

KENT COUNTY COUNCIL

ENVIRONMENT & TRANSPORT CABINET COMMITTEE

MINUTES of a meeting of the Environment & Transport Cabinet Committee held in the Darent Room, Sessions House, County Hall, Maidstone on Friday, 5 December 2014.

PRESENT: Mrs P A V Stockell (Chairman), Mr M A C Balfour (Vice-Chairman), Mr M Baldock, Mr C W Caller, Mr I S Chittenden, Dr M R Eddy, Mrs S V Hohler, Mr B E MacDowall, Mr J M Ozog, Mr C R Pearman (Substitute for Mr M J Harrison), Mr C Simkins, Mr M E Whybrow and Mr M A Wickham

ALSO PRESENT: Mr D L Brazier and Mr P M Hill, OBE

IN ATTENDANCE: Ms B Cooper (Corporate Director of Growth, Environment and Transport), Mr P Crick (Director of Environment, Planning & Enforcement), Mr R Fitzgerald (Performance Manager), Mr D Hall (Future Highways Manager), Mr B Haratbar (Head of Programmed Work), Mr T Harwood (Senior Resilience Officer), Ms K Lewis (Drainage and Flood Manager), Mr J Ratcliffe (Principal Transport Planner - Strategy), Mr T Read (Head of Highway Transport), Mr M Tant (Flood Risk Manager), Mr R Wilkin (Waste Manager) and Ms A Evans (Democratic Services Officer)

UNRESTRICTED ITEMS

47. Apologies and Substitutes

(Item A1)

Apologies were received from Mr Bowles and Mr Harrison, the latter was substituted by Mr Pearman.

48. Declarations of Interest by Members in items on the Agenda

(Item A2)

No declarations of interest were made.

49. Minutes of the meeting held on 17 September 2014

(Item A3)

(1) Mr Hill stated that in reference to bringing back a report on the community warden service the response to the consultation had been very strong. Data was still being collated and so the report would be brought to the January meeting.

(2) Mr Baldock stated that he was a Member of KCC's Planning Applications Committee, not of his Borough's Planning Committee.

(3) RESOLVED the, subject to the amendment above, the Minutes were correctly recorded and that they be signed by the Chairman.

50. Verbal updates

(Item A4)

Community Services

(1) The Cabinet Member for Community Services began his update by reporting to the Committee that the Leader has decided to move Trading Standards and the Coroners into his portfolio. These services had a very a strong synergy with Community Safety which was already in the portfolio and the three formed a very sensible block.

Trading Standards

- A number of highly targeted campaigns were currently running protecting consumers and supporting legitimate businesses:
 - 1) **'Stop the Scammers'** campaign. KCC had visited over 400 chronic scam victims in Canterbury and Thanet and provided them with help and ongoing support. The campaign would soon be moving into new areas – Dover, Shepway, Sevenoaks and Tonbridge & Malling where KCC had intelligence on major scams.
 - 2) **Second Hand Cars** campaign. Second hand cars were the most complained about consumer product in Kent. A list of around 4,000 consumers who regularly buy second hand cars had received advice, and car dealers had been inspected and provided with information to give to customers. One dealer had said he thought KCC's leaflet was "...one of the best and simplest thing that had come from Trading Standards in recent years...".
 - 3) **Rogue Traders**. Trading Standards were now having a big impact on rogue traders in Kent.
 - The **No Rogue Trader Campaign** had used intelligence to target 34,000 households in areas where rogue traders are known to operate.
 - KCC's **new Fair Trader Scheme** had launched in partnership with Checkatrade.com. Following the launch on the 27 November consumers in Kent had over 1,000 'Trading Standards approved' traders (builders, plumbers etc.) to choose from, protected by the fact that they had passed rigorous intelligence and criminal checks by KCC Trading Standards.

(2) The Cabinet Member for Environment and Transport gave Members updates on the following:

Highways & Transportation

Highway Operations

- All Parish Seminars had taken place and had generally been well received by all who attended. The main themes of these seminars had been budget savings, the impact of the weather on highway repairs, winter service, fly-tipping on the highway and highway drainage and flooding.

- Pothole Grant funding spend on highway repairs continued. A number of resurfacing projects would be delivered in the early spring programme through the re-surfacing contract with all grant funding to be spent by 31 March 2015.
- Pothole numbers remained low and at expected levels for the time of year.
- District teams continued to have additional pressure due to overgrowth enquiries which could be time consuming.
- Highway safety inspections were being fully undertaken and low numbers of enquiries for insurance claim forms continued.
- The winter service policy had been signed off for the year and all winter service preparations had been completed. KCC were fully stocked with salt and the campaign for the year “**we are prepared...are you?**” was under way.
- The Highways out of hours emergency on call team was now back up to full strength for the winter following the reduced numbers of staff who were on call throughout the summer months.

Waste

New HWRC and Transfer Station Contracts

- The new Household Waste Recycling Centre and Transfer Station contracts with Biffa Municipal commenced on the 1 November. The contracts include the operation of 12 of KCC’s portfolio of 18 waste facilities, and were spread across the mid and east Kent areas.
- The contracts represent a significant development on previous arrangements, with much of the risk of fluctuation in materials markets now carried by the contractor, together with a strong emphasis upon innovation and customer care.
- The contracts would also deliver substantial revenue savings over their initial six year term. Negotiations were taking place with providers of the remaining six sites with a view to recreating some of the benefits of the new contracts, particularly in relation to customer care and risk management, across all sites.

Redevelopment of Sittingbourne HWRC and Transfer Station

- Consultancy services for the design and build of the first phase of this redevelopment had been commissioned. This phase included improving the road access to the site, and in particular enlarging the access through the scenic railway bridge in order to enable the full range of waste transport vehicles to service the site.
- This phase of the works was anticipated to be completed in the financial year 2014-15, with the full redevelopment works completed in 2015-16. Once complete, the works would enable a separation of public and commercial traffic, allow for the acceptance of a full range of materials for recycling and composting from Swale Borough Council, and offer potential to increase the generation of income through an improved trade waste offer.

Waste Tonnages

- Waste tonnages had shown a significant increase in this financial year. This increase, which was reflected across the country, was due to the combination of an improved economic climate, and the unusual weather conditions which had enabled significant growth of vegetation for each month of the year.
- Pleasingly, the recycling and composting arrangements in place had more than kept up with this growth, with recycling still running ahead of target. However, there had been a significant financial impact on the increase in waste volume; although this had been in part offset by the significant savings on contracts recently procured for waste facilities, organic waste, and dry recyclable materials.

(3) The Corporate Director, Growth, Environment and Transport gave Members updates on the following:

Environment, Planning & Enforcement

Old Chalk New Downs

- A partnership between Kent County Council, the Kent Wildlife Trust, the Countryside Management Partnerships, Kent & Medway Biological Records Centre, Tonbridge & Malling, Gravesham and Medway Councils, had recently been awarded £1.3 million by the Heritage Lottery Fund to increase habitat connectivity at landscape scale between Kemsing Down and Detling Hill.
- This project would focus on chalk grassland and other downland habitats and increase their size and condition. Habitats would be restored in locations where they historically existed and links made between existing habitats patches through the establishing of habitat corridors. The project aims to not only improve quality habitat for species movement and spread, but also in the restoration of the connection between people and their landscape.

Public Rights of Way

- The annual report for PROW showed some of the impressive work carried out by this popular service last year. A few highlights from the report include:
 - Over 807,000 metres of paths cleared for use
 - 6,540 faults on the network resolved
 - 706 planning applications responded to in order to ensure that the public's right to walk and cycle in the countryside was not lost, and in many cases improved.
- Members can find out more about the service in the Countryside Access Improvement Plan found on the KCC website.

51. 14/00145 Policy on Gatwick Airport

(Item C1)

(1) The Cabinet Committee received a report of the Cabinet Member for Environment and Transport and the Corporate Director of Growth, Environment and Transport which contained information on the Council's policy on Gatwick Airport. Paul Crick, Director, Environment, Planning and Enforcement, and Joe Ratcliffe, Principal Transport Planner - Strategy, were in attendance to introduce the report and in particular referred to the following:

(2) Gatwick Airport Ltd had proposed a second runway at Gatwick with proposals for changes to airspace resulting in a concentration of flight paths, a higher level of permitted night flights and an increase in overflight and noise currently experienced in West Kent. The Airports Commission had undertaken a national public consultation until 3 February 2015 on this option for a second runway at Gatwick; alongside two options for additional runway capacity at Heathrow. The Airports Commission will then make a recommendation to Government in summer 2015 on where to add one additional runway in the South East by 2030. The option of a Thames Estuary Airport was ruled out by the Airports Commission in September 2014.

(3) Statistics seem to show that over the past decade there has been an eastward shift of flights. The further out that aircraft join the final approach, the more flights the airport can handle as they can be spaced more effectively and the runway can handle more movements per hour, in other words, maximise the capacity of the runway. The question of whether this was the case had been formally asked of Gatwick Airport Ltd through the Consultative Committee (GATCOM) and KCC awaited a written response.

(4) KCC was opposed to the consolidation of flights in the suggested proposed changes to airspace and would prefer a wider approach be maintained.

(5) The proposed mixed mode operation for a new runway at Gatwick, (both runways used for departures and arrivals); provides the maximum amount of additional capacity in terms of aircraft movements and passengers. However, it also has the most detrimental environmental and noise impacts with no opportunity for respite from runway alternation (one runway used for arrivals while the other runway is used for departures). KCC was also opposed to this and, for similar reasons, to the proposed increase in night flights.

(6) In response to questions raised and comments made the Committee received the following further information from officers:

(7) In terms of surface access, Gatwick Airport Ltd claimed it would be "road and rail ready for a second runway by 2021" regardless of whether a second runway was delivered or not in the post 2025 period. Gatwick's surface access strategy for a second runway was heavily reliant on already planned, committed and delivered schemes for strategic road and rail access. These highway and rail schemes were already being implemented to help alleviate current levels of congestion and delay and to meet background growth, without taking account of the demand that would be generated by more than a doubling of Gatwick's size, therefore to classify this as road/rail ready for Gatwick airport was effectively double counting. There was also no direct rail link from West Kent.

(8) Opposition to a second runway at Gatwick was not an endorsement of an additional runway at Heathrow. Members were very clear that this should be clarified in KCC's response to the consultation.

(9) Complaints and correspondence about noise and disturbance were numerous but statistics could be provided. Changes to the flight path would mean continuous disturbance and disruption. In quiet rural areas aviation noise would sound much louder than in built up city areas. Noise perception was often as disturbing as the real thing and no one could argue against this. Aviation noise was disturbing and had a negative impact. The human body's response to aviation noise was different to other noise, often sending the body into a fight or flight state. Noise reporting is currently based on 1950/60s limits and the Airports Commission had suggested a separate Noise Recording Committee be set up to look at this.

(10) One alternative to flying, especially to Europe, was rail however this was expensive. The cost of a flight often meant that it was cheaper to fly than take a train, even if the rail journey would be of a similar duration. Improving and utilising Ashford International Station as a gateway to Europe could increase the appeal of rail travel. This improved connection with Europe was something that Cabinet had endorsed in April 2011 in the Rail Action Plan for Kent.

(11) 2014 had been Gatwick's busiest to date. Although the illustrations were based on July/August, when flights were at the maximum, the figures within the report were for a whole year. In regard to the number of aircraft movements in July 2014 compared with July 2013 as well as the increase in the number of movements, the prevalence of westerly winds in July 2014 was closer to its average at 69%, whereas in July the year before westerly winds occurred only 51% of the time. This had therefore exaggerated the number of arrivals over West Kent this summer, an approximate 39% increase in arriving aircraft compared to the previous year which equated to an aircraft passing overhead on average 12 to 16 times per hour, compared to 8 to 11 aircraft per hour the year before in the peak summer season.

(12) In terms of the number of flights at night, these were very frequent at Gatwick due to a lower quota set by the Department for Transport (DfT) compared to Heathrow. Gatwick's night time air transport movement limits (between 23:30 and 06:00) remained set until 2017, at 3,250 in winter and 11,200 in summer. This was a contrast with far tighter night time movement controls at Heathrow (2,550 in winter and 3,250 in summer); therefore Gatwick's air traffic movement limit exceeds Heathrow by 27% in winter and is almost 3.5 times greater than Heathrow in summer.

(13) The Chairman put the recommendation to the vote when the voting was as follows:

For (12): Mrs Stockell, Mr Baldock, Mr Balfour, Mr Caller, Mr Chittenden, Dr Eddy, Mrs Hohler, Mr Ozog, Mr Pearman, Mr Simkins, Mr Whybrow, Mr Wickham

Against (1): Mr MacDowall

Carried

(14) RESOLVED that the decision by Cabinet that Kent County Council opposed a second runway at Gatwick Airport, opposed the increase in overflights across West Kent as a result of airspace changes and supported a reduction in the number of night flights be noted.

52. Christmas/New Year 2013-14 Storms & Floods - Progress Report (Item C2)

(1) The Cabinet Committee received a report of the Cabinet Member for Community Services and the Corporate Director of Growth, Environment and Transport which contained information on progress made in relation to lessons learnt during the Christmas/New Year 2013-14 Storms & Floods.

(2) Mr Hill introduced the report stating that the Christmas/New Year 2013-14 Storms and Floods had caused chaos across the county. Emergency services had done a first class job but lessons had been learnt and this report related to the action being taken to address these issues.

(3) After a wide range of public consultations and internal and external debriefs a comprehensive 'lessons learnt' report had been produced and approved by Cabinet.

(4) Paul Crick, Director, Environment, Planning and Enforcement, and Tony Harwood, Senior Resilience Officer, were in attendance to introduce the report and in particular referred to the following:

(5) A series of internal and partnership debriefs had been carried out and management structures established to deliver the 17 recommendations identified in the report. Within KCC, a cross-directorate Steering Group had been established, with Director-level representation, which co-ordinated training for staff to ensure the recommendations were embedded across KCC.

(6) Similarly, the Kent Resilience Forum (KRF) had established a multi-agency Pan-Kent Flood Group, chaired by the Environment Agency (EA). Additionally, the multi-agency Strategic Recovery Coordination Group, chaired by the Director of Environment, Planning and Enforcement, had reconvened on 23 September, to review lessons learnt, current progress and preparations for winter 2014-15. Existing Agency plans and our own plans had been reviewed and refreshed prior to being republished on KCC's website and partner websites. Training had been undertaken for staff across KCC and partner organisations.

(7) A series of flood fairs had been held across the county and the booklet 'What should I do in an emergency?' had been produced and distributed widely to parish councils and the public, particularly in areas at high risk of flooding events. The booklet could be found on the Kent Resilience Forum website <http://www.kentprepared.org.uk/>

(8) In terms of preparedness compared to this time last year things had changed considerably. In relation to community resilience after the experience of last Christmas and New Year community behaviour had changed. One example of this was that sign up to the Flood Warning Direct, the EA's flood alert system, had increased and uptake was currently at 90% among businesses and households. This, against the EA national target of 60%, showed just how much last year's events

had heightened awareness and resilience in potentially vulnerable areas. Surface water flooding was one area where the Pan-Kent Flood Group work would enhance resilience in the future.

(9) A great deal of work had been done training flood wardens within these communities, people who had local knowledge and understanding of the characteristics of their area. To date 160 wardens had been trained within these areas and were now equipped and their key role was being the eyes and ears on the ground.

(10) An e-learning package covering the training that had been devised from lessons learnt would go live on KNet by the end of the day and staff would be encouraged to undertake the training. This would ensure that a wider spread of staff were prepared and enhance the response network making it stronger and less dependent on fewer people.

(11) Although many of the RAG ratings against the 17 recommendations were amber this was largely because they were work in progress. Mr Crick was confident that KCC was far better prepared for any flood events than they had been last year. Emergency Planning in Kent needed to be sustainable, systems being put in place needed to be enduring; this was where the embedding of training across KCC and partnership organisations was vital. Training was being undertaken across the county, from Broadstairs in the east to Gravesham in the west. Community engagement, including within unparished areas, was as important as it had ever been.

(12) Reassurance was given that Romney Marsh had not been forgotten. Although it had not been badly affected in the recent storms and floods there was still a flood risk. There were some significant EA coastal defence works ongoing just over the border in East Sussex which would improve Kent flood defences as these were potential flooding 'backdoor' routes into Romney and Denge Marshes. There had also been some significant work at the Dungeness B power station around flood defence in which KCC had been a key stakeholder. Shepway was the ninth most flood vulnerable district in the country; an effective local multi-agency flood plan was in place which covered Romney Marsh and the wider Shepway district. Coastal flooding was a threat and was on KCC's radar.

(13) With regard to 'Recommendation 14: Explore all possible opportunities with partners and beneficiaries to contribute to the priority flood defence schemes required in Kent, including influencing the EA, Defra & HM Treasury to secure funding to deliver the schemes that do not currently receive sufficient Flood Defence Grant in Aid (FDGiA) funding even with substantial partnership contributions' Mr Crick stated that he and his team were preparing a paper which would be brought to the next meeting of the Cabinet Committee.

(14) RESOLVED that the Committee noted the progress being made against the 17 lessons learnt recommendations.

53. Meeting dates 2015

(Item A5)

(1) Several Members expressed concern at the amount of business on recent agendas and the lengthy gaps between the meetings scheduled throughout 2015. There were fears that Members would not have the opportunity to comment before decisions were made or not be able to give sufficient time to discussions on decisions being taken.

(2) The Chairman stated that if the amount of business required an extra meeting then additional meetings could be arranged.

(3) RESOLVED that the scheduled Environment and Transport Cabinet Committee meeting dates for 2015 be noted.

54. 14/00132 Safe and Sensible Street Lighting - LED Conversion

(Item B1)

(1) The Cabinet Committee received a report of the Cabinet Member for Environment and Transport and the Director of Highways, Transport and Waste which contained information on the conversion of the County Council's stock of street lights to LED. Behdad Haratbar, Head of Programmed Work, was in attendance to introduce the report and in particular referred to the following:

(2) Kent County Council is one of the largest lighting authorities in the UK with around 118,000 street lights and some 25,000 lit signs and bollards. The annual cost of illuminating these is around £5.8m, a cost that keeps rising. The average increase for energy prices in 2014 had been around 11%.

(3) KCC's Carbon Management Action Plan (2013) set a new carbon reduction target of at least 2.6% per annum up to 2015 across its estate (based on a 2010/11 baseline). Nationally, the Climate Change Act (2008) had introduced a revised UK target of 80% reduction in carbon dioxide emissions by 2050 (based on 1990 emissions levels). Since April 2014 all street lighting is being captured by the Carbon Reduction Commitment Energy Efficiency Scheme (CRC) which was in effect a further tax. This was currently £16 per tonne of carbon produced. The carbon produced from generating the energy to illuminate KCC's street lights, signs and bollards was around 24,000 tonnes which accounted for over half the carbon footprint across the entire KCC estate.

(4) Progress was already being made to combat the rise energy costs and carbon tax; the County Council's old, inefficient mercury lamps had been replaced generating a saving of £130,000 per year. More recently sites identified as surplus had been switched off for a 12 month trial period, with around 1,200 lamps identified, generating a saving of £100,000. Conversion of 60,000 street lights to part night switch off, where the lights switched off between midnight and 5:30 am, had generated a further £800,000 of annual saving.

(5) The majority of KCC's lighting stock had sodium lamps which were energy hungry. LED lights provided much more directional lighting, would normally carry a 20 year manufacturer guarantee and could be controlled through a Central Management System (CMS) which would detect faults automatically including day

burners. The CMS would also mean that illumination level could be controlled remotely from HQ and protect the authority against future policy changes in illumination level.

(6) The cost of converting the whole KCC estate to LED was approximately £40m and would take three to four years to complete. The scheme would result in reduced energy consumption, carbon emission and maintenance. The annual saving would be around £5.3m at current prices. The scheme was now being developed in detail and conversion works could begin in late 2015 or early 2016, pending approval of funding.

(7) KCC had been exploring a number of funding options, through a mixture of grant funding, KCC investment and borrowing. A number of EU funding streams had been examined; the front runner being South Eastern Local Enterprise Partnership's (SELEP) Structural and Investment Fund, which had £16.5m for carbon reduction initiatives and a further £28.8m for innovation. These funds were grants and did not need to be repaid, but had to be match-funded by the County Council. To this end, KCC had been holding discussions with Salix about raising a 0% loan capital to use as match funding.

(8) Salix is a Government organisation, funded by the Department of Energy and Climate Change, which provides interest-free loans to the public sector for energy reduction projects. Their governing principle for making loans available is based on the cost of reducing energy consumption; with the main emphasis on projects that pay for themselves from energy saving within five years.

(9) KCC had developed an excellent relationship with Salix and had secured a loan offer of £22m which would be drawn down, in stages, over the conversion period. One benefit of Salix, over and above the 0% terms (negative interest when considering inflation), was that they had confirmed the loan repayments can be recycled within the County Council to fund new energy saving initiatives. An example of this was converting KCC's lit signs and bollards to LED, which would deliver an annual saving of £200k. This was not confined to LED technology; KCC's property and school estate could benefit in terms of energy efficient boilers, roofing/insulation and lighting.

(10) RESOLVED that the Cabinet Committee endorsed action being taken for conversion of the County Council's stock of street lights to LED.

55. 12/01923 Canterbury District Local Plan & Transportation Strategy

(Item B2)

(1) The Cabinet Committee received a report of the Cabinet Member for Environment and Transport and the Corporate Director of Growth, Environment and Transport which contained information on the Canterbury District Local Plan & Transportation Strategy.

(2) Three members of the public had requested to address the Committee: Debbie Barwick, Chairman of Canterbury Independent Traders Alliance (CITA), Jeremy Baker, a resident of Canterbury and rail commuter and David Hirst, a member of Canterbury City Council (CCC).

(3) Ms Barwick referred to the Car Parking Strategy, para 4.52 of the covering report, and proposals to sell off parking spaces in the city centre and raise parking tariffs. The Strategy earmarked 439 parking spaces for sale, 18% of the total city's parking spaces. Figures showed a reduction of 1/4m cars into the city centre car parks between 2005 and 2014. Park and Ride figures had gone down by 22% between 2006 and 2013.

(4) Mr Baker stated that the introduction of high speed trains had meant that Canterbury West, which had historically had slow trains to London, now had half hourly peak time trains which took 56 minutes to reach London. This had meant enormous changes to the number of commuters transferring to Canterbury West to take advantage of the improved services. KCC's own Kent Travel Report 2012 showed that between 2002 and 2012 patronage of Canterbury West had increased by 153%. A study had been carried out for KCC and Southeastern Trains which had concluded that 120 car parking spaces would be needed by this year. Currently there were only 99 spaces for rail users which were always full by 9 o'clock each morning meaning other commuters had to use other car parks meant for shoppers which therefore affected anyone trying to park in the city centre later in the day. KCC's Rail Action Plan for Kent recognised a need for increased parking spaces at many stations.

(5) CCC's draft District Local Plan proposed to build an office block on one of the car parks adjacent to the station and housing on the station's overflow car park. This would result in a loss of more parking spaces, in addition to those mentioned by Ms Barwick. Mr Baker stated that the strategy before the Committee did not address the loss of parking or provision of any additional parking.

(6) Mr Baker then referred to a petition from the taxi drivers at Canterbury West station which he presented to the Chairman.

(7) Mr Hirst introduced himself as a Canterbury City Councillor representing the views of Canterbury residents and local business who had concerns about parking, bus services and traffic. Many of the local traders had raised their concerns with him regarding the gradual closure of city centre car parks and high parking tariffs. Mr Hirst supported the traders request to delete the closures of city centre car parks from the strategy.

(8) Mr Hirst was also referred to car parking issues at the local stations and the petition Mr Baker had presented from the taxi drivers at Canterbury West station who also had inadequate parking. The rail company refused to release land to accommodate the taxi drivers. Mr Hirst supported the petition stating that the strategy should be amended to earmark land at Roper Road for additional parking including waiting space for the taxi drivers who served the station.

(9) He stated that he also had concerns about the validity of the meeting's agenda as the Plan that the Committee was considering was not the final version. The report stated that the draft Transportation Strategy had been produced jointly with CCC. This had taken place in March 2014 but the strategy had been changed twice by the City Council since then. One set of changes in April included deleting a fourth park and ride facility which was still shown in the version the Committee had as Appendix 1 to the report. In October following public consultation seven pages of changes had been made none of which were included in the version of the strategy at Appendix 1.

Mr Hirst stated that the Committee was being asked to consider and endorse the principles of a strategy that was eight months out of date and he asked the Committee to defer their approval until Mr Brazier had had time to furnish them with the correct version and they had had time to study it.

(10) Tim Read, Head of Transportation was in attendance to introduce the report and in particular referred to the following:

(11) The draft Canterbury Transportation Strategy, attached as Appendix 1 to the report, reflected the fact that the car would be the primary mode of travel for the foreseeable future and it proposed significant investment in highway infrastructure.

(12) The strategy was a reaction by the transport authority and the planning authority to the issue of growth in both housing and employment; it provided potential highway solutions to facilitate the proposed growth of 15,600 homes and 6,500 jobs identified in the Canterbury District Local Plan up to 2031.

(13) According to traffic modelling if Canterbury continued to grow as it was over the next 20-30 years the increase in travel demand would be expected to go up by approximately 17% and the increase in traffic growth would increase by approximately 18%.

(14) If the proposed Local Plan growth was factored into the equation the travel demand, the public's desire to go into the city, would increase by 30% and the traffic growth by 28%.

(15) The overriding philosophy within the strategy was to provide some significant increases in highway capacity, with approx £70m of private investment, in the city. To prevent these improvements backfilling with traffic and thus becoming a waste of money the strategy also proposed to improve public transport infrastructure, cycling and walking within the city. The plan's overall aim was to keep traffic levels as they had been in 2011, which had proved successfully up until recently. Traffic levels over the past 20 years had remained pretty constant.

(16) The strategy included several bypass schemes which would be vital if new houses were to be built. Highway infrastructure needed to be in place before any development. Slip roads on the A2 were also included in the strategy as were many small scale operations such as car clubs and cycle paths.

(17) In response to questions raised and comments made the Committee received the following further information:

(18) With regard to the city centre parking concerns CCC have undertaken to make no reductions to parking without public consultation and evidence to show that adequate supply would remain.

(19) The aim of the strategy was to stop journey times getting any worse, particularly for road users. There was no element of compulsion in the strategy, it was not forcing drivers out of their cars or of allocating road space away from the private car. KCC had already raised its concerns with CCC over the Car Park Charging Strategy and how this needed to be handled carefully.

(20) The issues which had been raised in regard to parking at Canterbury West station were valid but Southeastern were the landowners and proposals to increase the parking were within their control. Off street car parking was not something the County Council had ever had control over.

(21) The four level crossings across the main radial routes into and out of Canterbury was indeed a contributing factor to the sometimes strange traffic patterns in the city centre. One of the proposed schemes, the Sturry Link Road, would go considerable way to alleviating the congestion at one of the level crossings.

(22) Local Development Frameworks and Local Plans had to go through Government Planning Inspectors and often had to include radical, sometimes unpleasant plans.

(23) The usual timeline for the County Council to approve a Transport Strategy was that it would come to the Cabinet Committee before it went on deposit. In this case this had not been possible. The draft Canterbury Transportation Strategy had been approved by the Executive of Canterbury City Council on 22 October 2014 and deposited as part of the Local Plan supporting evidence on 21 November 2014. It was expected that the Examination in Public would take place in Spring 2015.

(24) Members were being asked to endorse the principles of the strategy, not the detail.

(25) Mr Hirst stated again that the document before the Committee was out of date. The Cabinet Member sought clarification on this and Mr Read stated that he believed the version before Members was what had been put on deposit. Subsequent to the meeting Mr Read established that a schedule of minor changes also exists which the JTB had considered, and these would be circulated to Members with the minutes of the meeting (attached as an appendix to these minutes).

(26) Following the debate the Chairman put the recommendations to the vote and requested the results were as follows:

For (7): Mrs P Stockell, Mr M Balfour, Mrs S Hohler, Mr C Pearman, Mr C Simkins, Mr M Whybrow, Mr A Wickham

Against (2): Mr M Baldock, Mr B MacDowall

Abstain (3): Mr C Caller, Dr M Eddy, Mr J Ozog

Carried

(27) RESOLVED that the principles of the draft Canterbury Transportation Strategy be endorsed.

56. Highway Drainage

(Item C3)

(1) The Cabinet Committee received a report of the Cabinet Member for Environment and Transport and the Director, Highways, Transportation and Waste which update Members on the approach to maintaining and improving the highway

drainage system. Behdad Haratbar, Head of Programmed Work, and Katie Lewis, Drainage & Flooding Manager, were in attendance to introduce the report.

(2) Several Members requested that their gratitude to Miss Lewis for all the hard work she had done on highway drainage was recorded.

(3) In response to questions raised and comments made the Committee received the following further information from officers:

(4) Miss Lewis thanked Members for their thanks and stated that she would share them with her team.

(5) The County Council was responsible for the maintenance of the 5,400 miles of public highway roads including 250,000 roadside drains (gullies) and associated drainage systems, the primary objectives of these systems were:

- a. Removal of surface water (from the carriageway) to maintain road safety and minimise nuisance,
- b. Effective sub-surface drainage to prevent damage to the structural integrity of the highway and maximise its lifespan; and,
- c. Minimise the impact of highway surface water on the adjacent environment including properties.

(6) Over recent years, the number of prolonged and heavy rainfall events had increased, notably during the winter of 2013/14. As prolonged and heavy rainfall events had become more frequent, the number of customer enquiries had increased year on year. The volume of customer enquiries now stood at twice that of 2009.

(7) In the past 12 months, around 10,000 enquiries related to drainage and flooding had been received. Of these, 3,000 were related directly to highway flooding and 500 related to incidents of highway flooding that had resulted in damage to private properties.

(8) The Highway Drainage service was split into two functions; maintenance; and repairs, renewals and improvements.

(9) This year, the County Council had increased capital investment in drainage infrastructure to £4.3m. This was enabling completion of an additional 120 drainage improvement schemes during 2014/15. Investment had been prioritised on the basis of the following risks; highway safety, internal flooding of properties and network disruption.

(10) In December 2010, a change of approach to cleaning highway drains had been approved. There had been a transition from providing a purely reactive service to delivering routine maintenance on a cyclical basis.

(11) The departure from a predominantly reactive service combined with very wet weather throughout 2012 had resulted in an initial decline in customer satisfaction. However this improved significantly and by April 2013 customer satisfaction had reached 87%.

(12) The frequency of cyclical cleansing on high speed roads was reduced from six monthly to annually to be consistent with the frequency of maintenance on the county's other main roads as part of a service wide saving that came into effect on 1 April 2014. This applied to all routine maintenance on the high speed road network.

(13) Miss Lewis stated that ways of advising people of the cycle of cleansing had been considered but as it only took one serious weather event to put the whole rota out of sync this was difficult. She suggested that sharing details of the cycle with boroughs and parishes a month or so in advance was probably the best solution and that this could be done through the highway stewards.

(14) A reactive service was still available and to access this people should be referred to the Contact Centre.

(15) Highways recognised the impact flooding and repeat flooding had on businesses and were working with partners to address these issues.

(16) Under the new scheme when a call was received about a blocked drain on a rural or minor road a highway steward would be sent to assess the situation. A member of the public might report a blocked drain but during an inspection the highways steward might note that several drains were blocked and there were some potholes that could be filled at the same time as the drains were being cleared. Highway stewards had detailed knowledge of their areas but this could always be enhanced by information from local Members and members of the public to ensure that they were responding to the bigger picture. With the benefit of their local knowledge a highway steward would know that a drain which was blocked was actually on the main access route into the village or to the local school, shops etc and so would be able to flag this as an issue that needed rectifying as a priority despite the fact that it did not necessarily meet the criteria.

(17) Cars parked over drains and impeding the drainage clearance was an issue. Following the first cycle of cyclical cleansing the areas where this was a particular issue had been identified and letter drops to inform residents of what was going to happen were now being done in advance of the cleansing.

(18) Regarding run-off from ditches and fields and the impact of this work was ongoing with landowners to improve this. Following recent parish seminars work was being done with parishes to produce a guide of who was responsible for what to empower them to be able to approach landowners as KCC would.

(19) RESOLVED that the regime outlined within the report be endorsed.

57. Work Programme 2014/15

(Item C4)

(1) A report on Drainage Partnerships, which had been referred to earlier in the meeting, was requested to a future meeting.

(2) A question was asked about how the Committee's workload and work programme would be affected by the changing role of Cabinet Committees. The Corporate Director stated that once the work programme of the Commissioning Advisory Board (CAB), chaired by Mr Hotson, had been set the CAB would then look

at how it would work with the Cabinet Committees over the transition period of the next few years of commissioning and how the commissioning aspect would be picked up by Cabinet Committees.

(3) Due to the amount of business on recent and upcoming agendas it might prove necessary to schedule an additional meeting between January and April 2015.

(4) RESOLVED that the Environment and Transport Cabinet Committee Work Programme 2015 be agreed.

58. Performance Dashboard

(Item D1)

(1) The Cabinet Committee received a report of the Cabinet Members for Environment and Transport and Commercial and Traded Services and the Corporate Director of Growth, Environment and Transport which contained information on the Environment & Transport Performance Dashboard. Richard Fitzgerald, Performance Manager Business Intelligence, David Hall, Deputy Director, Highways and Transportation, and Roger Wilkin, Head of Waste Management, were in attendance to introduce the report and in response to questions raised and comments made the Committee received the following further information from officers:

(2) The figures before the Committee were up until the end of September and overall the report was positive with many Key Performance Indicators (KPIs) showing green and only one red KPI.

(3) As an overview Mr Fitzgerald stated that Highways and Transportation indicators were all green as at year to date but for the month of September there were two amber KPIs, one of these being the call back survey where one issue seemed to be to do with soft landscaping such as grass cutting and private property owners fulfilling their obligations. The service was however well prepared for winter and indicators were expected to continue to stay on track through the winter.

(4) Waste management KPIs were all green. Recycling and composting figures had increased considerably with the rollout of different collection methods being implemented in borough and districts. Waste tonnage had increased slightly, but as this had decreased over the past couple of years it was now back to a similar level to that of two years previously.

(5) Mr Fitzgerald apologised that he had not reflected the portfolio change in relation to Trading Standards but stated that there was, as Mr Hill had referred to earlier, a great deal of good publicity around the seizure of counterfeit goods and hazardous products.

(6) In relation to Environment, Planning and Enforcement there was a positive result on most of the indicators with the exception of Kent Scientific Services (KSS), where income remained behind target due to lower spend from other local authorities.

(7) In response to questions raised and comments made the Committee received the following further information:

(8) Target setting was done by the Heads of Service with approval from the Corporate Director and directors. These figures were then reviewed by Mr Fitzgerald and his team prior to them being seen by the Committee in the draft Strategic Priority Statement (SPS). In relation to KSS the target had been set lower than the previous year's income but actual income had been lower than anticipated. Volunteer hours at country parks remained fairly constant throughout the year but increased during the summer months due to a Lottery funded scheme. The response to this scheme had been high in 2013 and it had not been expected that the uptake would be as high again this year, as indicated in the target which had been set.

(9) In relation to HT03, streetlights repaired within 28 calendar days, Mr Hall stated that the figure currently not repaired within the timeframe was approximately 100 lights per month but this indicator was still green. Day burners, which were an issue and needed to be repaired, did not actually cost the County Council any additional money because of the way it bought its electricity. Potholes repaired within 28 calendar days, within HT01, was also something that was closely monitored.

(10) Mr Wilkin stated that, in relation to WM03, waste recycled and composted at Household Waste Recycling Centres (HWRCs), there had been a shift in householders recycling at HWRCs to recycling at the kerbside through their borough and district collections and this was reflected in the targets. Borough and district recycling collection schemes had exceeded expectations.

(11) With regard to the Sittingbourne HWRC KCC was investing a great deal at the site, largely in the waste transfer site to enable more kerbside collection.

(12) The Corporate Director asked Members to note that there were still 16,000 volunteers, worth approx £100,000, working in the KCC's country parks but increasing this was something that was always being looked at. She also denied that KSS was being run down to sell off.

(13) RESOLVED that the report be noted.

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A List of Proposed Changes to the draft Canterbury District Transport Strategy 2014-31 as published as Appendix 4 to Item 9 of the Canterbury Joint Transportation Board (JTB) meeting on 15 October 2014.

Reference	Comment/Representation	Officer Response
A. General		
1	The housing figures shown in Table 4.4 are inaccurate	The proposed housing figures were accurate at the time of printing. Any subsequent changes will be made prior issuing a revised draft.
2	The reference in 4.19 to the Ipsos Mori poll and the support for development is misleading as it does not show that people oppose development if it increases congestion or is on greenfield land	This statement will be amended for clarity.
3	Query regarding the statement about the A2 on-slip road at Wincheap and a suitable link to Herne Bay and Whitstable	The text will be changed to make it clearer that the alternative route to Herne Bay and Whitstable is via the A2 and A299.
4	The cordon vehicle count data stated in Table 2.6 does not match the graph in table 1.1	The precise cordon count data is stated in Table 2.6. The purpose of Table 1.1 is to graphically show that traffic levels have not increased. However the graph will be amended to more accurately reflect the data in Table 2.6.
5	Table 4.2 needs amending and the level of house building will result in far larger growth of working people than will be accommodated by work creation leading to much commuting out of the district	The figures in Table 4.2 were accurate at the time of printing. Any subsequent changes will be made prior issuing a revised draft. The comment about employment creation is outside the scope of the transport strategy.
6	Para 4.67 omits to say that most journey times in and out of the city would be considerably increased in many cases	Text relating to this point will be added.
7	Para 5.10 link win cheap to city centre not riverside path	The 'Horses and Goats' tunnel does provide a link to the riverside path, however the text will be amended to make it clearer that it links Wincheap to the city centre.
8	Peak oil will require a sustainable transport alternative to the car in the city	A key strand of the strategy is to encourage people to travel by walking, cycling or public transport. A paragraph on alternative fuels will be included within the air quality chapter.

9	No mention of alternatively fuelled vehicles	A paragraph on alternative fuels will be included within the air quality chapter.
B. Public Transport		
10	Exec Summary (1) last bullet point should also refer to 'taxi provision'	Agreed - taxi provision will be added.
11	Para 1.8 masks the change in use of Canterbury West Station. Should state that Kent Travel Report 2012 shows an increase of 153% during 2002-2012	Agreed. This statistic will be added to the strategy.
12	Mention needs to be made about Community Rail Partnerships	A paragraph on Community Rail Partnerships will be added to Chapter 5.
13	Rail Policy 5.4 how will 'public transport coverage' be improved?	This phrase will be changed to 'rail services' for clarity.
14	Paras 5.59 and 5.96 does not acknowledge huge role of the bus for school and college travel in Canterbury. Surveys at local schools suggest 60-80% of pupils travel by bus	Text will be added to the strategy to reflect this point.
15	Para 5.91 the cost for two people travelling is £10.50 for a family explorer not £12.20	The strategy will be amended to reflect this point.
16	Actions D6 & D7 should include references to taxi provision	Action D6 already makes reference to taxis. Reference to taxis will be added to Action D7.
C. Cycling and Walking		
17	Objection to the proposed walking and cycling route ref B1 as it passes through private land	Agreed. Route alignment will be changed in the strategy.
18	Proposal for an alternative section of walking and cycling route B1	Agreed. Route alignment will be changed in the strategy.
19	Specific target needed for increasing cycle parking in strategy	Agreed. An annual target for increasing cycle parking will be added to the strategy.
20	An on-road cycle route should be formed to connect the Mariner's View development with Whitstable town centre	Agreed that this is an important link. Route will be added to the strategy.
21	An additional link could be made by upgrading Goldcrest Walk path between Sandpiper Road and Ibis Close	Agreed that this is an important link. Route will be added to the strategy.
22	Ref 21 route could be shortened slightly by using Aerodrome Road	Agreed. Route to be altered in strategy.
23	Ref 21 should be extended northward via Wickambreaux	Agreed. Route to be added to the strategy.

24	Link through Chestfield using footpath CW69 should be considered	Agreed. Route to be added to the strategy.
25	Suggestion for route from Greenhill to Hampton to be added to strategy	Agreed. A route, including a crossing point on the A2990 will be shown in the strategy.
26	Suggestion for link to the Community College in Whitstable	Agreed. Route to be added to the strategy.
27	Suggestion for route involving NCR1, UKC, Lyndhurst Close to Leycroft Close, Stephenson Close and St Stephen's Road in Canterbury	Agreed. Route to be added to the strategy.
28	Ref 21 existing footpath nearer river that would provide a better route, cycle tracks act and surfacing would connect Littlebourne to RCR 16 and 17	Agreed. This alignment will be shown in the strategy.
29	Priority should be given to give cyclists ability to use buses and trains	The strategy has the objective to fully integrate all modes of transport. We will work with bus and rail companies to improve the integration of transport modes. We will add a cycling action to investigate better integration of cycling with public transport.
30	Wish to see cycle lanes on Broad Oak Road, New Dover Road, Whitstable Hill and along newly defined Wincheap after A28 is diverted through Industrial Estate.	Agreed - however cycle lanes must be installed following DfT guidelines to ensure they are safe and effective. Where road widths allow for cycle lanes to be installed we will consider them. This point will be added to the strategy.
31	Not acknowledged that during the winter cyclists in rural areas are impeded by icy roads and poor illumination making it difficult to solely rely on this	Agreed. Reference will be made to this in the strategy.
32	Money should be spent creating paths along main routes such as Blean to Canterbury Whitstable Road is wide enough for this	Agreed - however cycle lanes must be installed following DfT guidelines for them to be safe and effective. Where road widths allow for cycle lanes to be installed we will consider them. Information on the installation of cycle lanes on existing carriageways will be added to the strategy.

33	Direct routes to areas of employment should be priority, not meandering leisure routes	Agreed. Where possible direct routes will be implemented on existing carriageways. However cycle lanes must be installed following DfT guidelines for them to be safe and effective. Where road widths allow for cycle lanes to be installed we will consider these options. Information on the installation of cycle lanes on existing carriageways will be added to the strategy.
34	Ref 6 the proposed crossing should not require cyclists to wait at lights or dismount. I would not use cycle path if it did as road would be quicker	Agreed. An alternative route will be shown along Kirby's Lane.
D. Parking (including Park and Ride and Coach Parking)		
35	Consider providing a collection point at Park and Ride sites for goods and purchases	Agreed. This point will be included in Chapter 6 and the Action Plan.
36	Concern about reducing city centre parking	Gradually reducing the amount of city centre parking and extending Park and Ride provision is an important part of the parking strategy. However this would only happen if there is clear evidence that there is adequate overall supply. This point will be made clear in Chapter 6.
37	Reducing city centre parking will discourage visitors to the city and impact on the night-time economy	Reductions in city centre parking would only happen if there is clear evidence that there is adequate overall supply. This point will be made clear in Chapter 6 and the Action Plan.
38	Disposal of city centre parking should only happen once Park and	Agreed. This point will be made clear in Chapter 6 and the Action Plan.
39	6.12 and Action E9 City centre parking should not be reduced. The current amount of parking is limiting trade in Canterbury, reducing tourism and forcing drivers to choose unsustainable out of town destinations	Gradually reducing the amount of city centre parking and extending Park and Ride provision is an important part of the parking strategy. However this would only happen if there is clear evidence that there is adequate overall supply. This point will be made clear in Chapter 6.
40	Sufficient parking for business users needs to be maintained	Agreed. This point will be made clear in Chapter 6 and the Action Plan.
41	Consider differential parking tariffs for off-peak periods	This would be a way of encouraging car usage outside of the peak periods and is worthy of further consideration. It will be included in Chapter 6 and the Action Plan.

42	Improve car park signage to make better use of non-central car parks in the evening	Agreed. This point will be made clear in Chapter 6 and the Action Plan.
43	Offer free Park and Ride usage for first time users and on regular promotional days	Agreed. This point will be included in Chapter 6 and the Action Plan.
44	No mention in the strategy about the parking needs for blue badge holders	This point will be included in the Access for All chapter.
45	Intelligent transport systems should be mentioned in the car parking chapter in relation to car park 'space' signage	This point will be included in the Parking Strategy chapter.
46	There needs to be more allocated parking spaces for disabled drivers	The parking needs of blue badge holders will be included in the Access for All chapter.
E. Managing the Network		
47	The A2 off-slip is given far too low a priority because it is essential to achieve the aims of Chapter 5. Actions E1 & F9 do not state who is responsible or an estimated cost	Actions have not been prioritised. It is explained in the Action E1 description column that these costs and funding are contained within Actions E2 and E3. Action F9 includes an estimated cost but CCC and KCC will be added as the responsible authorities.
48	The benefits of better broadband coverage to improve real-time travel information should be explained	Agreed. This point will be added.
49	The indicative plans for the Sturry/Broad Oak development do not show a direct road link between the relief road and Broad Oak Road, is this proposed?	Yes, the transport modelling demonstrated that a direct link was required. This will be made clear in paragraph 4.46 of the Transport Strategy.
50	Correction required in 8.39 - broadband speed should be shown as MB not mb	This will be changed to Mb in paragraph 8.39.
51	Change required at 7.56 from "it is likely that a relief road will be required" to "a relief road will be required"	Agreed - this text will be changed to make the need for the relief road clearer.
52	Sturry relief road would also reduce delays caused by Broad Oak level crossing	Agreed - this point will be added to paragraph 4.46.
53	Paras 7.53 to 7.58 developers will have a huge financial burden when contributing to the Herne relief road, Sturry relief road and Sturry Station improvements	The Local Plan viability work demonstrates that these infrastructure costs are affordable. In addition it has recently been announced that £5.9m has been allocated towards the relief road from the Single Growth Fund. This recent development will be included in the strategy.

F. Reducing the Demand to Travel		
54	CCC should engage with businesses to formulate and develop travel plans	Agreed - a new action will be added to re-establish a Travel Plan.
55	Change to Policy 8.1 to more accurately reflect the objective to reduce the need to travel	The wording "and the need to travel" will be added.
56	Change the reference to 'school' travel plans to 'education'	Agreed.
57	The peak hour transport benefits of flexible working patterns need to be included	Agreed - this point will be added.
58	The impact of transport noise needs to be included with the aim to reduce noise from transport and its users	Agreed, a consideration of these points will be added in Chapter 10.
59	Feasibility of low emission zone/congestion charging to be looked at	The report on the vehicle emissions monitoring study states that a low emission zone (LEZ), if based on restricting older vans, buses, HGV's (e.g. Euro 3 and older), will have limited success in reducing NOx, and NO2 primary emissions (which is the problem in the AQMA). An action for a LEZ feasibility study will be added.
G. Access for All		
60	Reference required about the need for bus stops to be located near to people in Chapter 9.	Agreed but this point will be added to paragraph 5.83 "Bus stops".
61	Reference that 'transport' has requirements under the Disability Discrimination Act for people with reduced hearing, sight or learning difficulties.	Transport operators are required to adhere to the Equality Act 2010 and the Disability Discrimination Acts. Where CCC works with these providers, we will ensure that the legislation of these acts is adhered to. New transport infrastructure will also be installed in alignment with DDA requirements, and existing infrastructure will be modified where possible. A paragraph will be added to the strategy relating to DDA.
H. Deliverability/Funding the Action Plan		
62	New Action required to establish a Transport Forum.	Agreed. This will be added as an Action in the Reducing the Demand to Travel chapter.
63	The cost of providing the fast bus link is not provided	A separate Action for delivering the fast bus link will be added and an estimated cost included.

I. Measuring Success and Targets

64	Should there be a target/policy to reduce road noise? Could be achieved through lower speed limits?	The noise characteristics of road surfacing materials are taken into consideration along with other factors including skid resistance and cost when deciding the most appropriate material to use. A paragraph on noise pollution will be added.
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