 2013/14. KCC has secured direct representation on the next stage feasibility study. KCC responded to the government consultation on the proposed new charges for the Dartford Crossing, influenced the Local Enterprise Partnership Strategic Transport Group to prioritise a new crossing, and continued efforts to cement relations on this issue with Thurrock and Essex.
- 3.3. Operation Stack Lorry Park: A new lower cost, more realistic proposal is being developed at Aldington. Work on the environmental impact assessment has been updated and a project plan, including planning permission timing, is in place. We have undertaken traffic modelling to help shape the design of the Lorry Park.

- 3.4. A21 Dualling: KCC submitted a report showing that it could deliver the scheme for £70m, compared to the Highways Agency cost of £120m. Three meetings have been held with Ministers Greg Clarke and Mike Penning. DfT have now given approval for the planning process to be restarted and a Public Inquiry is anticipated in the Autumn of 2012. The scheme was given approval in May 2012.
- 3.5. Transport improvements for East Kent, and Parkway station at Manston: The new peak time high speed service to Deal and Sandwich commenced in Sept 2011 and continuation of the service to the end of March 2014 has been negotiated with Southeastern Railways Ltd. A Regional Growth Fund 2 bid for line speed enhancements from Ashford to Ramsgate was successful. A business case for Thanet Parkway has been developed.
- 3.6. Rail Action Plan: This plan has provided much needed real ambition around rail. It was presented to Minister Theresa Villiers, and at a senior officer level in DfT and Network Rail. A well-attended fourth Kent Rail summit was held in April 2012.

Bold Steps Priority 5: Deliver the Environment Strategy

- 3.7. The Kent Environment Strategy was launched in July 2011 and an action plan was developed. An Executive Group and a Champions Group have been appointed to oversee delivery.
- 3.8. Support the development of the green economy: Through the South East Business Carbon Hub, hosted by KCC we have been helping small and medium sized businesses to reduce their carbon emissions through the Steps to Environmental Management (STEM) certification scheme and the Sustainable Travel Service. KCC is a partner for the Green Chain online directory which helps companies find SME suppliers of low carbon technologies and services in the South East. We made a successful bid for funding for "Fusion", a project to support SMEs to develop existing and new environmental technologies, goods and services.
- 3.9. Public sector resource efficiency: KCC estate energy data at December 2011 was on track to deliver at least 2.6% reduction in carbon emissions by March 2012 (final confirmation of these energy figures due in July 2012) and schools energy data was showing a promising downward trajectory, reversing the previous upwards trend seen between 2004 and 2010. End of year business travel is predicted to have reduced by approximately 12%, giving a fourth year of reduction and far exceeding the carbon reduction target. Ten invest to save projects were completed in the year at a costs of £784,500 with expected lifetime savings of £1,532,019. Installation of solar panels on Invicta House, the Ashford Highways depot and the Broadmeadow Care Centre was approved and due to complete by July 2012.
- 3.10. Energy efficiency for residents and a Green Deal for Kent: The first meeting of the Kent Green Deal Partnership was held in March 2012 with broad agreement to maintain and establish a partnership approach to the implementation of the Green Deal. A draft action plan was completed and is currently being consulted on.

- 3.11. Rising to the challenge of climate change: As part of the European-funded project Coastal Communities 2150, we have identified coastal communities most vulnerable to the effects of climate change. Initial meetings have been held with these communities to establish local engagement groups and The University of Kent are supporting the communications aspects of the project. A renewable energy resource and opportunities study for Kent was commissioned from Aecom and completed in December 2011. From this work we are developing a Renewable Energy Action Plan for Kent with the first draft of this to be completed by June 2012.

Other Key Projects and Delivery

- 3.12. **Minerals and Waste Local Plan:** Over 700 responses to the Core Strategy consultation and over 3,000 responses to the sites consultation were received. Supplementary sites were identified during the process and the timetable has been put back by six months to allow time to consult on these during the autumn.
- 3.13. **Kent Housing figures:** We have been working with district councils to ensure a robust approach to deriving the number of new dwellings in their local plans.
- 3.14. **Consultations on local plans and major development:** We have co-ordinated KCC's response to consultations on local plan documents prepared for Ashford, Gravesham, Maidstone, Sevenoaks, Shepway, Swale and Tunbridge Wells.
- 3.15. We have also prepared KCC's response to the Vestas wind turbine manufacturing plant at Sheerness, night flying at Manston airport and the first consultations on the Community Infrastructure Levy.
- 3.16. **National consultations:** The division co-ordinated KCC's response to the government consultation on the draft National Planning Policy Framework, Regulations for the Community Infrastructure Levy and Neighbourhood Planning Regulations.
- Key Planning Applications:**
- 3.17. Waste and energy management infrastructure developments supported this year included major new waste transfer facilities and materials recovery facilities, two anaerobic digestion plants for East Kent, a sustainable energy plant for Kemsley Paper Mill, new WEEE recycling facilities in Sittingbourne, a hazardous waste transfer station at Aylesford, wood recycling facilities at Ridham and renewable generating equipment in West Malling. A decision to refuse planning permission for a waste transfer facility at Tovil was successfully defended at a public hearing.
- 3.18. Minerals planning permission were granted for a ragstone quarry at the Hermitage Quarry, Aylesford, which is to be the subject of a planning inquiry in November 2012, and for an exploratory borehole for shale gas in East Kent and modifications to Pinden Quarry, Longfield.

- 3.19. Community development approvals included new academies for Tunbridge Wells and Canterbury, a new primary school for Ashford, and a traveller site in Aylesford.
- 3.20. Planning permission has also been granted for a tunnelling logistics facility for the Crossrail Project in Northfleet.
- 3.21. **Flood Risk Management:** The Preliminary Flood Risk Assessment for Kent was completed in the year and it identified six priority areas for action, with Surface Water Management Plans now being developed for each of these areas. Flood protection funding of £112.5k has been received for Dover and £24.7m for Discovery Park at Sandwich to which KCC will contribute £4.6m.
- 3.22. **Heritage Projects:** Funding from English Heritage has allowed us to work with Dover District Council to prepare a Heritage Strategy to feed into their Local Development Framework.
- 3.23. **Coldharbour Gypsy and Traveller site:** The plans for a new 26-pitch site at Coldharbour have been progressing well, with planning permission achieved in November 2011 and work beginning on the site in May 2012.

Delayed or uncompleted projects in 2011/12

4. Highways and Transportation

- 4.1. **Materials to use in Kent:** The project to deliver an approved list of materials for use on Kent's roads and pavements was not yet completed during the year and is currently in consultation with a wide range of stakeholders and companies who can carry out work on the network.

5. Planning and Environment

- 5.1. **The Roman roads Culture 2007 project:** The external funding bid for this project was unsuccessful.
- 5.2. **Archaeological Research Centre:** The partnership bid for the Archaeological Research Centre was unsuccessful. It is expected that a revised scheme will be prepared during 2012 and resubmitted.

KEY PERFORMANCE AND ACTIVITY INFORMATION

Highways and Transportation

Performance Measure	National average 2010/11	Actual Fin Yr 2010/11	Target Fin Yr 2011/12	Outturn Fin Yr 2011/12
Percentage of streetlight faults completed in 28 calendar days (in KHS Control)	N/a	91.2%	90%	84.2%
Percentage of streetlight faults completed in 28 calendar days (requiring input from UK Power Networks)	N/a	55.8%	75%	79.4%
Percentage of traffic signals working effectively/fully available	N/a	97%	96%	98.5%
Average time to repair a pothole (calendar days)	N/a	40.1	28	20
Percentage of all routine faults/enquiries reported by the public completed in 28 calendar days	N/a	76.5%	90%	89.5%
Percentage of complaints responded to in 20 working days	N/a	95%	90%	95%
Percentage of public and Member contacts achieved in customer standard reply times	N/a	90%	90%	90%
Congestion – Average journey times (minutes per mile) into urban centres during the morning peak on major inbound routes <ul style="list-style-type: none"> ▪ Maidstone ▪ Canterbury ▪ Gravesend ▪ Dartford 	N/a	<4.4 <4.4 <4.4 tbc	<4.4 <4.4 <4.4 tbc	<4.4 <4.4 <4.4 Data due 12/13
Freedom Passes in issue	N/a	26,800	24,000	26,000
Percentage reduction in annual number of killed and seriously injured road casualties compared to 1994-98 average (calendar year)	-49%	-53.9%	-51%	-56.1%

Waste Management

Performance Measure	South east average 2010/11	Actual Fin Yr 2010/11	Target Fin Yr 2011/12	Outturn Fin Yr 2011/12
Kg of residual household waste per household	624	666	658	614
Percentage of municipal waste recycled or converted to energy	67.3%	70.2%	72.2%	78.1%
Percentage of waste recycled and composted at Household Waste Recycling Centres	N/a	69.9%	70.6%	71.8%
Percentage of waste recycled and composted at Household Waste Recycling Centres (excluding 'soil & hardcore')	N/a	61.1%	61.5%	62.8%
Percentage change in tonnage of municipal waste managed	-1.3%	+0.6%	n/a	-2.7%

Activity Measures	Actual Fin Yr 2010/11	Forecast Fin Yr 2011/12	Outturn Fin Yr 2011/12
A - Waste tonnage collected by district councils			
Residual Waste	361,722	361,500	336,158
Dry Recyclables	66,075	76,800	79,735
For Composting	59,392	68,800	70,158
Recycling Credits	57,660	49,500	38,962
Total tonnes collected – A	544,849	556,600	525,013
B - Waste tonnage collected at HWRCs			
Residual Waste	58,338	61,200	53,991
Dry Recyclables	55,881	56,350	55,855
For Composting	35,607	41,450	35,215
Soil and Rubble (Hardcore)	43,860	49,000	46,277
Total tonnes collected - B	193,687	208,000	191,338
Total tonnages of municipal waste collected excluding (A+B but excluding trade waste included in A)	735,963	760,000	716,351

Planning and Environment

Performance Measure	National average 2010/11	Actual Fin Yr 2010/11	Target Fin Yr 2011/12	Actual Fin Yr 2011/12
Percentage of mineral and waste planning applications, excluding those involving environmental impact assessment, determined within 13 weeks	63%	34.2%	70%	47% ¹
Percentage of mineral and waste planning applications, including those involving environmental impact assessment, determined within 16 weeks	N/a	65%	70%	58% ¹
Percentage of applications for the Council's own development proposals determined within 13 weeks	N/a	75%	75%	83%
Average time taken to determine all applications for the Council's own development proposals (weeks)	N/a	10.4	under 12	10.5
Percentage of planning applications acknowledged within 3 working days of receipt	N/a	100%	100%	100%
Enforcement cases defended successfully at inquiry within statutory timescales	N/a	90%	90%	100%
NI 188: Adapting to Climate Change	N/a	Level 3	n/a	This PI is no longer reported
NI 197: Improved Local Biodiversity - % of Local Sites (a total of 437 sites) where positive conservation management has been or is being implemented	N/a	58%	61%	58% ²
Ecological advice provided to agreed deadline	N/a	100%	100%	100%
Responding to requests for archaeological, historic buildings and historic landscape planning advice to time and appropriate professional standard	N/a	82%	82%	89%
Percentage of Historic Environment Record searches completed within 7 working days	N/a	83%	83%	98%
Gypsy and Traveler service Site visits	N/a	1.5	1.2	Data not available
Gypsy and Traveler service Occupancy Rate	N/a	98%	98%	98%
Gypsy and Traveler service Rent Return on Occupied Plots	N/a	98%	96%	98%

Performance Measure	National average 2010/11	Actual Fin Yr 2010/11	Target Fin Yr 2011/12	Actual Fin Yr 2011/12
Gypsy and Traveler service Keeping Essential Services Running/Repaired Within 24 Hours	N/a	99%	99%	99%
Gypsy and Traveler service Plots Vacant and Available for Letting	N/a	5%	6%	6%
FOI/EIR requests responded to within 20 working days	N/a	95%*	100%	n/a ³
Complaints acknowledged within 3 working days	N/a	97%*	100%	100%
Complaints responded to within 20 working days	N/a	98%*	100%	100%
% of invoices paid within 20 days	N/a	90%*	100%	data not available ⁴
% of Member Enquiries responded to on time	N/a	100%*	100%	83%

* as 2011-12 was the first year of P&E division, these figures are an estimation

Note 1: Target missed due to need to negotiate acceptable solutions to address issues raised during the planning process and resolution of legal agreements

Note 2: Soon after setting our target, many woodland sites came to the end of their Woodland Grant Scheme; we expect that a few will be signing Stewardship agreements in the next few months which could improve this result

Note 3: Data no longer disaggregated by directorate due to the often complicated multi-disciplinary responses required, involving a number of teams across KCC

Note 4: From September 2011 Directorates were no longer advised of their performance against this measure.

From: Bryan Sweetland, Cabinet Member – Environment, Highways & Waste
Mike Austerberry, Corporate Director – Enterprise & Environment

To: Environment, Highways & Waste Cabinet Committee

Date: 4 July 2012

Subject: Environment, Highways and Waste performance monitoring

Classification: Unrestricted

Summary: This paper invites Members to discuss and make recommendations on appropriate performance and activity indicators for the Environment, Highways and Waste area. These will be used as the basis for the development of a performance dashboard to be tabled for review at subsequent meetings of the Cabinet Committee.

Recommendation: Members are asked to review the full set of current EHW performance indicators set out in the EHW business plans, and summarised in appendix 1, and to select those they consider the key high priority indicators for inclusion in an appropriately streamlined and manageable performance dashboard (and to suggest alternative indicators where more appropriate).

Introduction

1. Appendix 2 Part 4 of the Kent County Council Constitution states that:

“Cabinet Committees shall review the performance of the functions of the Council that fall within the remit of the Cabinet Committee in relation to its policy objectives, performance targets and the customer experience.”
2. To this end, each Cabinet Committee is being asked to develop and approve a performance dashboard appropriate to the functions covered by the Directorate, and subsequently to monitor performance and make comments/recommendations.

Performance Review

3. The Environment, Highways and Waste business plans contain a large number of detailed performance indicators. These are mainly operational and quantitative and used by management within the directorate to monitor, manage and improve the directorate’s broad range of ongoing business. These are summarised at appendix 1.
4. Cabinet Committees have a role in helping shape the selection of indicators included in future year business plans, and to assist the directorate in improving the focus on strategic issues and qualitative outcomes.

5. In this context, members are asked to review the targets set in the current year business plans, and to select the key high priority indicators they would wish to see included in the future performance dashboard report, and what indicators could be developed to cover strategic and qualitative aspects of service delivery.
6. As an outcome of their Performance Review, members may make reports and recommendations to the Leader, Cabinet Members, the Cabinet or officers.

Enterprise and Environment performance dashboard

7. Following the Committee's discussion, a performance dashboard will be developed for discussion and review at the next meeting of the Cabinet Committee.
8. Where frequent data is available for indicators, it is proposed that the results in the dashboard will be shown either with the latest available month and a year to date figure, or where appropriate as a rolling 12 month figure.
9. Performance results will be assigned an alert on the following basis:

Green: Current target achieved or exceeded

Red: Performance is below a pre-defined minimum standard

Amber: Performance is below current target but above minimum standard.
10. It should be noted that the current target may not be the same as the year end target. Where improvement is expected to be delivered steadily over the course of the year this will be reflected in phased targets. Where data is only available annually a forecast will be provided and the result assigned a similar alert by comparison of the forecast with the target.
11. Activity indicators often relate to external demand and it is not proposed to show these in the same way as performance indicators. Instead activity indicators will be shown with trend or forecast compared to the expected levels when the business plan and budgets were set.

Recommendations

12. Members are asked to review the current EHW business plan performance indicators summarised in appendix 1, and to select those they consider the key high priority indicators for inclusion in an appropriately streamlined and manageable performance dashboard (and to suggest alternative indicators where more appropriate).

Contact Information

Name: Richard Fitzgerald

Title: Performance Manager

Tel No: 01622 221985

Email: Richard.fitzgerald@kent.gov.uk

This page is intentionally left blank

Performance and Activity Indicators in Environment, Highways & Waste Business Plans 2012/13 Report for Cabinet Committee 4 July

Performance Indicators collected monthly or quarterly

Performance Indicator
Highways & Transportation
Average number of calendar days to repair a pothole <i>(PI already reported in Quarterly Performance Report)</i>
Percentage of routine enquiries reported by the public completed in 28 calendar days <i>(PI already reported in Quarterly Performance Report)</i>
Percentage of emergency incidents attended to within 2 hours
Percentage of potholes repaired in 28 calendar days
Percentage of streetlights repaired in 28 calendar days (KCC Control)
Percentage of streetlights working
Percentage of traffic signals working as planned
Percentage of salting routes completed on time
Percentage of complaints responded to in 20 working days
Percentage of letters responded to in 20 working days
Percentage of customer satisfied with routine service delivery (100 call back) <i>(PI already reported in Quarterly Performance Report)</i>

Performance Indicator
Percentage of Enterprise workforce engaged as an apprentice
Percentage of waste material diverted from landfill
Performance Indicator
Planning & Environment
Developing the Green economy
Number of businesses assisted to improve their environmental performance – cumulative
Number of additional firms involved in business networks – cumulative
Number of SMEs reducing energy, waste or water usage by 10% <input type="checkbox"/> cumulative
Number of businesses achieving independent environmental accreditation (STEM Blue or higher) <input type="checkbox"/> cumulative
Public Sector Resource Efficiency
Percentage reduction in carbon emissions from KCC business travel
Valuing and protecting natural and historic environment
Value of flood risk management investment
Number of private sector organisations engaged in Local Nature Partnership work (cumulative)
Percentage of requests for ecological advice responded to within timescale
Percentage of requests for archaeological, historic buildings and historic landscape planning advice responded to within timescale and appropriate professional standard

Performance Indicator
Percentage of Historic Environment Record searches completed within 7 working days
Planning Applications
Percentage of mineral and waste planning applications excluding those involving environmental impact assessment determined within 13 weeks
Percentage of mineral and waste planning applications including those involving environmental impact assessment determined within 16 weeks
Percentage of applications for the Council's own development proposals determined within 13 weeks
Other indicators
Percentage of Member Enquiries responded to within required timeframe

Performance Indicators collected with rolling 12 month, to remove seasonality

Performance Indicator
Waste Management
Percentage of municipal waste recycled or converted to energy and not taken to landfill (<i>PI already reported in Quarterly Performance Report</i>)
Percentage of household waste recycled and composted
Kg of residual household waste per household (<i>PI already reported in Quarterly Performance Report</i>)
Percentage of waste recycled and composted at Household Waste Recycling Centres including soil and hardcore (<i>PI already reported in Quarterly Performance Report</i>)
Percentage of waste recycled and composted at Household Waste Recycling Centres excluding soil and hardcore
East Kent Joint Waste Contract (Phase 1) - Percentage of household waste sent for recycling or composting
East Kent Joint Waste Contract (Phase 1) - Average material rejection rate at reprocessors

Performance Indicators collected Annually

Indicator
Highways & Transportation
Percentage of residents satisfied with the condition of roads
Percentage of residents satisfied with the condition of pavements
Percentage of residents satisfied with streetlighting
Percentage of County Members satisfied with the condition of roads
Percentage of County Members satisfied with the condition of pavements
Percentage of County Members satisfied with streetlighting
Percentage of parish/town councils satisfied with the condition of roads
Percentage of parish/town councils satisfied with the condition of pavements
Percentage of parish/town councils satisfied with streetlighting
Planning & Environment
Percentage of gross budget raised through income generation, external funding or grants
Waste Management
Cost of disposal of municipal waste per household
Cost of disposal of municipal waste per tonne

Indicator
Income generated from sale of recyclable materials collected at HWRCs

Activity Data

Activity Indicator
Highways & Transportation
Number of contacts received
Number of enquires raised
Work in Progress (backlog of open customer enquiries at any point in time)

Activity Indicator
Waste Management
Tonnage of waste collected by districts
Tonnage received at HWRCs
Tonnage of municipal solid waste received
Percentage growth in municipal waste
Kg's of municipal waste collected by district councils per household
Kg's of municipal waste managed through HWRCs per household

This page is intentionally left blank

From: Bryan Sweetland, Cabinet Member – Environment, Highways & Waste
To: Environment, Highways & Waste Cabinet Committee
Date: 4 July 2012
Subject: Bold Steps for Aviation – a Kent County Council discussion document
Classification: Unrestricted

Summary:

This report outlines KCC's discussion document, Bold Steps for Aviation, which suggests how the UK's aviation capacity needs could be met without the need to develop a new hub airport in the Thames Estuary. It is intended That Bold Steps for Aviation will contribute to, and inform, the national debate and is published in response to the recent proposals from Lord Foster and the Mayor of London. The document will be used as the basis for KCC's response to the Government's forthcoming call for evidence for maintaining the UK's hub status, which is scheduled to commence July 2012. The report is provided to members for information.

Recommendation:

That members note the recommendations made to Government within the Bold Steps for Aviation discussion document and provide comments for consideration during the preparation of KCC's response to the Government's forthcoming consultation.

1. Introduction

This report outlines KCC's discussion document, Bold Steps for Aviation, which suggests how the UK's aviation capacity needs could be met without the need to develop a new hub airport in the Thames Estuary. It is intended to contribute to the national debate and is published in response to the recent proposals from Lord Foster and the Mayor of London promoting an airport in the estuary.

2. Financial Implications

This document has no impact on the Council's capital and revenue budgets and spending plans.

3. Bold Steps for Kent and Policy Framework

Bold Steps for Aviation focuses on Bold Steps for Kent's aim of helping the Kent economy grow. It champions the use of regional airports in meeting the UK's

aviation demands and, in particular, pays particular attention to the use, and development, of Manston and Lydd Airports as promoted by the Regeneration Framework (for details see page 12-13 of the Bold Steps for Aviation document).

4. The Report

The UK's aviation needs are currently being examined by Government and an aviation policy will be published for consultation in July 2012. In addition, there will be a call for evidence on how the UK can maintain its hub status and therefore remain competitive on a global scale. The Government have said that, with the exception of a third runway at Heathrow, all options for retaining this status will be explored.

Recently both Lord Foster and the Mayor of London have put forward proposals for a hub airport in the Thames estuary and in his first published interview since re-election, Boris Johnson restated his desire to see an airport situated within the Thames estuary.

In response KCC have not only stated their opposition to the development of an airport in the Thames estuary but have developed a discussion document which sets out suggestions for how the forecasted growth in aviation can be met without the need for such an airport. This document is Bold Steps for Aviation and is appended.

It is considered that the Thames estuary airport proposals will not solve the UK's lack of capacity in sufficient time to prevent the UK losing its position as a premier hub. Therefore, in addition to setting out the reasons for KCC's objections to the Thames estuary airport proposals (see page 8-9 of the Bold Steps for Aviation document), the document suggests courses of action that will enable the UK to respond more immediately to the capacity issues facing aviation and ensure we remain competitive. The six recommendations to Government include:

- The construction of a high speed rail link connecting Gatwick and Heathrow.
- Improved rail connectivity of other regional airports (Manston, Lydd, London City, Southend, Stansted, Luton, Southampton and Birmingham) with London, Gatwick and Heathrow.
- Further development of Manston Airport, other existing regional airports in the South East (Lydd, London City, Southend, Stansted, Luton and Southampton) and those with good connections to London (Birmingham).
- Capacity growth at Gatwick through the addition of a second runway after 2019.
- Any proposals for a Thames Estuary airport are not progressed any further.
- No action is not an option but action to address capacity issues must be taken quickly; rather than depending on an estuary airport that will take years to develop and may not even succeed, better use of our existing hub and regional airports NOW will ensure that the UK retains its premier position as a hub airport.

Further details of these recommendations can be found on pages 10-16 of the Bold Steps for Aviation document.

The intention of this document is to contribute to the national debate and put forward suggestions for alternatives in response to those promoted by Lord Foster and the Mayor of London. The document has been shared with central Government,

including both the Minister of State, and Secretary of State, for Transport and Kent MPs. It has also been circulated with relevant district and county Leaders and members of the Local Enterprise Partnership and Kent Economic Board. The document is also available via the KCC website and comments are welcomed – this is, after all, a discussion document.

This discussion document will be used as the basis for KCC's response to the Government's forthcoming call for evidence for maintaining the UK's hub status, which is scheduled to commence July 2012.

5. Conclusions

Bold Steps for Aviation demonstrates that there is an alternative to the development of an airport within the estuary in order to meet aviation needs. This document will help commence a dialogue with central Government and other relevant stakeholders.

Recommendations

That members note the recommendations made to Government within the Bold Steps for Aviation discussion document and provide comments for consideration during the preparation of KCC's response to the Government's forthcoming consultation.

Background Documents

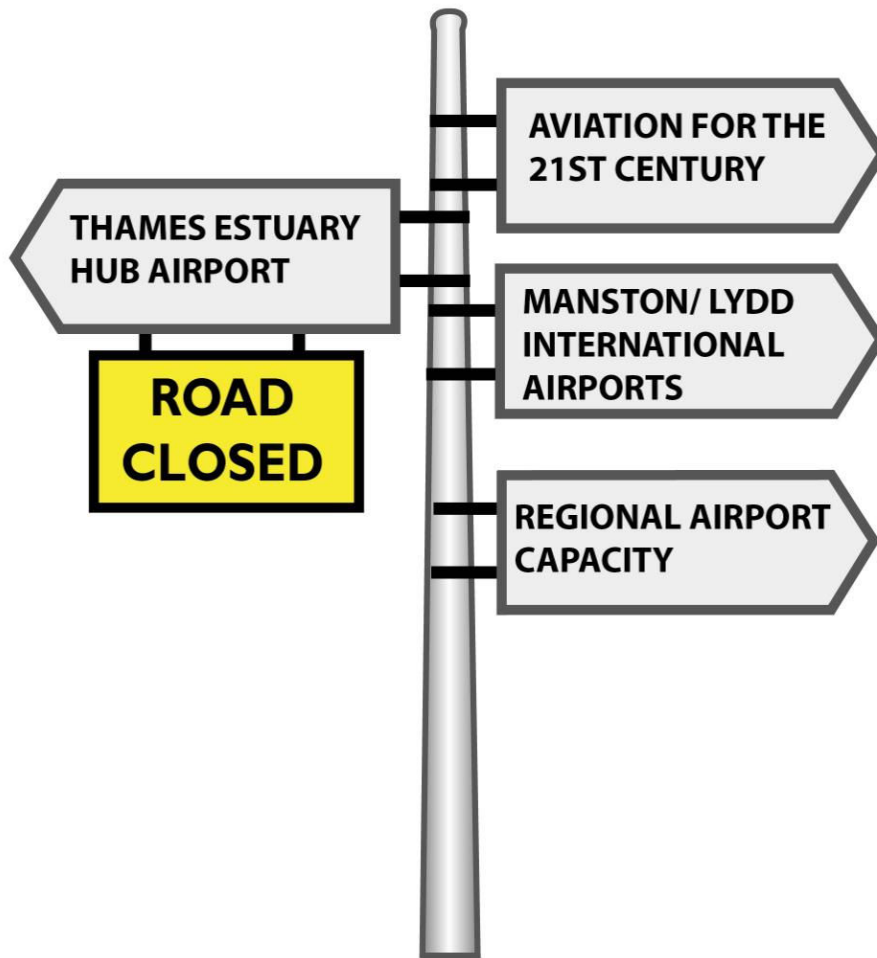
Bold Steps for Aviation – appended.

Contact Information

Name: Paul Crick
Title: Director of Planning and Environment
Tel No: 01622 221527
Email: paul.crick@kent.gov.uk

Name: Elizabeth Milne
Title: Flood Risk and Natural Environment Manager
Tel No: 01622 221487
Email: elizabeth.milne@kent.gov.uk

This page is intentionally left blank



Bold Steps for Aviation

Discussion document

May 2012



Contents

	Executive summary	3
1	Introduction	4
2	Background to aviation in the UK	5
3	Background to Bold Steps for Aviation proposals	8
4	Bold Steps for Aviation proposals	10
5	Recommendations	17

Executive summary

In **Bold Steps for Aviation** Kent County Council discusses how the UK can meet its aviation needs through the connection of Gatwick and Heathrow with a high speed rail link; better use of Manston and Lydd Airports and other regional airports, including London City, Southend, Stansted, Luton, Southampton and Birmingham; and improved connections of these regional airports with London.

In doing so it recommends to Government:

- **The construction of a high speed rail link connecting Gatwick and Heathrow.**
- **Improved rail connectivity of other regional airports (Manston, Lydd, London City, Southend, Stansted, Luton, Southampton and Birmingham) with London, Gatwick and Heathrow.**
- **Further development of Manston Airport, other existing regional airports in the South East (Lydd, London City, Southend, Stansted, Luton and Southampton) and those with good connections to London (Birmingham).**
- **Capacity growth at Gatwick through the addition of a second runway after 2019.**
- **Any proposals for a Thames Estuary airport are not progressed any further.**
- **No action is not an option but action to address capacity issues must be taken quickly; rather than depending on an estuary airport that will take years to develop and may not even succeed, better use of our existing hub and regional airports NOW will ensure that the UK retains its premier position as a hub airport.**

1 Introduction

The UK's position as a premier world aviation hub is threatened by its ability to meet increasing capacity demands. Heathrow is operating at 98.5% of its capacity and there is a significant lack of runways in the south east, meaning that the UK economy is losing £1.2 billion a year to the Netherlands, France and Germany¹.

Adjusting schedules and changing flight slots will not solve Heathrow's lack of capacity but neither will building a new multi runway hub airport in the Thames Estuary, which cannot be delivered in time to stop the UK's continued slide against its competitors². The UK needs to be able to connect with emerging markets now and the quickest way of addressing this is to build on our current aviation infrastructure.

As also recently proposed by Victoria Borwick (London Assembly Member)², Terry Farrell, Medway Council and other like minded individuals and organisations, Kent County Council considers that the way forward is to adopt an integrated aviation strategy that builds on, and improves, existing airport infrastructure and links Heathrow and Gatwick with a high speed rail link, effectively creating one airport.

This document discusses how the UK can take **Bold Steps for Aviation**.

¹ Frontier Economics, Connecting for growth: the role of Britain's hub airport in economic recovery, September 2011

² Protecting London's position as a world city: creating the first "virtual hub airport", Victoria Borwick, March 2012

2 Background to aviation in the UK

2.1 The importance of aviation to the UK economy

A healthy and dynamic aviation sector is vital to the UK economy. In 2009, aviation contributed around £18 billion to UK output. The aviation sector employs over 250,000 people directly and supports an estimated 200,000 additional jobs through its extensive supply chain. The value added by employees in the sector is around one-and-a-half times the economy-wide average, amounting to 2% of Gross Value Added (GVA)³. Economically, the aviation industry is pivotal to the UK's growth and employment opportunities.

The UK has the sixth highest number of international visitors in the world; and in 2009 approximately 22 million foreign tourists visited the UK by air, generating some £14 billion of annual expenditure across the economy⁴. Tourism directly provides 1.5 million jobs in the UK, representing 5% of employment nationally.

Good air connectivity is frequently cited as an important factor in business location decisions and companies' ability to attract highly skilled labour from abroad. The growth of regional airport services across Europe has helped to attract inward investment and, together with complementary road and rail improvements, has enabled the integration of many previously peripheral cities and regions into the global economy. The ongoing expansion of these services in the UK can play a significant role in rebalancing regional economies in favour of the private sector.

2.2 The demand for air travel

Overall, global aviation is expected to grow at an average compound annual growth rate of 5.6% for the period to 2025⁵. Rising incomes in the UK and internationally will result in higher rates of business and tourist travel to and from Britain, while the emergence of greater wealth in China, India, Russia and Brazil will further increase worldwide demand for aviation. The DfT's 2011 aviation passenger demand forecasts indicated that, in a scenario without capacity constraints, UK-wide demand for air travel would almost double between 2007 and 2030, increasing from 211 million passengers per annum (mppa) in 2010 to approximately 335 mppa in 2030⁶. The propensity to fly is significantly higher for residents of London and the South East than for other regions of the UK and demand at London's airports represents some 60% of UK-wide demand⁷.

³ HM Treasury, Reform of Air Passenger Duty: a consultation, 2011

⁴ Office for National Statistics, *Travel Trends*, 2009

⁵ Greater London Authority, *A New Airport for London*, 2011

⁶ DfT, *UK Aviation Forecasts*, 2011

⁷ Civil Aviation Authority, *2009 Demand*

2.3 Airport capacity

It is irrefutable that existing runway capacity at London’s airports acts as the primary constraint on their ability to accommodate future demand for air travel. No new runways have been added since 1988 (at City Airport) and those at Heathrow and Gatwick are operating at capacity for much of the day. London’s airports collectively accommodate more passengers than those of any other city in the world and this, along with the lack of excess capacity, means that they are particularly susceptible to disruption and delays.

Heathrow is currently handling 75,000 more passengers a day than it was built for⁸. Its runways operate at 98.5% capacity, compared to 70-75% at other European hub airports and during busy periods, aircraft can be held in one of its four stacks for 30 to 45 minutes awaiting a landing slot. Heathrow also suffers from lengthy queues for take-off slots. These delays have environmental costs and financial costs to both airline and passenger.

	Current passenger numbers (mppa)	Runways	Destinations served	Percentage of capacity used
Heathrow	67.3	2	180	98.5%
Frankfurt	51.9	3	262	74.2%
Paris CDG	53.5	4	223	73.5%
Amsterdam Schiphol	44.1	5	222	70%

Table 1 – Illustration of Heathrow’s capacity in comparison to other Northern European hub airports⁹

As table 1 shows, Heathrow currently handles the largest proportion of passenger numbers out of Europe’s major hub airports and is Europe’s busiest airport but by 2021 is predicted to fall to third place behind Frankfurt and Paris Charles de Gaulle¹⁰. However, as demand increases Heathrow has little room to accommodate additional passengers whereas Frankfurt, Paris CDG and Amsterdam Schiphol have sufficient available capacity (between 25-30%) to continue to take advantage of this growing market. This severely disadvantages Heathrow in supporting UK businesses to trade with growing markets.

A recently commissioned report by airport operator BAA and carried out by Frontier Economics, found that UK businesses trade 20 times as much with emerging market countries that have direct daily flights to the UK¹¹. Paris and Frankfurt already have 1,000 more annual flights to the three largest cities in China than Heathrow¹¹; Heathrow has five flights per day to China serving two destinations, whilst Paris has 11 serving four

⁸ Greater London Authority, A New Airport for London, 2011

⁹ Bridget Roswell, Chairman, Volterra Partners - Why we need to be visionary and think big. A presentation to the Transport Times Conference - A New Strategy for Aviation - The case of new hub capacity. London, 18 April 2012

¹⁰ Protecting London’s position as a world city: creating the first “virtual hub airport”, Victoria Borwick, March 2012

¹¹ Frontier Economics, Connecting for growth: the role of Britain’s hub airport in economic recovery, September 2011

destinations and Frankfurt 10 serving 6 destinations¹². Sao Paolo is the only South American destination served directly from London. These startling comparisons clearly illustrate the difficulties the UK is facing right now in remaining competitive and taking advantage of emerging markets.

This lack of capacity does not only affect UK passengers wishing to connect with these new markets but also overseas customers who cannot directly access Heathrow.

Similar problems are experienced at Gatwick, which operates at 78% of capacity (33.64 mppa in 2011¹³) and is the busiest single-runway airport in the world. Growth forecasts project Gatwick carrying 40 mppa by 2020.¹⁴

If additional runway capacity is not provided in anticipation of forecast demand growth, then delays and disruption at London's airports will steadily worsen. As a result the UK will become less accessible than its rivals to strategically important locations in the developing world and future economic prosperity will be threatened. With the current UK economic forecast, it is all the more important that this industry, so vital to our country's economy, is invested in, protected and expanded to meet needs.

Proposals for the development of a new hub airport within the Thames estuary area have been proposed as a solution to this capacity issue. However this will be costly and take at least 10-15 years to develop; it is likely that in this time the UK will have already missed out. We need to act quickly and find a more immediate and cost effective solution. This need gives rise to an opportunity for our regional airports to take more of a share of the capacity, particularly domestic and short haul flights, allowing Gatwick and Heathrow to focus on the long haul international market. And this approach has wider benefits than addressing the capacity issue – development of regional airports will provide local benefits through increased employment opportunities, at a time when unemployment is a significant concern for the country.

¹² A new Airport for London, Greater London Authority, 2011

¹³ Civil Aviation Authority

¹⁴ Stewart Wingate, Chief Executive Gatwick Airport

3 Background to Bold Steps for Aviation proposals

Kent County Council (KCC) recognises that future demand for aviation cannot be met by the existing airport infrastructure as it currently stands. The authority also recognises the need to meet this demand if we are to remain competitive.

An airport within the Thames estuary has once again been put forward for consideration. **The authority does not consider this a viable solution and remains opposed to any airport within this location.**

Of key concern is the cost of a new hub airport – estimated at £20bn for the airport and £30bn for the associated infrastructure. Aside from issues of whether these estimates are accurate, the proposals assume that private investment will be forthcoming, which is by no means guaranteed. It also does not address the public funds required for the infrastructure costs. Further to this, it is likely the project would not be completed for 10-15 years therefore not addressing the immediate capacity issues. In the time it takes for the project's completion, London will have already lost its premier position as a hub.

The proposed estuary hub airport would only succeed if Heathrow were closed, with the loss of 116,000 jobs in west London and a significant detrimental effect along the M4 corridor. It has also been shown that nine of the ten major airlines currently based at Heathrow do not want to move.

The development on the Isle of Grain would result in the removal of whole communities, some 40,000 people (homes and businesses), who would need to be re-homed within the Medway area. This is in addition to the employees of the new airport, for who an estimated 70,000 new homes would be required. Such significant housing levels are not currently available and there has been no suggestion as to where this would be located. The existing road infrastructure would not be able to cope with the additional burden a hub airport would place and the Foster's proposal has not made any attempt to address this issue, instead focussing on rail.

There are also significant risk issues associated with locating the airport in the Thames estuary. Richard Deakin (Chief Executive Officer of National Air Traffic Services) has stated that the proposed airport in the Thames estuary would be in the '**very worst spot**' for the south-east's crowded airspace, directly conflicting with Heathrow, Gatwick, Stansted, Luton and London City flight paths (in addition to Schiphol). Further to this, the estuary airport has been assessed to have the highest risk of bird strike in the UK (twelve times higher), even with extensive management measures.

KCC's final point of objection is that the estuary airport would be situated in an area of international environmental importance. The area falls under the EU Habitats Directive and the airport would need to satisfy a number of tests in order to proceed, not least of all that the favourable conservation status of the European Protected Species is maintained within their natural range. In addition the area has significant marine, inter-tidal and terrestrial based heritage assets, some of international importance.

Given all the above, it is difficult to see how an estuary airport could be a viable option. If the UK is to act quickly in order to address current issues and meet future aviation demand in order to retain its premier position as a hub, KCC does not consider that time should be spent on a new airport proposal that will not be able to proceed. Instead the authority proposes that a more strategic approach, that makes better use of our existing airports (in particular, Manston Airport – see 3.2.1) and represents a more pragmatic and deliverable medium-term solution, warrants immediate investigation.

4 Bold Steps for Aviation proposals

Bold Steps for Aviation is based on the following recommended courses of action:

- The construction of a high speed rail link connecting Gatwick and Heathrow.
- A more strategic approach to the use of our airports, maximising the capacity of Manston Airport and existing airports in the South East (Lydd, London City, Southend, Stansted, Luton and Southampton) (and other regional airports, such as Birmingham).
- The construction of high speed rail links connecting Manston Airport (and other regional airports including Lydd, London City, Southend, Stansted, Luton, Southampton and Birmingham) to London.
- Capacity growth at Gatwick through the addition of a second runway after 2019.

KCC considers these courses of action will enable us to respond more immediately to the capacity issues facing aviation and ensure we remain competitive. Each of these courses of action are discussed in detail below.

4.1 Construction of a high speed rail link connecting Gatwick and Heathrow

Although London's airports are relatively well connected to central London via the strategic road and rail networks, they are poorly connected to each other. This impacts negatively on the extent to which existing airport capacity can be maximised. In 2007, around 1.5 million passengers connected between flights at different London airports; of these, the greatest proportion travelled between Heathrow and Gatwick¹⁵. However, there is no direct rail service between them and, whilst the motorway route is regularly served by express coach services, journey times are unreliable. Without sustained investment in transport infrastructure, there is little scope for London's airports to act in a more coordinated way.

A high-speed rail link (with an estimated travel time of 15 minutes) between Gatwick and Heathrow would effectively provide a hub airport with easy access to central London. This would complement the Crossrail high speed rail connectivity already planned between London and Heathrow and also Birmingham Airport with High Speed Two (HS2).

The cost of providing the high speed rail link between the two airports would be approximately £5.5 billion, based on the unit costs of the current HS2 programme, and could be completed within five to ten years. This offers a more cost effective and time efficient option to that of the Thames Estuary airport proposal.

¹⁵ Civil Aviation Authority, Connecting Passengers at UK Airports, 2008

The success of connecting these two airports would be dependent on refocused use of the airports (3.2), increased use of regional airports (3.2) and a further runway at Gatwick (or Heathrow) (3.3).

4.2 Strategic management of existing airports

A more strategic approach to managing our airports should be applied, focussing charter, low-cost and short haul point to point flights at currently under-used regional airports; thereby freeing up capacity to allow Heathrow to take more long haul flights. With Gatwick and Heathrow linked by a rail line, Gatwick could exist as a feeder airport, with Heathrow focussing on long haul. Regional airports considered appropriate for this use because of existing good connections to London include:

- Manston
- Lydd
- London City
- Southend
- Stansted
- Luton
- Southampton
- Birmingham

In effect, the regional airports around the capital would become point-to-point airports. Such airports have low levels of transfer flights and instead focus on direct services. By absorbing most of the South East's demand for point-to-point operation, capacity would be released at Heathrow and Gatwick to enable a large volume of passengers to make a wide range of connections. The nature of a hub operation is maximised when there is around 25% spare capacity through a number of runways operating simultaneously. This runway capacity is required to facilitate the 'waves' of arriving and departing aircraft.

The increased use of regional airports would be more in line with Government policy and legislation on emissions reduction while also addressing the need for growth and jobs creation in the south east and other areas across the UK.

The capacity of regional airports to assist in meeting increasing demand is discussed further in section 3.2.2.

4.2.1 *Increased use of Manston Airport*

In Kent, Manston Airport has the potential to make a significant contribution, providing excellent connections to Europe destinations and reduced flight times. Manston has one of the longest runways in Europe (at 2,752 metres) and is therefore able to cater for all modern jet aircraft. The airport operates in Class G airspace, outside of the London Control Zone, and has sufficient capacity for the 4.7 mppa and 400,000 tonnes of freight anticipated by the Airport Master Plan by 2033¹⁶. Its local environmental impacts are greatly reduced by its location on the Thanet Peninsula, with much of its uncrowded flight path located over water to the east of Ramsgate. There is a fully-equipped passenger terminal facility with a capacity of around 1 mppa subject to the aircraft used and scheduling arrangements.

Manston enjoys good strategic road links to London and the wider South East via the A299 dual carriageway, which joins the M2 motorway approximately 19 miles west of the airport. There are also three primary rail routes to Ramsgate, located 3 miles east of Manston, which serve the London termini of St Pancras International via domestic high speed services on High Speed One (HS1), Charing Cross and Victoria, therefore offering a total of five trains per hour during off-peak periods.

However these connections will need to be improved if Manston is to truly succeed as a regional airport. Research commissioned by KCC (through an EU funded project seeking to improve sustainable surface access to regional airports) reveals evidence that with a fixed rail link passenger numbers increase as it enables a wider catchment of people to use the airport. Newcastle Airport's passenger numbers increased by 27% after the first full operational year of the Metro link to the airport and passenger numbers have continued to grow year on year. A station near to Manston Airport served by high speed rail services to London will increase the attractiveness of the airport to airlines and passengers.

Line speed enhancements have been secured through a successful Regional Growth Fund bid and should be operational by 2015; and work is underway to take forward the provision of the proposed Thanet Parkway rail station, which subject to funding could also be operational by the end of 2015. KCC is also pushing for improved rail connection (using existing lines) between Ashford and Gatwick, which would link Manston to both Gatwick and Heathrow.

Manston would strongly complement Heathrow and Gatwick as they increasingly focus on accommodating long-haul flights at the expense of domestic and near-European services.

¹⁶ Infratil Airports Europe Ltd, Manston Airport Master Plan, 2009

Development of Manston as a regional airport would create employment opportunities in one of England's most disadvantaged areas; the airport's Master Plan forecast for 2033 would see up to 6,000 additional direct and indirect jobs within the area, development for which is generally supported by the local community.

4.2.2 Other regional airports with the ability to serve London and support the wider network

Other regional airports (see map on p15) also have the potential to increase capacity.

Regional airport	Current capacity (mppa)	Current usage (2011) (mppa)	Available capacity (2011) (mppa)	Potential future additional capacity (mppa)	Potential future additional (spare) capacity (mppa)	Potential additional jobs to be created by future additional capacity ¹⁷
Heathrow	89	69	20 ¹⁸	-	20	20,000
Gatwick	40	34	6	43 ¹⁹	49	49,000
Manston	1	-	1	5 ²⁰	6	6,000
Lydd	0.1	-	0.1	2 ²¹	2	2,000
London City	5	3	2	3 ²²	5	5,000
Southend	2	-	2	-	2	2,000
Stansted	35	18	17	-	17	17,000
Luton	10	10	0	21 ²³	21	21,000
Southampton	7	2	5	-	5	5,000
Birmingham	12	9	3	32 ²⁴	35	35,000
TOTAL	201.1	145	56.1	106	162	162,000

Table 2 – Available capacity at selected UK airports²⁵

As table 2 shows there is potentially in excess of 160 mppa available capacity from airports with good connections to London. This compares favourably with the Thames Estuary

¹⁷ Based on 1mppa creates 1,000 jobs.

¹⁸ With 'mixed mode' operations on its two existing runways

¹⁹ With a new wide-spaced runway in addition to the existing runway - DfT (2003) The Future Development of Air Transport in the UK: South East, 2nd Edition

²⁰ Manston Airport Master Plan (2009)

²¹ Lydd Airport is currently awaiting the decision of a Public Inquiry to permit runway and terminal extensions to allow 500,000ppa; aspiration for 2mppa

²² London City Airport Master Plan (2006)

²³ With either a relocated or realigned runway - DfT (2003) The Future Development of Air Transport in the UK: South East, 2nd Edition

²⁴ With a new wide-spaced runway in addition to the existing runway - DfT (2002) The Future Development of Air Transport in the UK: Midlands.

²⁵ Figures based on the 2002/03 Consultation documents for the 2003 Future of Air Transport White Paper (as this is Government Policy until superseded) unless otherwise stated

airport proposal, which states it would be capable of serving 150 mppa. Furthermore, airports such as Liverpool, Doncaster and Blackpool could collectively accommodate tens of millions of extra passengers a year.

In addition to meeting capacity needs, better utilisation of our regional airports would result in the creation of much needed employment opportunities. Huw Thomas, of Foster and Partners, made clear at a recent public event²⁶ that the Foster's estuary airport proposal was not about expanding jobs but about protecting those that currently exist because of our hub status. It has also been made clear that the development of a new hub airport in the estuary would result in the closure of Heathrow; therefore, the estuary airport is unlikely to result in a significant net gain of jobs just a relocation of where they are based. However, as the table above shows, if we invest in, and make better use of, our regional airports we could potentially see some further 162,000 job opportunities shared across a region which would be delivered in a shorter timescale.

Lydd Airport, near Ashford in Kent, is awaiting the decision of a Public Inquiry to permit a runway and terminal extension that would allow it to accommodate up to 2 mppa. With improved connections to the high speed international station at Ashford, the airport would be within an hour's travel time of London.

The Stobart Group has invested significantly in Southend Airport with a new terminal with integrated rail station providing rail connectivity to London in under an hour. A modest runway extension will allow the airport to accommodate up to 2 mppa and a major low-cost carrier has already relocated services from Stansted to Southend in time for the 2012 Olympics.

Birmingham Airport is in a position to take an additional 3 mppa immediately and a further 32 mppa in the medium term following the completion of a modest runway extension, for which planning consent has already been granted. Once the initial phase of HS2 between London and the West Midlands has been completed, the airport will be within 38 minutes of the capital, making it an increasingly realistic alternative to Heathrow and Gatwick for air passengers travelling to and from the South East. The completion of the High Speed 2 network would also link up with Manchester (whose own airport could handle 50 million passengers a year by 2050) and Leeds.

Stansted is also operating under capacity by 17 mppa and could therefore meet some of the demand without any need for further development. And with either a relocated or realigned runway, Luton could increase its capacity to 31 mppa.

²⁶ Institute of Civil Engineers, ICE Thames Hub Airport Debate, Monday 23 April 2012, One Great George Street



Figure 1 – Map of airports serving the South of England and high speed rail and train links

4.3 Capacity growth at Gatwick

The potential for Gatwick and Heathrow to complement each other as connected airports can only be realised if a second runway is provided at Gatwick when the present moratorium on planning expires in 2019. Capacity growth at Gatwick represents a more acceptable long-term solution than expansion at Heathrow, due to the significantly lower number of people that would be overflowed by arriving and departing aircraft, the relatively good rail and road access enjoyed by Gatwick, and the huge economic benefits that this solution would bring to deprived communities in Kent, Sussex and South London.

Currently expansion at Heathrow has been ruled out across all political parties. However, at the beginning of March in an open letter to the Sunday Telegraph, seventy business leaders, MPs and trade unionists called on the Government to re-open the debate about building a third runway at Heathrow, suggesting that it should not be excluded from the current review and forthcoming consultation. Following this, Sir Richard Branson announced a willingness to invest £5bn in expansion at Heathrow should the decision on the third runway be reversed. It is necessary for the Government to reconsider its position, including Heathrow when assessing options in its forthcoming consultation, and listen to the requirements of the UK's businesses when deciding on a way forward.

5 Recommendations to Government

To conclude, Kent County Council commends the following recommendations to Government to facilitate **Bold Steps for Aviation**:

- **The construction of a high speed rail link connecting Gatwick and Heathrow.**
- **Improved rail connectivity of other regional airports (Manston, Lydd, London City, Southend, Stansted, Luton, Southampton and Birmingham) with London, Gatwick and Heathrow.**
- **Further development of Manston Airport, other existing regional airports in the South East (Lydd, London City, Southend, Stansted, Luton and Southampton) and those with good connections to London (Birmingham).**
- **Capacity growth at Gatwick through the addition of a second runway after 2019.**
- **Any proposals for a Thames Estuary airport are not progressed any further.**
- **No action is not an option but action to address capacity issues must be taken quickly; rather than depending on an estuary airport that will take years to develop and may not even succeed, better use of our existing hub and regional airports NOW will ensure that the UK retains its premier position as a hub airport.**

The Government is also urged to deliver an aviation strategy that is clear, answers all questions and obtains cross-party support. This is the only way to ensure that the issues are properly resolved, the UK remains competitive and that any plans for aviation development are future-proofed against changes in Government.

This page is intentionally left blank

From: Bryan Sweetland, Cabinet Member – Environment, Highways & Waste
John Burr, Director of Highways and Transportation

To: Environment, Highways & Waste Cabinet Committee

Date: 4 July 2012

Subject: Policy Development for 20mph Schemes in Kent

Classification: Unrestricted

Summary:

This paper sets out the work the County Council and the Government are doing in developing new policy on the implementation of 20mph schemes. It recommends that whilst this work and the associated trials are ongoing, Members re-affirm their support for the existing County Council policy. This states that 20mph schemes will only be introduced where they can produce crash reductions as part of a Casualty Reduction Scheme. A full review of this policy will be brought to this Committee once the trials have been evaluated for Members to consider.

Recommendation:

Members are asked to note the existing policy and that new 20mph schemes are promoted only as part of a Casualty Reduction Scheme until the current trials have been evaluated and a new formal policy has been adopted by the County Council.

1. Background

The number of requests Highways and Transportation receive for 20mph limits is increasing, especially since a recent cycling safety campaign run by The Times newspaper encouraging blanket 20mph limits in residential areas. The County Council has an existing policy which allows the introduction of 20mph limits or zones at locations where such measures can be justified in saving crashes. This is documented in the Highway Advisory Board reports dated 14 November 2006 and 12 July 2008.

Approximately fifty 20mph schemes have been implemented across the County in the last decade. All new residential roads in Kent are being designed to keep traffic at or below 20mph, although they do not necessarily have formal Traffic Regulation Orders and the associated signing clutter. This paper sets out the work that both the Government and County Council are currently undertaking to determine ways of implementing cost effective 20mph schemes which improve road safety, but do not over burden the Police with unrealistic enforcement demands or increase driver frustration, delay and impatience. This work will feed in to a paper to be presented to this Committee next year for a formal policy to be adopted by the County Council.

2. Zones and Limits

There are currently two different types of 20mph schemes that the County Council can legally implement. One requires traffic calming to make the limit self enforcing. These are referred to as “zones”, whilst 20mph “limits” do not require traffic calming but simply rely on signing. These “limits” however must have existing traffic speeds at or around 20mph before a formal Traffic Regulation Order can be introduced and make the limit legal to avoid criminalising large numbers of motorists, presenting the Police with an unrealistic enforcement problem and generating driver frustration and impatience due to delays.

3. Current Government Advice on the Introduction of 20mph Schemes

Local Authorities are able to use their powers to introduce 20 mph speed schemes in (a) major streets where business on foot is more important than delaying road traffic and (b) lesser residential roads in cities, towns and villages, particularly where this would be reasonable for the road environment, there is community support and where streets are being used by pedestrians and cyclists. Evidence suggests that in residential streets, and in town centres where there is likely to be a conflict between vehicles and pedestrians, carefully implemented 20 mph zones can contribute to an improvement in road safety.

Over the last twelve months the Government has announced some changes to the way local Traffic Authorities can implement 20mph schemes to reduce time-consuming and costly bureaucracy. The changes are intended to reduce the costs for Councils wanting to use 20mph schemes and act faster to respond to the needs of their residents while still ensuring drivers know what speed they should drive at. The changes include :-

- Expanding the list of specified traffic calming measures allowable in 20 mph zones to include repeater signs and mini-roundabouts. This would allow zones to be introduced with fewer road humps or chicanes where appropriate;
- Allowing Local Authorities to use speed limit symbols painted on roads more often as repeater signs in 20 mph zones and limits. Upright signs will still be required to indicate the start and end of 20 mph schemes.
- Allowing Local Authorities to place signs at the entry and exit of variable speed limits – e.g. outside schools – on only one side of the road rather than on both sides of the road as is currently the case;
- Allowing the use of either flashing warning lights or specified flashing lights with a static sign at the entry to variable speed limits which are cheaper for councils to buy;
- Allowing the use of a sign design for advisory 20 mph limits using flashing school warning lights.
- Councils will now be able to request council-wide authorisations for these measures to be used in 20 mph schemes on residential roads where cost-benefit analysis has shown that such schemes would be worthwhile. This will

mean that councils can apply these measures without getting approval from Government in each case.

The Department for Transport is also working with Coventry City Council to trial a significantly different 20mph zone, within their city centre, as part of the Coventry Olympic Legacy Project. This scheme aims to provide a 20mph zone without physical traffic management features by designing out speed using many of the principles set out in the Manual for Streets. The 20mph zone requires a special sign authorisation from the Secretary of State and a new gateway sign has been designed for this purpose. The scheme will be monitored to determine the effectiveness of the measures provided.

4. Primary School Speed Reduction Scheme Trials

In response to a petition submitted to the local Maidstone Joint Transportation Board last year requesting the County Council implement blanket 20mph limits outside all schools and residential areas it was agreed to run a trial of cost effective speed management schemes outside Primary Schools in the Maidstone area. This trial, funded by local Members via their Member Highway Fund, includes some formal and advisory 20mph schemes and will provide invaluable evidence as to whether increased use of 20mph schemes near schools provides cost effective road safety benefits. It must be noted that these sites do not have an existing crash problem and therefore a key objective of the trial is to establish whether road users' perception of safety will change as a result of the schemes.

The proposed trial has been limited to Primary schools within 30mph speed limits. The following trial methods and locations have been agreed with Kent Police

- Experimental (up to 18 months) TRO 20 mph at B2163 Leeds and Broomfield Primary School (from George PH to just north of bend by the churchyard)
- Advisory 20mph during school hours (using static signs and flashing lights) combined with a campaign to publicise this at Ham Lane Lenham (Malt house Lane to Cherry Close)
- Advisory 20mph limit at school times using interactive Vehicle Activated Signs St Francis School, Queens Road, Maidstone
- Minor signs and lines enhancements within current speed limit at, Hunton Primary School, West lane
- Experimental (up to 18 months) 20 mph limit and Vehicle Activated Signs with school warning and school plate (Diag. 545 and 546 plate) within existing 30mph limit at Postley Road Southborough
- A control (do- nothing) site included in pre and post evaluation at Allington School, Hildenborough Crescent.

The 20mph limits are to be introduced by the use of an experimental Traffic Regulation Orders which would operate for a minimum of a six month assessment

period and would need to be either removed or made permanent after a maximum of 18 months in operation. Implementation of the trial methods are to be completed by summer 2012 and evaluated over the subsequent 8 to 12 month period. By the summer of 2013 the success of the trial will be determined. The decision to make permanent or remove the trial methods would then need to be made by the Highway Authority in consultation with Kent Police. The success criteria will be :

- Changed perception of danger to children on roads adjacent to schools as perceived by various groups to include Members, general road users, residents, and school users
- Change perception of traffic speeds adjacent to schools as perceived by various groups to include Members, general road users, residents, and school users
- Influencing a modal shift of journeys to schools
- A manageable impact on traffic speed and Police enforcement requirements
- Increase in motorists' awareness to travel at appropriate speed outside schools

The results of these trials will be evaluated and included in the overall 20mph scheme policy review which will be presented to this Committee next year.

5. Kent Police Views on 20mph Schemes

The increased introduction of 20mph schemes without self enforcing traffic calming could leave to greater dependency on Kent Police to enforce these limits. During the discussions with Kent Police it was made clear that Kent Police do not support 20mph limits unless they are self enforcing. The following is a statement from PC Geoff Bineham from Kent Polices Traffic Management Unit explaining their current view:-

Current guidance DETR Circular 05/99, states that Extreme caution should be exercised when considering making 20 mph limits using speed limit signs with no supporting speed reducing features. The key to a successful 20 mph zone is to have in place speed reducing features of a significant number and appropriate design to be able to reduce the speed of most traffic to 20 mph or less without the need for police enforcement.

DfT Circular 01/2006 States that successful 20 mph zones and 20 mph speed limits should be generally self-enforcing. Traffic authorities should take account of the level of police enforcement required before installing either of these measures.

Kent Police will not support 20mph speed limits unless the average speed of vehicles are 24mph or less (Supporting evidence is gained by collecting speed data over a 24-hour 7-day period). Research has shown that signed only 20 mph limits where natural traffic calming is absent have little or no effect on traffic speeds. The Transport Research Laboratory found that signed only 20 mph limits achieved average speed reductions of about 1 mph and did not significantly reduce accidents.

Kent Police will not support the introduction of 20mph zones without sufficient traffic calming measures being in place and of appropriate design, that reduce the speed of most traffic to 20 mph or less thereby making them self enforcing.

6. Conclusion

Due to recent press publicity requests for the County Council to implement 20mph schemes has increased. Both the Government and County Council are conducting trials into cost effective speed reduction schemes that, if successful, may enable the introduction of further 20mph schemes without the need for prohibitively expensive traffic calming or presenting an enforcement burden on the Police. While these trials are being conducted it is recommended that the existing policy for 20mph schemes should be promoted only as part of a Casualty Reduction Scheme be reaffirmed.

7. Recommendations

Members are asked to note the existing policy and that new 20mph schemes are promoted only as part of a Casualty Reduction Scheme until the current trials have been evaluated and a new formal policy has been adopted by the County Council.

8. Background Documents

Highway Advisory Board committee reports dated 14 November 2006 and 12 July 2008.

Maidstone Joint Transportation Board report dated 27th July 2011.

Contact Information

Name: Andy Corcoran
Title: Traffic Schemes and Member Highway Fund Manager
Tel No: 01233 648302
Email: andy.corcoran@kent.gov.uk

This page is intentionally left blank

From: Bryan Sweetland, Cabinet Member – Environment, Highways & Waste
John Burr - Director of Highways & Transportation

To: Environment, Highways & Waste Cabinet Committee

Date: 4 July 2012

Subject: Member Highway Fund – Public Rights of Way schemes

Classification: Unrestricted

Summary:

Some County Members have expressed a wish to support Public Rights of Way schemes using their Member Highway Fund. Public Rights of Way do not fall within the responsibility of Highways and Transportation, from which the Member Highway Fund budget is provided.

This report outlines the current scope of the scheme.

Recommendation:

Members consider the existing scope of the scheme and whether this should be extended to include Public Rights of Way schemes.

1. Introduction

The Member Highway Fund scheme commenced on 1st July 2009. A Member Pack was issued to all members on 1st July where the Member Highway Fund protocol, as approved by the County Council at its meeting on 25th June 2009, was comprehensively set out.

As part of the delegated approval process agreed at the Cabinet Committee on 11th May 2012, the Director of Highways and Transportation will assess all Member Highway Fund applications against current H&T policies practices and procedures, including the protocols laid down in the Member Pack.

A number of applications received for Member Highway Fund spending on Public Rights of Way schemes have been rejected by the Director of Highways and Transportation, as they are outside of the protocols of the scheme, and passed to the Cabinet Member for consideration.

2. Member Highway Fund Protocol

The Member Highway Fund Protocol 1st July 2009 states:

“The purpose of the fund is to resolve local highway issues. This should be spending in addition to Kent Highway Services’ normal activities, and should not duplicate work already planned by KHS. It can be used to enhance works already planned.

All proposed spending must comply with the law and existing KCC policies and not prejudice road safety. It should contribute to the overall objectives of Kent County Council, and represent value for money. Members should be aware of the KHS Business Plan, and the targets and objectives applying to KHS.

There is only provision for ongoing maintenance of works normally maintained by KHS; any proposal which does not meet this criterion is excluded.”

3. Debate

The budget for the Member Highway Fund is provided from the Highways and Transportation budget. The H&T Department has responsibility for the following areas on the Highway:

Programmed Work:

Surfacing, Structures, Drainage, Street Lighting, Arboriculture / soft Estate, Traffic Signals

Remit: To improve the condition and life of the highway. Includes all programmed repairs to the roads, pavements, structures, street lights, drainage systems, soft landscapes, new major capital projects and traffic signals.

Transportation:

Traffic and Safety Critical Schemes, Member Highway Fund, Traffic Manager, Road Safety, Sustainable Transport, Transport Integration, Transport & Development Planning

Remit: We promote safer use of the transport system and provide safer roads. We ensure our highway network operates as efficiently as possible. We assist developers in minimising the impact of new developments upon the travelling public and we plan transport to help the Kent economy grow. We promote and provide sustainable transport, we deliver small improvements to the highway network, and we maintain highway records.

Highway Operations:

Remit: To ensure that the highway is safe and usable by all by carrying out day to day reactive repairs, incident response and minimising day to day congestion. This includes reactive repairs, pro-active media and community communication, inspection of roads and pavements, permitting and enforcement of all who want to work on Kent’s roads.

Public Rights of Way are currently under the responsibility of the Customer and Communities Directorate, and therefore are outside of the current protocol for Member Highway Fund spending.

If County Members would like to use their Member Highway Fund on Public Rights of Way schemes, the existing protocol will need to be changed in order to accommodate this.

4. Recommendations

Members consider the existing scope of the scheme and whether this should be extended to include Public Rights of Way schemes.

5. Background Documents:

Member Highway Fund – Member Pack 1st July 2009

Contact Information

Name: Tim Read
Title: Head of Transportation
Tel No: 01622 221603
Email: Tim.Read@kent.gov.uk

This page is intentionally left blank

From: Bryan Sweetland, Cabinet Member - Environment, Highways & Waste
Sarah Anderson, Climate Change Programme Manager, Sustainability & Climate Change

To: Environment, Highways & Waste Cabinet Committee

Date: 4 July 2012

Subject: A Renewable Energy Action Plan for Kent

Classification: Unrestricted

Summary:

On recommendation of Kent County Council's Renewable Energy Select Committee and as a key priority within the Kent Environment Strategy, Kent County Council commissioned a renewable energy resource and opportunities study for Kent. The study was developed with input from stakeholders across the public, private and voluntary sectors as well as a number of community groups. This provided us with the best insight to date of our significant opportunities across Kent and has resulted in the development of the *Renewable Energy Action Plan for Kent: Delivering Opportunities (Annex 1)*.

Recommendation:

The Committee are asked to review the plan and endorse next steps for wider consultation.

1.0 Introduction

- 1.1 Kent partners have already developed significant opportunities in Kent for renewable energy deployment across public, private and voluntary sectors. Kent currently produces 640GWh of renewable energy annually and this is set to increase by 39MW (6%) of installed capacity in the near future due to planned installations.
- 1.2 It has been estimated that 19,600 people in Kent are currently employed in renewable and low carbon technology related industries, with this sector growing nationally at around 5% per year.
- 1.3 In 2010, the Renewable Energy Select Committee made a series of recommendations to build on these successes and maximise Kent's significant potential in the delivery of renewable energy opportunities. The first recommendation was that KCC work with Kent partners to agree a Low Carbon and Renewable Energy Strategy for Kent.
- 1.4 This recommendation also forms a priority of the Kent Environment Strategy, where a series of actions to enable energy efficiency are clearly defined. In order to avoid duplication, focus has been given to the development of an action plan on renewable energy; the *Renewable Energy Action Plan for Kent: Delivering Opportunities*.
- 1.5 The first step of the process has been to develop an evidence base for Kent and AECOM were commissioned to develop a resource and opportunities study as well as provide some recommendations for key actions to be addressed (see background documents).

1.6 This work has been funded through ClimactRegions, an Interreg IVc project looking at the development of strategies and actions for the reduction of greenhouse gas emissions. www.climactregions.eu

1.7 Consultation on the study (February 2012) asked stakeholders a series of questions as to what they see as the priorities for Kent and where there may be gaps or risks to delivery. This feedback has resulted in an update of the study (April 2012) and the development of the draft *Renewable Energy Action Plan for Kent: Delivering Opportunities*

2.0 The Action Plan

2.1 The draft plan (**Annex 1**) details actions divided into a series of seven work packages:

WP1: Skills and Training	WP5: Community Energy
WP2: Public Sector Leadership	WP6: Wind Energy
WP3: Planning and Development	WP7: Bioenergy
WP4: Business and Innovation	

2.2 It has been identified that delivery of activity with the plan across partners could result in emissions savings of around 10%, a significant proportion of the Kent Environment Strategy target of a 34% reduction overall by 2020.

2.3 Renewable Energy Awareness events were held on 15th June for Elected Members and planning officers. Initial feedback gathered at this event will be integrated prior to wider consultation along with a summary of resources already in place.

3.0 Next Steps

3.1 The proposed next steps for the Renewable Energy Action Plan will be a consultation with stakeholders including:

- An Online survey for stakeholders on actions identified, partner leads and potential risks
- Updates to key forums and networks including Kent Forum, Kent Environment Champions Group, Kent Environment Strategy Executive Officer Group, Kent Planning Officers Group and the Kent Climate Change Network

4.0 Recommendations

4.1 Members are asked to review the plan and endorse the proposed next steps for consultation.

5.0 Background Documents

AECOM (2012): [Renewable Energy for Kent Part 1: Overview and Action Plan](#)

AECOM (2012): [Renewable Energy for Kent Part 2: Underpinning the Vision](#)

Kent Forum (2011): [Kent Environment Strategy](#)

Contact Information

Name: Sarah Anderson
Title: Climate Change Programme Manager

Tel No: 01622 221979
Email: sarah.anderson@kent.gov.uk

This page is intentionally left blank

Renewable Energy for Kent

Delivering Opportunities

Page 129

DRAFT FOR CONSULTATION

v1.0

climate.change@kent.gov.uk

Introduction

Kent partners have already developed significant opportunities in Kent for renewable energy deployment across public, private and voluntary sectors and these should be celebrated. Kent currently produces 640GWh of renewable energy annually and this is set to increase by 39MW (6%) of installed capacity in the near future due to planned installations. It has been estimated that 19,600 people in Kent are currently employed in renewable and low carbon technology related industries, with this sector growing nationally at around 5% per year.

However, to contribute to Kent Forum's commitment to a 34% reduction in carbon emissions on 1990 levels by 2020 and 60% by 2030, it is important to build on these successes and fully realise our potential as a county, the first step being to understand our resources and develop a co-ordinated approach to the deployment of renewable energy. To this end, Kent County Council commissioned AECOM to undertake a renewable energy resource and opportunities study for Kent, highlighting the available resource for the county and the appetite for delivery amongst stakeholders. The study was financed through ClimateRegions, an Interreg IVc project. Further details on this and the full study and recommendations are available on our [webpages](#).

This plan has been developed in response to recommendations made by Kent County Council's Renewable Energy Select Committee and the Kent Environment Strategy and builds on actions identified through stakeholder engagement and AECOM's Renewable Energy Resource and Opportunities Study. It is important to note that renewable energy is just one area of consideration; carbon reductions will also need to come through a range of other measures delivered on a local and national scale, including the improvement of existing buildings, the de-carbonisation of the national electricity grid, and an emphasis on lower carbon transportation. Kent's approach to those activities within our area of influence are addressed in the Kent Environment Strategy, driving our aspiration to be a truly Low Carbon Kent.

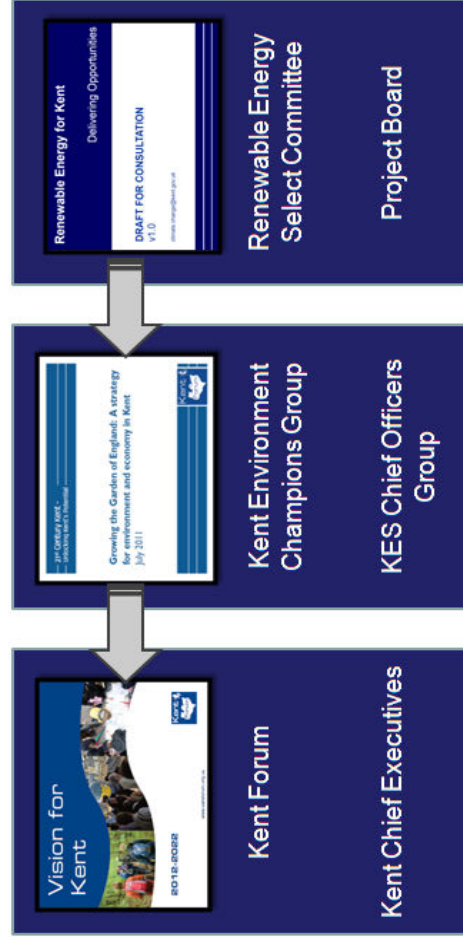
In Kent we have an excellent record for partnership working and this document continues that approach. It is co-ordinated delivery which can put Kent at the forefront of renewable energy development and deployment. Through undertaking these actions, Kent can look to achieve a 10% reduction in carbon emissions in the county and unlock the potential for Kent's economy. Generating energy locally can keep money in the Kent economy and resident's pockets, increase energy security and provide new financial and business opportunities.



Governance

This Renewable Energy Action Plan has been developed in response to recommendations from the county council's Renewable Energy Select Committee and is a priority within the Kent Environment Strategy. As such it fits within the current governance structures, ultimately reporting to Kent Forum. The Kent Forum is a high-level strategic group which was formed in 2010 and is made up of the democratic Leaders of Kent. It is chaired by the Leader of Kent County Council, Paul Carter.

The strategic hierarchy and reporting groups are shown below. Each level has an Elected Member group and an officer group with responsibility for the plan and / or strategy.



This plan has built on AECOM's renewable energy resource and opportunities study and draws on stakeholder feedback received on the actions identified. The study took a new approach to determining Kent's potential, utilising not only standard DECC methodology for identifying resources, but also identifying the ambition of key stakeholders for delivery.

On completion, the AECOM study was made available online and a short survey developed for further stakeholder input on the proposed actions. This action plan is a culmination of the study recommendations and the stakeholder input received to date.



Aecom's approach to considering renewable energy uptake potential

In addition, the development of governance around the renewable energy action plan has been informed by ClimactRegions, and in particular the manual of best practice produced as part of the project. The manual describes good governance building on case studies from across partner regions. The Kent manual is available on the webpages at www.climactregions.eu



Approach

The plan is divided into a series of 'work packages' each with no more than five actions and to be delivered in the short (1 year), medium (2-3 year) and longer-term (3+):

- WP1: Skills and Training**
- WP2: Leading by Example**
- WP3: Planning and Development**
- WP4: Innovation and Business**
- WP5: Community Energy**
- WP6: Focus on Wind Energy**
- WP7: Focus on Bioenergy**

These do not address all technologies or opportunities in the county, but are those which we can provide the greatest influence or support. For example, 59% of our current renewable energy in the county is from waste to energy plants (56% from Allington alone). This is already a well-developed area with Kent waste streams utilised and plans and strategies in place to maximise opportunities (BOX 1). Actions are not therefore repeated in this plan. Another highlighted area of potential from stakeholders has been around marine technology for Kent (excluding offshore wind which is addressed in WP6). This is an emerging market with on-going opportunities and so has been incorporated into the *Innovation and Business* work package.

BOX 1: Energy From Waste

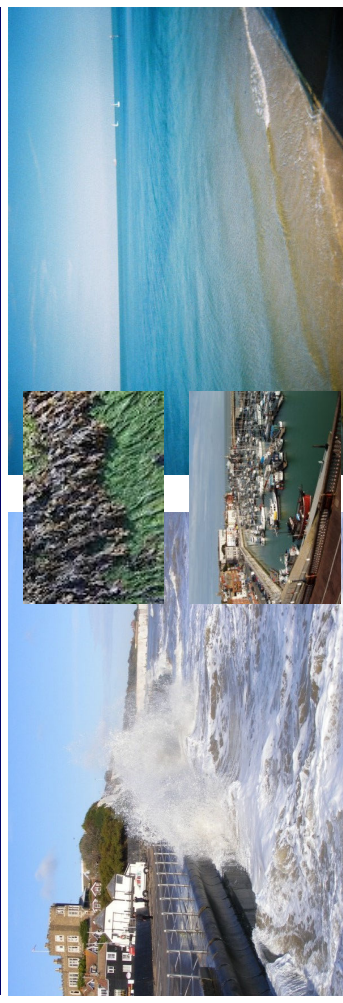
The majority (59%) of renewable energy generation in Kent is down to energy from waste installations, 56% of which is from a single plant in Maidstone (Allington). These plants are classified as renewable under the DECC methodology but it is important to note that Kent stakeholders have raised concerns about these assumptions.

Several authorities across the Southeast known as the SE7 are taking a collective approach to managing waste to maximise cost savings. The project will require the authorities to revise their business model and take a more proactive approach towards being a supplier of commodities and fuel for energy production. Kent will continue to work with partners within the SE7 project to maximise the potential for energy from waste and this work will be closely aligned to the Renewable Energy Action Plan.

Allington Energy from Waste (EfW)



Photo Source: Kent County Council



LEAD:

Work Package 1: Skills & Training

Introduction: Kent has the potential to be a national leader in the transition to a low carbon economy¹. We know that Kent and Medway perform very strongly in terms of the primary low carbon and environmental goods and services sector (LCEGS) and it is vital that we make the most of our significant resources and build the levels of skills, training and education to capitalise on diversifying current industries and the creation of new economic opportunities. Kent has several universities and colleges already offering state of the art training and development, ensuring that Kent is well placed to provide access to a skilled local workforce for investors in the sector.

Action	Lead	Due (S/M/L)
ST1: Develop and deliver a skills strategy for low carbon and environmental goods and services addressing both 14-24 year olds and higher education opportunities		Short
ST2: Support and promote the development of renewable energy skills locally through the consortium of engineering colleges including Suscon, Swale Skills Centre and Thanet Skills Centre.		Medium
ST3: Raise awareness of Kent based courses and organisations related to renewable energy deployment locally and nationally		Short
ST4: Develop a programme of placements and apprenticeships allied to renewable energy deployment, linking businesses and communities with students in Kent, building on current projects from DONG, Vattenfall and the Kent Placement Portfolio		Medium
ST5: Develop a county-wide renewable energy expertise network who can provide guidance and support for project development and assessment prioritising training for elected members and planning officers.		Short

LEAD:

Work Package 2: Public Sector Leading by Example

Introduction: The public sector is already delivering opportunities through their own properties. Micro-generation installations on public buildings and in schools have been popular across the county (further details are available on the [website](#)). This work package looks to increase deployment, share learning and develop consistent standards for the public sector estate, which will be increasingly important as we move towards zero carbon standards in new public sector buildings by 2018. The energy hierarchy needs to be considered, prioritising energy efficiency prior to renewable energy deployment. Measures to reduce energy use will be incorporated into these activities, such as the development of standards, and are further detailed in the Kent Environment Strategy.

Action	Lead	Due (S/M/L)
PS1: Develop standards for all public sector buildings to include opportunities for renewable energy deployment as appropriate		Short
PS2: Assess the potential for renewable energy installations across public and school properties and implement technology where a sound financial business case exists.		Medium / Long
PS3: Identify and develop as appropriate simple finance and delivery models for the public sector, business and communities and enable easy access to support and guidance for development of renewable energy. This could include the establishment of a public sector ESCo and a co-ordinated funding pot for Kent.		Medium
PS4: Communicate and share best practice across the public sector		Short

LEAD:

Work Package 3: Planning and Development

Introduction: Research and stakeholder feedback has made it clear that the development and setting of clear and supportive planning policies can help developer confidence in the delivery of renewable energy. To meet the Government target of zero carbon homes by 2016, renewable energy will need to be part of the mix and local leadership is particularly important in light of the new National Planning Policy Framework, which places more responsibility at the local level to initiate and drive delivery. A core principle in the framework is the encouragement of the use of renewable resources (for example by the development of renewable energy).

Action	Lead	Due (S/M/L)
PD1: Identify deliverable local Allowable Solutions to attract developers and give confidence in costs associated with meeting zero carbon developments.		Short
PD2: Develop consistent effective and informed planning policies and guidance for Kent for integration into local plans, incorporating micro and large scale generation as appropriate.		Short
PD3: Building on Kent's resources and opportunities, conduct options appraisals and feasibility studies to decide which strategic projects are worth investing in (e.g., District Heating) and share energy opportunities with developers		Medium

LEAD:

Work Package 4: Business and Innovation

Introduction: Renewable energy deployment and research on new technologies, materials and energy storage can provide significant opportunities for the Kent economy, many of which are already being realised. New technologies are being researched, developed and tested all the time and by providing an environment of innovation through support networks, hubs and seed-corn funding to those with the greatest potential, businesses can grow in confidence in investing in Kent.

Action	Lead	Due (S/M/L)
BU1: Provide support for evolving renewable energy start-ups, including business advice and mentoring, networking opportunities and promotion		Short
BU2: Develop Knowledge Networks, fostering links between private, academic and public sector and developing research and innovation.		Medium
BU3: Support and promote local innovation hubs, building and diversifying activity already in place for offshore wind energy		Medium
BU4: Review emerging opportunities in marine technology in Kent e.g., marine macro-algae processing.		Medium
BU5: Provide competitive small grants to new or diversifying businesses with clear potential in renewable and low carbon energy.		Medium

LEAD:

Work Package 5: Community Energy

Introduction: Across Kent there are significant opportunities for communities to lead in the development of local energy solutions and generate on-going income for their areas. Technology at a local level will be highly site specific, building on the resources available. Some communities may develop hydropower, whereas rural off-gas areas may look to biomass solutions. This work package will look to support communities in identifying technology most appropriate for their areas and how they might deploy it.

Action	Lead	Due (S/M/L)
CE1: Disseminate renewable energy delivery models and case studies including real experiences for communities		Short
CE2: Develop community champion scheme, providing training and development as appropriate		Medium
CE3: Raise awareness of promising areas for community energy schemes and support local engagement groups to develop projects as appropriate		Medium
CE4: Identify and develop funding opportunities for feasibility studies for local energy schemes		Short
CE5: Provide guidance on funding sources and promote support and guidance in the development of applications		Short

Focus on Technologies

The actions so far have looked across renewable energy technologies, building skills and developing leadership, our approach, supply chains and markets.

The renewable energy resource and opportunities study has provided us with the information to enable us to focus in on those technologies which are likely to have the biggest potential for Kent, through economic development and carbon savings. The next two work packages therefore incorporate activity by technology type to maximise these opportunities in Kent.

This is not to say these are the only technologies to be addressed through activities in the plan. Micro generation, such as solar technology, is incorporated throughout the previous work packages and new technologies will be reviewed on a regular basis through *business and innovation* along with the action plan monitoring.

For further information on why these have been chosen, please visit our [webpages](#) for the full resource and opportunities study.

LEAD:

Work Package 6: Focus on Wind Energy

Introduction: Kent’s competitive advantage in the offshore wind sector is well established and recognised with the Government having identified the Thames Estuary as one of the UK’s prominent locations for this technology. Economic opportunities for Kent are significant, particularly in relation to building a sector supply chain. Proposals to develop a manufacturing super hub in the Medway are well advanced and Sheerness has been designated a Centre for Offshore Renewable Engineering (CORE) by the Government. Kent could have a key role in supporting the continued growth of offshore wind farms in both the UK and abroad. The potential for commercial and community-scale onshore wind energy can further utilise skills and encourage investment, but in addition can form a source of potential income for communities themselves. If Kent is to deliver on stretching local, national and international targets, onshore wind is an important resource in the County which will need to form a part of the energy mix. However, it is vital that development is sensitively planned and that decisions are collaboratively taken on a case by case basis addressing local concerns and constraints.

Action	Lead	Due (S/M/L)
WE1: Develop local supply chain capabilities for the offshore wind sector through events, networking and delivery of an online business directory – www.kentwindenergy.co.uk		
WE2: Promote and increase investment in the Medway Superhub and Centre for Offshore Renewable Engineering (CORE) at Sheerness, as well as the operations and maintenance hubs at Ramsgate and Whitstable ports.		
WE3: Develop a co-ordinated approach to the planning and deployment of onshore wind energy generation in Kent and develop communications with stakeholders to address concerns and increase understanding of the opportunities across the County.		
WE4: Build on the AECOM study to identify sites with greatest potential for onshore wind, ensuring local designations and concerns are addressed, and the scale of development is appropriate.		
WE5: Engage with local communities to investigate the feasibility of identified onshore sites as part of community energy schemes and where appropriate provide advice and training to support project development.		

LEAD:

Work Package 7: Focus on Bioenergy

Introduction Biomass comes in a number of forms and can be used in a variety of ways to generate energy, from small scale domestic boilers to co-firing in large power stations. In Kent, it is estimated that around 60,000 tonnes of sustainable woodfuel resource could be delivered per annum (42,000 oven dried tonnes at 30% moisture content); this could be sufficient to heat 15,000-30,000 homes. In addition to forestry woodland, opportunities exist in Kent for biomass resource from agricultural arisings, energy crops and waste wood and integration with the Minerals and Waste LDF will be key to ensure on-going supply. All of these will require further interrogation in line with the framework laid out in the [UK Bioenergy Strategy](#).

Action	Lead	Due (S/W/L)
BE1: Unlock Kent's woodland resource through the development of local woodland supply chains and the assessment of waste wood streams in Kent		Medium
BE2: Identify areas for high potential in the sustainable development of energy crops or agricultural arisings to ensure a balanced and co-ordinated supply of on-going biomass		Medium
BE3: Build and refine understanding of issues including air quality, storage and accessibility to inform on-going communication and programme development		Short
BE4: Build demand for biomass in Kent, engaging supermarkets, schools and public sector estate in the first instance and reviewing off-gas housing in the county for potential improvement and switching to renewable fuels such as biomass		Medium
BE5: Identify where significant opportunities arise for anaerobic digestion and identify demand and requirements. Share learning from AD projects, e.g., Hadlow College		Medium

Stakeholders

During development of the AECOM study, stakeholder input has been key through workshops and on-going feedback as the study has progressed. Representatives from the public, private and voluntary sector were represented including:

Ashford Borough Council	Estuary Energy	Kent Fire and Rescue Service	Thanet District Council
Business Support Kent	Finance South East	Kent Science Park	The Bay Trust
Canterbury City Council	Forestry Commission	LASER - Kent County Council	Torry Hill Farm
Daedalus Environmental	Gravesham Borough Council	Locate in Kent	Transition Town Sevenoaks
Deal Environmental Group	Hadlow College	Maidstone Borough Council	Transition Town Tunbridge Wells
Deal Town Council	Institute of Sustainability	Paul Sharpe Associates	Tunbridge Wells Borough Council
Dover District Council	Kent Architecture Centre	Pentland Homes	University of Kent
Elham Environment Group	Kent County Council	Sevenoaks District Council	Vattenfall Wind Power
Enevis	Kent Downs AONB	Swale Borough Council	
Environment Agency	Kent Economic Board	Swale Skills Centre	

Page 141

References and useful documents

- AECOM (2012): [Renewable Energy for Kent Part 1: Overview and Action Plan](#)
- AECOM (2012): [Renewable Energy for Kent Part 2: Underpinning the Vision](#)
- Kent Forum (2012): [Vision for Kent 2012-2022](#)
- Kent County Council (2010): [Bold Steps for Kent](#)
- Kent Forum (2011): [Kent Environment Strategy](#)
- Regeneris Consulting Ltd (2012). Low Carbon Kent: Developing an evidence base for opportunities in the Low Carbon Economy
- Kent Economic Board (2011): [Event report on the Low Carbon Energy Production Business growth Consultation](#)
- DECC (2012): [UK Bioenergy Strategy](#)

For further information please contact:

Sustainability and Climate Change,

Kent County Council

2nd Floor Invicta House,

County Hall,

Maidstone,

Kent,

ME14 1XX.

Tel: 08458 247247

Email: climate.change@kent.gov.uk

Web: www.kent.gov.uk/climatechange

This document is available in other formats and can be explained in a range of languages. For details please call Sarah Anderson on 08458 247247, or email climate.change@kent.gov.uk minicom users should call 08458 247905.



European Union
European Regional Development Fund



By: Bryan Sweetland - Cabinet Member for Environment, Highways and Waste
Carolyn McKenzie – Enterprise and Environment

To: Environment, Highways & Waste Cabinet Committee

Date: 4 July 2012

Subject: Kent Environment Strategy Targets and 'Climate Local Kent'

Classification: None

Summary:

This paper summarises progress towards developing core targets for the Kent Environment Strategy for the Kent Forum to own and recommends that these targets be used as the basis for development of a 'Climate Local Kent' agreement.

Recommendation:

Environment, Highways and Waste Cabinet Committee are asked to:

- 1) Provide feedback on the draft Kent Environment Strategy and Climate Local Kent targets
- 2) Endorse KCC as part of 'Climate Local Kent', becoming an early signatory of the national Climate Local Government initiative, with a launch planned for September at the Kent Environment Strategy Conference.

1. Introduction and background

1.1. At the Kent Forum on 8 February 2012 a request was made for a set of targets to be agreed for the Kent Environment Strategy that the Forum would monitor on a more regular basis.

1.2. There are already a number of existing targets within the Kent Environment Strategy; the targets that are being proposed for closer monitoring are those that are considered to be particularly challenging and would benefit from strong partnership working.

1.3 In parallel the Government is in the process of developing 'Climate Local' which will be the national framework for climate change agreements and targets which local government will be asked to sign up to and which can be adapted to reflect local conditions. This was launched at the LGA conference at the end of June.

1.4 The draft targets put forward in this paper will form the basis of a suggested approach for a 'Climate Local Kent' agreement taking a pragmatic approach and based on Kent's ambitions and the Environment Strategy. The agreement will be circulated for consultation once the Government has launched the national framework

with the recommendation that Kent becomes an early signatory to the national framework.

1.5 In addition, as a result of the ongoing partnership work between KCC and Kent districts to implement the Kent Environment Strategy and latterly developing the outline for 'Climate Local Kent', Kent has been selected to sit on the national steering group and will be presenting at one of the two Climate Local Information days.

2. Targets and timetable

2.1. Appendix 1 sets out the suggested draft targets where confirmed, with an indication of where further baseline data is required before targets can be set. As previously mentioned it is proposed that these targets form the basis of Kent's Climate Local agreement with a proposed launch of 'Climate Local Kent' at the Kent Environment Strategy Conference in Autumn this year. Targets will be developed at the Kent level, but with the flexibility for reflection of local conditions at the District level, similar to the Kent Environment Strategy. Further consultation will be needed.

2.3 The sub-targets and baseline data will be finalised by the end of July and the Environment Strategy and the final targets will be a substantive item on the 20 July Kent Forum meeting.

3. Monitoring

3.1. Once agreed the targets will be monitored on a six monthly basis through the Forum and Kent Joint Chief Executives.

4. Next Steps

- Consult further on DRAFT targets (attached) – if anyone has any comments about these being used as the basis for Climate Local Kent, please contact Carolyn McKenzie (contact details below)
- Discuss the finalised targets as part of a more detailed Kent Environment Strategy agenda item at the next Forum meeting on 20 July
- Launch the targets as part of a 'Climate Local Kent' agreement, if this is supported by the Environment, Highways and Waste Cabinet Committee and the Kent Forum

5. Recommendations

Environment, Highways and Waste Cabinet Committee are asked to:

- 1) Provide feedback on the draft KES and Climate Local Kent targets
- 2) Endorse KCC as part of 'Climate Local Kent', becoming an early signatory of the national Climate Local Government initiative, with a launch planned for September at the Kent Environment Strategy Conference.

Background Documents:

The Kent Environment Strategy

Author: Carolyn McKenzie, Sustainability and Climate Change, Kent County Council 01622 221916/07740 185 287 email: carolyn.mckenzie@kent.gov.uk

APPENDIX 1		
Focus	Target	Outcome Link to Kent's 3 Ambitions
Saving money, cutting carbon	<p>2.6% reduction per year in carbon emissions, 34% by 2020, 60% 2030 (Already in KES – baseline to be agreed)</p> <p>Sub indicators proposed:</p> <ul style="list-style-type: none"> • Carbon and water emissions in public buildings, homes and businesses – including new build • Take up of the Green Deal (TBC) • 2 % increase in bus use, 5% decrease in journeys to school by car • 10% increase in renewable energy generation in Kent (proposed) 	<p>Energy savings Reduction in carbon emissions Increase in renewable energy generation</p> <p>Ambition Board 1: increased competitiveness Ambition Board 2: Reduction in fuel poverty, energy savings for residents</p>
Using water resources wisely	<p>Reduction in annual household water consumption to 140 litres per person per day by 2016, 130 litres by 2030 (baseline 156 litres) (Already agreed in KES)</p>	<p>Better use of water resources, water security Avoidance of water poverty issues Ambition Board 1: resilience to water shortages Ambition Board 2: Avoidance of water poverty</p>
Growing the green economy	<p>% increase in jobs/GVA from the low carbon and green economy (TBC by Regeneris study). To include renewable energy and resource efficiency including waste (South East 7 waste initiative, to be developed) and apprentices.</p>	<p>Growth in green jobs sector</p> <p>Ambition Board 1: Growing the economy</p>
Building climate resilience	<p>The Environment Agency will aim to attract £2.6m in partnership funding during 2012/13 and £3m in 2013/14 (2013/14 target to be reviewed 2013).</p> <p>Increase in number of homes protected - 4500 households will move out of one flood probability category to a lower category by end March 2014.</p> <p>Community resilience: 15 community resilience plans by end</p>	<p>Increased resilience to flooding</p> <p>Ambition Board 1 & 2: increased resilience to flooding</p>

	March 2014	
Valuing our natural and historic environment	<p>Reducing the rate of decline in biodiversity and ensure there is no net loss of semi-natural habitat in the county' through positive management of local wildlife sites and habitats – (Target TBC)</p> <p>20% increase in volunteer hours spent in the environment (TBA)</p>	<p>Increased value from the natural and historic environment</p> <p>Ambition Board 2 & 3</p>