

ENVIRONMENT & TRANSPORT CABINET COMMITTEE

Thursday, 15th June, 2017

10.00 am

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



AGENDA

ENVIRONMENT & TRANSPORT CABINET COMMITTEE

Thursday, 15 June 2017 at 10.00 am
Darent Room, Sessions House, County Hall,
Maidstone

Ask for: **Ann Hunter**
Telephone: **03000 416287**

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

Membership (16)

- Conservative (12): Mr P J Homewood (Chairman), Mrs C Bell, Mr A Booth, Mr T Bond, Mr A Cook, Mr N J Collor, Mr S Holden, Mr T Hills, Mr R C Love, Mr P J Messenger, Mr J M Ozog and Mr M D Payne
- Liberal Democrat (2): Mr I S Chittenden and Mr A J Hook
- Labour (1) Mr B H Lewis
- Independents (1) Mr M Whybrow

Webcasting Notice

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UNRESTRICTED ITEMS

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

- 1 Introduction/Webcast Announcement
- 2 Election of Vice-Chairman
To elect a vice-chairman of the Cabinet Committee
- 3 Apologies and Substitutes
To receive apologies for absence and notification of any substitutes present
- 4 Declarations of Interest by Members in items on the Agenda
To receive any declarations of interest made by Members in relation to any matter on the agenda. Members are reminded to specify the agenda item number to which

it refers and the nature of the interest being declared.

- 5 Minutes of the meeting held on 13 March 2017 and 25 May 2017 (Pages 7 - 18)
To consider and approve the minutes as a correct record
- 6 Verbal updates
To receive a verbal update from the Cabinet Member for Planning, Highways Transport and Waste which will include information about the Pothole blitz, Keep Kent Clean, LTC, Aviation, Rail issues

To receive a verbal update from the Cabinet Member for Community and Regulatory Services which will include information about the launch of the Volunteer Wardens' Scheme
- 7 Cabinet Member Written Update (Pages 19 - 26)
To note the report
- 8 Performance Dashboard (Pages 27 - 40)
To receive the Environment and Transport Performance Dashboard which shows progress made against targets set for Key Performance Indicators up to March 2017
- 9 16/00145 - Freight Action Plan for Kent (Pages 41 - 96)
To consider and endorse, or make recommendations to the Cabinet Member for Planning, Highways, Transport and Waste on the proposed decision to endorse and adopt the Freight Action Plan for Kent.
- 10 17/00050 Westwood Relief Strategy Thanet - Tesco Link Road, construction of a strategic link road and associated roundabouts linking the A256 and A254 (Pages 97 - 104)
To consider and endorse, or make recommendations to the Cabinet Member for Planning, Highways, Transport and Waste on the proposed decision as appended to the report.
- 11 17/00051 - Maidstone Integrated Transport Package - Phase 1. A274 Sutton Road at its junction with Willington Street, construction of dedicated directional lanes (Pages 105 - 112)
To consider and endorse, or make recommendations to the Cabinet Member for Planning, Highways, Transport and Waste on the proposed decision to approve the revised outline design scheme for the A274 Sutton Road at its junction with Willington Street
- 12 17/00060 - Dunbrik Waste Transfer Station and House Waste Recycling Centre (Sevenoaks) (Pages 113 - 118)
To consider and endorse, or make recommendations to the Cabinet Member for Planning, Highways, Transport and Waste on the proposed decision to enter into a new leasing arrangement for Waste Services to occupy Dunbrik Waste Transfer Station and House Waste Recycling Centre (Sevenoaks) to 2030

- 13 17/00061 - A28/A291 Sturry Link Road, Canterbury (Pages 119 - 130)
To receive an update on the progress of the A28/A291 Sturry Link Road Scheme and to consider and endorse, or make recommendations to the Cabinet Member on a proposed decision to give approval to the revised outline design scheme
- 14 17/00044 Step Ahead of the Rest (StAR) - Sustainable Travel Revenue Programme (Pages 131 - 136)
To note that a decision (number 17/00044) has been taken in accordance with the process set out in Appendix 4 Part 6 of the Council's constitution to accept the DfT funding to enable the StAR programme to be delivered
- 15 Country Parks Strategy (Pages 137 - 154)
To consider and make recommendations to the Cabinet Member on the draft 2017-2021 Country Parks Strategy and to consider and endorse the proposed consultation process
- 16 Medway Flood Partnership update (Pages 155 - 158)
To consider and endorse KCC's role on the Medway Flood Partnership
- 17 Air Quality (Pages 159 - 162)
To consider and endorse, or make recommendations to the Cabinet Member for Planning, Highways, Transport and Waste as to the recommended approach and the actions outlined in Section 4 of the report as well as future Member involvement and any future Member Information Briefing
- 18 17/00063 - Ashford District Deal - Review and Refresh (Pages 163 - 192)
To consider and endorse or make recommendations to the Leader of the County Council on the proposed decision to enter into the refreshed deal with Ashford Borough Council
- 19 Work Programme 2017/18 (Pages 193 - 196)
To receive a report by the Head of Democratic Services on this Cabinet Committee's Work Programme 2017/18.
- 20 17/00064 Renewal of contracts for post mortems (Pages 197 - 204)
To consider and endorse, or make recommendations to the Cabinet Member for Community and Regulatory Services on the proposed decision to award a four year contract for Post Mortems for the Mid Kent & Medway coroner area to Medway NHS Trust for the period 1 July 2017 to 31 March 2021

Motion to Exclude the Press and Public

That under Section 100A of the Local Government Act 1972 the press and public be excluded from the meeting for the following business on the grounds that it involves the likely disclosure of exempt information as defined in paragraph 3 of Part 1 of Schedule

12A of the Act.

21 17/00048 - Technical & Environmental Services Contract (Pages 205 - 214)

To consider and endorse or make recommendations to the Cabinet Member on the commissioning approach described in this report

John Lynch,
Head of Democratic Services
03000 410466

Wednesday, 7 June 2017

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 & TRANSPORT CABINET COMMITTEE

MINUTES of a meeting of the Environment & Transport Cabinet Committee held in the Council Chamber, Sessions House, County Hall, Maidstone on Monday, 13 March 2017.

PRESENT: Mr C R Pearman (Vice-Chairman in the Chair), Mr M Baldock, Mr A H T Bowles, Mr C W Caller, Mr I S Chittenden, Mr P J Homewood, Mr B E MacDowall, Mr J M Ozog, Mr C Simkins, Mrs C J Waters, Mr M E Whybrow and Mr M A Wickham

IN ATTENDANCE: Mrs B Cooper (Corporate Director of Growth, Environment and Transport) and Mr P Savage (Democratic Service Officer)

UNRESTRICTED ITEMS**250. Declarations of Interest by Members in items on the Agenda**
(Item 3)

There were no declarations of interest.

251. Minutes of the meetings held on 12 January and 18 January 2017
(Item 4)

Resolved that the minutes of the meetings held on 12 January 2017 and 18 January 2017 are correct records and that they be signed by the Chairman.

252. Verbal updates
(Item 5)

- (1) Barbara Cooper (Corporate Director of Growth, Environment and Transport) gave a verbal update on behalf of the Cabinet Member for Community Services. She reported on two issues: the first was to confirm that the Open Golf Championship was to be held at Royal St George's in 2020. This had been pursued by members and officers since 2013 and could bring significant benefits to the County, with previous Championships reporting benefits of around £70m.
- (2) The second item of her update was a progress report on the volunteer support warden scheme which had been taken up by 26 local councils and which represented an exciting cooperative development.
- (3) Mr Balfour (Cabinet Member for Environment and Transport) reported that the Clean Campaign had started with many roads benefitting. He thanked the volunteers who had undertaken the litter picking to make the improvement possible.
- (4) Mr Balfour went on to report that the Kent Waste Disposal Strategy had recently been published. Significant progress had already been made in

reducing the amount of waste going to landfill in the County. The long term target of zero waste was within sight as the County was one of the best performing in the country with the average up until November being just 2.6% and with the December 2016 figure being the lowest ever at 0.26%.

- (5) His third item of report was a brief update on major capital projects: the Maidstone Bridge scheme would be opened formally on 23 March 2017; the final works were underway on the M20 junction 4 project; the Rathmore Road scheme in Gravesend including community street art would be unveiled on 17 March 2017; and six further projects had been successful in receiving Local Growth Fund money, as detailed elsewhere in the Committee's agenda.
- (6) Mr Balfour advised that he was arranging for a members' briefing on the important issue of improving air quality, which KCC was working on with other partners.
- (7) Finally, Mr Balfour advised that three parish councils had taken up the initiative to manage contracts for local landscaping services. He fully understood the concerns of parish councils, but was hoping that other parish councils would follow as they realised the benefit of doing so in helping to maintain a better local environment.
- (8) Resolved that the verbal updates be noted.

253. Performance Dashboard

(Item 6)

Richard Fitzgerald (Business Intelligence Manager, Performance) was in attendance for this item.

- (1) Officers introduced the report which showed progress made against targets set for Key Performance Indicators. The latest Dashboard was for December 2016.
- (2) In response to questions from members, officers advised the following:
 - The call back target was contained within the contract with the service provider, so whilst it was being achieved could not be changed until the contract was re-let;
 - Highways related enquiries, especially when travel related issues were included, were amongst the highest categories within KCC;
 - Waste to energy: whilst there were no plans to increase the tonnage of this as the emphasis was on re-use and recycling, the percentage of waste recycled in this way could increase as the amount to landfill is reduced;
 - The programme to replace street lamps with LEDs was ahead of schedule with 70,000 lamps already replaced: the fastest programme of its type in the UK;
 - There were technical difficulties in relation to the cutting down of obsolete lamp posts (including electrical supply): a report would be provided to members.
- (3) Resolved that the report be noted.

254. Local Transport Plan 4: Delivering Growth without Gridlock - revised plan
(Item 7)

Katie Stewart (Director of Environment, Planning and Enforcement) and Katie Pettitt (Principal Transport Planner) were in attendance for this item.

- (1) Officers introduced the report which asked the Committee to consider and make recommendations on the revised Local Transport Plan 4 before it was to be considered by Cabinet and County Council.
- (2) In response to questions, the Cabinet Member and officers provided the following:
 - A lorry park at Detling aerodrome had previously been ruled out by Government of practicability grounds
 - The summary names given to projects in this report would be expanded and clarified as the projects were developed
 - There had been a move away from planning road safety measures purely on deaths and serious injuries data towards a more balanced risk assessment
 - There was a group meeting under the direction of the Rt Hon Greg Clark, MP, to examine options for the further development of the A228
 - The danger of using mobile phones in cars was covered in the general safety provisions and should not be specified separately.
- (3) Mr Caller moved and Mr Baldock seconded the following amendment to the recommendations: “that every reference to option C in relation to the New Lower Thames Crossing should be amended to the previously consulted option A14”.

For (2) Mr M Baldock and Mr C Caller; **Against (10)** Mr C Pearman, Mr A Bowles, Mr I Chittenden, Mr P Homewood, Mr B MacDowall, Mr J Ozog, Mr C Simkins, Mrs C Waters, Mr M Whybrow and Mr A Wickham; **Abstentions (0)**

The amendment was lost

- (4) Resolved that
 - the Local Transport Plan 4 be endorsed and submitted to the Cabinet and County Council.
 - approval be endorsed for the County Council to authorise the Corporate Director of Growth, Environment and Transport to make any further minor modifications which may be needed such as formatting changes and typographical errors in order to publish the Local Transport Plan 4: Delivering Growth without Gridlock.

For (10) Mr C Pearman, Mr A Bowles, Mr I Chittenden, Mr P Homewood, Mr B MacDowall, Mr J Ozog, Mr C Simkins, Mrs C Waters, Mr M Whybrow and Mr A Wickham; **Against (2)** Mr M Baldock and Mr C Caller; **Abstentions (0)**

255. 17/00025 Highways and Transportation Schemes funded through the Local Growth Fund Round 3
(Item 8)

Roger Wilkin (Director of Highways, Transportation and Waste), Lee Burchill (Local Growth Fund Programme Manager) and Tim Read (Head of Transportation) were in attendance for this item.

- (1) Officers introduced this report which asked the Committee to consider and endorse or make recommendations to the Cabinet Member for Environment and Transport to give approval to take the schemes listed below through the next stages of development and delivery including authority to progress statutory approvals and consultation where appropriate, and to enter into funding and construction contracts:
 - a) Dartford Town Centre improvements scheme, in drg. No. 4300378/000;
 - b) A2500 Lower Road improvement scheme, in drg No. 43000416/000/06;
 - c) A2/A28 Coast bound off-slip, Wincheap scheme, in drg. No. 5269/GA01

- (2) In response to questions the Cabinet Member and officers advised the following:
 - The Dartford scheme had been the subject of complex drafting and consultation process and was therefore broadly supported
 - Noting support from local members for the Sheppey Lower Road scheme;
 - Agreeing that the description of the “A2/A28 Coast bound off-slip, Wincheap scheme” could be clearer;
 - All projects would be the subject of detailed business cases before implementation.

- (3) Resolved that the Cabinet Member for Environment and Transport be recommended to give approval to take the schemes listed below through the next stages of development and delivery including authority to progress statutory approvals and consultation where appropriate, and to enter into funding and construction contracts:
 - a) Dartford Town Centre improvements scheme, in drg. No. 4300378/000;
 - b) A2500 Lower Road improvement scheme, in drg No. 43000416/000/06;
 - c) A2/A28 Coast bound off-slip, Wincheap scheme, in drg. No. 5269/GA01 and specifically to:
 - i) give approval to the progress the design of the schemes for development control and land charge disclosures;
 - ii) give approval to progress all statutory approvals or consents required for the schemes;
 - iii) give approval to carry out consultation on the schemes;
 - iv) give approval to enter into Local Growth Fund funding agreement subject to the approval of the Corporate Director of Finance & Procurement, and
 - v) give approval to enter into construction contracts as necessary for the delivery of the schemes subject to the approval of the Procurement Board to the recommended procurement strategy.

256. 17/0028 Minerals and Waste Safeguarding Supplementary Planning Document
(Item 9)

Sharon Thompson (Head of Planning Applications) was in attendance for this item.

- (1) Officers introduced the report which asked the Committee to consider and endorse, or make recommendations to the Cabinet Member for Environment and Transport on the proposed decision to adopt the Kent Minerals and Waste Safeguarding Supplementary Planning Document March 2017 (SPD).
- (2) In response to questions from Committee members officers advised the following:
 - confirming that the SPD set out how the safeguarding policies in the adopted Mineral and Waste Local Plan would be implemented and that it covered all economic minerals including brick earth;
 - clarifying that “mineral haul roads” were those road located on quarries.
- (3) Resolved that the Cabinet Member for Environment and Transport be recommended to adopt the Kent Minerals and Waste Safeguarding Supplementary Planning Document March 2017 (SPD). In addition, the Cabinet Committee endorsed delegation to the Director of Environment, Planning and Enforcement, for the authorisation to make any further minor modifications which may be needed (such as formatting changes and typographical errors), in order to publish the Minerals and Waste Safeguarding Supplementary Planning Document.

257. 17/00020 Active Travel Strategy and Action Plan
(Item 11)

Roger Wilkin (Director of Highways, Transportation and Waste) and Charlotte Owen (Safer Mobility Team Leader) were in attendance for this item.

- (1) Officers introduced this report which asked the Committee to consider and endorse, or make recommendations to the Cabinet Member for Environment and Transport on the proposed decision to approve the Active Travel Strategy and Action Plan.
- (2) In response to questions from Committee members, the Cabinet Member and officers advised the following:
 - The strategy would be cost neutral
 - The main driver behind the strategy was to help make the people of Kent healthier through cycling and walking which also serve to reduce pollution and congestion
 - The successful integration of measures would take some years to be fully implemented.
- (3) Resolved that:
 - (a) the Committee endorse the proposed decision of the Cabinet Member for Environment and Transport to approve the Active Travel Strategy and Action Plan; and

(b) the Corporate Director, Growth Environment and Transport be given the authorisation to make any further minor modifications which may be needed such as formatting changes and typographical errors in order to publish the Active Travel Strategy and Action Plan be endorsed.

(Mr MacDowall voted against).

258. 17/00016 Re-procurement and award of contract/s for Soft Landscape Urban Grass, Shrubs & Hedges (Maidstone, Dartford, Canterbury & Thanet).
(Item 10)

Andrew Loosemore (Head of Highways Asset Management) and Richard Diplock (Soft Landscape Manager) were in attendance for this item.

(1) Officers introduced the report which dealt with the soft landscape urban grass shrubs and hedges contract (Maidstone, Dartford, Canterbury and Thanet) which would end on 31 December 2017. The contract value was estimated at £325-350k per year. A Key Decision was required to award the contract/s for this discretionary service as the value of the contract, including optional extensions exceeded £1m.

(2) In response to questions the Cabinet Member and officers advised that:

- It was intended that this reprocurement would result in local contractors being appointed.
- Small and medium sized enterprises (SMEs) should be well placed to bid for these local contracts
- It was hoped that more parish and town councils would come on board with the project over time, although it was noted that in urban areas there were often no local councils in place.

(3) Resolved that the Committee endorse the proposed decision of the Cabinet Member for Environment and Transport to re-procure and delegate to the Director of Highways, Transportation and Waste authority to award contract/s for the urban grass, shrubs & hedges service.

259. 17/00029 Fees & Charges for Highways activities 2017/18
(Item 12)

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

(1) Officers introduced the report which detailed the proposed changes to fees and charges for the 2017/18 financial year for highways services where a charge would be made for the provision of services.

(2) In response to questions the Cabinet Member and officers reported that:

- There was nothing in regulations to prevent the removal of inappropriate signs on lamp posts. A pragmatic approach was taken to items promoting community events. Tackling flyposting, of course, was a district council responsibility.

- Brown tourism signs were based on visitor numbers – officers undertook to provide detailed information on this to all members of the Committee.
- Charges could not be punitive and had to relate to the cost of service, so it was not possible to charge utilities excessive amounts for emergency road closures.

(3) Resolved that the Committee endorse the Cabinet Member for Environment and Transport's proposals to amend fees and charges for 2017/18 as contained in the report.

260. 16/00148 A2 Bean and Ebbsfleet Junction Improvement - funding contribution by the Strategic Transport Infrastructure Programme (STIP)

(Item 13)

Andy Moreton (Project Manager) was in attendance for this item.

(1) Officers introduced this report which dealt with issues relating to Kent County Council being the accountable body for the Strategic Transport Infrastructure Programme (STIP). KCC was therefore required to provide a reasonable contribution to the Bean and Ebbsfleet Junction Improvements and this report presented the matters considered in order for such a contribution to be offered to Highways England. Officers advised that since the report was written the Ebbsfleet Development Corporation had agreed to underwrite the Eastern Quarry s106 monies which are to be used as a full and final contribution from the STIP fund.

(2) In response to a question officers advised that the project start date was 2020.

(3) Resolved that the Committee endorse the proposed decision of the Cabinet Member for Economic Development to:

- a) approve the full and final contribution from the Strategic Transport Infrastructure Programme (STIP) towards the A2 Bean and Ebbsfleet (A2BE) junction improvements; and
- b) support the approach that KCC will not forward fund or guarantee the proposed contribution.

261. 17/00017 Dartford Town Centre transport improvements and public realm works - Approval to enter in to a Legal Agreement

(Item 14)

Andy Moreton (Project Manager) was in attendance for this item.

(1) Officers introduced the report which indicated that it was intended to seek approval for Kent County Council to enter in to a Legal Agreement to enable Dartford Borough Council to undertake a programme of transport improvements and public realm work within the Dartford, funded by the Kent Thameside Strategic Transport Infrastructure Programme (STIP) for which KCC was the Accountable Body.

- (2) In response to questions the Cabinet Member and officers advised that:
- Detailed drawings of the project would be shared with Committee members outside of the meeting
 - Further consultations would be held with local businesses in due course.
- (3) Resolved that the Committee endorse the proposed decision of the the Corporate Director Growth, Environment and Transport and the Corporate Director Finance and Procurement, to negotiate and execute legal and/or partnership agreements for the delivery of the Dartford Town Centre scheme.

262. Growth, Environment & Transport Directorate Business Plan 2017-18
(Item 15)

Karla Phillips (Strategic Business Adviser for Growth, Environment and Transport) was in attendance for this item.

- (1) Officers presented the report which outlined the draft Growth, Environment and Transport Directorate Business Plan (2017-18) for consideration and comment, prior to publication online in April 2017.
- (2) In response to a question the Cabinet Member advised that the business plan was required for professional continuity regardless of the outcome on elections to be held in May 2017. Officers undertook to remove acronyms.
- (3) Resolved that the Committee endorse the final draft Growth, Environment and Transport Directorate Business Plan (2017-18) and note that the final Directorate Business Plan would be published online in April 2017.

263. Risk Management: Growth, Environment and Transport Directorate
(Item 16)

- (1) Officers presented this report which outlined the strategic risks relating to the Environment and Transport Cabinet Committee and, in addition, two risks featuring on the Corporate Risk Register for which the Corporate Director was the designated 'Risk Owner' on behalf of the Corporate Management Team. The paper also explained the management process for review of key risks.
- (2) Officers advised that the plan would need to be amended regarding references to EU funding.
- (3) Resolved that the Cabinet Committee endorse the directorate risk register and relevant corporate risks.

264. Department for Transport consultation on Night Flight Restrictions
(Item 17)

Katie Pettitt (Principal Transport Planner) and Joseph Ratcliffe (Transport Strategy Manager) were in attendance for this item.

- (1) Officers introduced this report which dealt with the Department for Transport (DfT) consultation on the next regime of night flight restrictions at Heathrow,

Gatwick and Stansted which closed on 28 February 2017. All local Members in the affected districts of Tonbridge and Malling, Tunbridge Wells and Sevenoaks had been asked for their views to feed into Kent County Council's (KCC) response, which was based on the *Policy on Gatwick Airport*, adopted by Cabinet in December 2014. KCC's response focused on Gatwick Airport only. The DfT's proposals had set a new environmental objective to "encourage the use of quieter aircraft to limit or reduce the number of people significantly affected by aircraft noise at night, while maintaining the existing benefits of night flights". For Gatwick, the DfT proposed to retain the existing movement limit (the number of flights that can arrive/depart between 2330 and 0600 in a winter or summer season) and reduce the noise quota limit (the amount of noise energy that can be produced over the same period). KCC's response argued for a reduction in the number of night flights allowed at Gatwick in accordance with our *Policy on Gatwick Airport*. The current number of permitted night flights was unacceptable and the DfT should reduce the night movement limit at Gatwick to at least a level that was comparable with Heathrow.

- (2) Resolved that the KCC response to the consultation on night flight restrictions at Heathrow, Gatwick and Stansted be noted and endorsed.

265. Find & Fix Pothole Blitz Update and 2017/18 Campaign (Item 18)

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

- (1) Mr Balfour (Cabinet Member for Environment and Transport) introduced this report which dealt with the allocation to KCC of £2.196 million for 2017/18 from the DfT Pothole Grant which together with an additional £300K of KCC funding would enable the delivery of a £2.5 million Pothole Blitz through the summer months of 2017. A network of local suppliers had been procured in 2016/17 and the pothole blitz successfully delivered. It was intended to deliver a similar programme for 2017/18. The Cabinet Member confirmed that the programme would be delivered on a needs basis across the entire county.
- (2) Resolved that Cabinet Committee note the report concerning future Find and Fix (Pothole Blitz) campaigns and endorse the delegation of authority to the Director of Highways Transportation and Waste to procure and award contracts and allocate funding as it becomes available to deliver a programme of works for 2017/18 and for future years' DfT funding.

266. Work Programme 2017 (Item 19)

Louise Whitaker (Democratic Services Manager (Executive)) was in attendance for this item.

- (1) Officers introduced this report which gave details of the proposed work programme for the Environment and Transport Cabinet Committee.

- (2) Members of the Committee requested reports to future meetings on the following:
- On line reporting tool which was currently unwieldy
 - Red flag risk items.
- (3) Resolved that the Committee agree its work programme for 2017 subject to the addition of the items listed above.

ENVIRONMENT & TRANSPORT CABINET COMMITTEE

MINUTES of a meeting of the Environment & Transport Cabinet Committee held in the Council Chamber, Sessions House, County Hall, Maidstone on Thursday, 25 May 2017.

PRESENT: Mrs C Bell, Mr T A Bond, Mr I S Chittenden, Mr N J Collor, Mr A Cook, Mr T Hills, Mr S Holden, Mr P J Homewood, Mr A J Hook, Mr B L Lewis, Mr R C Love, Mr P J Messenger, Mr J M Ozog, Mr M D Payne and Mr M Whybrow.

IN ATTENDANCE: Mr J Lynch (Head of Democratic Services)

UNRESTRICTED ITEMS

267. Election of Chairman *(Item 3)*

1. It was proposed and seconded that Mr Homewood be elected as Chairman of the Cabinet Committee.
2. Resolved that Mr Homewood be elected as Chairman of the Cabinet Committee.

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From: **Matthew Balfour, Cabinet Member - Planning, Highways, Transport and Waste**

To: **Environment & Transport Cabinet Committee – 15 June 2017**

Decision No: N/A

Subject: **Cabinet Member – Written Updates**

Classification: **For Information**

Past Pathway of Paper: N/A

Future Pathway of Paper: N/A

Electoral Division: All

Summary: This paper provides an update to Members of the Environment and Transport Cabinet Committee on KCC's responses to recent consultations on Lower Thames Crossing, Aviation Policy and Rail initiatives.

Recommendation(s):

The Cabinet Committee is asked to note the report.

1. Introduction

1.1 This paper provides an update on KCC's responses to recent consultations on the Lower Thames Crossing, Aviation and Rail policy.

2. Lower Thames Crossing

2.1 On 12 April, the Transport Secretary Chris Grayling announced the preferred route for a new Lower Thames Crossing that could create more than 6,000 jobs and boost the economy by more than £8 billion.

2.2 The new crossing will create a new link between the A2 and the M25 and reduce the burden on the busy Dartford Crossing. The Lower Thames Crossing is expected to carry 4.5 million heavy goods vehicles in its first year.

2.3 The planned route will run from the M25 near North Ockendon, cross the A13 at Orsett before crossing under the Thames east of Tilbury and Gravesend. A new link road, the Western Southern Link, will then take traffic to the A2. This was the route that KCC, in its response to the Highways England consultation in January 2016, supported as it provided more opportunity for environmental mitigation and avoided the village of Shorne and Shorne Woods Country Park.

- 2.4 This route was identified by the majority of nearly 47,000 respondents to the consultation as the best solution for reducing traffic and congestion at the Dartford Crossing and for boosting the economy by improving links to London and the Channel ports.
- 2.5 We are continuing to work to make the case to Highways England for more of the route to be in a tunnel to reduce visual and noise impact and to remove the proposed junction with the A226 as this will have an adverse effect on local roads. We also continue to engage Highways England through their route strategy development process to deliver the wider network improvements that are needed alongside the new Lower Thames Crossing to deliver a new strategic route from Dover to the Midlands and the North. This includes upgrading Brenley Corner, completing the dualling of the A2 around Lydden and improving the links between the M2/A2 and M20 via the A229 and A249 to enable the bifurcation or splitting of port traffic between the two motorway corridors and enhancing the resilience of the road network.
- 2.6 The Government also announced a further £10 million will be used to improve traffic flow at and around the existing crossing as well as studying ways to further tackle congestion. This will include a wide-ranging investigation into options to cut 'rat-running' through Dartford and Thurrock.
- 2.7 The new Lower Thames Crossing will now be taken through the Development Consent Order process with further consultations within the next year on the detail of the route following environmental and traffic modelling assessments. Subject to funding, the plan is that the new Crossing will be open in 2025 or 2026.

3. Aviation Consultations

- 3.1 The Department for Transport recently consulted on a new framework for balanced decisions on design and use of airspace to minimise the negative impacts of aviation. KCC responded to this consultation broadly welcoming the proposals that put the communities around airports and the significant issue of aviation noise at the heart of the assessment process for airspace changes.
- 3.2 In the past, such operational changes have caused distress amongst the communities surrounding Gatwick Airport, leaving a legacy of mistrust and requiring significant work to alleviate the resultant problems. For example, the change to the joining point of the Instrument Landing System final approach, altered the turning movements of aircraft and led to an increase in noise over West Kent. Communities were angered that this did not constitute an airspace change, meaning that no consultation was required, when the noise effects were so significant. Under the new proposals this would, and should, now fall under a 'Tier 2' airspace change and so be subject to review and consultation.
- 3.3 At the same time, the Department for Transport also consulted on a draft Airports National Policy Statement (NPS) to enable Heathrow expansion with a new third runway. KCC responded by reaffirming its opposition to the

alternative option of a second runway at Gatwick and any further consideration of a new airport in the Thames Estuary. The draft NPS, while permitting a third runway, rules out a fourth runway at Heathrow and KCC made the case that it should also rule out a second at Gatwick. The draft NPS also proposed that expansion at Heathrow is accompanied by a complete ban on night flights. KCC's response is that a night flight ban should also be applied at Gatwick, and all the other London airports, so that it prevents displacement of night flights from Heathrow to Gatwick and make the current intolerable situation even worse as Gatwick is permitted more than three times the number of night flights than Heathrow in the summer season."

4. Rail

4.1 The principal current rail issues affecting Kent are:

- (1) **New South Eastern rail franchise** – KCC responded to DfT on 19 May specifying the service enhancements it is seeking for High Speed, Mainline and Metro services in the new franchise. The new franchise will start in December 2018 and is expected to be awarded for up to eight years.
- (2) **Network Rail's Kent Area Route Study** – KCC will be responding to Network Rail's proposed list of infrastructure enhancements to the rail network in Kent, for example, track alterations at Ashford to permit through High Speed trains between London and Hastings via Ashford, which KCC supports as part of a wider increase in High Speed provision in Kent.
- (3) **Journey Time Improvement (JTI) scheme and Thanet Parkway station** – the JTI scheme will remove a further 3 minutes from the journey time between Ashford and Ramsgate via Canterbury West, and supports the business case for the new Thanet Parkway station which is planned to open in 2020.
- (4) **Ashford Spurs** – KCC and Ashford Borough Council have driven this project forward, in partnership with Network Rail, High Speed 1 and Eurostar, to upgrade the signalling at Ashford to permit the new generation of Eurostars; and potentially other operators' trains; to continue to serve Ashford. The project, which started in 2012, is due for completion in Spring 2018.
- (5) The **Metro services**, operating to Dartford, Gravesend and Sevenoaks in Kent, will now stay as part of the South Eastern franchise, and will not be devolved to the Mayor for London / TfL.
- (6) **Crossrail to Ebbsfleet** – KCC is represented on a multi-authority working group which is developing the strategic outline business case to support the extension of Crossrail (Elizabeth Line) from Abbey Wood to Ebbsfleet. This is a longer term project, for which funding for a full business case will be sought from Government in a submission planned for Autumn 2017. The business case will focus on three elements; the strategic case, the transport case and the economic case.

5. Recommendation(s)

Recommendation(s):

The Cabinet Committee is asked to note the report.

6. Contact details

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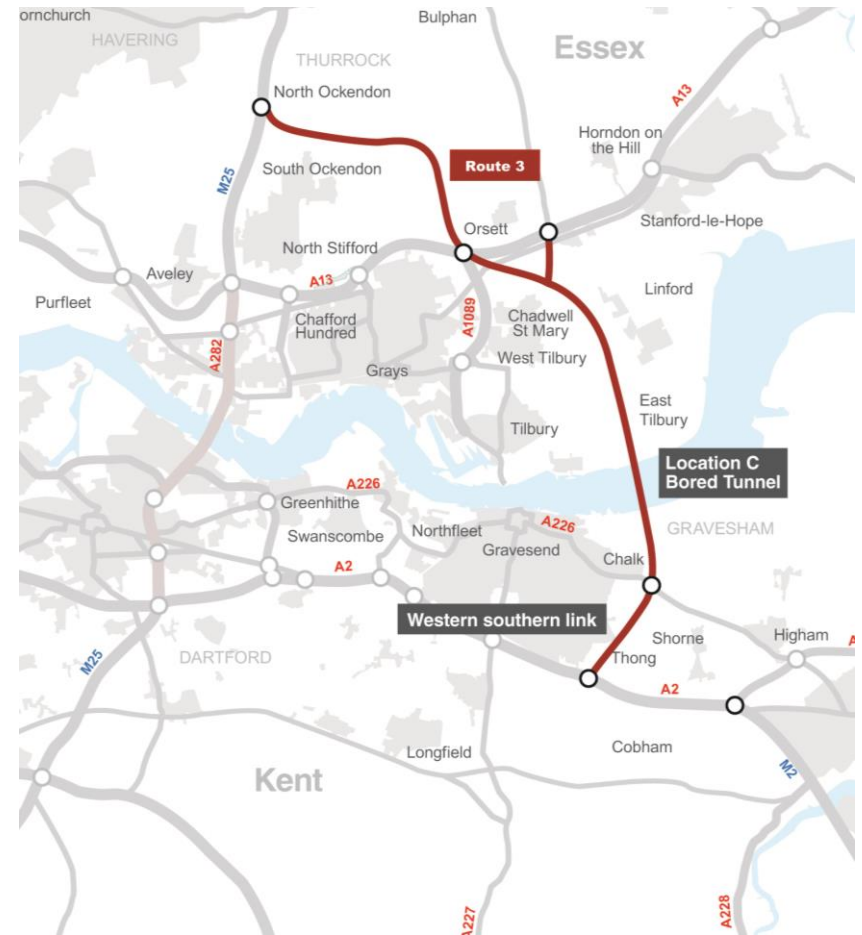
Katie.stewart@kent.gov.uk

Department for Transport Decision

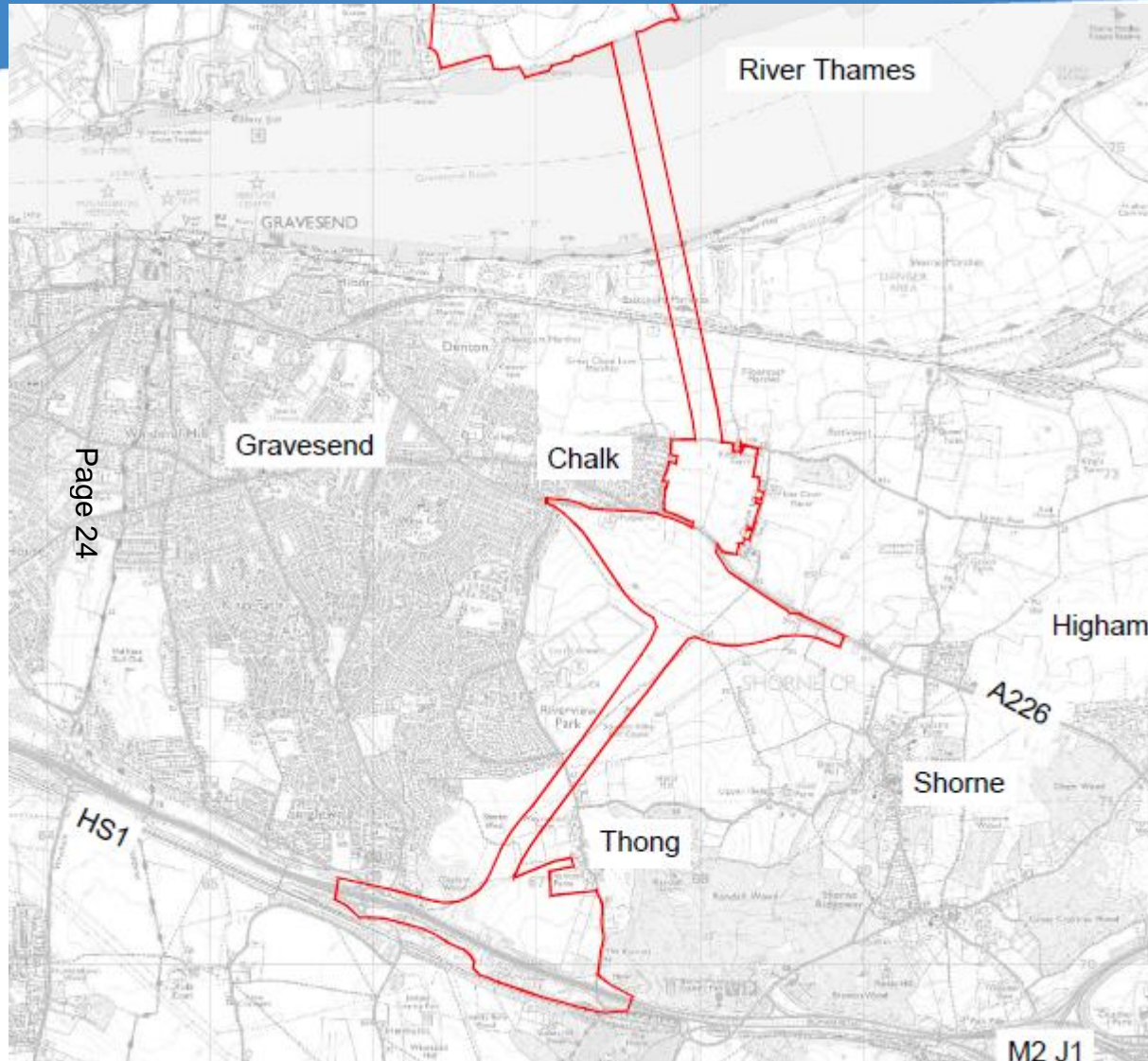


- Preferred Route Announcement by Government made on 12th April 2017:
 - a bored tunnel crossing under the River Thames east of Gravesend and Tilbury (Location C)
 - a new road north of the river which will join the M25 between junctions 29 and 30 (Route 3)
 - a new road south of the river which will join the A2 east of Gravesend (the Western Southern Link)
- Route chosen as one that ***“minimised community and environmental impacts as far as possible, whilst providing the transport and economic benefits of a modern, alternative crossing”***
 - This was the basis of KCC’s argument for the Western Southern Link

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Key Concerns for Kent



- Extent of tunnelling
- Proposed A226 junction
- A2 junction design (70mph link)
- Capacity – three lane tunnels and connectors
- Property and compensation:
 - WSL will see 4 residential and 3 commercial properties demolished, including the service station on the A2

Next Steps for the Project



- Detailed design
- Environmental surveys
- Air quality assessment
- Noise impact assessment
- Traffic modelling
- Junction design (A226 and A2)
- Ecology surveys (currently being conducted)
- Contacting land and property owners

Further public consultation and opportunities to comment on the proposals

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Illustrative image showing potential tunnel approach south of the river

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From: Matthew Balfour, Cabinet Member for Planning, Highways Transport & Waste
 Mike Hill, Cabinet Member for Community & Regulatory Services,
 Barbara Cooper, Corporate Director for Growth, Environment and Transport

To: Environment and Transport Cabinet Committee – 15 June 2017

Subject: Performance Dashboard

Classification: Unrestricted

Summary:

The Environment and Transport Performance Dashboard shows progress made against targets set for Key Performance Indicators. This is the year-end Dashboard for 2016/17 with data up to March 2017.

Recommendation(s):

The Environment and Transport Cabinet Committee is asked to NOTE the report.

1. Introduction

- 1.1. Part of the role of Cabinet Committees is to review the performance of the functions of the Council that fall within the remit of the Committee.
- 1.2. To support this role, Performance Dashboards are regularly reported to each Cabinet Committee throughout the year, and this is the fifth and final report for the 2016/17 financial year.

2. Performance Dashboard

- 2.1. The current Environment and Transport Performance Dashboard is attached at Appendix 1.
- 2.2. The Dashboard provides a progress report on performance against target for the Key Performance Indicators (KPIs) included in this year's Directorate Business Plan.
- 2.3. The current Dashboard provides results up to the end of March.
- 2.4. The Dashboard also includes a range of activity indicators which help give context to the Key Performance Indicators.
- 2.5. Key Performance Indicators are presented with RAG (Red/Amber/Green) alerts to show progress against targets. Details of how the alerts are generated are outlined in the Guidance Notes, included with the Dashboard in Appendix 1.

- 2.6. Year-end performance was on or ahead of target for four indicators in Highways & Transportation. Two indicators, streetlights repaired in time and publically reported faults repaired in timescale were both marginally behind target for the year with both indicators impacted on by the transition of the service provider from Amey to Bouygues earlier in the year; currently monthly performance for both indicators is ahead of target. The number of LED streetlights was also behind target earlier in the year but the year-end performance was ahead of target with the programme now running ahead of the planned schedule.
- 2.7. Performance exceeded target for all indicators for Waste Management, although volumes remain on the high side of expectations. Waste diverted to landfill was significantly ahead of target due to increased recycling and new contracts for residual derived fuel. The 2020 target of less than 5% of waste going to landfill has already been exceeded during the course of financial year 2016/17.
- 2.8. For Environment, Planning and Enforcement (EPE), Country Parks income was ahead of target. Public Rights of Way priority repairs were behind target due to completion of some longer standing faults which impacted on the overall figure. Carbon Dioxide emissions are reducing towards target and will improve further as the LED streetlight programme progresses. The number of businesses assisted by Trading Standards was below floor standard; this was caused by a drop in demand following the introduction of a charge for this service. Income for Kent Scientific Services was significantly behind target, with a reduction in work from the public sector. Income generated by EPE services overall was well above target for the year.

3. Recommendation(s):

The Environment and Transport Cabinet Committee is asked to NOTE this report.

4. Background Documents

The Council's Business Plans:

<http://www.kent.gov.uk/about-the-council/strategies-and-policies/corporate-policies/business-plans>

5. Contact details

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Environment and Transport Performance Dashboard

Financial Year 2016/17

Year end results (March 2017)

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Produced by Strategic Business Development and Intelligence

Publication Date: May 2017

Guidance Notes

RAG RATINGS

GREEN	Performance has met or exceeded the current target
AMBER	Performance is below the target but above the floor standard
RED	Performance is below the floor standard

Floor standards are pre-defined minimum standards set in Directorate Business Plans and represent levels of performance where management action should be taken.

Activity Indicators

Activity Indicators representing demand levels are also included in the report. They are not given a RAG rating. Instead they are tracked within an expected range represented by Upper and Lower Thresholds. The Alert provided for Activity Indicators is whether they are in expected range or not. Results can either be in expected range (**Yes**) or they could be **Above** or **Below**.

Key Performance Indicators Summary

Highways and Transportation	RAG
Potholes repaired in 28 calendar days (routine works not programmed)	GREEN
Faults reported by the public completed in 28 calendar days	AMBER
Streetlights repaired in 28 calendar days	AMBER
Customer satisfaction with service delivery (100 Call Back)	GREEN
Resident satisfaction with Highways schemes	GREEN
Number of LED streetlight conversions	GREEN

Waste Management	RAG
Municipal waste recycled and composted	GREEN
Municipal waste converted to energy	GREEN
Municipal waste diverted from landfill	GREEN
Waste recycled and composted at HWRCs	GREEN

Environment, Planning and Enforcement	RAG
Income generated by EPE Services (£000s)	GREEN
CO2 emissions from KCC estate (excluding schools) in tonnes	AMBER
Trading Standards – Serious or persistent offenders investigated	AMBER
Trading Standards – Dangerous / hazardous products removed from market	GREEN
Trading Standards - Businesses assisted for business growth and development	RED
Kent Scientific Services - External income (£000s)	RED
Country Parks - Income generated (£000s)	GREEN
PROW – median number of days to resolve faults (rolling 12 months)	AMBER

Service Area	Director	Cabinet Member
Highways & Transportation	Roger Wilkin	Matthew Balfour

Ref	Performance Indicators	Year End	RAG	Target	Floor	Previous Year
HT01	Potholes repaired in 28 calendar days (routine works not programmed)	96%	GREEN	90%	80%	92%
HT02	Faults reported by the public completed in 28 calendar days	89%	AMBER	90%	80%	93%
HT03	Streetlights repaired in 28 calendar days	88%	AMBER	90%	80%	93%
HT04	Customer satisfaction with service delivery (100 Call Back)	90%	GREEN	75%	60%	86%
HT05	Resident satisfaction with Highways schemes	82%	GREEN	75%	60%	84%
HT11c	Number of actual LED streetlight conversions	63,601	GREEN	61,000	54,900	n/a

HT02/HT03 – The amber status for both these measures is related to streetlighting as we transitioned from Amey as the provider of services to Bouygues. Currently monthly performance indicators for both indicators is ahead of target.

Service Area	Director	Cabinet Member
Highways & Transportation	Roger Wilkin	Matthew Balfour

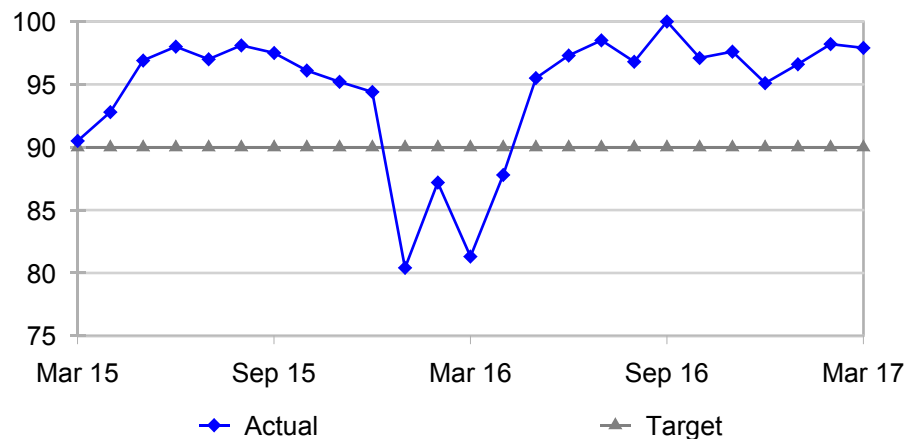
Ref	Activity Indicators	Year End	In expected range?	Expected Range		Previous Year
				Upper	Lower	
HT01d	Potholes repaired (as routine works and not programmed)	9,061	Below	14,900	10,700	10,388
HT02d	Routine faults reported by the public completed	55,236	Yes	64,500	50,500	56,264
HT03d	Streetlights repaired	11,326	Below	21,300	15,300	15,718
HT07	Number of new enquiries requiring further action	101,127	Yes	114,000	94,000	100,372
HT08	Work in Progress	6,114	Below	7,900	6,400	7,818

HT01d – Relatively mild weather over winter meant demand for pothole repairs was lower than expected.

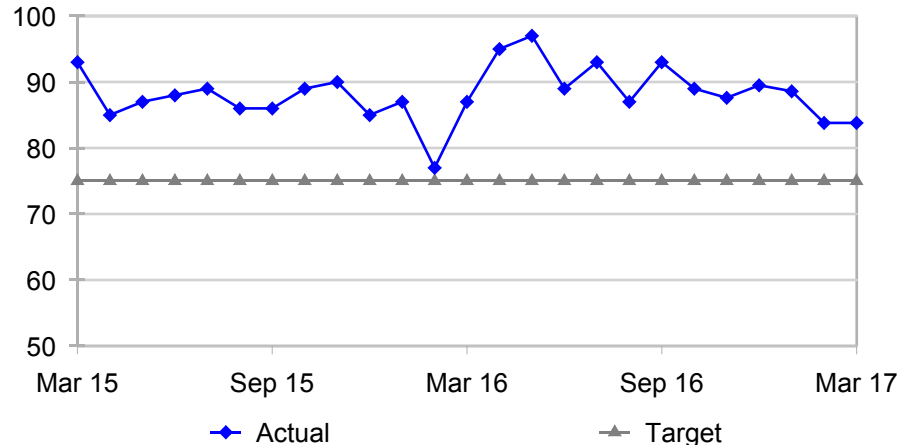
HT03d – Fewer streetlights were repaired as conversion to LED progressed across the County.

HT08 – The low levels of work in progress were caused by the reasons given above.

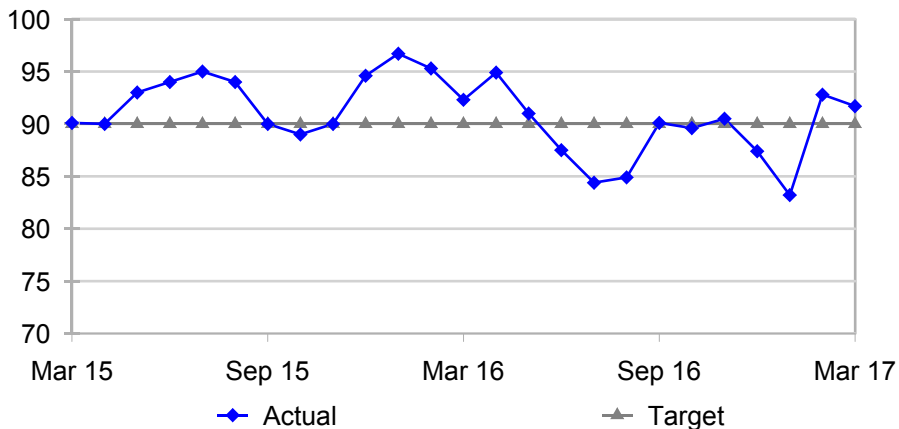
HT01 - Percentage of potholes repaired in 28 calendar days



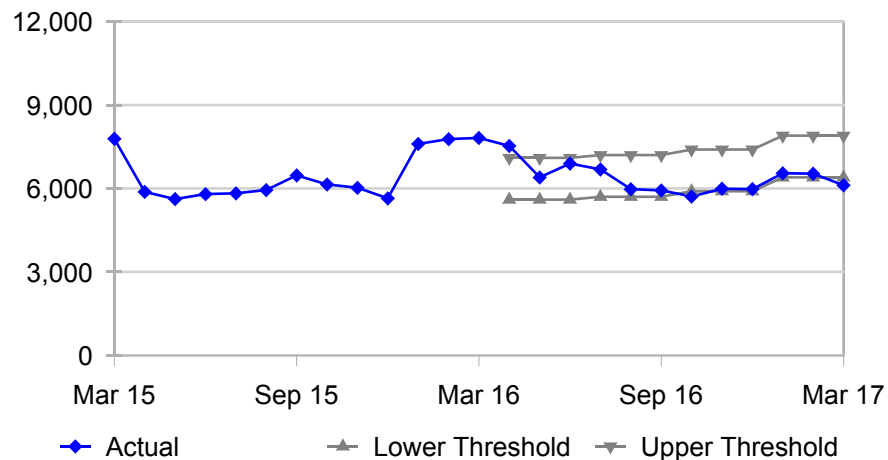
HT04 - Customer satisfaction with service delivery (100 Call Back)



HT02 - Percentage of faults reported by the public completed in 28 calendar days



HT08 - Work in Progress

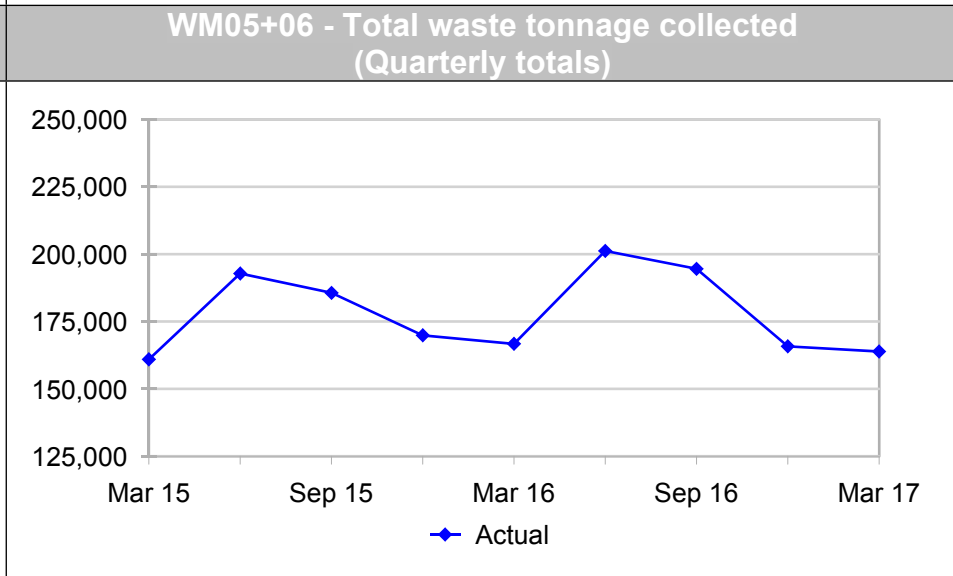
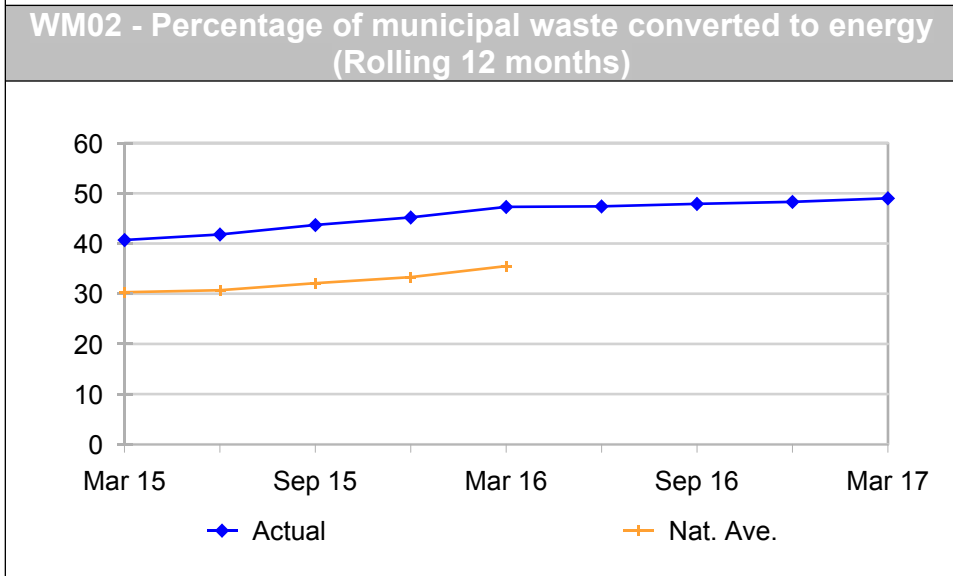
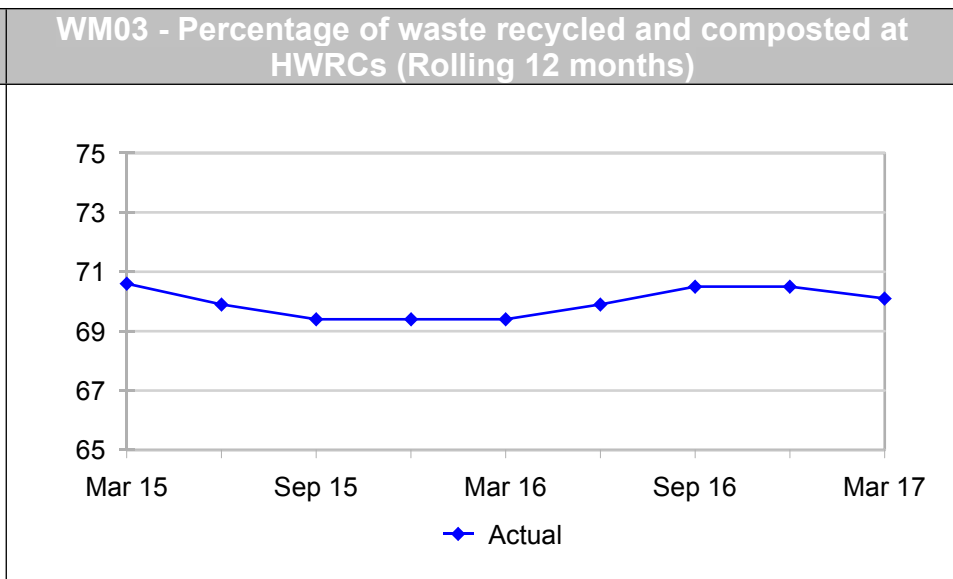
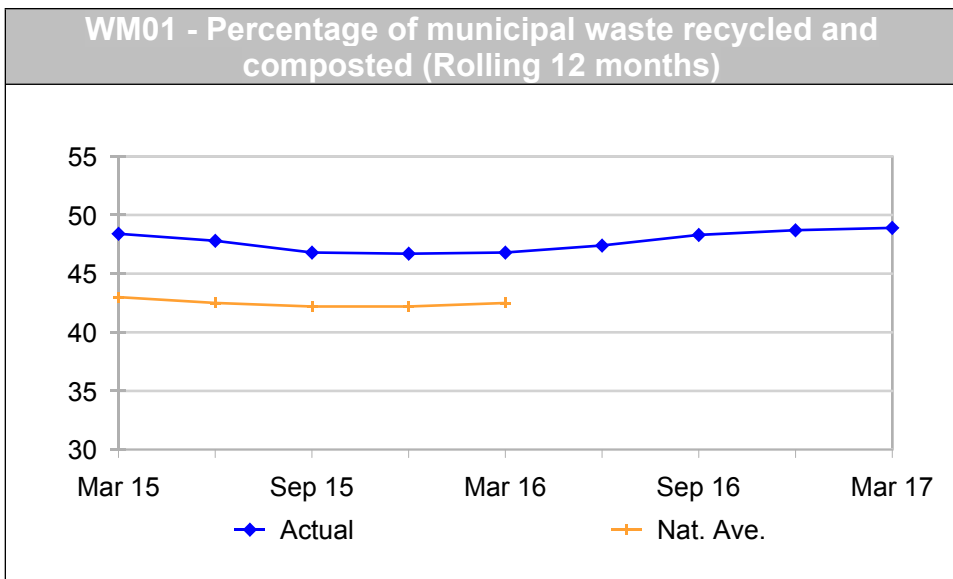


Service Area	Director	Cabinet Member
Waste Management	Roger Wilkin	Matthew Balfour

Results below are for the rolling 12 months to March 2017.

Ref	Performance Indicators	Year End	RAG	Target	Floor	Previous Year
WM01	Municipal waste recycled and composted	48.9%	GREEN	46.8%	41.8%	46.9%
WM02	Municipal waste converted to energy	49.0%	GREEN	47.9%	42.9%	47.5%
01+02	Municipal waste diverted from landfill	97.9%	GREEN	94.7%	89.7%	94.4%
WM03	Waste recycled and composted at HWRCs	70.1%	GREEN	69.3%	67.3%	69.4%

Ref	Activity Indicators	Year to date	In expected range?	Expected Range		Previous Year
				Upper	Lower	
WM05	Waste tonnage collected by District Councils	542,300	Yes	555,000	525,000	539,700
WM06	Waste tonnage collected at HWRCs	183,100	Yes	185,000	165,000	175,300
05+06	Total waste tonnage collected	725,400				715,000



Division	Director	Cabinet Member
Environment, Planning and Enforcement	Katie Stewart	Matthew Balfour

Ref	Performance Indicators	Year End	RAG	Target	Floor	Previous Year
EPE15	Income generated by EPE Services (£000s)	5,850	GREEN	4,520	4,400	N/a

Results below are for the rolling 12 months to December 16

Ref	Performance Indicator	Latest Quarter	RAG	Target	Floor	Previous Year
EPE13	CO2 emissions from KCC estate (excluding schools) in tonnes	43,560	AMBER	41,900	45,250	45,270

EPE13 - KCC's Greenhouse emissions are reducing at an increasing rate, although currently behind target. The Street lighting LED programme is now being reflected in the data and will continue to influence this positive trend moving forward. Emissions from corporate estate buildings, fleet transport and business travel continue to reduce. Most notable is the 12% reduction in fleet vehicle emissions, as these emissions are strongly linked to poor air quality and health impacts

Division	Director	Cabinet Member
Environment, Planning and Enforcement	Katie Stewart	Mike Hill

Ref	Performance Indicators	Year End	RAG	Target	Floor	Previous Year
EPE02	Trading Standards – Serious or persistent offenders investigated	29	AMBER	30	27	36
EPE03	Trading Standards – Dangerous / hazardous products prevented from entering or removed from the market	193,070	GREEN	100,000	90,000	249,820
EPE04	Trading Standards - Individual Businesses assisted for business growth and development	164	RED	204	180	N/a

EPE 02 - Since restructuring we have developed our investigative skills and methods so that we are now dealing with very complex and significant cases, meaning they are more involved requiring longer to investigate, which in turn affects the capacity to take on more. We are bound by the legal requirements and our own enforcement policy, and as a result this KPI has been changed for 2017/18 to better reflect the value of our work in reducing criminality and to give some perspective on the complexity of what we do.

EPE 04 - We introduced charging for tailored business advice in August 2016 which immediately resulted in a reduction in businesses coming to us for advice. We have therefore revised this KPI for 2017/18 to include signposting services and non-compliance advice, as these also support business growth.

Division	Interim Director	Cabinet Member
Environment, Planning and Enforcement	Katie Stewart	Mike Hill

Ref	Performance Indicators	Year End	RAG	Target	Floor	Previous Year
EPE06	Kent Scientific Services - External income (£000s)	678	RED	770	687	718
EPE07	Country Parks - Income generated (£000s)	1,158	GREEN	1,104	1,049	1,161
EPE16	PROW – median number of days to resolve priority faults	28	AMBER	25	35	21

EPE06 - Income for KSS did not meet the budgeted targets and, indeed, was lower than in 2015/16 (by £39,922). As part of making KSS more commercial, we have increased our service provision to business and have launched a new Alternative Dispute Resolution service which brought in income of £10,935. We have also increased our analysis offer to business and have seen 20% more business samples come to the lab for analysis. This work has gone some way to offsetting the reduction in spend we have seen this year from local authorities and the Food Standards Agency as they, like KCC, feel the impact of budget reductions.

EPE16 - Public Rights of Way priority repairs had a longer resolution time due to completion of some longer standing faults which impacted on the overall figure. It is not possible to completely manage demand. Therefore if there are peaks in demand due to weather events, vegetation growth, etc, resolution times are liable to peak. Individual cases can be extremely involved and take a long time to resolve. Even relatively small numbers of such cases can have a significant impact on the indicator.

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From: **Matthew Balfour, Cabinet Member for Planning, Highways, Transportation & Waste**
Barbara Cooper, Corporate Director – Growth, Environment and Transport

To: **Environment & Transport Cabinet Committee – 15 June 2017**

Decision No: 16/00145

Subject: **Freight Action Plan**

Classification: **Unrestricted**

Past Pathway of Paper: Environment & Transport Committee – 12 January 2017

Future Pathway of Paper: Cabinet Member Decision

Electoral Division: County-Wide

Summary: The Freight Action Plan for Kent is a non-statutory document that highlights what we have already delivered and what we plan to do to reduce the negative impacts of road freight on local communities. The plan includes both nationally and locally important priorities such as Operation Stack and the provision of overnight lorry parking as well as looking into HGV routeing and the powers that KCC can use to reduce the negative impacts of road freight.

Recommendation(s):

The Cabinet Committee is asked to consider and endorse, or make recommendations to the Cabinet Member for Planning, Highways, Transportation and Waste on the proposed decision to endorse and adopt the Freight Action Plan for Kent as attached at appendix A.

1. Introduction

- 1.1 Kent is unique in its strategic location in the country as a gateway to mainland Europe. Despite the positive economic benefits road freight brings to the county and UK, the negative implications of road freight are felt across the county.
- 1.2 The draft Freight Action Plan was considered by Environment and Transport Cabinet Committee on 12 January. The Freight Action Plan for Kent is a non-statutory document that highlights what we have already delivered and what we plan to do to reduce the negative impacts of road freight on local communities. The plan includes both nationally and locally important priorities such as Operation Stack and the provision of overnight lorry parking as well as looking into HGV routeing and the powers that KCC can use to reduce the negative impacts of road freight.

1.3 The plan sets out five ongoing actions for managing freight through Kent and outlines how these actions can be met through partnership working between Kent County Council, local councils, industry bodies and other affected parties. These actions are outlined below:

1. To tackle the problem of overnight lorry parking in Kent.
2. To find a long term solution to Operation Stack.
3. To effectively manage the routing of HGV traffic to ensure that such movements remain on the strategic road network for as much of its journey as possible.
4. To take steps to address the problems caused by freight traffic to communities.
5. To ensure that KCC continues to make effective use of planning and development control powers to reduce the impact of freight traffic.

2. Financial Implications

2.1 Some of the actions in the plan have implications for officer time. There are no further financial implications in developing the plan but there will be costs involved for the delivery of specific actions and these will be costed separately.

3. Policy Framework

3.1 The Freight Action Plan for Kent sits as a supporting document to our Local transport Plan 4 (LTP4) *Delivering growth without gridlock*.

3.2 LTP4 deals with the large strategic schemes to address challenges, such as the Lower Thames Crossing and a solution to Operation Stack. The Freight Action Plan sets out the smaller scale interventions that KCC, working with communities and partner organisations, can and is making to mitigate the impact of road haulage on our communities and environment.

4. The Report

4.1 The original Freight Action Plan was a five year plan (2012-2016), adopted in 2012 and had the vision to: *“Promote safe and sustainable freight distribution networks into, out of and within Kent, which support local and national economic prosperity and quality of life, whilst working to address any negative impacts on local communities and the environment both now and in the future.”* This latest plan incorporates a refresh of the original Freight Action Plan but brings it up to date with what we have already achieved and what we will plan and continue to do to mitigate the negative impacts of road freight in Kent.

4.2 To date, working with partners and stakeholders, we have achieved:

- Government commitment of £250 million for a permanent lorry holding area as a solution to Operation Stack.
- Implemented Freight Journey Planner; a web based route planning tool that aims to help HGV drivers and Transport Managers to plan their routes within Kent to avoid roads with weight, height and width restrictions as well as roads that are unsuitable for HGV use.
- Implemented a number of Lorry Watch schemes across the county to empower local residents to record the details of vehicles contravening restrictions.
- Established Operation Kindle in which KCC works collaboratively with Kent Police, Highways England and Medway/Borough/District and Borough Councils to clamp/move on illegally or antisocially parked HGVs in the district. So far this has resulted in just under 500 fixed penalty notices issued and over 2,000 HGVs being moved on.

4.3 The Freight Action Plan was subject to an 8-week public consultation between January and March 2017. Over 500 residents, businesses and organisations responded to the questionnaire and as a result the plan has been amended and is shown at appendix B. Specific actions in the updated Freight Action Plan include:

1. Developing a strategy for a network of small lorry parks across Kent;
2. Continuing to press for overnight parking to be incorporated into Highways England's plans for the proposed lorry area at Standford West;
3. Support proposals for a permanent lorry area to remove the need for freight traffic to queue on the M20 during Operation Stack;
4. Support for proposals for a permanent solution for Dover TAP with twin speed limit variations along the A20; and
5. Continue to promote and pilot mapping and satellite technology to improve HGV routing within Kent including developing a 'Connected Vehicle' pilot scheme on the A2/M2 corridor.

4.4 The main focus of the action plan is on road freight as the dominant mode of transporting freight across the county and as this impacts the residents and businesses of Kent most significantly. However, the document also states that KCC fully supports the provision of modal shift from road to rail to reduce HGV movements in the county, so long as it does not adversely affect peak rail passenger services. It also considers water freight as currently the River Thames and Estuary in Kent are used to transport waste, construction materials and increasingly containerised goods.

4.5 The Freight Action Plan for Kent has been subject to an Equalities Impact Assessment (EqIA) demonstrating that it will not have an adverse impact on any group with protected characteristics.

4.6 There are no legal implications arising from this report.

5. Conclusions

5.1 Kent's Freight Action Plan provides a framework for mitigating the negative impacts of road freight in the county. This plan has identified realistic actions that can be taken to improve the situation

6. Recommendation(s)

Recommendation(s):

The Cabinet Committee is asked to consider and endorse, or make recommendations to the Cabinet Member for Planning, Highways, Transportation and Waste on the proposed decision to endorse and adopt the Freight Action Plan for Kent as attached at appendix A.

7. Background Documents

Appendix A: Proposed Record of Decision

Appendix B: Freight Action Plan for Kent

Appendix C: Consultation Report

Appendix D: Equalities Impact Assessment -

<https://democracy.kent.gov.uk/ecSDDisplay.aspx?NAME=SD5169&ID=5169&RPID=15203683>

8. Contact details

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KENT COUNTY COUNCIL – PROPOSED RECORD OF DECISION

DECISION TAKEN BY

**Matthew Balfour, Cabinet Member for Planning, Highways,
Transport and Waste**

DECISION NO:

16/00145

For publication: Freight Action Plan for Kent

Key decision: Yes

Subject Matter / Title of Decision:

To approve the content of the Freight Action Plan for Kent for adoption as KCC policy.

Decision:

As Cabinet Member for Planning, Highways, Transport and Waste, I agree to approve the content of the Freight Action Plan for Kent.

Governance:

The Executive Scheme of Delegation for Officers set out in Appendix 2 Part 4 of the Constitution (and the directorate schemes of sub-delegation made thereunder) provides the governance pathway for the implementation of this decision by officers as it assumes at 1.9 of the scheme that once a Member-level decision has been taken, the implementation of that decision will normally be delegated to officers, so that multiple Member decisions are not required in respect of the same matter. In this instance, the Traffic Manager is the lead officer seeking to ensure that all such steps are necessary to implement the decision are undertaken.

Reason(s) for decision:

KCC's current Freight Action Plan expired in 2016. This document is a refresh of the existing plan and outlines what KCC has achieved in that time, the latest developments in freight movements in Kent as well as what KCC plans to do to mitigate the negative impacts of road freight moving forward.

Cabinet Committee recommendations and other consultation:

The draft Freight Action Plan for Kent was approved to go to out to public consultation at the January 2017 Environment and Transport Cabinet Committee. Following an 8 week public consultation seeking the views of over 500 residents, businesses and organisations in Kent, the plan has had minor alterations made following the consultation.

Any alternatives considered:

No

Any interest declared when the decision was taken and any dispensation granted by the Proper Officer:

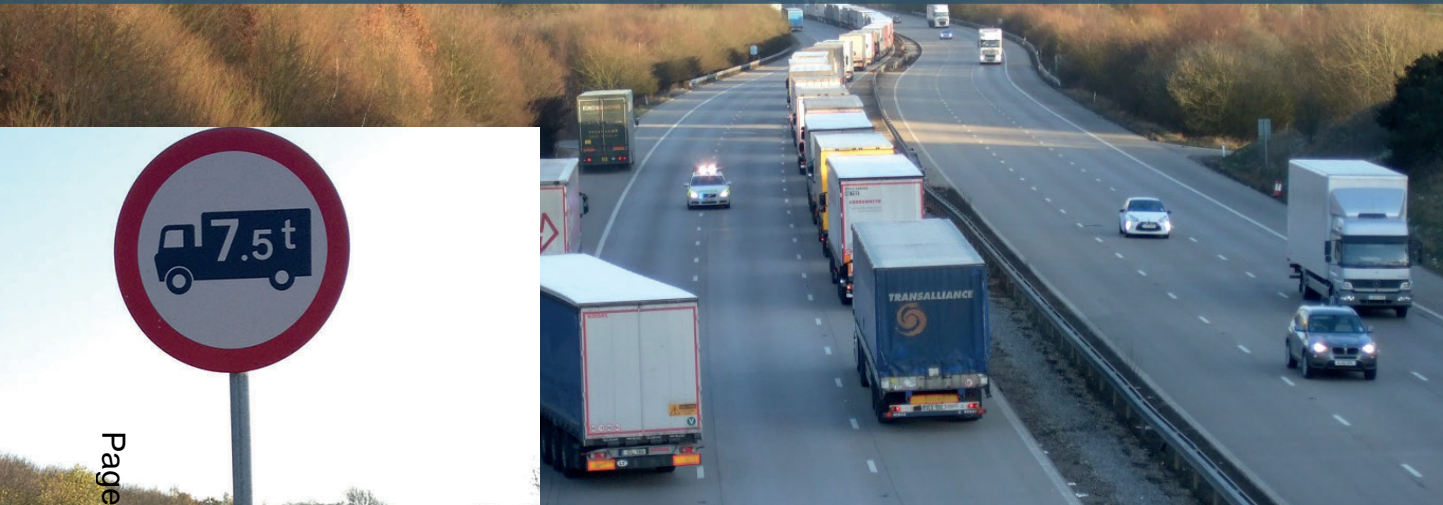
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Freight Action Plan for Kent



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Foreword



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Matthew Balfour
Cabinet Member for Planning,
Highways, Transport & Waste

We recognise that the freight transport industry makes a significant contribution to Kent's economy and the United Kingdom (UK) as a whole and it is therefore important to recognise both the need for Heavy Goods Vehicles (HGVs) to use the highway network and the positive

economic benefits this brings. We must however ensure that residents and businesses of and visitors to Kent are not disadvantaged by our role as an international gateway.

Freight issues in Kent are of both local and national importance, an example being Operation Stack which caused unprecedented disruption in the summer of 2015 where stack was in operation for 32 days. Tackling freight related issues is an important strategic priority for the County Council. The demand for overnight parking is growing as the volume of cross-Channel freight increases.

To combat this we are currently in the process of investigating where there might be suitable sites for a network of small scale lorry parks in the county. This approach alongside increased enforcement should lead to improved road safety and ensure parking is away from residential areas.

This action plan highlights what we have already

delivered and what we plan to do to reduce the impacts of road freight on local communities. The plan sets out five ongoing actions for managing freight through Kent and outlines how these actions can be met through partnership-working between Kent County Council (KCC), local councils, industry bodies and other affected parties.



KCC along with stakeholders have already successfully delivered a number of initiatives to mitigate the impact of freight traffic movements through the county including:

- Lobbying government to achieve £250 million of funding for a permanent lorry holding area as a solution to **Operation Stack**.
 - Developing and adopting the **Freight Journey Planner**, a web based route planning tool that aims to help HGV drivers and Transport Managers to plan their routes within Kent. This software is HGV specific and routes vehicles to avoid roads with weight, height and width restrictions as well as roads that are unsuitable for HGV use. The information used on this system is passed onto HGV specific satellite navigation systems.
 - Implementing a number of **Lorry Watch** schemes across the county to empower local residents to record the details of vehicles contravening restrictions.
 - Continuing **signing improvements** across the county including the use of pictorial signs to assist drivers whose first language is not English.
 - Establishing **Operation Kindle** in which KCC works collaboratively with Kent Police, Highways England and Medway/Borough/District Councils to clamp/move on illegally or antisocially parked HGVs in the district. So far this has resulted in just under 500 fixed penalty notices issued and over 2,000 HGVs being moved on.
 - Lobbying government to introduce a **HGV Road User Levy**. This is a taxing mechanism (Vignette) on both UK and non-UK based HGVs. The levy ensures all HGVs make financial contributions towards improvements and maintenance of the national road network. In 2015/16 £197.5 million of revenue was raised from the levy. £147.8 million from UK registered vehicles and £49.7million from non-UK registered vehicles⁽¹⁾.
 - **Swale Borough Council** set up a pilot **ECO Stars scheme** in 2016 with a number of large operators based in the Borough. The ECO Stars scheme provides public recognition for operators who are actively taking steps to improve efficiency, reduce fuel consumption and reduce their impact on local air quality.
- The scheme provides support for operators in better fuel management and driver training.



Introduction

Freight can be transported by a number of means including road, rail, sea and air. The main focus of this document is road freight as the dominant mode of transporting freight across the county and the mode which impacts the residents and businesses of Kent most significantly. Rail freight and sea freight also play a large role in the county as Kent has a number of rail freight terminals and large freight ports particularly Dover, Eurotunnel and Sheerness.

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Kent's role as a UK Gateway means that a high proportion of HGV traffic heading to and from mainland Europe uses the county's road network. This is evidenced by the fact that freight vehicles account for up to 41% of all vehicles on the county's strategic road network via the M2/A2 and M20/A20 corridors ⁽¹⁾.

KCC appreciates the need for freight to be transported on Kent's road network and the positive economic and social benefits that the industry brings both to the county and UK as a whole. However, the negative impacts are well recognised by KCC and stakeholders alike. It is these negative impacts that this Action Plan has been formulated to mitigate.

This plan describes the situation in Kent and identifies actions that can be taken by KCC, with

partners, to mitigate the impact of freight on the county's road network and residents' quality of life. The Plan is designed to identify realistic actions that can be taken to improve the situation. This plan is a supporting document to the Local Transport Plan 4 (LTP4) document "Delivering Growth without Gridlock" as shown by figure 1.

This plan also ties into LTP4, where road freight is associated with several of KCC's strategic transport priorities which include; new Lower Thames Crossing, the bifurcation of port traffic, port expansion, a solution to Operation Stack and the provision of overnight lorry parking. The LTP4 document can be found on the KCC website at kent.gov.uk.

Rail Freight

Kent County Council fully supports the provision of modal shift from road to rail to reduce HGV movements in the county, so long as it does not adversely affect peak rail passenger services. Rail freight is more environmentally friendly than road freight using 76% less carbon dioxide than the equivalent road freight movements.

A Strategic Rail Freight Interchange at Howbury, Dartford is proposed on the Kent/Bexley border. This site will be able to handle up to seven

trains per day and have a storage capacity of 183,187 sqm onsite. An intermodal freight train can remove between 43 and 77 HGVs from the strategic road network. Howbury will be able to handle up to 7 trains a day which equates to 300 – 540 HGV movements being removed from the south-eastern road network. The intermodal freight trains serving the site will be a mix of cross channel and domestic intermodal freight trains serving rail freight terminals and ports in the Midlands and North.

Water Freight

Currently the River Thames and Estuary in Kent are used to transport waste, construction materials and increasingly containerised goods. For every 1,000 tonne barge on the river, there are up to 100 fewer lorry movements required. This therefore reduces congestion on the roads, is environmentally sustainable and economically sound. Transport by barge is estimated to produce about one third of the greenhouse gas emissions compared to the equivalent journey by lorry. In Kent large volumes of pulp are transhipped via barge to Kimberley Clark's Northfleet tissue factory removing large volumes of road freight within Kent.

Headline statistics of road freight in Kent

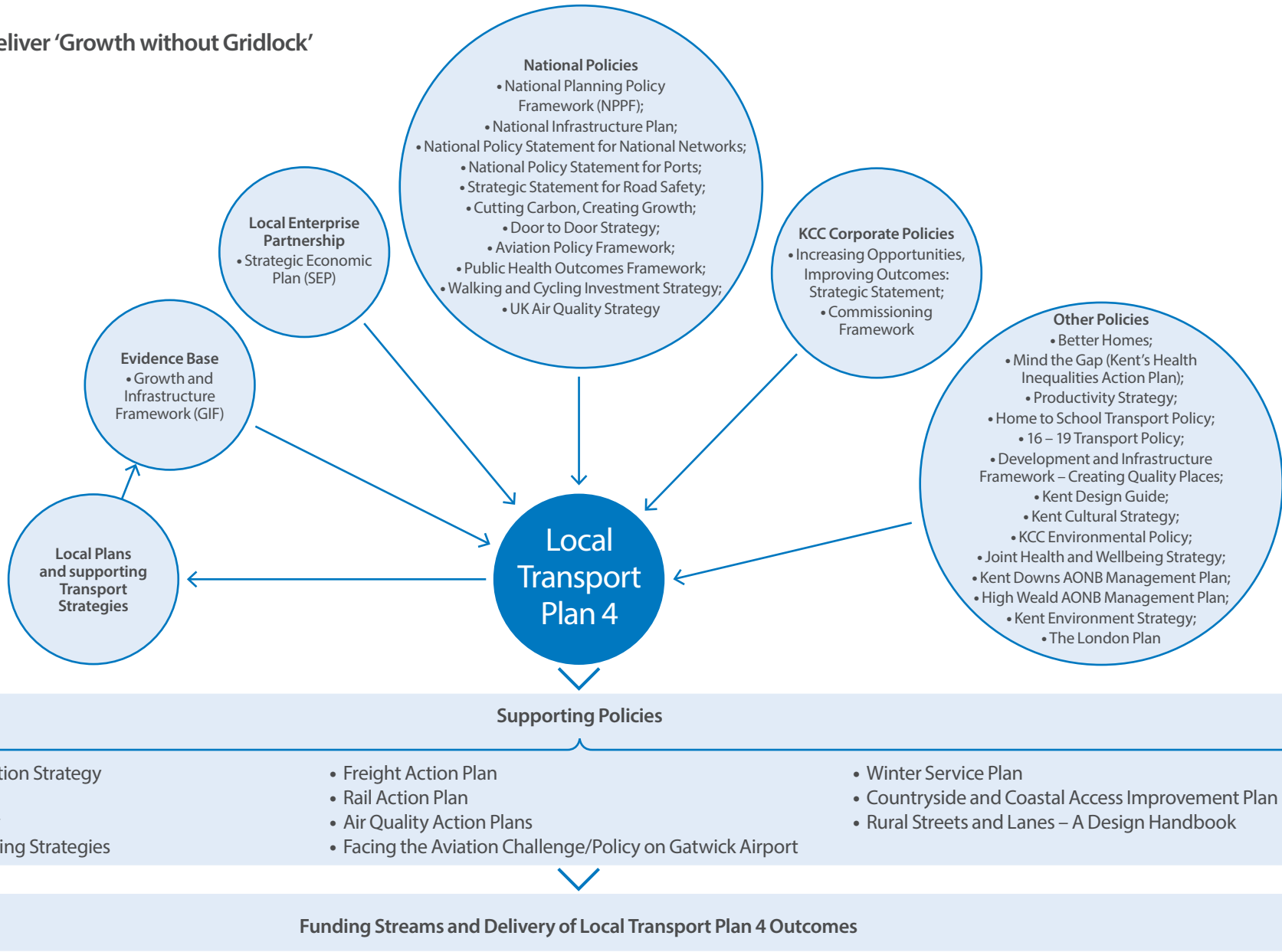
- Just under 3 million HGVs and unaccompanied trailers entered the UK from mainland Europe in 2015 with over 2 million of these entering through the Port of Dover and Eurotunnel ⁽²⁾
- The number of goods vehicles travelling between Great Britain and mainland Europe has increased by 84% in the last 20 years ⁽³⁾
- More than 70% of all HGV traffic from Dover and Eurotunnel use the Dartford crossing. ⁽⁴⁾
- Freight traffic is currently growing at 4% per year. ⁽⁵⁾
- The Department for Transport Road Traffic Forecasts (2015) predict a 22% increase in HGV movements between 2010 and 2040 across the UK road network ⁽⁶⁾
- The road freight industry is worth £74bn to UK economy ⁽⁷⁾
- Road freight continues to be the main method transporting freight across the UK with 136 billion tonnes moved by road, 22 billion by rail and 27 billion by water ⁽²⁾
- On average 10,800 HGVs cross the Strait of Dover each day (5,400) in each direction



Figure 1: LTP4 Policy Context

LTP4 is designed to deliver 'Growth without Gridlock'

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The key stakeholders of freight transport within Kent

The impacts of freight are wide and varied and therefore a number of authorities and organisations are responsible for mitigating its impacts within Kent. KCC recognises the need to continue to work closely with these bodies/organisations.



Kent County Council (KCC) is the Highway Authority responsible for over 5,000 miles of roads in Kent. This does not include the motorway and trunk roads maintained by Highways England and roads within the Medway Council area. KCC's roads range from county primary routes, such as the A229 and A28, to unclassified rural roads. The Council is responsible for maintaining the public highway and regulating any proposed developments that affect it.

KCC is the Local Transport Authority and under the Traffic Management Act 2004, Local Transport Authorities in England have a duty to keep all people and goods moving efficiently on the authority's road network.

KCC is responsible for producing a Local Transport Plan (LTP4) that outlines KCC's strategic transport priorities and proposed investment in transport infrastructure across the county. Alongside this the Growth and Infrastructure Framework (GIF) was developed to give planners, developers and

all levels of government the 'big picture' view of growth across Kent. The framework identifies the fundamental infrastructure and investment needed to support this growth and the likely funding gap. It prioritises investment to create new jobs, homes and infrastructure.



Department
for Transport

Department for Transport (DfT) are the governing body for all transport matters nationally. It allocates funding and develops policy and legislation. With regards to freight the DfT works to make sure goods are moved safely and securely across the UK.

It looks to encourage goods to be moved at a reasonable cost with minimum impact to the environment and communities. It also works with industry to reduce greenhouse gas emissions. It does this through:

- Providing policy, guidance and funding to Local Authorities
- Collecting revenue through the HGV Road User Levy
- Setting Drivers Hours regulations to be monitored by VOSA (Vehicle and Operator Services Agency)
- Implementing the Driver CPC (Certificate of Professional Competence) through the DVSA (Driver and Vehicle Standards Agency)
- Regulating the carriage of dangerous goods
- Trialling the use of longer semi-trailers



The management, maintenance and improvements to motorways and trunk roads in England is the responsibility of **Highways England**. As part of the network management duty KCC works in partnership with Highways England to prevent incidents on the strategic road network having an adverse impact on local roads. There are approximately 134 miles of road managed by Highways England in Kent which are the M25, M26, M20/A20, M2/A2, A21, A249, A259 and A2070.



Kent Police work alongside KCC and local communities to enforce restrictions on lorry movements including weight, height and width limits and work with District Councils to issue penalty notices to drivers committing offences. Kent Police assist to coordinate activities such as Operation Stack which are required under the Civil Contingencies Act 2004.



Medway Council is a unitary council within Kent and is the Highway Authority responsible for 513 miles of roads in the Medway unitary authority area. Within the council area is Thamesport, a large container port with plans for future growth.

District Authorities

Within Kent there are twelve district authorities that act as the Local Planning Authorities responsible for granting permission for development applications within each district. They have a statutory duty to coordinate and manage air quality action plans under their Local Air Quality Management (LAQM) function. District authorities also have parking enforcement powers under their agency agreement with KCC. The twelve districts in Kent are: Ashford, Canterbury, Dartford, Dover, Gravesham, Maidstone, Sevenoaks, Shepway, Swale, Thanet, Tonbridge and Malling and Tunbridge Wells.

Parish/Town Councils and Local Communities

Local communities are often directly affected by the negative impacts of freight transport in the county such as air and noise pollution. Parish and Town Councils have limited powers but seek to represent their communities at a local level and are a good means of reporting local freight issues to Members and KCC Officers.



The **Freight Transport Association** (FTA) is one of Britain's largest trade associations with over 15,000 members. It represents the interests of companies moving goods by road, rail, sea and air. The FTA's main roles are to:

- Represent the freight industry at a local, national and European level
- Campaign and raise awareness of the freight industry
- Inform and prepare its members with the latest compliance requirements.
- Offer training schemes to improve the skills and knowledge of drivers and managers in the industry.



The **Road Haulage Association** (RHA) is dedicated solely to the needs of the road transport industry. The RHA's main roles are to:

- Aid the public's understanding of the industry
- Offer its members advice, information and guidance to enhance their professional stature
- Offer training, legal services and insurance to its members

Kent's International Gateways



- **Port of Dover** is the busiest ferry port in Europe. The port handles 13 million passengers and 2.5 million freight vehicles per year.



- **Eurotunnel** runs a fleet of 15 freight shuttles which can operate at up to 6 services per hour. The service handles 10 million passengers and 1.5 million freight vehicles per year.



- **Port of Sheerness** imports and exports vehicles, containers, dry bulks, energy products, forest products, liquid bulks and metals as well as refrigerated produce for transshipment. It is also one of the UK's leading car-handling terminals, with around 400,000 vehicles crossing the quay each year.



- **Thamesport** is one of the busiest container ports in the UK. It has two container ship berths with capacity to store 26,000 containers on site, a dedicated rail line into the site as well as road connections via the A228.



- **Port of Ramsgate** has three Ro-Ro berths and the ability to run cross channel ferry services for freight.

Actions

1. To tackle the problem of overnight lorry parking in Kent

Kent has a high demand for lorry parking spaces because of its connectivity to Continental Europe attracting high volumes of cross channel freight. Areas for drivers of goods vehicles to stop and park when away from base play a vital role in enabling drivers to refresh themselves and maintain their vehicles, particularly for freight companies based outside the region or country. Lorry drivers are required to take both daily driving breaks and overnight rests as set out by national and EU rules on driver's hours as well as the Working Time Directive outlined below:

- 9-10 hour daily driving limit and a 56 hour weekly driving limit
- 45 minute break required after 4.5 hours driving and a further 30 minute break if working between 6 and 9 hours in total
- 11 hour daily rest and; 45 consecutive-hour weekly rest. ⁽⁸⁾

As deliveries are mostly undertaken throughout the day parking is most in demand overnight. Currently there is a lack of lorry parking provision which

impacts on road users, communities and puts the security of cargo at risk as well as the health, safety and welfare of drivers. It is preferable for lorries to be parked at a managed site that offers safe entry and exit and encourages goods vehicles to park in a formal and well-designed location, rather than parked in roadside lay-bys or on adjacent minor roads.

Problems associated with illegal and inappropriate lorry parking include; lorry-related crime/thefts, road safety, damage to roads, kerbs and verges, environmental health issues (human waste), littering, noise pollution and reduced personal safety. Refrigeration units and in-cab heaters can require the engine to be running which contribute towards air and noise pollution. These issues are particularly heightened when parking is close to residential areas.

To tackle the problem of antisocial and illegal lorry parking Ashford Borough Council introduced a clamping scheme in 2015. This was necessitated by the amount of HGVs parking on the highway in and around industrial estates blocking accesses and driveways as well as causing a litter problem. Ashford Borough Council Civil Enforcement Officers have a specialist team that undertake patrols specifically to enforce restrictions which apply

overnight. Specific areas in the Borough were identified as trouble hotspots for HGV parking. In these areas waiting restrictions were implemented for vehicles with a gross weight over 5 tonnes. The restrictions were put in place from 8pm to 7am the following day.

Civil Enforcement Officers can issue warning notices to vehicles breaking the overnight ban, in addition to a Penalty Charge Notice. The warning notices offer advice to the drivers of the restriction and information about dedicated lorry parks in the area. This information is provided in a number of foreign languages. With regards to the £70 fine issued, Ashford Borough Council works with enforcement agents to ensure the charges are recovered, both here and abroad. If vehicles are caught subsequently having not paid the fine, then they are clamped and must pay a release fee.

Through Operation Kindle, Kent County Council has been working closely with Medway/Borough/District Councils, Highways England and Kent Police to address the growing problem of HGV parking in the county. This group meet regularly to discuss the problem and ways of mitigating the impact of illegal lorry parking. It is also involved with issuing fixed penalty notices and moving HGVs on from unsafe locations.

KCC is developing a strategy for a network of small lorry parks at locations across Kent. In June and September 2016 surveys were undertaken into overnight HGV parking across the county in order to gain a comprehensive picture of unofficial (on-highway) HGV parking in Kent and identify the types of freight vehicles, nationality and location of parking. The surveys identified Swale as the district with highest proportion of inappropriately parked HGVs, with a large number parked in close proximity to Sheerness Port. Ashford and Tonbridge and Malling districts (along the M20 corridor) had the next largest amount with Tunbridge Wells and Thanet having the least as shown in the tables. The surveys showed a snapshot of the overnight parking demand in Kent; however it is acknowledged that the results are likely to be an underestimate. The data captured will help KCC understand where lorry parks are required; the quantity of spaces needed and therefore recommend suitable locations for lorry parks in the county.

Kent County Council will continue to press for overnight parking to be incorporated into Highways England's plans for the proposed Operation Stack lorry area at Stanford West. If overnight parking is introduced, the site should have adequate welfare facilities and be priced sensibly to encourage use without competing unfairly with existing commercial lorry parks.

With a multi-agency approach to enforcement, the provision of additional lorry parking capacity will reduce antisocial parking on the public highway as well as littering. This should reduce unsafe lorry parking, move parked HGVs away from communities and improve road safety.





HGV Overnight Parking Survey				
JUNE				
07/06/2016, 08/06/2016 & 10/06/2016				
District	Tues	Wed	Fri	Average
Swale	139	194	88	140
Ashford	96	112	103	104
Dover	52	120	53	75
Tonbridge & Malling	84	95	45	75
Gravesham	30	53	27	37
Maidstone	25	25	17	22
Dartford	28	19	20	22
Sevenoaks	22	22	12	19
Canterbury	15	23	17	18
Shepway	10	*	9	10
Thanet	6	5	4	5
Tunbridge Wells*				
Medway*				
TOTAL	507	668	395	527

HGV Overnight Parking Survey				
SEPTEMBER				
13/09/2016, 14/09/2016 & 16/09/2016				
District	Tues	Wed	Fri	Average
Swale	105	209	38	117
Canterbury	127	135	72	111
Ashford	109	94	117	107
Tonbridge & Malling	64	93	63	73
Gravesham	64	79	67	70
Dover	91	42	37	57
Medway	47	58	65	57
Sevenoaks	51	43	16	37
Dartford	34	32	39	35
Maidstone	41	21	25	29
Shepway	19	7	9	12
Thanet	10	13	6	10
Tunbridge Wells	0	0	1	0
TOTAL	715	768	490	715

*No survey
 Note: The June figures were HGVs parked on KCC roads. The September survey was conducted on both KCC and Highways England's roads in Kent.

2. To find a long term solution to Operation Stack

Operation Stack is a tactical response to queue freight vehicles along the M20 when cross channel services at the Eurotunnel and Port of Dover become disrupted for a prolonged period of time. Operation Stack may be triggered by bad weather, operational problems, industrial action and in recent instances migrant action at Calais. It was used on a record 32 days in 2015 as the area was hit with unprecedented disruption in the summer. When Operation Stack is implemented other non-freight traffic is diverted from the M20 and onto the A20 which causes delays and unreliable journey times all of which have negative impacts on businesses and residents around East Kent. The impacts of Operation Stack can be felt across the whole of the



county as Kent's residents and businesses struggle to get to work, school, medical appointments and carry out everyday tasks. The negative impact of Operation Stack to the Kent and Medway economy is estimated to cost £1.45million per day⁽⁹⁾ with the Freight Transport Association estimating a cost of £250 million per day to the UK economy as a whole. Kent Police allocate up to 90 officers away from their usual work and estimates it costs them up to £50,000 a day to police.⁽¹⁰⁾

KCC supports the proposal for a permanent lorry area to reduce or remove the need for freight traffic to be queued on the M20 providing environmental mitigation measures minimise its impact on the surrounding area and on local communities and that property owners are appropriately compensated. The proposed Stanford West site is located just west of Junction 11 of the M20 and is close to the existing Stop24 Service Area. It is essential that the motorway is kept open for two-way traffic flow at all times and is never closed for the queuing of freight vehicles. The decision for Highways England to build a site capable of parking 3,600 HGVs would allow the M20 to remain open in both directions for all traffic during most instances of disruption to cross channel services. The provision of 3,600 HGV spaces would replace Operation Stack Stages 1 and 2 (J8 to J11 which has capacity for 3,600 HGVs) in the first instance. Only in extreme circumstances (when capacity of

the lorry area is full) would Operation Stack Stages 1 and 2 (J8 to J11) be used, which in combination with the lorry area, would provide total capacity for 7,200 HGVs. This would prevent the need to use the London-bound carriageway for Operation Stack (Stages 3 and 4) as was experienced in summer 2015. The need for a solution to Operation Stack is made greater by the fact that current average daily demand at the Channel Ports is over 10,000 HGVs (two way flow) and is forecast to increase to between 14,000 and 16,000 in the next decade.

Dover TAP (Traffic Assessment Project) is a smaller mitigation measure that was introduced in April 2015 to hold port bound freight on the A20 to prevent queuing in central Dover during busy periods. The A20 between Folkestone and Dover is split with the left lane for freight vehicles to queue and the right lane for all other vehicles. Port traffic is held by traffic lights until space becomes available within the port. Dover TAP is a rolling queue and can hold in excess of 500 + freight vehicles. The scheme helps to make sure that traffic arriving at the port is optimised, while at the same time protecting local roads in and around Dover town centre from unnecessary congestion and air pollution. KCC fully supports a permanent solution for Dover TAP with twin speed limit variations (40mph or national speed limit) along the A20. This would allow for the 40mph speed restriction to be lifted and only used when Dover TAP is in use.

3. To effectively manage the routing of HGV traffic to ensure that such movements remain on the strategic road network for as much of its journey as possible

HGVs should use the strategic road network for as much of their journeys as possible thereby reducing the impact on the local road network and ensuring separation from local communities. An important influence on whether drivers stick to the strategic network is the use of Satellite navigation (Sat-Nav) devices. Sometimes drivers can become over reliant on these devices and miss or ignore road signs. This is particularly the case where drivers are not familiar with the area which can result in them using unsuitable roads, or worse case damaging buildings and street furniture. Unfortunately many of the Sat-Nav devices used by HGVs were designed for the use of cars and so do not consider restrictions such as weight, height and width limits.

The strategic network cannot be used exclusively for HGV movements as vehicles delivering/picking up goods in the county will need to use the local road network. There is a large and prosperous agricultural industry in Kent which results in a large amount of road freight for drop off/collection as well as day to day farming operations. There are also a number of large distribution centres,

warehousing and logistics/haulage firms based in Kent. The County Council acknowledges that freight vehicles need to use the local network and in doing so supports employment which creates growth and economic prosperity in Kent.

In order to encourage freight to use the strategic road network KCC has developed and adopted the Freight Journey Planner, an online mapping tool specific to HGVs that allows drivers to plan the most effective routes within Kent and avoid weight, width and height restricted routes. The tool is free to use for HGV companies and drivers and



highlights all stopping, parking and fuel stations within the county as well as pricing. The Freight Journey Planner helps to guide drivers to use the most appropriate roads, avoiding restrictions and roads that were not designed to take their use. The aim is to effectively manage the routing of HGV traffic to ensure that such movements remain on the strategic road network for as much of their journey as possible. The Freight Journey Planner has been promoted via the FTA and RHA to raise awareness amongst their members, truck stops/services, ports, ferry operators/Eurotunnel, as well as driver training courses. The information on the Freight Journey Planner feeds into HGV specific Sat-Navs to limit the routing of HGVs from restricted and unsuitable routes. KCC works with other mapping and satellite navigation companies to update mapping systems and amend potential anomalies. Problems can arise however when drivers do not update their Sat-Nav devices to receive these amendments.

The Freight Journey Planner for Kent can be found at freightgateway.co.uk/kent

Recent developments in technology have led to the DfT promoting the use of connected and autonomous vehicles. The idea is for in-vehicle, vehicle to vehicle and vehicle to infrastructure communications. The systems can communicate

a variety of in-vehicle warning information messages to the road user, which can include road works ahead and vehicles ahead braking. The on-road technology wirelessly transmits the latest journey information directly to vehicles which depending on the circumstances could suggest taking an alternative route. A similar system has been rolled out in mainland Europe and a scheme on the A2/M2 corridor in Kent is being developed.







4. To take steps to address problems caused by freight traffic to communities

When road freight vehicles travel on the local road network they can have an adverse impact on local communities through property damage, vibrations/noise and air pollution. Many towns and villages in Kent were not designed to take large freight vehicles and as such have legal restrictions to limit HGV use. In these cases there are two types of restrictions (environmental and structural) that can be implemented to legally limit HGV traffic along a road.

When KCC consider introducing restrictions account is taken of the following:

- Volume of HGV traffic
- Sensitivity of an area
- Population affected
- Level of HGV access required
- Availability of suitable alternative routes

The table below outlines these restrictions:

Environmental limits	<p>7.5/18 tonne weight or 2.0 metre width restrictions can be implemented on roads where it is desirable to reduce the number of HGVs using a road or for roads that are deemed to be unsuitable for use by vehicles over a certain weight or width. They are useful in preventing heavy goods vehicles from using minor roads as inappropriate short-cuts between main routes, or where there is conflict between lorries and local communities. Environmental restrictions often have exemptions of "except for access" for vehicles delivering within the restriction.</p>	
Structural Weight/Height Limits	<p>Implemented on routes that have a weak structure or low bridge. Restrictions of this type generally cover short sections where the structure is located. These restrictions often do not have exceptions as low bridges are a physical barrier and weak bridges cannot bear vehicles over a certain weight.</p>	
Advisory Signage	<p>Is used to deter vehicles from using routes which are unsuitable for their use. Often these work best for drivers who are not familiar with the local area. They are advisory so are not backed by legal traffic orders, so therefore cannot be enforced by police. The use of the pictorial signs is promoted across the county due to the amount of foreign lorries operating in the county.</p>	
Directional signage	<p>Is used to recommend routes for drivers of HGVs. These are often put in place to direct drivers to large freight generators such as industrial estates, factories, distribution centres etc.</p>	

To complement and aid enforcement of these restrictions, Lorry Watch was set up as a joint project between KCC, Kent Police and local communities. Local residents are empowered to record the details of large freight vehicles using restricted routes with a weight, height or width restriction. Residents are provided with temporary signage and high-visibility jackets and organise themselves to collect vehicle details which are then passed onto the KCC Freight Officer. This officer records details and uses the registration numbers to obtain the contact details of British vehicles and where a single company or vehicle is observed more than once the company is contacted. The company is subsequently asked about their business in the area. If they are breaching a restriction then they are warned against further use of the route. Where a company has legitimate business in the area this is fed back to the local community. If the company does not have a valid reason for using a restricted road and is caught flouting a restriction repeatedly the KCC Freight Officer will work with Kent Police and KCC Trading Standards to work towards a prosecution through the courts. Examples of schemes in the county include Smarden, Sandwich and Westerham. The scheme has proved popular with local communities since being implemented in 2012 with mainly positive feedback from the Parish Councils where the schemes have deterred HGV

use. It must be noted that enforcement action cannot be taken against foreign registered vehicles however the KCC Freight Officer or Kent Police can get in contact with the company if possible to warn them of using restricted roads. There have recently been a few schemes added

to allow Lorry Watch to take place on roads which do not have a legal restriction but are deemed as unsuitable for HGVs. In these cases firms can still be contacted and advised to use alternative routes however there is no scope for any legal enforcement in these cases.



5. To ensure that KCC continues to make effective use of planning and development control powers to reduce the impact of freight traffic

KCC acts as a statutory consultee to the district planning authorities. The Development Planning Team within KCC comment on the highway and transportation implications of planning applications to recommend acceptance, modification or raise objection. When assessing planning applications such as housing or industrial applications KCC can recommend that planning conditions are added to planning consents or make sure legally binding agreements are entered into by developers which can include mitigation measures for freight movements. These conditions/agreements can be used for the construction and or operational phases of the site. Such conditions are made to minimise any impact on the physical road network as well as surrounding properties.

New developments that are deemed to have a significant impact on the surrounding transport network are required to produce a Transport Assessment that examines the extent of any impact and identifies mitigation measures. Applications with a large volume of lorry movements such as distribution centres or freight.

interchanges will produce Freight Management Plans outlining how movements will be monitored and potential issues mitigated.

As far as is reasonably practicable, developments generating freight movements should be located where there is easy access to the strategic road network, having regard for the preferred freight routeing. When planning applications for developments are submitted, their accesses are assessed for road junction widths and visibility suitable for deliveries and collections by HGVs. If an application is inappropriate then an objection may be made, a planning condition imposed or KCC may work with the developer to reach a mutually agreeable solution. This could include, for example, upgrading a junction to accommodate large vehicles under a Section 278 Agreement.

During the construction phase of any development a legal agreement or condition can be used to secure a Construction Management Plan that designates lorry routes that construction traffic is obliged to use. KCC can also ensure that pre and post-construction surveys are carried out to assess any damage done to the surrounding roads and have it rectified by the developers. Construction Logistics Plans are another tool used to manage deliveries to construction sites for example by

consolidating materials into fewer lorry loads or more appropriate vehicles for a certain location.

KCC now monitors applications for Goods Vehicle Operator Licences which are made to the Traffic Commissioner. The Traffic Commissioner for the South East Traffic Area determines applications for Operator's licences. An O licence is the legal authority needed to operate goods vehicles in Great Britain and determines if vehicles can be kept on a particular site. An edited version of the fortnightly "Applications and Decisions" document, retaining only items relevant to Kent, is assessed by KCC, as well as being shared with district partners. The O licence process grants KCC limited rights of objection, which can be made on two grounds. Firstly, based on the safety of the highway at the point of access to the site; and secondly, on environmental grounds such as degradation of grass verges and excessive noise on approach roads for local residents. For objections on environmental grounds KCC tends to work with the relevant district or borough. All objections must be made within 21 days and must be copied to the applicants. KCC can work with applicants to negotiate a solution, and if possible withdraw the objection.

Glossary of Terms

Agency Agreement

One organisation (agent) is authorised by another (principal) to work on their behalf.

Bifurcation of Port Traffic

Splitting port bound traffic between the M20/A20 and M2/A2 corridors to relieve congestion.

Department for Transport (DfT)

The Government department with responsibility for transport strategy across England and some matters in Scotland, Wales and Northern Ireland that have not been devolved.

Connected Corridor

An in-vehicle, vehicle to vehicle and vehicle to infrastructure technology used through the provision of Wi-Fi. Integrated traffic and travel data is gathered to allow communication to warn vehicles of road works and breaking ahead.

Construction Management Plan

A plan put in place to help developers to minimise the impact of their construction on the surrounding community both for the construction onsite and the transport arrangements servicing the site.

Dover Traffic Assessment Project (TAP)

A measure to hold port bound traffic on the A20 to prevent queueing in central Dover during busy periods. Dover TAP is a rolling queue of freight vehicles and can hold over 220 at a time.

Freight

Goods or produce being transported by road, rail, air or pipeline.

Freight Journey Planner

A free online tool specific for HGVs to allow drivers to plan the most effective routes within Kent whilst avoiding height width and weight restricted roads and roads unsuitable for their use. The tool also highlights parking, stopping and fuel stations across the county.

Freight Management Plans

Identify measures to monitor and minimise the impact of road freight from a proposed development on the surrounding highway network. These plans outline aims and objectives of how these mitigation measures can be achieved.

Freight Transport Association (FTA)

A trade association representing the transport interests of companies transporting goods by road, rail, sea and air.

Heavy Goods Vehicle (HGV)

A general term used to refer to lorries both articulated and rigid over 7.5 tonnes maximum gross weight. The term does not apply to buses, coaches or agricultural vehicles.

HGV Road User Levy

A time based charge on HGVs using public roads in the UK. It applies to all vehicles weighing over 12 tonnes.

Highways England

The Government company charged with operating, maintaining and improving England's motorways and major A roads.

Highway Authority

An organisation responsible for the roads, including the maintenance thereof and regulation of development affecting the highway network.

Kent County Council (KCC)

Responsible for many local services throughout Kent. KCC is the Highway Authority for all roads in Kent except the motorway and trunk roads.

Local Road Network

All roads excluded from the strategic road network and managed by the highway authority; in Kent this is Kent County Council. This includes some "A" class roads (sometimes called the primary network) "B" classed roads and all other local roads.

Local Transport Plan 4 "Delivering Growth without Gridlock"

Local Transport Plans are forward-looking plans which set out achievable objectives and ways in which these objectives will be met. Each County Council is required to create a Local Transport Plan which identifies the key transport priorities for the county.

Lorry Watch

A scheme originally intended to identify the contravention of weight limits using local volunteers to record vehicles entering the restricted area. The scheme is flexible enough that it could be extended to other lorry issues.

New Lower Thames Crossing

The potential construction of a new lower Thames crossing to the east of Gravesend to link Kent with Essex. The proposed crossing would relieve congestion from the Dartford Crossing whilst improving network resilience and enabling opportunities for regeneration.

Off-site Lorry Parking

This includes parking in lay-bys and industrial estates (not on operator premises) i.e. areas that are not designated truckstops.

On-site Lorry Parking

Designated lorry parking in truckstops, services and operator premises.

Operation Kindle

A multi-agency response to unsafe, illegal and antisocial parking of HGVs in Kent. The operation was trialled in Ashford Borough and then rolled out across Kent. Operation Kindle is run by Kent Police and Kent Highways and moves lorries on from motorway hard shoulders and other unsafe locations.

Operation Stack

The processes of parking, or stacking lorries along stretches of the M20 when disruption at the Port of Dover or Channel Tunnel prevents them crossing the channel.

Operator Licence (O Licence)

Applications for Goods Vehicle Operator Licences are made to the Traffic Commissioner. These relate to sites from which HGVs operate and are based.

Road Haulage Association (RHA)

The industry body representing the interests of road hauliers and associated businesses.

Ro-Ro Berths

Roll-on/Roll-off ships are vessels that carry wheeled cargo such as cars and lorries but are usually used for unaccompanied trailers.

A Ro-Ro berth is an area which allows these vessels to dock.

Satellite Navigation (Sat Nav)

A system whereby satellites provide time signals to enable small receiver devices to pinpoint their position (latitude, longitude and altitude), usually accurate to within 15 metres. A route is calculated based on a navigable map, which includes attributes such as speed and weight restrictions and gives roads a weighting based on these attributes. The map can either be stored on the device or remotely, in which case mobile phone reception is required.

Section 278 Agreement

Allows a developer to carry out works to the public highway after planning permission is granted for a development. Improvements can include new junctions, roundabouts and extensions to footways.

Strategic Road Network

Motorway and major "A" classed roads (trunk roads) that are managed by Highways England. These roads are recommended routes for road haulage.

Transhipment

Shipment of goods or containers to an intermediate destination before being transported onto a further destination.

Transport Assessment

A comprehensive review of all potential transport impacts of proposed developments with an agreed plan to mitigate any adverse consequences.

Unaccompanied Trailers

The rear sections of articulated HGVs that are shipped over sea without being accompanied by a tractor unit/driver.

Unitary Council

A local authority with a single tier structure and is responsible for all local government functions within its area.

Vignette

A road pricing mechanism imposed on specific vehicles based on the period of time the vehicle is travelling in a particular area.

Working Time Directive

A European Union directive to protect the health and safety of workers. It lays down minimum requirements in relation to working hours, rest periods and annual leave.

Reference List

1. Department for Transport, Kent Corridor Evidence Report 2014
2. Department for Transport, Road Freight Statistics 2015
3. Department for Transport, Road Freight Statistics 2013
4. Department for Transport, Dartford-Thurrock River Crossing: Traffic Flow 2015
5. Department for Transport, Transport Statistics 2015
6. Department for Transport, Statistical Release RoRo Statistics 2016
7. Freight Transport Association, Logistics Report 2016
8. Department for Transport, Drivers' Hours 2016
9. Kent County Council, Operation Stack Announcement 2016
10. Kent Police, Operation Stack 2016
11. Freedom of Information Request 2017

Alternative Formats

If you require this document in any other format or language, please email alternativeformats@kent.gov.uk or telephone 03000 421553 (text relay service number: 18001 03000 421553). This number goes to an answer machine which is monitored during office hours.



Freight Action Plan for Kent County Council

Consultation Report April 2017

Freight Action Plan for Kent

Consultation draft

Have your say

Find out how we plan to reduce the impact of road freight on local communities in Kent and tell us your views on our draft plan.

Visit kent.gov.uk/freightactionplan to download a copy of the draft Freight Action Plan and fill in the online questionnaire.

Consultation closes 12 March 2017



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Executive Summary

The draft Freight Action Plan for Kent went out to public consultation for eight weeks between 16th January 2017 and 12th March 2017. The response rate was substantial for a report of this type with 538 unique responses. The high response rate may be due to the wide spread impacts of freight in Kent, media coverage including Operation Stack, coupled with the problems of inappropriately parked heavy goods vehicles (HGV) and the increase in freight volumes through Kent over the last 20 years.

Two key findings from the consultation were that 90% of respondents said that road freight has a negative impact on them/their local community and 70% of respondents said that inappropriate lorry parking has a negative impact on them/their local community. The consultation responses generally agreed with the actions set out in the plan particularly those managing the routing of HGVs away from local communities. Responses also strongly agreed with our approach to tackling the problems of overnight lorry parking in the county. The action to find a permanent solution to Operation Stack was mixed with the majority of people agreeing but a sizeable percentage strongly against the proposed solution.

Residents in particular had concerns regarding lorries parking in inappropriate places causing damage to roads and anti-social behaviour as well as concerns regarding HGVs travelling close to and through local communities causing noise and air pollution. There were two location specific issues that were raised from the consultation, 49 residents called for Junction 5 slip-roads off the M25/M26 to serve Sevenoaks and remove HGV traffic from Borough Green and the A25. 27 residents of Sutton-at-Hone/South Darenth raised concerns about HGV traffic volumes and speeds along the A225 routing this way to avoid congestion on approach to the Dartford Crossing.

Organisations, including the district councils, were generally supportive of the actions set out in the plan but a range of comments were made specific to each district. Ashford Borough for example raised their issues of illegal and inappropriate parking whereas Dartford Borough raised concerns over air quality from HGVs. We also had responses from the Freight Transport Association as well as haulage firms, Tarmac and Salvatori Group who supported the plan but called for improvements to be made for overnight parking facilities for their drivers.

The results of the consultation have been considered in detail as the plan is revised.

1. Introduction and Background

The Freight Action Plan for Kent document is a non-statutory document but has been written to both identify and look to mitigate the negative impacts of road freight in Kent. Kent's role as a UK gateway means that a high proportion of HGV traffic heading to and from mainland Europe uses the county's road network and in this respect makes Kent unique in its location. The Freight Action Plan for Kent sits as a supporting document to our Local Transport Plan 4 Delivering Growth without Gridlock 2016 - 2031'.

The original Freight Action Plan was a five year plan (2012-2016), adopted in 2012 and had the vision to: *"Promote safe and sustainable freight distribution networks into, out of and within Kent, which support local and national economic prosperity and quality of life, whilst working to address any negative impacts on local communities and the environment both now and in the future."* This latest plan incorporates a refresh of the original Freight Action Plan but brings it up to date with what we have already achieved and what we plan and continue to do to mitigate the negative impacts of road freight in Kent.

The latest Freight Action Plan includes nationally and locally important priorities such as a solution to Operation Stack and the provision of overnight lorry parking as well as looking into HGV routeing and the powers that KCC can use to reduce the negative impacts of road freight.

2. The Decision Making Process

This consultation report will be taken to Environment and Transport Cabinet Committee in June 2017 alongside the updated Freight Action Plan for Kent document and Equality Impact Assessment (EqIA) to be considered and discussed by the Committee and to be later adopted by the Cabinet Member for Environment and Transport.

3. The Consultation Process

Before the plan went out to full public consultation KCC consulted with the main stakeholder organisations of freight in Kent to gain their views on the plan. KCC engaged with; the Department for Transport, Highways England, Kent Police, the 12 District Authorities, Medway Council, the Freight Transport Association, the Road Haulage Association as well as the major freight ports in Kent: Port of Dover, Eurotunnel, Sheerness (Peel Ports), Thamesport and Port of Ramsgate. This engagement produced a number of detailed and helpful responses which allowed

the Freight Action Plan to be improved and amended and ensured the draft which went out to public consultation could be as robust as possible.

The draft Freight Action Plan for Kent was available for public consultation for an eight week period between 16th January 2017 and 12th March 2017. A few responses were submitted via email and post after the deadline but these were also accepted.

The public consultation sought to gather the views and opinions of a range of stakeholders on the draft Freight Action Plan for Kent document, including whether they agreed or disagreed with our actions and also their views on road freight and overnight parking. All consultation documents were available online and hard copies could be provided if requested.

4. Stakeholder Identification

There are a number of stakeholders involved in road freight movements throughout Kent. Department for Transport, Highways England and Kent Police are all Public Sector Organisations which have different roles for regulating and facilitating freight movements in the county. Districts and Borough Councils within Kent play key roles in granting planning permissions, parking enforcement and managing Air Quality Management Areas (AQMAs). Other identified stakeholders were neighbouring local authorities (Medway, Thurrock, Surrey), Parish and Town Councils, international gateways (Port of Dover, Eurotunnel, Port of Sheerness), road freight operators (Freight Transport Association, Road Haulage Association, hauliers based in Kent), Environmental Organisations (Natural England, Kent Wildlife Trust) and residents who currently run Lorry Watch schemes in the county.

KCC has a consultation database (www.kent.gov.uk/consultations), which enables users to register for alerts about consultations that might be of interest to them. Those who had expressed a relevant interest were notified by email that the Freight Action Plan for Kent consultation was launching.

5. Promotion – Publicity

A range of promotional activities were undertaken to publicise the consultation to reach a diverse range of stakeholders:

- A press release was issued at the launch of the consultation and was picked up by three newspapers, BBC Radio Kent and Kent Online:

Date	Media outlet	Headline
10 th Jan	BBC Radio Kent	"Lorry parks plan, plus more".
11 th Jan	Kent Online	"Lorry park plans depend on government making parking in laybys illegal: County Transport Chiefs".
27 th Jan	Kent on Sunday	"Highways chiefs considering intelligently placed small lorry parks to combat illegal parking across Kent".

30 th Jan	Hawkinge Gazette	"KCC plans to holt illegal lorry parking on Kent roads".
2 nd Feb	Dover Mercury	"Action to tackle illegal lorry parking".

- An invitation was sent to 4,295 members of the KCC consultation database.
- Copies of the draft action plan were sent to 39 libraries and all gateways/district council offices.
- The consultation was promoted via a banner on the kent.gov.uk homepage, linking through to the Freight Action Plan for Kent consultation page www.kent.gov.uk/freightactionplan.
- KCC's social media channel via twitter was used. 8 tweets were published, shown below.

Date	Content	Likes	Retweets	Clicks	Mentions
16 th Jan	Have your say on our Freight Action Plan. Public consultation opens today, tell us your views.	4	10	33	1
29 th Jan	Tell us your views by 12 th March on our plan to reduce the impact of road freight in Kent.	3	10	42	8
6 th Feb	Have your say on our Freight Action Plan. Complete our questionnaire here. #freightactionplan	0	2	16	1
18 th Feb	Tell us what you think of our plans to improve the management of freight traffic in Kent.	1	8	53	2
24 th Feb	We want to hear the opinions of Kent residents and businesses on our Freight Action Plan. #freightactionplan	0	3	12	0
5 th Mar	There's one more week to give us your comments on our plans to lessen the negative impacts of road freight in Kent.	0	6	40	0
12 th Mar	Deadline for comments on KCC's Freight Action Plan is 5pm today. Have your say by completing our questionnaire.	0	3	22	0
12 th Mar	Tell us what you think. Deadline for comments on Kent's Freight Action Plan is 5pm today.	0	2	5	0

- Direct email was sent to the identified stakeholders at the launch of the consultation.
- Direct email was sent to the Kent Association of Local Councils and also separately to all parish councils in Kent.

- A presentation was given at the Freight Transport Association’s South East Freight Council which is attended by their members in the south-east region.
- Promotion to KCC staff through the intranet homepage, articles in staff newsletters and on building information screens.

6. Accessibility

- The consultation documents and questionnaire were available online for people to view and respond to. Hard copies were available on request and all promotional materials included details of how these could be requested.
- A Word version of the plan was available to ensure that the document was accessible to consultees using audio transcription software
- Key Document Downloads:

Key Document Downloads	Number of Downloads
Freight Action Plan consultation draft (pdf)	1,040
Freight Action Plan draft text only version (word)	153
Equalities Impact Assessment (pdf)	121
Equalities Impact Assessment (word)	105
Questionnaire (word)	452

- Hard copies were available in 39 libraries, all gateways and district council offices across Kent shown below:

County Hall, Maidstone	Ashford Library
Ashford Borough Council	Birchington Library
Ashford Gateway	Borough Green Library
Canterbury City Council	Broadstairs Library
Dartford Borough Council	Canterbury Library
Dover District Council	Cheriton Library
Dover Gateway	Cliftonville Library
Gravesham Borough Council	Coldharbour Library
Gravesham Gateway	Cranbrook Library
Maidstone Borough Council	Dartford Library
Maidstone Gateway	Deal Library
Sevenoaks District Council	Dover Library
Sheppey Gateway	Faversham Library
Swale Borough Council	Folkestone Library
Thanet District Council	Gravesend Library
Ton & Mall Borough Council	Herne Bay Library
Tonbridge Gateway	Hythe Library
Tun Wells Borough Council	Larkfield Library
Tunbridge Wells Gateway	Madginford Library
Allington Library	Maidstone Library
	Margate Library

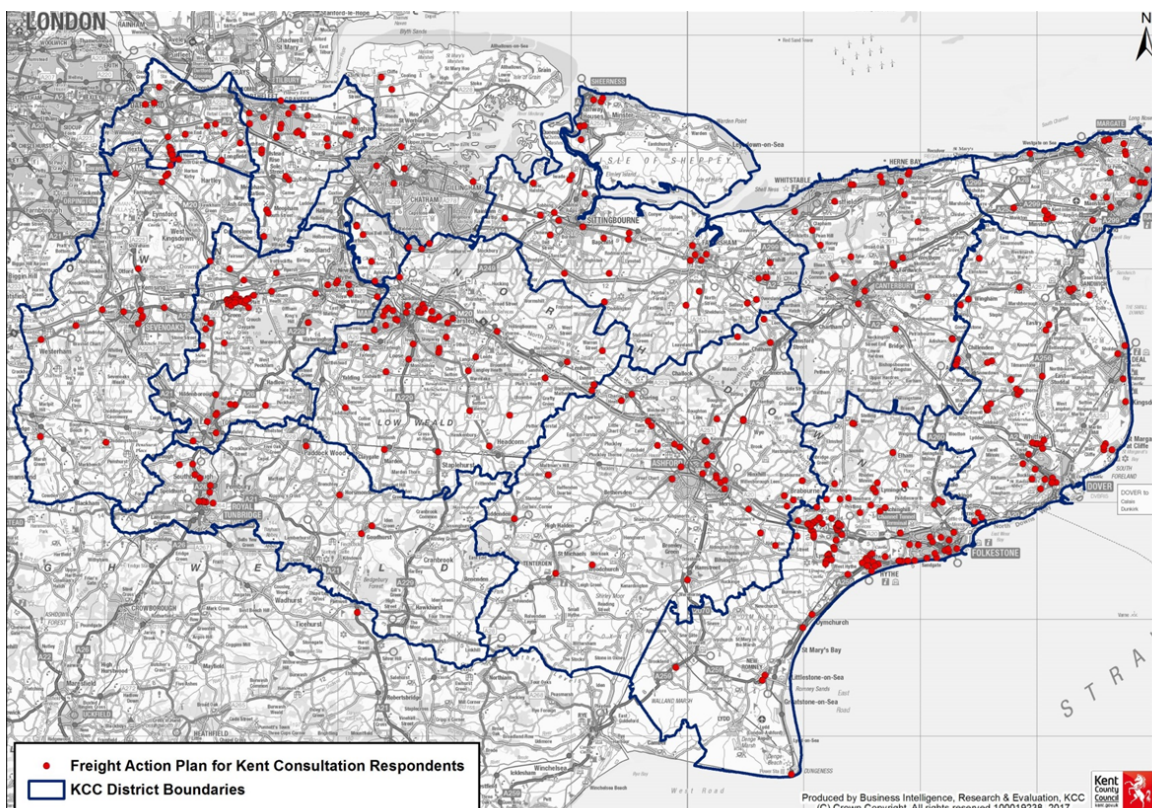
New Ash Green Library
New Romney Library
Newington Library
Paddock Wood Library
Ramsgate Library
Sandwich Library
Sevenoaks Library
Sheerness Library
Sittingbourne Library

Southborough Library
Swalecliffe Library
Swanley Library
Tenterden Library
Tonbridge Library
Tunbridge Wells Library
West Malling Library
Whitstable Library

7. Respondents

In total, 538 people and organisations responded to the consultation, of which 71 were hard copies, letters and emails. There were a number of geographical locations that had a large proportion of residents responding from. 97 residents from Stanford, Lympe, Sellinge and the Hythe area responded to consultation with the majority objecting to the Operation Stack proposal at Junction 11. 43 residents from Borough Green and Ightham responded to the questionnaire calling for east facing slip roads to be built at Junction 5 of the M25 to prevent HGVs having to travel along the A25 to access Sevenoaks. Finally 27 residents from Sutton-at-Hone and South Darent highlighted the large number of HGVs using the A225 to avoid queues on the M25 on approach to the Dartford Crossing.

The spread of responses from residents and Parish Councils is shown on the map below:



Respondent profile: Responding on behalf of...

	No. of responses	Percentage
Yourself as an individual	397	74%
A local community group or residents association	12	2%
A Parish/Borough/District Council in an official capacity	89	16%
A charity, voluntary or community sector organisation (VCS)	9	2%
A Trade Association	2	0%
A Business	11	2%
Other	18	3%

Respondent profile: Gender

Gender	Respondents	Kent Population
Male	56%	49%
Female	44%	51%

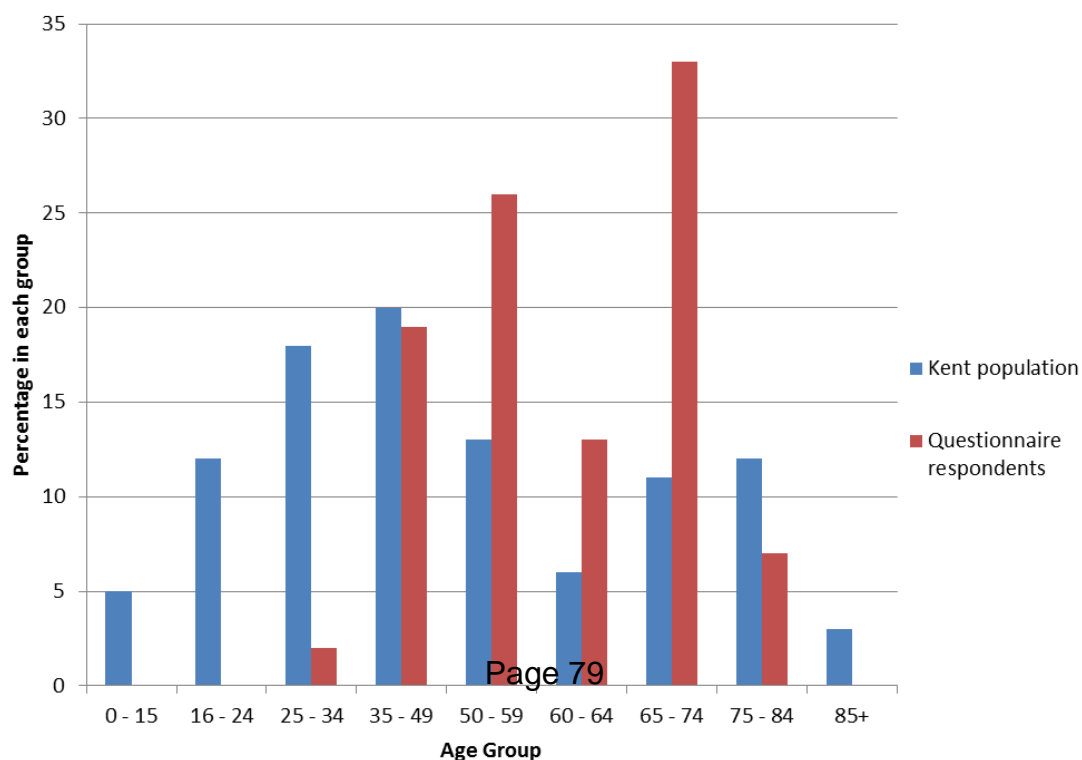
These results show that there was generally an even spread of males and females responding to the consultation.

Respondent profile: Disability

Disability	Respondents	Kent Population
Yes	6%	18%
No	94%	82%

These results would indicate that of the residents who responded to the questionnaire, people with disabilities were underrepresented.

Respondent profile: Age



The data showed that the average age of respondents was 60 year old. There was a large underrepresentation of younger people in the 0-15, 16-24 and 25-34 age groups. Conversely, there was a large overrepresentation of older people responding to the consultation in the 50-59, 60-64 and especially 65-74 age groups. This is typical of consultation respondents who tend to be older.

Respondent profile: Ethnicity

Ethnicity	Respondents	Kent Population
White British	95%	89%
White Irish	1%	<1%
White Gypsy/Roma/Traveller	0%	<1%
White Other	3%	4%
Mixed White and Black Caribbean	<1%	<1%
Mixed White and Black African	0%	<1%
Mixed White and Asian	0%	<1%
Mixed Other	0%	<1%
Asian or Asian British Indian	1%	1%
Asian or Asian British Pakistani	0%	<1%
Asian or Asian British Bangladeshi	0%	<1%
Asian or Asian British Other	0%	1%
Black or Black British Caribbean	0%	<1%
Black or Black British African	0%	<1%
Black or Black British Other	0%	<1%
Arab	0%	<1%
Chinese	0%	<1%

In general, the response rates from different ethnic groups are broadly representative of the Kent population as a whole.

Respondent Profile: Organisations

There were 12 questionnaire responses submitted on behalf of district/borough and neighbouring councils, 77 from Parish/town councils and 48 from businesses and other organisations. The organisations that responded to the consultation and the stakeholder pre-consultation engagement are outlined below:

District/Borough/Neighbouring Councils

Ashford Borough Council	Shepway District Council
Canterbury City Council	Surrey County Council
Dartford Borough Council	Swale Borough Council
Dover District Council	Tonbridge and Malling Borough Council
Essex County Council	Tunbridge Wells Borough Council
Gravesham Borough Council	
Medway Council	

Parish and Town Councils

Adisham Parish Council
Aylesford Parish Council
Barming Parish Council
Bean Parish Council
Bobbing Parish Council
Borden Parish Council
Borough Green Parish Council
Boxley Parish Council
Brasted Parish Council
Bredhurst Parish Council
Chiddingstone Parish Council
Chilham Parish Council
Collier Street Parish Council
Dover Town Council
Dunkirk Parish Council
Edenbridge Town Council
Eythorne Parish Council
Goudhurst Parish Council
Guston Parish
Harbledown and Rough Common
Parish Council
Horsmonden Parish Council
Horton Kirby and South Darent
Parish Council
Hothfield Parish Council
Hythe Town Council
Ightam Parish Council
Iwade Parish Council
Kent Association of Local Councils
Kings Hill Parish Council
Leybourne Parish Council
Loose Parish Council
Lympne Parish Council
Lynsted and Norton Parish Council
Marden Parish Council
Meopham Parish Council
Minster Parish Council
Monks Horton Parish Council
Monkton Parish Council
New Romney Town Council
Nonnington Parish Council
Ospringe Parish Council
Paddock Wood Town Council
Platt Parish Council
Plaxtol Parish Council
Postling Parish Council
Preston Parish Council
Queenborough Town Council
Sandwich Town Council
Sellindge Parish Council
Shipbourne Parish Council
Shorne Parish Council
Smarden Parish Council
Southborough Town Council
St Margaret's at Cliffe Parish Council
Stanford Parish Council
Sturry Parish Council
Sutton-at-Hone and Hawley Parish
Council
Teston Parish Council
Tilmanstone Parish Council
Ulcombe Parish Council
Westerham Town Council
West Malling Parish Council
Westwell Parish Council
Whitfield Parish Council
Wilmington Parish Council
Wingham Parish Council
Wouldham Parish Council
Wrotham Parish Council
Wye and Hinxhill Parish Council

Businesses, Organisations and Community/Voluntary Sector Groups

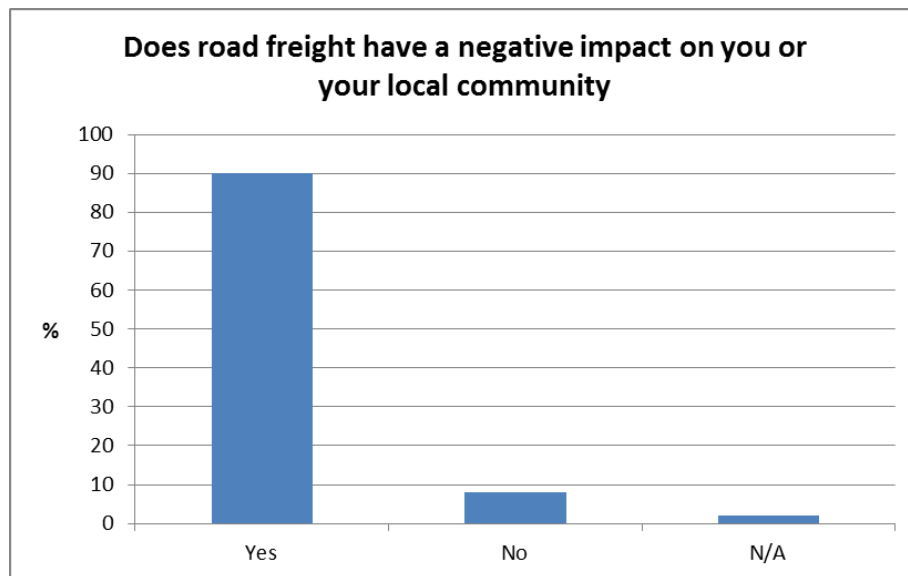
Air Quality Management Area Groups in Swale (AQMA)	Port of London Authority
Alliance of British Drivers	Protem HGV
Bean Residents Association	Rail Freight Plus
British Horse Society	Railfuture
Chartered Institute of Logistics and Transport (CILT)	Railfuture (Freight Group)
Confederation of Passenger Transport UK	Road Haulage Association
CPRE Kent	Salvatori Group
CPRE Kent - Dartford and Gravesham Branch	Sellindge and District Residents Association
Dover Innovation Centre	Shepway Environment and Community Group
Environment Agency	Shepway District Council – UKIP Group
Faversham Society	South Cheriton Action Group
Freight Transport Association	Smarter Solutions to Alternatives to Operation Stack (SOS)
Henry Boot Developments Ltd	Southborough Residents Group
Highways England	South Maidstone Action for Roads and Transport (SMART)
High Weald Area of Outstanding Natural Beauty (AONB)	St Peters and St Paul's Pre School, Ditton
Historic England	Stewart Fraser Ltd
Kent Downs AONB	Swale Borough Council Air Quality Management Steering Group
Kent Police	Swale Borough Council/Mid Kent Environmental Health
Kent Wildlife Trust	Tarmac Trading Ltd
Mantis Motorcycling	Tonbridge and Malling Green Party
Natural England	Tunbridge Wells Bicycle Users Group
No Night Flights	
North Willesborough Community Forum	
Port of Dover	

8. Consultation Responses – Questionnaire Analysis

This section will analyse the results of each question from the consultation questionnaire. To note this analysis will only take into account questionnaire response submissions not written responses to the questionnaire.

8.1 Question 3: *Does road freight traffic have a negative impact on you/your local community?*

The overwhelming majority of respondents said that road freight has a negative impact on them/their local community. 90% of the respondents answered 'yes' to this question.



There were 512 responses to this question and of these 427 provided written comments to the question. A number of different issues were brought up in the comments section with some common trends emerging.

155 respondents were concerned and angered by HGVs using unsuitable routes through villages, comments included:

"There has been a marked increase in incidents where HGVs attempt to drive down long single-track rural lanes, causing unnecessary disruption when they meet oncoming traffic."

"Hunton Hill, Yalding Hill and Dean Street are regularly blocked because drivers choose to take a short cut and get stuck or damage cars."

"Our roads were not designed for 30-40 tonne lorries. Should a beautiful medieval village such as Goudhurst really have 40-tonne Bulgarian and Romanian lorries crawling through it?"

152 respondents raised concerns of HGVs damaging road surfaces and verges, comments included:

"The constant battering of the road surface and lack of maintenance are making East Kent worse than a third world country."

"When freight goes down inappropriate lanes it runs over the verges, knocks down signs, gate posts, and erodes banks."

"Damage to road surfaces. Damage to pavements. Damage to verges."

129 respondents were upset about HGVs parking in their local area. Comments included:

“Lorries are always parked in awkward places during the day and overnight and leave rubbish and toilet waste behind.”

“Lorries parked overnight and for long periods in the lay by near our home is anti-social, polluting and a detriment to our neighbourhood.”

“Parking carelessly in lay byes with part of the vehicle left in the carriageway all night with no lights displayed.”

93 respondents raised air quality concerns over road freight travelling close to residential areas. Comment included:

“There are Air Quality management areas in four places where the pollution from traffic builds up to a level that is toxic to human and plants. The impact of this is that people die earlier than they should and suffer lung and cardiac issues.”

“They are also the major source of pollution in our village which often exceeds the targets set by the EU, in terms of CO2 and NO2, not to mention the particulates they are dispensing into the atmosphere to block out the sun.”

46 respondents raised concerns regarding the speed of HGVs travelling through their area. Comments included:

“Lorries thunder past, waking us up of a night, some make our bedroom light fittings shake.”

“I think they are dangerous because the speed is too fast for many of the roads that they use.”

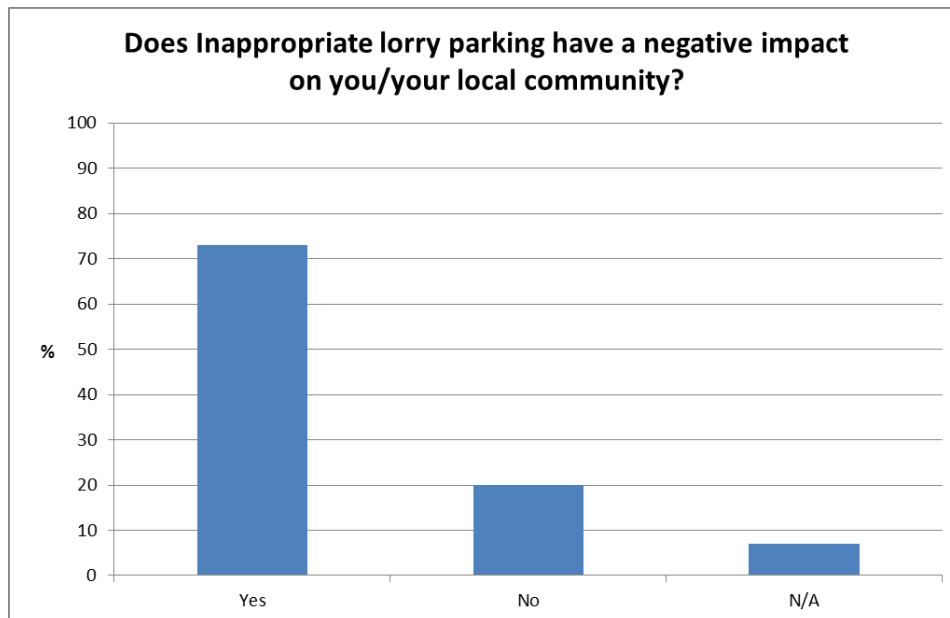
Of the 39 respondents who said that road freight did not have a negative impact, comments included:

“We are all dependent on freight transport, whether we like the trucks or not.”

“Lorry drivers do not want to be running through narrow village roads but if the delivery point cannot be accessed via another route they have no choice, this adds to their stress levels and sometimes results in mistakes being made which attract bad publicity and fuel local feelings.”

8.2 Question 4: Does inappropriate lorry parking have a negative impact on you/your local community?

The majority of respondents said that inappropriate lorry parking negatively impacted on them/their local community. 73% of the respondents answered 'yes' to this question.



There were 491 responses to this question of which 356 provided written comments to this question. A number of different issues were brought up in the comments section but there were four key themes associated with inappropriate lorry parking.

161 respondents raised the issue of litter and human waste left by parked lorries. Comments included:

"The litter left by the drivers is very unsightly and the smell of urine and worse drifts into our garden."

"There are no toilet facilities and often the remains of drivers 'ablutions' are found by residents in the shrubs along the public footpath from their homes."

"They park for long periods in the lay by and dump rubbish and defecate on the pavement."

105 respondents raised concerns over HGVs causing obstructions and parking dangerously. Comments included:

"Parking along roads, blocking driveways."

"They block the pavement for pedestrians, many of whom are young parents with children in pushchairs and they block the light to my kitchen."

"Lorries are occasionally parked in dangerous locations overhanging laybys and other informal spaces alongside the highway."

96 respondents commented on the damage to road surfaces and verges inappropriate lorry parking causes. Comments included:

“Lorries park overnight on verges, ruining the verges and soiling the ditches.”

“Yes it causes major damage to road surfaces, that are LETHAL to motorbikes”

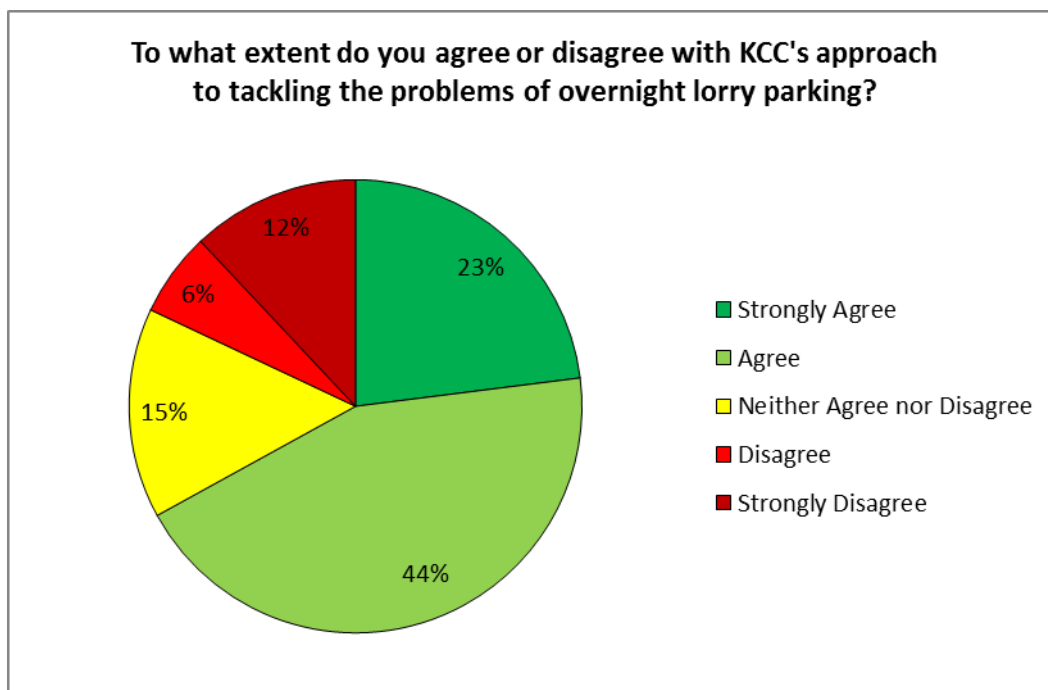
86 respondents were concerned about HGVs parking in residential areas. Comments included:

“Lorries park within 50 metres of my bedroom window, sometimes with fridge motors running during the night.”

“Parking up to eat takeaway foods from the shop with engines running, vibrating the windows and letter boxes.”

8.3 Question 5: To what extent do you agree or disagree with KCC’s approach to tackling the problems of overnight lorry parking in Kent? (Action 1)

The majority of respondents agreed with KCC’s approach to tackle the problems of overnight lorry parking with 67% of respondents either agreeing or strongly agreeing with KCC’s approach.



There were 468 responses to this question of which 300 provided written comments. There were three key themes that emerged from the comments section of this question.

94 respondents agreed with the approach of building a network of smaller lorry parks than one or two large sites. Comments included:

“Agree we need several small overnight parking areas across county.”

“We need multiple smaller lorry parks around the motorway network system.”

81 respondents called for increased enforcement of lorries parking in illegal and inappropriate locations. Comments included:

“Take stronger action. More wheel clamping, particularly in the villages along the A20.”

“There needs to be a more uniform policing of illegal overnight parking.”

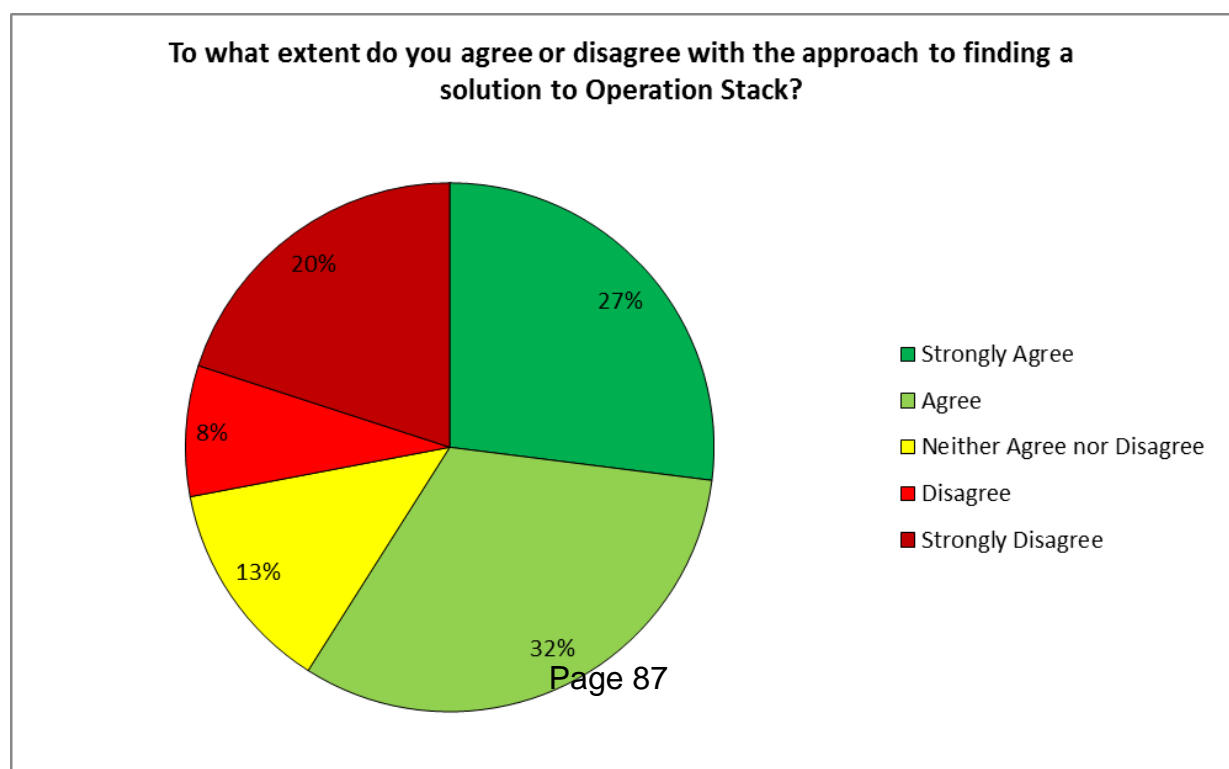
37 respondents were against using Greenfield land to build lorry parks. Comments included:

“Too many agricultural sites are being lost and I do not wish to see land lost to polluting lorry parks.”

“I object to yet more green space being turned into lorry parks.”

8.4 Question 6: To what extent do you agree or disagree with the approach to finding a solution to Operation Stack? (Action 2)

The majority of respondents agreed with KCC’s approach to finding a solution to Operation Stack with 59% either agreeing or strongly agreeing, however 20% of respondents strongly disagreed with the proposal.



There were 465 responses to this question of which 291 provided written comments. There was a varied amount of different responses to this question both relating to Operation Stack and Dover Traffic Assessment Project (TAP), however there were two contrasting themes that came out from the comments section. 45% of those respondents who disagreed/strongly disagreed with KCC's approach to find a solution to Operation Stack lived in the TN25, CT21 and CT18 postcodes around the Stanford area.

50 respondents explained or gave examples that Operation Stack had negatively affected their day to day life when in operation. Comments included:

"The loss of Business and income to a broad range of companies and sites, gives the area / Kent bad reputation to business people & tourists and people in general wishing to enjoy / do business in our great County."

"Having had many 4 hour journeys from Ashford to Maidstone, something needs to be done."

37 respondents have reservations that Operation hasn't been called for over a year. Comments included:

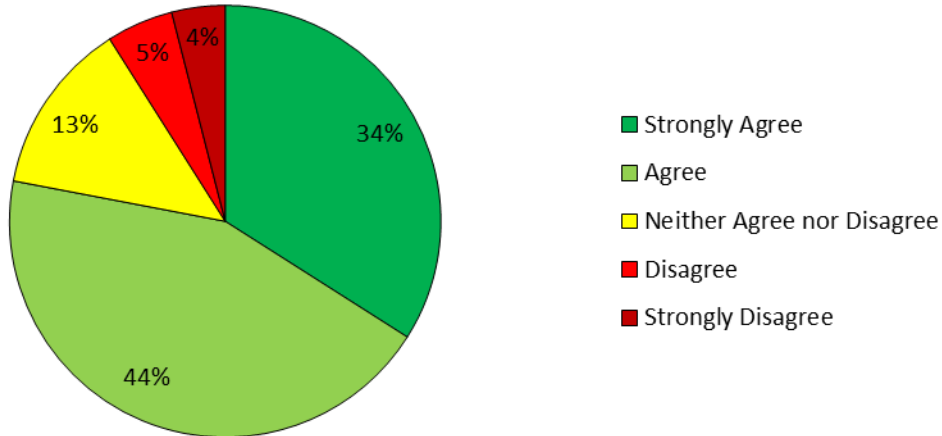
"We are not convinced that this scheme is justified, particularly as there have been no such incidents in the 18 months since."

"We are now in March 2017 and Op Stack has not been used since July 2015 - that's 20 months."

8.5 Question 7: *To what extent do you agree or disagree with KCC's approach to managing the routing of HGV traffic to remain on the strategic road network where possible? (Action 3)*

The majority of respondents (78%) agreed or strongly agreed with this approach to manage the routing of HGVs to remain on the strategic road network.

To what extent do you agree or disagree with KCC's approach to managing the routing of HGV traffic to remain on the strategic road network where possible?



There were 457 responses to this question of which 260 provided written comments. There were three key themes that came from the written responses to this question.

61 respondents called for increased enforcement of HGVs flouting weight restrictions. Comments included:

“Does Kent have enough enforcement agencies to enforce these proposed plans?”

“Companies should be penalised for causing disruption when they ignore warning signs and use inappropriate roads.”

47 respondents called for HGV satnavs to become compulsory for HGVs. Comments included:

“It should be a legal requirement for HGV drivers to use only HGV-specific Satellite Navigation systems.”

“Introduce a law to ensure HGV drivers use SatNav devices designed for their specific use.”

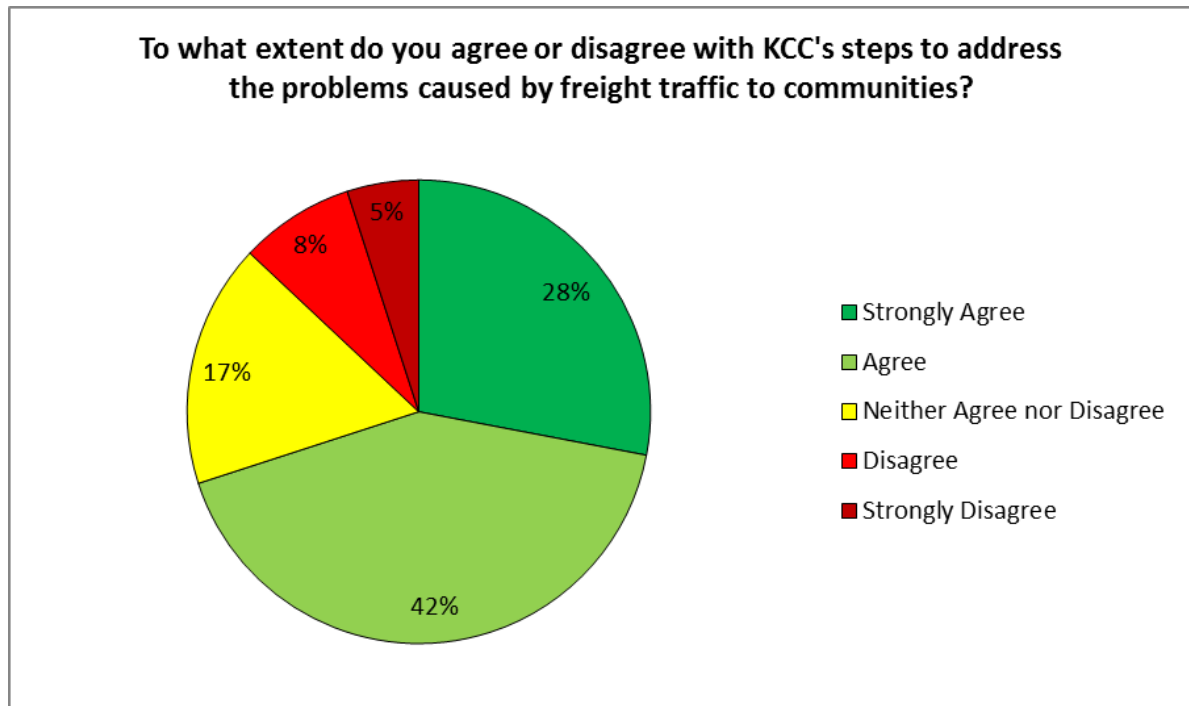
37 respondents made comments in favour of the Freight Journey Planner. Comments included:

“The Freight Journey Planner sounds an excellent scheme.”

“The Freight Journey Planners seem an excellent idea and should be compulsory.”

8.6 Question 8: To what extent do you agree or disagree with KCC's steps to address the problems caused by freight traffic to communities?

The majority of respondents to this question agreed with KCC's steps to address the problems caused by freight traffic to communities with 70% either agreeing or strongly agreeing to the steps.



There were 445 responses to this question and of these 219 provided written comments to the question. There were two common themes of comments both regarding enforcement of restrictions on HGVs.

69 respondents called for increased enforcement of HGVs flouting restrictions. Comments included:

“Agree but robust enforcement of breaches is required. It is unrealistic to expect the police to be involved in such initiatives”

“You need to have legally enforceable powers to deal with the issue; people only follow the rules if they were going to break them by feeling the pain in their bank balance.”

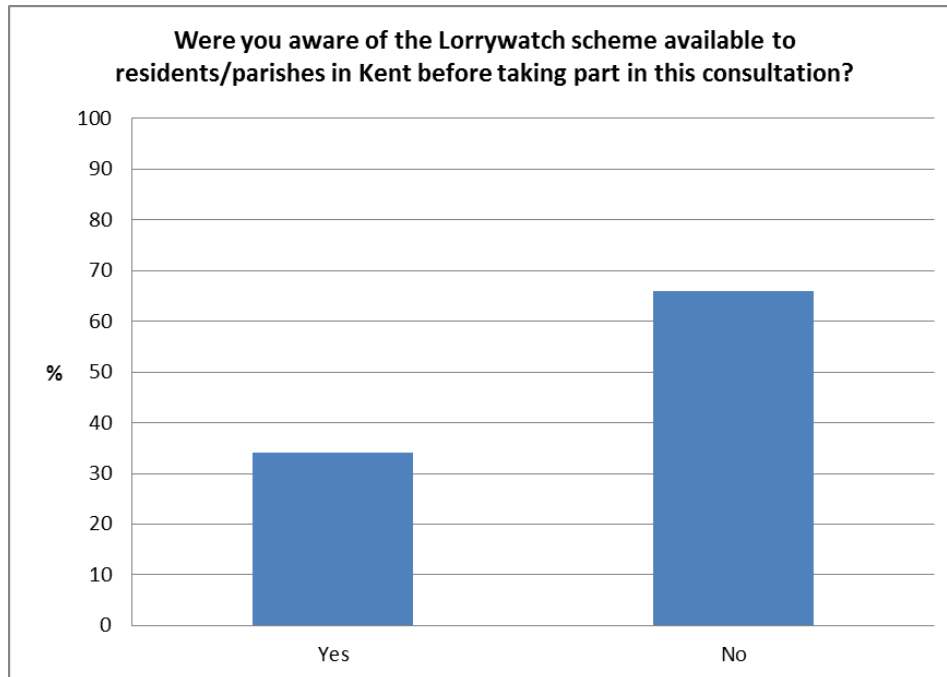
30 respondents called for enforcement action to be taken against foreign registered vehicles. Comments included:

“We must be able to take more action against foreign lorries by use of impounding lorries or on the spot fines.”

“Lyminge Parish Council cannot understand why enforcement action cannot be taken against foreign registered HGVs. Such an action would be effective in the long run.”

8.7 Question 8b: *Were you aware of the Lorry Watch scheme available to residents/parishes in Kent before taking part in this consultation?*

There were 448 responses to this question of which 34% were aware of the scheme, however 66% were not aware of the scheme.

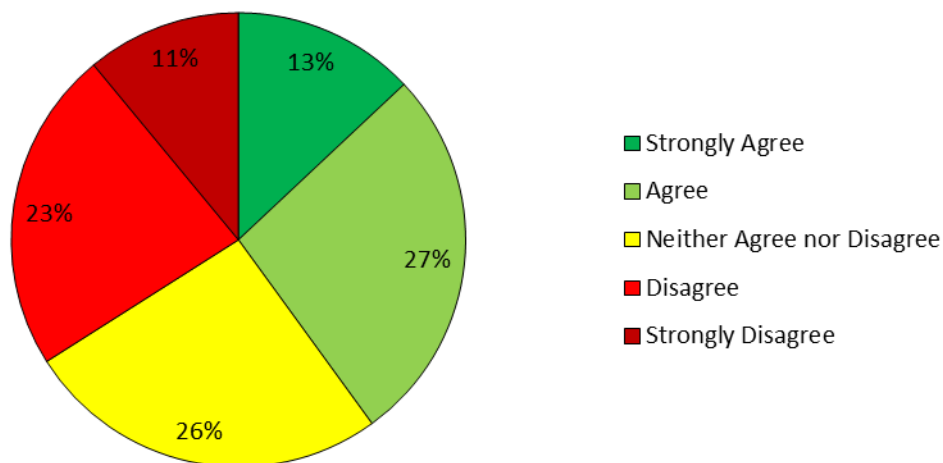


Lorry Watch schemes only work where there are existing weight restrictions and the local community are willing to monitor and collect the details of vehicles flouting restrictions. This shows that the scheme should have greater promotion to make both residents and haulage firms aware of the scheme.

8.8 Question 9: *To what extent do you agree or disagree that KCC makes effective use of planning and development control powers to reduce the impact of freight traffic?*

There was a mixed response to this question with similar numbers of respondents agreeing and disagreeing with this action. There were also a large number of respondents who neither agreed nor disagreed with the action.

To what extent do you agree or disagree that KCC makes effective use of planning and development control powers to reduce the impact of freight traffic?



The comments section shows that the high proportion of ‘neither agree nor disagree’ and ‘disagree’ in response to this question is likely because of residents who have had planning applications granted in their area which have resulted in an increase in HGV movements. An example is:

“I’m extremely cynical about the role of statutory bodies in planning processes. I don’t see much evidence of control in Kent.”

“New Aldi Warehouse along the A249. HGVs impacting on the roundabouts and roads . It has been estimated approximately 112 loading bays with approximately 3 HGVs per day per bay, bringing more HGVs to the area.”

There were 449 responses to this question of which only 198 provided written comments. There was only one main trend from the responses. Residents called for KCC to do more to mitigate the impacts of freight movements from new developments. Comments included;

“History to date has shown the actions taken by KCC in this area have been too weak.”

“As a daily road user the evidence is clear that KCC is doing nothing to reduce the impact of freight traffic on the roads.”

8.9 Question 10: Any other comments

There was a broad range of different comments covering many issues/ideas of how to manage freight movements in Kent. There were three main themes that came

through from the comments section. In total there were 306 written responses to this question.

64 respondents called for urgent action to tackle the problems of overnight lorry parking in the county. Comments included:

“Managing freight is important not just for the areas and communities affected, but for the health & wellbeing of the drivers that will use the facility. Toilets and washrooms are a must as is somewhere to eat & relax.”

“Stopping lorry drivers parking inappropriately should be a priority. I do not wish to see bags of their excrement, bottles of their urine, toilet paper and wet wipes strewn in hedgerows or the general rubbish that they leave behind. Nor do I wish to clear it up as I will today no doubt when I go out on an organised litter pick. Why should we be expected to suffer their inappropriate behaviour as well as their inappropriate parking?”

55 respondents called for greater enforcement of both lorries parking inappropriately and lorries using restricted routes. Comments included:

“Enforcement of the law must actually happen I would expect to see lorry drivers stopped and fined for breaking the law.”

“Impose strong penalties on illegally parked trucks. Actions speak louder than words.”

38 respondents raised concerns over air quality and pollution levels in their communities from HGVs. Comments included:

“There is always heavy traffic on the A25 through our Parish running in close proximity to our primary school and our neighbouring parishes, with dust in the summer, mud in the winter, constant noise and disturbance and air pollution, which is excessive and must have a detrimental effect on young children.”

“Reducing air pollution in light of the increase in traffic predicted should be a priority in this Freight Action Plan along all strategic transport corridors.”

9. You Said, We Did

We consulted residents for their views on our draft Freight Action Plan, which set out five key actions to mitigate the impacts of road freight in Kent. Respondent’s suggestions have helped us to make changes to the Plan and have given us residents and organisations views and opinions of different freight related issues in the county.

The feedback received from over 538 individuals and organisations was invaluable and we are pleased to have gained such a high response rate from a document of this kind. Many of the comments were in agreement with our five actions, especially

'managing the routing of HGV traffic' and taking steps to addressing the problems cause by freight to communities.

We found that the majority of the comments made in the consultation were around the issues highlighted in the plan for example issues around inappropriate lorry parking as opposed to specific changes that are needed to be made to the plan. This therefore means that there have only been a small number of changes to the plan following the public consultation. Examples of changes made to the plan are:

- Explaining the HGV Road User Levy in more detail as many respondents seemed unaware of this taxation method applicable for UK and foreign registered HGVs.
- Adding a paragraph explaining river freight along the Thames Estuary which removes HGVs from Kent's roads.
- Removing the statistic "70,000 freight vehicles use the Dartford Crossing each day" as this statistic is incorrect.
- Adding a paragraph outlining that KCC will continue to press Highways England to incorporate overnight lorry parking as part of their proposed Operation Stack lorry area.

10. Conclusion

Overall the draft Freight Action Plan for Kent document was well received. The response rate for a consultation of this type was extremely high. This consultation was used as a tool to alert KCC to specific concerns and issues that residents have regarding road freight as well as gauging the opinions of Kent residents to our proposed actions. The results of the consultation showed that 90% of residents felt that road freight traffic had a negative impact on them/their local community and that 73% felt that inappropriate lorry parking had a negative impact on them/their local community. This shows that residents feel that there is an existing problem regarding the movement of road freight through the county and that the problems of overnight lorry parking need to be addressed.

The consultation showed that residents were split on their opinion of finding a solution to Operation Stack, with the majority in favour of Highways England's plans to build a lorry area at Stanford, however there were a number who are strongly against the proposal due to its impact on the local area and the loss of agricultural land. The other action that residents were split in their views was Action 5 – KCC using planning and development control powers to reduce the impact of freight traffic. This action can be looked into further however from analysing the comments section it became apparent that residents had become disillusioned due to planning applications being granted in the county which increase HGV movements.

Despite the results of the consultation concluding that road freight broadly has a negative impact on the residents of Kent, KCC must acknowledge that the road freight industry is worth £74bn to the UK economy and the vast majority of the goods we buy and consume are transported by HGV. We therefore need to work proactively with relevant stakeholder to minimise these impacts.

All the findings from this consultation will be considered in the revision of the Freight Action Plan for Kent. The revised action plan will then go to Environment and Transport Cabinet Committee in June 2017 to be adopted as KCC policy later this year.

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From: Matthew Balfour, Cabinet Member for Planning, Highways, Transport & Waste

Barbara Cooper, Corporate Director, Growth, Environment & Transport

To: Environment & Transport Cabinet Committee – 15 June 2017

Decision No: 17/00050

Subject: Westwood Relief Strategy Thanet – Tesco Link Road, construction of a strategic link road and associated roundabouts linking the A256 and A254.

Key decision Major Scheme with costs over £1m

Classification: Unrestricted

Past Pathway of Paper: None

Future Pathway of Paper: None

Electoral Division: Broadstairs

Summary: This paper is seeking approval to take the Westwood Relief Strategy highway improvement scheme through the next stages of development and delivery including authority to progress statutory approvals and to enter into funding and construction contracts.

Recommendation(s):

The Cabinet Committee is asked to consider and endorse, or make recommendations to the Cabinet Member Cabinet Member for Planning, Highways, Transport & Waste on the proposed decision as follows and indicated on the proposed decision sheet attached at Appendix A to

- 1) give approval to the outline design scheme for the Tesco Link Road, Thanet for development control and land charge disclosures Drg No 4300248/000/14 Rev0;
- ii) give approval to progress all statutory approvals or consents required for the scheme;
- iii) give approval to enter into National Productivity Investment Fund agreement subject to the approval of the Corporate Director of Finance & Procurement, and
- vi) give approval to acquire land and enter into construction contracts as necessary for the delivery of the scheme subject to the approval of the Strategic Commissioning Board to the recommended procurement strategy.

1. Introduction

- 1.1 Thanet District Councils' Local Plan has a vision for the Westwood area for its development and consolidation into a mixed use hub with an excellent range of homes, schools, leisure, sports, shops and other facilities in a pleasant and convenient environment.
- 1.2 The existing Westwood Roundabout is significantly over operational capacity, which in turn leads to delays and unreliable journey times. On some arms traffic is currently experiencing severe delays of more than 161 seconds per vehicle; as a result the local stakeholders continue to be concerned about their quality of life and business interests.
- 1.3 Transport modelling forecasts indicate that if proactive mitigation is not realised, existing congestion situation will continue to worsen and that gridlock situation will arise by 2018.
- 1.4 The Westwood Relief Strategy combines the creation of a circular route around the core area of Westwood, with improvements to the central roundabout, promoting increased pedestrian, cycle and public transport permeability, subsequently facilitating improved accessibility at peak times to reduce congestion. This strategy also unlocks the ability to redesign Westwood as a more integrated town centre with improved relationships between existing retail land uses.
- 1.5 The proposed scheme will upgrade, realign and reconstruct an existing access road which connects the A256 and A254 major road network. This will enable it to be used as a strategic distributor route, in turn realising a comprehensive relief route for the Westwood roundabout. This scheme will offer enhanced public transport opportunities, with direct bus access to retail frontages and enhanced footway/cycleway facilities, which will encourage a shift to more sustainable modes of transport.
- 1.6 The Westwood Relief Strategy Scheme has been allocated £5.339m National Productivity Investment Funding for spend in 2017/18 financial year.
- 1.7 This report provides an overview of the project and recommendations for the required decisions to allow the scheme to be progressed.

2. Financial Implications

- 2.1 The overall estimated scheme cost is £5.2m. The allocation from the National Productivity Investment Fund is £5.339m.
- 2.2 The costs of developing the scheme are included within the estimate.

3. Policy Framework

- 3.1 The scheme supports the Strategic Statement objectives of supporting existing businesses and encouraging economic activity with housing growth and job creation by reducing congestion and improving infrastructure and accessibility.

4. Scheme Update

- 4.1 Westwood is a focal point for retail shopping and leisure within the district of Thanet. It also attracts customers from adjacent districts in towns, such as Herne Bay and Sandwich. Given the strong level of services and amenities already available in Westwood, further development sites are currently being earmarked within the emerging Thanet Local Plan. The Local Plan seeks to guide planning decisions and investment on development and regeneration to the year 2031.
- 4.2 Within the recently published Local Plan - preferred options document, the area around Westwood has been identified as an area which has the potential to accommodate necessary growth,. This document is now in the process of being reviewed, following public consultation and also to reflect more recently identified housing targets.
- 4.3 Traffic congestion and subsequent journey time reliability issues within Westwood have a disproportionate impact on Thanet's popular network of bus services and as such the attractiveness of the service. The Thanet Loop (a well-established and utilised bus service, operating in two directions every 7/8 minutes and linking the main Thanet settlements) has been affected greatly in terms of disruptions to services and journey time reliability.
- 4.4 The Westwood relief strategy is currently in a partially implemented state, following the successful completion of the 'Pinch Point' funded Poorhole Lane widening scheme and development negotiations. The proposed scheme outlined within this report represents the final and most critical element of the new alternative orbital route, which in turn enables the full benefits of previous investment to be realised. It will complete the opportunity for road users to travel around the Westwood area and not be forced to converge with other major routes into the middle at Westwood Roundabout, providing a much more flexible and resilient highway network for all road users.
- 4.5 The 'link road' follows the route of the existing access road which is currently in private ownership. The land, currently owned by Tesco, will be gifted to the Authority through negotiation, this will continue throughout the design process.
- 4.6 It is recognised there will be a 'minimum-medium' impact on the local area and as such initial meetings have been undertaken with Thanet District Council and Tesco and a steering group formed to continually update and feedback progress and concerns. Engagement will be arranged to outline the schemes advantages and address concerns of the local community. An information letter drop will be carried out when the scheme programme has been developed in more detail with further communication, to follow.
- 4.7 Delivery of the scheme in practical terms will be dependent on completing the detailed design of the scheme and procuring a contractor through a competitive tender process. Delivery will also be dependent on the cost and affordability and this will be clearer after the detailed design has been completed and a more robust estimate prepared.

4.8 On the basis of the design and procurement proceeding satisfactorily and road space permits to carry out works affecting the A254 & A256 being granted, a construction start in late 2017 is anticipated.

4.9 An Equality Impact Assessment (EQiA) will be completed and updated throughout the process as required. Kent County Council Legal Services will be consulted and appointed when necessary.

5. Conclusions

This is an important scheme to help reduce congestion in the Westwood area and on both the A254 and A256 strategic routes. The allocation of National Productivity Investment Fund to the scheme is very welcome news in enabling the scheme to proceed. The programme has been developed and some preliminary work has already been done and there is confidence that a construction start date of late 2017 can be achieved.

6. Recommendation(s):

The Cabinet Committee is asked to consider and endorse, or make recommendations to the Cabinet Member Cabinet Member for Planning, Highways, Transport & Waste on the proposed decision as follows and indicated on the proposed decision sheet attached at Appendix A.

- i) give approval to the outline design scheme for the Tesco Link Road, Thanet for development control and land charge disclosures Drg No 4300248/000/14 Rev0;
- ii) give approval to progress all statutory approvals or consents required for the scheme;
- iii) give approval to enter into National Productivity Investment Fund agreement subject to the approval of the Corporate Director of Finance & Procurement, and
- vi) give approval to acquire land and enter into construction contracts as necessary for the delivery of the scheme subject to the approval of the Strategic Commissioning Board to the recommended procurement strategy.

7. Background Documents

- Appendix A Proposed Record of Decision
- Appendix B Tesco Link Road, Thanet – Indicative Layout Option D – Drg No 4300248/000/14 Rev0

8. Contact details

Lead Officer: Russell Boorman - Major Capital Programme Project Manager 03000 413538 russell.boorman@kent.gov.uk	Lead Director: Roger Wilkin - Director of Highways, Transportation & Waste 03000 413479 roger.wilkin@kent.gov.uk
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KENT COUNTY COUNCIL – PROPOSED RECORD OF DECISION

DECISION TAKEN BY

**Matthew Balfour, Cabinet Member for Planning, Highways,
Transport and Waste**

DECISION NO:

17/00050

For publication

Key decision*

Yes –

Subject: Westwood Relief Strategy Thanet

Decision:

As Cabinet Member for Planning, Highways, Transport & Waste, I agree to give approval to:

- i) the outline design scheme for the Tesco Link Road, Thanet for development control and land charge disclosures Drg No 4300248/000/14 Rev0;
- ii) progress all statutory approvals or consents required for the scheme;
- iii) enter into National Productivity Investment Fund agreement subject to the approval of the Corporate Director of Finance & Procurement, and
- iv) acquire land and enter into construction contracts as necessary for the delivery of the scheme subject to the approval of the Strategic Commissioning Board to the recommended procurement strategy.

Reason(s) for decision:

Thanet District Councils' Local Plan has a vision for the Westwood area for its development and consolidation into a mixed use hub with an excellent range of homes, schools, leisure, sports, shops and other facilities in a pleasant and convenient environment.

The existing Westwood Roundabout is significantly over operational capacity, which in turn leads to delays and unreliable journey times. Transport modelling forecasts indicate that if proactive mitigation is not realised, existing congestion situation will continue to worsen and that gridlock situation will arise by 2018.

The Westwood Relief Strategy combines the creation of a circular route around the core area of Westwood, with improvements to the central roundabout, promoting increased pedestrian, cycle and public transport permeability, subsequently facilitating improved accessibility at peak times to reduce congestion. This strategy also unlocks the ability to redesign Westwood as a more integrated town centre with improved relationships between existing retail land uses.

The overall estimated scheme cost is £5.2m. The allocation from the National Productivity Investment Fund is £5.339m.

Cabinet Committee recommendations and other consultation:

There is on-going liaison with residents and business community as required and at appropriate stages of the scheme development.

Any alternatives considered:

Any interest declared when the decision was taken and any dispensation granted by the Proper Officer:

.....
signed

.....
date

Name:

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From: Matthew Balfour, Cabinet Member for Planning, Highways, Transport & Waste

Barbara Cooper, Corporate Director, Growth, Environment & Transport

To: Environment & Transport Cabinet Committee – 15 June 2017

Decision No: 17/00051

Subject: **Maidstone Integrated Transport Package – Phase 1. A274 Sutton Road at its junction with Willington Street, construction of dedicated directional lanes**

Key decision Major Scheme with costs over £1m

Classification: Unrestricted

Past Pathway of Paper: Environment and Transport Cabinet Committee – 11 March 2016

Future Pathway of Paper: For Cabinet Member Decision

Electoral Division: Maidstone South East;
Maidstone Rural North;
Maidstone South;

Summary: This paper updates Members on the progress on the design work for the Willington Street Junction Improvement Scheme. A preliminary scheme was presented and discussed at the Environment & Transport Cabinet Committee on 16 March 2016. Further work on this scheme shows that it will not deliver the intended benefits and therefore a re-design was required. As the re-design is significantly different to the original scheme discussed, the revised scheme is being presented to Environment and Transport Cabinet Committee for comment.

Recommendation(s):

The Cabinet Committee is asked to consider and endorse, or make recommendations to the Cabinet Member for Planning, Highways, Transport & Waste on the proposed decision to approve the revised outline design scheme for the A274 Sutton Road at its junction with Willington Street, Drawing No. **CO04300573-000-001 Rev1** as attached at Appendix A.

1. Introduction

1.1 The Willington Street Junction Improvement Scheme forms the first part of the Maidstone Integrated Transport Package, which has been provisionally allocated £8.9m Local Growth Fund via the South East Local Enterprise Partnership, for spend between 2016/17 and 2019/20.

1.2 Willington Street connects the A20 and A274 routes which are the two key corridors into Maidstone from the east and south east. The scope of this first

phase of the strategy is to improve the operation of the junction at the southern end of Willington Street with the A274 Sutton Road. At present the signalised junction is heavily congested under peak traffic conditions.

1.3 In February 2016, the South East Local Enterprise Partnership (SELEP) approved £2.0m Local Growth Fund to the project and this funding, together with Local Developer contributions, will now allow the scheme to proceed.

1.4 This report provides an overview of the project and updates on latest design work.

1.5 The Willington Street Junction Improvements Scheme will include:

- Widening of carriageway to allow additional lanes both westbound and eastbound on the A274 on the approach to the Willington Street junction,
- Widening of the westbound carriageway between the Willington Street and Wallis Avenue junctions to allow for 3 lanes of traffic with dedicated turning lanes,
- Widening of the eastbound carriageway between the Wallis Avenue and Willington Street junctions to allow for 3 lanes of traffic with dedicated turning lanes,
- Signal optimisation of the Willington Street and Wallis Avenue junctions to take account of the new arrangement,
- Landscaping regime and acoustic barriers to provide screening.

2. Financial Implications

2.1 The overall estimated scheme cost is £3.0m. The allocation from the Local Growth Fund is £2.0m and the remaining £1m is available from Section 106 Local Developer contributions.

2.2 The costs of developing the scheme are included within the estimate.

3. Policy Framework

3.1 The scheme supports the Strategic Statement objectives of supporting existing businesses and encouraging economic activity with housing growth and job creation by reducing congestion and improving infrastructure and accessibility.

4. Scheme Update

4.1 The A274 Sutton Road corridor is the main route to Maidstone for the communities to the south east of the town. This route also serves the main commercial and industrial area of Maidstone at Parkwood. The A274 is a single carriageway 30mph road which has a two way average daily flow of 19,000 vehicles and peak flows of 1,680 vehicles per hour.

4.2 Willington Street provides an important link between the A20 and A274 route corridors to the east of the town centre. A significant number of vehicles travel via Willington Street, the A20 and New Cut to access the M20 at junction 7 and routes to north Kent. The road is heavily used by traffic travelling between the

route corridors, attempting to avoid congestion in the town centre. Consequently there is a significant level of turning traffic at each end of Willington Street to and from the A20 and A274.

- 4.3 The scheme is totally within the highway curtilage of the A274. Planning consent is not required, no land needs to be acquired and it is unlikely that any other statutory approvals or consents will be required but was included in the decision recommendation as a contingency safeguard, approved on the 16th March 2016.
- 4.4 The scheme has been discussed at the local Joint Transportation Committee (JTB) with a favourable response. However, following additional design work a further update was shared at the JTB and KCC officers have resolved to fully update the JTB once engagement has been carried out. It is recognised there will be a 'medium' impact on the local area and as such initial meetings have been undertaken with Maidstone Borough Council and a steering group formed to continually update and feedback progress and concerns. Engagement will be arranged to outline the schemes advantages and address concerns of the local community. An information letter drop will be carried out when the scheme programme has been developed in more detail with further communication planned as appropriate.
- 4.5 Detailed design of the scheme will now follow. To this end, KCC have engaged Balfour Beatty via the SCAPE contract to 'design and build' the project.
- 4.6 On the basis the Local Growth funding has been confirmed, design and procurement proceeding satisfactorily and necessary road space permits granted, a start of construction is anticipated for late 2017.
- 4.7 An Equality Impact Assessment (EQiA) has been amended following the re-design of the scheme and will be updated throughout the process as required. Kent County Council Legal Services will be consulted and appointed if necessary. It is not anticipated at this stage Legal representation will be required.

5. Conclusions

- 5.1 The scheme is programmed for delivery commencing before the end of 2017. As an initial layout design was found to reach saturation point in the first year after construction, a re-design has been carried out to increase the approach lengths and overall capacity of the junction. Further modelling work has been completed which includes future growth to 2029. At this stage of the design process, an improvement to assist congestion and improve journey time reliability has been demonstrated.
- 5.2 This is an important scheme to help reduce congestion on the Sutton Road corridor, of the A274 strategic route. The allocation of Local Growth Fund to the scheme is very welcome news in enabling the scheme to proceed. The programme has been developed and some preliminary work has already been done and there is confidence that a construction start date of late 2017 can be achieved.

6. Recommendation(s):

The Cabinet Committee is asked to consider and endorse, or make recommendations to the Cabinet Member for Planning, Highways, Transport & Waste on the proposed decision to approve the revised outline design scheme for the A274 Sutton Road at its junction with Willington Street, Drawing No. **CO04300573-000-001 Rev1** as attached at Appendix A.

6. Appendices

- Proposed Record of Decision
- Maidstone Integrated Transport Package – A274 Sutton Rd/Willington Street - General Arrangement Drg. No. **CO04300573-000-001 Rev1**

7. Contact details

Lead Officer:

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Lead Director:

Roger Wilkin - Director of Highways, Transportation & Waste
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KENT COUNTY COUNCIL – PROPOSED RECORD OF DECISION

DECISION TAKEN BY

**Matthew Balfour, Cabinet Member for Planning, Highways,
Transport and Waste**

DECISION NO:

17/00051

For publication

Key decision*

Yes –

Subject: Maidstone Integrated Transport Package – Phase 1. A274 Sutton Road at its junction with Willington Street,

Decision:

As Cabinet Member for Planning, Highways, Transport & Waste, I agree to give approval to approve the revised outline design scheme for the A274 Sutton Road at its junction with Willington Street.

Reason(s) for decision:

The Willington Street Junction Improvement Scheme forms the first part of the Maidstone Integrated Transport Package.

Willington Street connects the A20 and A274 routes which are the two key corridors into Maidstone from the east and south east. At present the signalised junction is heavily congested under peak traffic conditions. This is an important scheme to help reduce congestion on the Sutton Road corridor, of the A274 strategic route.

The overall estimated scheme cost is £3.0m. The allocation from the Local Growth Fund is £2.0m and the remaining £1m is available from Section 106 Local Developer contributions.

Cabinet Committee recommendations and other consultation:

Initial meetings have been undertaken with Maidstone Borough Council and a steering group formed to continually update and feedback progress and concerns. Engagement will be arranged to outline the schemes advantages and address concerns of the local community. An information letter drop will be carried out when the scheme programme has been developed in more detail with further communication planned as appropriate.

Any alternatives considered:

Any interest declared when the decision was taken and any dispensation granted by the Proper Officer:

.....
signed

.....
date

Name:

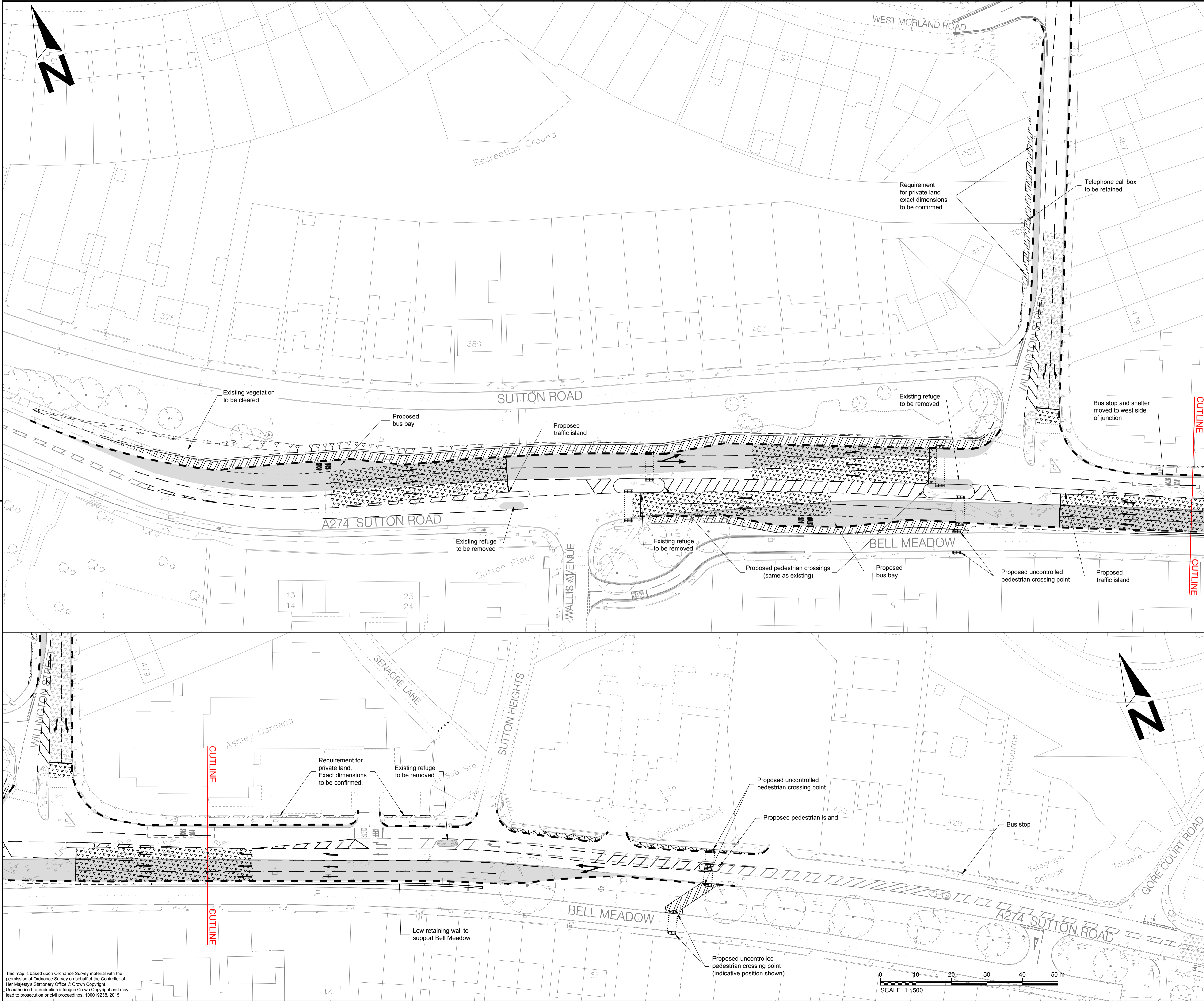
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RESIDUAL DESIGN HAZARDS
 (The following information has been collected from Preconstruction Information and the Amey CDM Hazard Management Process.)

1. None at this stage

KEY

- Proposed high friction surface
- Proposed Footway
- New Carriageway Construction
- Proposed Kerbline
- Proposed footway widening (into carriageway)
- Area of land required for widening of footway.



01	HFS extended to crossing studs: HFS added to Willington Street; western footway tied-in to existing; bus stop to be removed has been labelled.	NF	MR	15/03/17
Rev	Revision details	Chkd	Appd	Date

Drawn:	JH/NR	Preliminary	✓
Design:	SR	For comment	
Chkd:	SG	For tender	
Appd:	MR	For construction	
Date:	28/02/2017	As constructed	
		Other	



Client

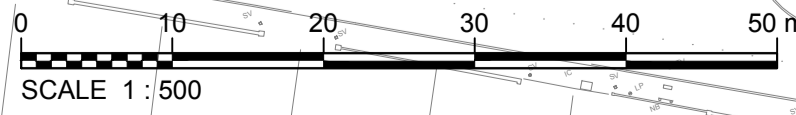
Project Name
MAIDSTONE INTEGRATED TRANSPORT PACKAGE

Drawing Title
A274 SUTTON RD / WILLINGTON STREET - GENERAL ARRANGEMENT

Original Drawing Size : A1	Dimensions : m
Scale : 1:500	Copyright © Amey

Drawing No CO04300573-000-001	Rev 01
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From: Matthew Balfour, Cabinet Member, Planning, Highways, Transport & Waste

Barbara Cooper, Corporate Director, Growth, Environment and Transport

To: Environment & Transport Cabinet Committee – 15 June 2017

Decision No: 17/00060

Subject: Dunbrik Waste Transfer Station and House Waste Recycling Centre (Sevenoaks)

Classification: Unrestricted

Past Pathway of Paper: N/A

Future Pathway of Paper: For Cabinet Member Decision

Electoral Division: Sevenoaks North and Darent Valley, Sevenoaks Rural North East, Sevenoaks Rural South, Sevenoaks Town, Sevenoaks West and Swanley

Summary: This report proposes to replace an existing lease agreement to allow Waste Management extended occupation by continuing to operate a Waste Transfer Station and Household Waste Recycling Centre in Sevenoaks. This new arrangement will remove existing lease break clauses in return for a £1.6m reduction in lease charges, and in addition will extend the current term from 2026 to 2030. The discounted lease costs will continue for the duration of the lease. Additional operational space has also been secured.

Recommendation(s):

The Cabinet Committee is asked to consider and endorse, or make recommendations to the Cabinet Member for Planning, Highways, Transport & Waste on the proposed decision to enter into a new leasing arrangement for Waste Services to occupy Dunbrik Waste Transfer Station and House Waste Recycling Centre (Sevenoaks) to 2030 as attached at Appendix A.

1. Introduction

- 1.1 KCC is the statutory Waste Disposal Authority and District / Borough Councils are the statutory Waste Collection Authorities.
- 1.2 Dunbrik Waste Transfer Station is one of eight such stations across the County. These are critical pieces of infrastructure and are of strategic operational importance as they ensure that household kerbside collected waste can be transferred from kerbside to final destination points efficiently. Where this site is

leased, five others are owned by KCC – a further two are provided under contract

- 1.3 KCC has operated this site from 1990 through a succession of leases. The current lease expires in 2026, with break clauses in March 2020 and 2023. The Transfer Station / HWRC is part of a much larger site owned by the Landlord. Planning consents exist for the development of a larger Transfer Station; this consent expires in 2019.
- 1.4 The Landlord intends to develop his wider site and wishes to secure Kent's extended tenure to 2030. The landlord has prepared a range of options to KCC, and Waste Management has taken the opportunity to negotiate more favourable commercial terms for an extended lease whilst also securing additional operational area to provide for much needed staff parking on the site.

2. Financial Implications

- 2.1 Through the negotiation of annual rental rebates, revenue costs have been reduced by £1.6m when compared to the existing lease payment term which expires in 2026. These rebates continue through the proposed extension period providing £800k of further value, total revenue cost avoidance is £2.4m up to 2030. All rebates are linked to RPI.

3. Policy Framework

- 3.1 This proposal accords with the supporting outcome within the Strategic Outcome Plan; Kent's physical and natural environment is protected, enhanced and enjoyed by residents and visitors.
- 3.2 The Kent Joint Municipal Waste Management Strategy has three key policy statements that support the Waste Regulations – these apply directly to this proposed infrastructure;
 - Policy 8 - The Kent Resource Partnership (KRP) will achieve a minimum level of 40% recycling and composting of house household waste by 2012 and will seek to exceed this target.
 - Policy 11 - The KRP will strive to make waste and recycling services accessible and easy to use for all householders, across all housing types and sectors of the community.
 - Policy 19 - Where it is cost-effective, Kent will exceed its statutory targets for diversion of biodegradable municipal waste from landfill in order to preserve landfill void space in the County.

4. The Report

- 4.1 Waste Management has an existing lease arrangement at Dunbrik which enables the Authority to receive bulk and transfer 45,000 tonnes of domestic waste per annum collected at the kerbside by Sevenoaks District Council. In

addition, KCC operates a Household Waste Recycling Centre (HWRC) whereby residents bring 11,500 tonnes of domestic household waste per annum to the site.

- 4.2 All materials are segregated into specific waste streams to maximise levels of recycling, it is then hauled to destinations within the County where final waste treatment or disposal contracts exist. There are no other Transfer Station facilities within Sevenoaks, and over many years KCC has searched for alternative sites that may be utilised. As much of this District is within greenbelt this has continually proved to be unsuccessful.
- 4.3 This site, with the HWRC is also very highly used by residents and valued by communities. Permitted waste sites are critical to waste management and difficult to obtain, and thus retention of permitted sites should be considered a priority.
- 4.4 The Landlord intends to develop his wider site and wishes to secure Kent's extended tenure to 2030. The Landlord has prepared a range of options for KCC to consider. Waste Management, working with Property Services has taken the opportunity to negotiate more favourable commercial terms for an extended lease, and has also secured an additional operational area within the reduced lease cost.
- 4.5 As part of KCC's Waste strategy, a Waste Transfer Station and Household Waste Recycling review has been conducted. Waste growth through increased housing development will continue and is already creating pressure upon the existing infrastructure, the Service will need to identify methods to maximise the efficiency of all sites. This represents a good start to that strategic intent.

5. Legal Implications

- 5.1 The Waste Management team has worked closely with the Property Services team in order to ensure that all proposed amendments to the lease are legally compliant, and protect the Authority's position as the tenant of this site from any undue levels of risk.

6. Conclusions

- 6.1 Dunbrik Waste Transfer Station and Household Waste Recycling Centre is a critical piece of infrastructure, which is required over the medium / long term. It serves the residents and waste collection services of Sevenoaks.
- 6.2 An opportunity has allowed KCC to renegotiate more favourable commercial terms whilst securing additional capacity. This requires KCC to enter into a renewed lease that will secure the site to 2030 whilst delivering savings £2.4m over the extended lifetime of the lease.

7. Recommendation(s)

Recommendation(s):

The Cabinet Committee is asked to consider and endorse, or make recommendations to the Cabinet Member for Planning, Highways, Transport & Waste on the proposed decision to enter into a new leasing arrangement for Waste Services to occupy Dunbrik Waste Transfer Station and House Waste Recycling Centre (Sevenoaks) to 2030 as attached at Appendix A.

8. Background Documents

- Proposed Record of Decision
- EQIA -
<https://democracy.kent.gov.uk/ecSDDisplay.aspx?NAME=SD5174&ID=5174&RPID=15205515>

9. Contact details

Report Author

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KENT COUNTY COUNCIL – RECORD OF DECISION

DECISION TAKEN BY:

**Matthew Balfour– Cabinet Member for Planning,
Highways, Transport & Waste**

DECISION NO:

17/00060

For publication

Subject:

Dunbrik Waste Transfer Station and House Waste Recycling Centre

Decision:

As Cabinet Member for Planning, Highways, Transport & Waste, I agree to enter into a new leasing arrangement for Waste Services to occupy Dunbrik Waste Transfer Station and House Waste Recycling Centre (Sevenoaks) to 2030.

Reason(s) for decision:

Dunbrik Waste Transfer Station is one of eight such stations across the County. These are critical pieces of infrastructure and are of strategic operational importance as they ensure that household kerbside collected waste can be transferred from kerbside to final destination points efficiently.

Proposed decision is to replace an existing lease agreement to allow Waste Management extended occupation by continuing to operate a Waste Transfer Station and Household Waste Recycling Centre in Sevenoaks. This proposed decision enables the retention of existing essential environmental services which are for the well-being and benefit to the residents of Sevenoaks District.

Cabinet Committee recommendations and other consultation:

No public consultation was needed as this is an extension to an existing contract to KCC's benefit.

Any alternatives considered:

None

Any interest declared when the decision was taken and any dispensation granted by the Proper Officer:

.....
signed

.....
date

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From: **Mathew Balfour - Cabinet Member for Planning, Highways, Transport & Waste**

Barbara Cooper - Corporate Director Growth, Environment & Transport

To: **Environment & Transport Cabinet Committee - 15 June 2017**

Decision No: 17/00061

Subject: **A28/A291 Sturry Link Road, Canterbury**

Key decision **Major Scheme with cost over £1m and affects more than two Electoral Divisions**

Classification: **Unrestricted**

Past Pathway of Paper: Environment & Transport Cabinet Committee – 16 September 2015

Future Pathway of Paper: For Cabinet Member Decision

Electoral Division: **Herne & Sturry, Canterbury City North East and Canterbury West**

Summary: This paper updates Members on the progress of the A28/A291 Sturry Link Road Scheme and seeks comments on the outline design of the scheme.

Recommendation(s):

The Cabinet Committee is asked to consider and endorse, or make recommendations to the Cabinet Member for Planning, Highways, Transport & Waste, as attached at Appendix A to:

- i) give approval to the revised outline design scheme for the Sturry Link Road Drawing No. 430392/000/49 Rev 0
- ii) delegate to the Corporate Director of Growth, Environment & Transport, following consultation with the Cabinet Member, any further or other decisions as may be appropriate to deliver the Sturry Link Road scheme.

1. Introduction

1.1 A report to this Committee in September 2015 gave an initial overview and the concept design of the Sturry Link Road that led to a number of approvals to allow the scheme to progress. Some Members were concerned about the breadth of approvals and the decision was taken to allow for 'further specific authorities as necessary and with reversion to this Committee on matters of significance' which would be the case in any event with a major scheme that takes several years from concept to completion. It is now an appropriate time to

provide an update on progress and to seek approval to the outline design, shown on Drawing No. 430392/000/49 Rev 0.

- 1.2 The A28 Sturry/Island Road is a principal road corridor between Canterbury and Thanet that also serves residents and businesses to the north east of Canterbury and Sturry. At Sturry, the A291 Sturry Hill provides a link to Herne Bay.
- 1.3 The section of A28 through Sturry is particularly difficult because of the level crossing of the Canterbury - Thanet railway line and the inevitable interruption to traffic and queuing through the centre of the community.
- 1.4 Canterbury City Council's District Local Plan - Publication Draft 2014 has identified land at Sturry and Broad Oak which lies north of the railway and west of the A28/A291, as a suitable allocation for some 1000 homes with accompanying infrastructure improvements including a Sturry Link Road to relieve the level crossing and access the new housing together with station access improvements. Other land use allocations at Hersden and towards Herne Bay may also in part be related to the Sturry Link Road.
- 1.5 A bid to the South East Local Enterprise Partnership (SE LEP) for funding was approved in principle which together with contributions from the development of Broad Oak, Sturry and other development sites gives the opportunity to deliver the Sturry Link Road.

2. Scheme Overview

- 2.1 The Link Road would run to the north and west of the A28 and A291. See Figure 1 attached. It would commence at a new junction on the A28 and head northwards across two arms of the Great Stour and over the railway line - (See A-B on Figure 1). Route alignment is highly constrained and is the most challenging in engineering terms. With poor ground conditions, the flood plain and the close proximity of the Great Stour to the railway a combined viaduct solution approximately 300m long is proposed rather than individual bridges.
- 2.2 From the railway the route would turn eastwards to connect back to the A291 at points (C) and (D). The alignment is less constrained and will be influenced by areas of ancient woodland and the layout of the proposed housing development. A junction in the area of (E) would allow separate connections to be made to the A291. The existing junction of A28 Island Road and A291 (F) will also be amended to reflect the changed direction and priorities of traffic flow.
- 2.3 The housing development will also be required to provide a road connection to Broad Oak Road/Shalloak Road north of the railway between points (B) to (G) with possible upgrading of the level crossing signals. A level crossing risk assessment is being undertaken to determine any change in risk of operation of the crossing due to these proposals.
- 2.4 The Link Road would allow all through traffic to avoid the Sturry level crossing although it would need to be retained for local movements and for buses. It

would open up further opportunities for improvements to the station including a car park (F)

3. Scheme Delivery

- 3.1 The land at Broad Oak has the capacity to provide 1150 homes and is an identified site together with Sturry sites in Canterbury City Council's draft Local Plan which has recently been Examined in Public before an independent planning inspector. Discussions have been held with the City Council and the Broad Oak and Sturry developers on a possible delivery model.
- 3.2 The current proposal is that KCC develops outline design options, holds public consultation and identifies a preferred route. This would then be progressed in more detail, an application for planning permission made and then statutory orders promoted including a Compulsory Purchase Order if land cannot be secured by voluntary acquisition.
- 3.3 KCC would then deliver the section of the Link Road from the A28 over the Great Stour and railway. The developers of the Sturry site would deliver the remainder of the Link Road as part of their development. The works would be programmed to ensure that the whole of the Sturry Link Road would be opened on completion of the KCC element of the works.

4. Current Position

- 4.1 KCC Major Projects team has completed the feasibility work for the section of the Link Road from the A28 over both arms of the Great Stour and railway to connect to a proposed roundabout within the development site. A viaduct is proposed;
 - to minimise the impact on the flood plain and to avoid the need for additional land acquisition to provide flood storage compensation.
 - to provide surety of costs and time and eliminate the risk associated with constructing embankments on poor ground.A computer generated impression of the viaduct is given in Fig 3 attached.
- 4.2 Early developer contributions of £1.45m have been secured in s106 agreements to fund the design and planning of the works.
- 4.3 Canterbury City Council in accordance with planning policies is keen to encourage increased movement by buses. The section of Link Road between the A28 and the development is proposed as being three lanes with one lane dedicated for use by buses. Future bus provision and routing still needs to be confirmed so it is unclear at this stage the number of services that will divert to the Sturry Link Road and the benefit of this provision.
- 4.4 Three developers, Environ Design (Sturry) Ltd, Barrett Homes and David Wilson Homes, have completed master planning for the sites to deliver a total of 1150 homes. The proposed route of the Sturry Link Road has been included in the master plan. They consulted on the master planning with the local community in April 2017. Subject to the outcome it is their intention for two planning applications to be submitted in the coming months; Environ Design

(Sturry) Ltd for 700 homes and Barrett Homes and David Wilson Homes together for 450 homes.

- 4.4 Along the A28 frontage, there is a natural gap in existing development between a car showroom and a water treatment plant to the west and a farm house to the east. The optimum route is one that also generally follows land boundaries and is shown on Fig 2 attached. A route further to the west would affect land allocated in the Local Plan for employment uses and any potential expansion of the treatment plant. A route further to the east would encroach more onto the flood plain and in particular bring the route closer to the farm house. While a route more to the west is more beneficial for the owners of the farm house the scheme will be on a raised viaduct where it crosses both the railway and the river arms and unfortunately will always be intrusive.
- 4.5 Formal public consultation is proposed for the end of June but some initial discussion has already been held with the land owners.

5.0 Next Steps

- 5.1 Following the public consultation and an assessment of all the responses and practical considerations and scheme objectives, the Cabinet Member will be invited to approve the preferred scheme to take forward.
- 5.2 A planning application will then be submitted to the County Council as a Regulation 3 application for the whole scheme that will include the indicative route that will be indicated within the developer's planning applications.
- 5.3 Land acquisition will continue by voluntary agreement if possible but a compulsory purchase order will be published if necessary to give land and programme certainty.

6. Financial Implications

- 6.1 The overall estimated scheme cost is £29.6m. The 'in principle' allocation from the Single Local Growth Fund of £5.9m was formally confirmed by the SE LEP Accountability Board in June 2016. This funding together with an earlier advance developer contribution of £1.45m is being drawn down to support scheme development costs and there is a requirement to utilise all the LGF allocation before the end of 2020/21. A total of £23.7m is to be provided via developer contributions.
- 6.2 A funding mechanism is proposed for the developer contribution element of the scheme cost that will be agreed with Finance and subject to the implementation of S278 agreements. The agreement will ensure that all Kent County Council's costs are met and should a forward funding mechanism be used, including any borrowing costs, the provision of a robust allowance for risk and inflation and the provision of a bond by the developers. Discussions have commenced but substantive progress can only be expected when the developers have secured planning consents.

7. Policy Framework

7.1 The Link Road supports the 2015-2020 Strategic Statement 'Increasing Opportunities, Improving Outcomes' and the strategic statement of ' Kent Communities feel the benefits of economic growth'. The scheme will reduce congestion, improve safety and help mitigate associated air quality concerns. By providing capacity it will unlock development potential for many new homes and jobs in north east Canterbury. The benefits will broaden out to Herne Bay and Thanet.

8. Legal and Equalities Implications

8.1 There are no immediate legal implications. An initial Equalities Impact Assessment has been prepared and approved and this will be reviewed as the scheme development and design is progressed.

9. Conclusions

9.1 The A28 through Sturry and the issues with the level crossing have long been a concern. The potential of development at Broad Oak and Sturry and at other sites and the confirmed allocation of LGF funding gives the opportunity to deliver the Link Road. This will achieve both direct benefits and the opportunity to facilitate wider benefits. 2019/20 is the earliest date envisaged for construction but that will be significantly influenced by satisfactory progress through planning and statutory order stages.

9.2 The scheme has made significant progress. The developers have prepared their masterplan as a precursor to the submission of planning applications. KCC and its consultants have completed surveys and developed an outline design in co-operation with the developers and in discussion with Network Rail and the Environment Agency.

9.3 With a project of this nature and time frame further specific authorities may be necessary and the Cabinet Member will be invited to take those decisions with reversion to this Committee as appropriate on matters of more significance and with the Corporate Director invited to take other decisions where appropriate and where authorised under the Officer Scheme of Delegations.

10. Recommendations

The Cabinet Committee is asked to consider and endorse, or make recommendations to the Cabinet Member for Planning, Highways, Transport & Waste, as attached at Appendix A to:

i) give approval to the revised outline design scheme for the Sturry Link Road Drawing No. 430392/000/49 Rev 0

ii) delegate to the Corporate Director of Growth, Environment & Transport, following consultation with the Cabinet Member, any further or other decisions as may be appropriate to deliver the Sturry Link Road scheme.

11. Background Documents

- Proposed Record of Decision
- Record of Decision 15/00070 dated 25 September 2015 - <https://democracy.kent.gov.uk/ecSDDisplay.aspx?NAME=SD5168&ID=5168&RPID=15203963>
- Figure 2 Drawing No. 430392/000/49 Rev 0
- Figure 3 43003932/00/50 Rev 0 Viaduct Image
- Equalities Impact Assessment dated Version 3 dated 14 August 2015 - <https://democracy.kent.gov.uk/ecSDDisplay.aspx?NAME=SD5167&ID=5167&RPID=15203968>

10. Contact details

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Lead Director:

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KENT COUNTY COUNCIL – PROPOSED RECORD OF DECISION

DECISION TAKEN BY

**Matthew Balfour, Cabinet Member for Planning, Highways,
Transport & Waste**

DECISION NO:

17/00051

For publication

Key decision*

Yes –

Subject: A28/A291 Sturry Link Road, Canterbury

Decision:

As Cabinet Member for Planning, Highways, Transport & Waste, I give approval to:

- i. the revised outline design scheme for the Sturry Link Road Drawing No. 430392/000/49 Rev 0
- ii. delegate to the Corporate Director of Growth, Environment & Transport, following consultation with the Cabinet Member, any further or other decisions as may be appropriate to deliver the Sturry Link Road scheme.

Reason(s) for decision:

The A28 Sturry/Island Road is a principal road corridor between Canterbury and Thanet that also serves residents and businesses to the north east of Canterbury and Sturry. The issues of the A28 through Sturry and the level crossing of the Canterbury - Thanet railway line have long been a concern. The potential of housing development at Broad Oak and Sturry and the confirmed allocation of LGF funding gives the opportunity to deliver a Link Road to improve journey times and ease congestion.

Cabinet Committee recommendations and other consultation:

A report to Environment and Transport Cabinet Committee in September 2015 gave an initial overview and the concept design of the Sturry Link Road that led to a number of approvals to allow the scheme to progress. Record Of Decision 15/00070 refers.

Formal public consultation is proposed for the end of June but some initial discussion has already been held with the land owners.

Any alternatives considered:

Any interest declared when the decision was taken and any dispensation granted by the Proper Officer:

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signed

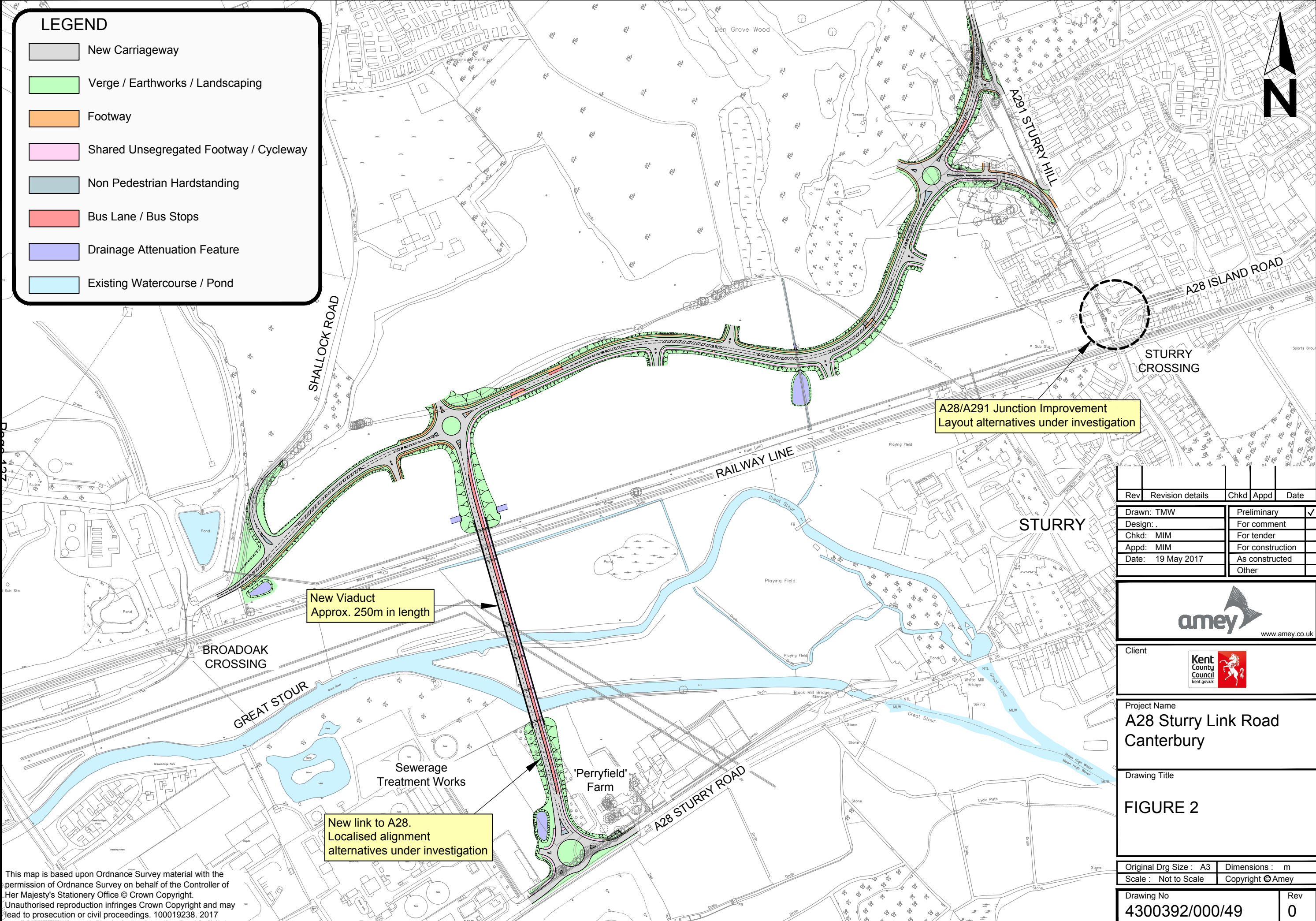
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date

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LEGEND

- New Carriageway
- Verge / Earthworks / Landscaping
- Footway
- Shared Unsegregated Footway / Cycleway
- Non Pedestrian Hardstanding
- Bus Lane / Bus Stops
- Drainage Attenuation Feature
- Existing Watercourse / Pond



Page 127

A28/A291 Junction Improvement
Layout alternatives under investigation

New Viaduct
Approx. 250m in length

New link to A28.
Localised alignment
alternatives under investigation

Rev	Revision details	Chkd	Appd	Date
Drawn: TMW			Preliminary	✓
Design:			For comment	
Chkd: MIM			For tender	
Appd: MIM			For construction	
Date: 19 May 2017			As constructed	
			Other	



Client

Project Name
**A28 Sturry Link Road
Canterbury**

Drawing Title
FIGURE 2

Original Drg Size : A3 Dimensions : m
Scale : Not to Scale Copyright © Amey

Drawing No
4300392/000/49 Rev
0

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Rev	Revision details	Chkd	Appd	Date
	Drawn: TMW		Preliminary	✓
	Design: .		For comment	
	Chkd: MIM		For tender	
	Appd: MIM		For construction	
	Date: 19 May 2017		As constructed	
			Other	



Client
 Project Name
**A28 Sturry Link Road
 Canterbury**

Drawing Title
FIGURE 3

Original Drg Size : A3 Dimensions : m
 Scale : Not to Scale Copyright © Amey

Drawing No
4300392/000/50 Rev
0



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From: Matthew Balfour, Cabinet Member – Planning, Highways,
Transport & Waste

Barbara Cooper- Corporate Director - Growth, Environment
and Transport

To: Environment & Transport Cabinet Committee – 15 June 2017

Decision No: **17/00044**

Subject: **Step Ahead of the Rest (StAR) - Sustainable Travel
Revenue Programme**

Classification: **Unrestricted**

Past Pathway of Paper: Cabinet Member Decision

Future Pathway of Paper: N/A

Electoral Division: Countywide

Summary: Following a successful bid to the Department for Transport's (DfT) Access Fund, Kent County Council has been awarded £1,452,000 to deliver its bid Step Ahead of the Rest (StAR). StAR is an integrated package of measures to support economic development and healthy lifestyles by encouraging use of active and sustainable modes of travel to access employment, education and training. They are targeted at locations that have received Local Growth Fund investment, as well as significant economic development sites across Kent due to be completed before 2020, and will build on previous Local Sustainable Transport Fund schemes.

The attached decision was taken between meetings as it could not be reasonably deferred to the next programmed meeting of the Environment and Transport Cabinet Committee for the reasons set out in paragraph 6.1 below.

Recommendation(s):

The Environment and Transport Cabinet Committee is asked to note that decision number 17/00044 has been taken in accordance with the process set out in Appendix 4 Part 6 of the Council's constitution to accept the DfT funding to enable the StAR programme to be delivered. Specifically this comprises approval to spend this grant in order to:

- i) Pay staffing costs associated with delivering the programme;
- ii) Delegate authority to the Director of Highways, Transportation and Waste to procure, award and amend contracts as necessary; and
- iii) Make grants to transport operators, community interest companies and businesses, in accordance with our agreement procedures.

1. Introduction

1.1 In 2016 the Department for Transport created and invited bids for the Access Fund (2017-2020), to support sustainable transport projects that seek to grow the economy. Kent County Council was successful in its bid, Step Ahead of the Rest (StAR), securing £1,452,000 for the three year period. The StAR programme includes measures such as bike loans, adult cycle training, workplace travel challenges, travel ambassadors in schools and improved signage. Full details are shown in the StAR bid application form, attached at Appendix A. This report provides an overview of the StAR programme.

1.2 The StAR programme will complement the Local Enterprise Partnership funded Local Growth Fund (LGF) capital schemes in West Kent and Kent Thameside (reported to this committee on 9 April 2015) as well as to extend the benefits countywide. It will also complement the Local Sustainable Transport Fund (LSTF) Kent Connected programme (reported to this committee on 21 July 2015).

1.3 The main projects include:

- Workplace Travel Challenge
- Brief Interventions (behavioural change advice)
- Wheels to Work (moped and cycle loans)
- Youth Travel Ambassadors in schools
- Small Steps pedestrian road safety training
- Adult cycle training
- Sustrans Cycle Rangers
- Signage Refresh
- Park and Pedal (cycle from Park and Ride sites)
- Workplace cycle loans
- Cycle refurbishing and community sales
- Cycle/ Walk videos on Kent Connected
- Walk/ Cycle maps
- Cycle corridor route assessments and wayfinding strategies

2. Financial Implications

2.1 The programme is externally funded, made up of DfT grant and external partner match funding. A small amount of match funding has been provided by the County Council in the form of staff time to deliver the Workplace Travel Challenge and oversee the programme. The payments to the County Council will be released by DfT in 2 segments each year: 75% in July and 25% in the following May.

3. Policy Framework

3.1 Improving transport is identified in the KCC Strategic Statement 2015-2020 under outcome 2: Kent Communities feel the benefits of economic growth by being in work, healthy and enjoying a good quality of life.

3.2 StAR relates to priorities 3, 4, 5 and 7 within the Growth Environment and Transport Directorate Business Plan 2017 - 2018:

- (3) Explore and develop multi-agency approaches to improve delivery of GET's services
- (4) Develop and deliver GET's county-wide strategies
- (5) Develop GET's offer of a preventative model to supporting the health and wellbeing of Kent's residents and related outcomes across KCC and our partners
- (7) Plan and deliver appropriate growth in the County, and in doing so, explore and utilise smart technology to support delivery of better outcomes

3.3 StAR also contributes towards achieving KCC's Active Travel Strategy and Action Plan by encouraging people to walk or cycle all or part of their journey to work or education.

4. Legal implications

4.1 KCC will enter into legal agreements with partner organisations who are delivering individual projects. This will secure agreement for the delivery as outlined in the bid to the DfT.

5. Equalities implications

5.1 An EqIA has been carried out and is attached at Appendix B. No adverse impacts on protected characteristic groups were found. It was found however that some groups may benefit less from certain projects promoting walking and cycling than others. Actions to address this are included in the EqIA action plan. There is significant potential for positive outcomes for certain protected characteristic groups as a result of the programme.

6. Decision taken by Cabinet Member

6.1 The attached decision was taken between meetings as it could not be reasonably deferred to the next programmed meeting of the Environment and Transport Cabinet Committee. Confirmation of the grant from DfT was received in April 2017. The StAR programme runs for 3 years (01 April 2017 to 31 March 2020) with specific deliverables due each year. Taking the decision before the Cabinet Committee in June enabled progress to be made in April, May and June towards mobilising partners and delivering the projects. This has meant that valuable time has been saved in the first 12 month period, helping to ensure the Council makes full use of the grant available and achieves its objectives.

7. Conclusions

7.1 StAR is an important scheme which aligns with County Council policies to keep Kent moving, to improve accessibility, reduce congestion and pollution and encourage active travel to benefit the economy, the environment and public health. At a time of severe and ongoing budget pressures on the County Council this is a welcome injection of revenue funding to enable the Council to remain at the forefront of delivering transport innovations to support the travel needs of Kent's residents and businesses.

8. Recommendation(s)

The Environment and Transport Cabinet Committee is asked to note that decision number 17/00044 has been taken in accordance with the process set out in Appendix 4 Part 6 of the Council's constitution to accept the DfT funding to enable the StAR programme to be delivered. Specifically this comprises approval to spend this grant in order to:

- i) Pay staffing costs associated with delivering the programme;
- ii) Delegate authority to the Director of Highways, Transportation and Waste to procure, award and amend contracts as necessary; and
- iii) Make grants to transport operators, community interest companies and businesses, in accordance with our agreement procedures.

9. Background Documents

9.1 Record of Decision

9.2 StAR bid application form -

<https://democracy.kent.gov.uk/ecSDDisplay.aspx?NAME=SD5171&ID=5171&RPID=15203912>

9.3 Equalities Impact Assessment –

<https://democracy.kent.gov.uk/ecSDDisplay.aspx?NAME=SD5170&ID=5170&RPID=15203924>

10. Contact details

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KENT COUNTY COUNCIL – RECORD OF OFFICER DECISION

DECISION TAKEN BY:

Matthew Balfour

Cabinet Member for Planning, Highways, Transport and Waste

DECISION NO:

17/00044

For publication

Subject matter: Step Ahead of the Rest (StAR) - Sustainable Travel Revenue Programme

Decision:

As Cabinet Member for Planning, Highways, Transport and Waste I agree to accept the DfT funding to enable the StAR programme to be delivered. Specifically this comprises approval to spend this grant in order to:

- i) Pay staffing costs associated with delivering the programme;
- ii) Delegate authority to the Director of Highways, Transportation and Waste to procure, award and amend contracts as necessary; and
- iii) Make grants to transport operators, community interest companies and businesses, in accordance with our agreement procedures.

Reason(s) for decision:

StAR is an important scheme which accords well with County Council policies to keep Kent moving, to improve accessibility, reduce congestion and pollution and encourage active travel to benefit the economy, the environment and public health. At a time of severe and ongoing budget pressures on the County Council this is a welcome injection of revenue funding to enable the Council to remain at the forefront of delivering transport innovations to support the travel needs of Kent's residents and businesses.

Financial Implications:

The programme is externally funded, made up of DfT grant and external partner match funding. A small amount of match funding has been provided by the County Council in the form of staff time to deliver the Workplace Travel Challenge and oversee the programme. The payments to the County Council will be released by DfT in 2 segments each year: 75% in July and 25% in the following May.

Legal implications:

KCC will enter into legal agreements with partner organisations who are delivering individual projects. This will secure agreement for the delivery as outlined in the bid to the DfT.

Equality Implications:

An EqIA has been carried out and is attached at Appendix B. No adverse impacts on protected characteristic groups were found. It was found however that some groups may benefit less from certain projects promoting walking and cycling than others. Actions to address this are included in the EqIA action plan. There is significant potential for positive outcomes for certain protected

characteristic groups as a result of the programme.

Comments received from members consulted:

None

Any alternatives considered and rejected:

To refuse the external funding and continue the status quo would mean that the StAR programme could not be delivered.

Any conflict of interest declared by any executive member consulted by the decision maker and any dispensation granted by the Proper Officer:

None



.....
signed



.....
date

From: **Mike Hill, Cabinet Member for Community and Regulatory Services**

Barbara Cooper, Corporate Director, Growth, Environment and Transport

To: **Environment and Transport Cabinet Committee – 15 June 2017**

Subject: **Public Consultation on the draft Country Parks Strategy**

Classification: **Unrestricted**

Past Pathway of Paper: N/A

Future Pathway of Paper: Environment and Transport Cabinet Committee
30th November 2017

Electoral Division: County-wide

Summary: Kent County Council owns and manages a portfolio of country parks and countryside sites. These parks offer some of the highest quality habitats and landscapes that Kent has to offer, and in 2016 played host to approximately 1.6 million visits from dog-walkers, families, joggers and many others.

This paper sets the context for the accompanying draft 2017-2021 Country Parks Strategy and asks Members of the Committee for their comments ahead of a planned public consultation in the summer of 2017.

Recommendation(s):

- 1) The Cabinet Committee is asked to consider and make recommendations to the Cabinet Member on the contents of the draft 2017-2021 Country Parks Strategy (attached)
- 2) The Cabinet Committee is asked to consider and endorse the proposed consultation process contained within section 3 of this report

1. Introduction

- 1.1 The KCC Country Parks service owns and manages a portfolio of country parks and countryside sites across the county.
- 1.2 During the period of the last strategy (2014-17) the service has met a series of challenging financial targets.
- 1.3 In 2016/17 the service generated over £1.2 million income through cafes, car parking, venue hire and school visits. This equates to 74% of the Country Parks' direct costs, up from 40% in 2008-09, following a programme of continuous improvement and a focus on sustainability.

- 1.3 Despite these budget pressures, the Country Parks team has maintained exceptional customer satisfaction ratings - an average 9.25 out of 10 for overall satisfaction in 2016 - and have ensured that the parks are managed to a high industry standard. This is evidenced by the Green Flag awards that seven of the parks achieve annually.
- 1.4 It is within this context that the Country Parks Strategy provides the framework for the management of these important assets. The draft 2017-21 strategy builds on the vision and objectives of the previous strategy, but critically develops further the links to health outcomes that the Country Parks offer supports; and it also includes a commitment to further improve our understanding around our customers and potential customers.
- 1.5 The draft strategy has been developed with an Informal Members' Board. The Board was chaired by the previous Deputy Cabinet Member for Environment and Transport Cllr Pearman, and also included Cllr Chittenden, Cllr Dean and Cllr Whybrow.

2.0 The draft Country Parks Strategy

- 2.1 The draft 2017-21 Country Parks Strategy is attached to this report. Below is a brief overview of the draft strategy.
- 2.2 The vision is *"to provide an inspirational and sustainable countryside experience for Kent's residents and visitors."* It is supported by three strategic aims:
- i. Provide a network of high quality and biodiverse country parks
 - ii. Increase visitor numbers to the country parks, particularly at off peak times and among under-represented groups
 - iii. Ensure the service is as financially self-sustaining as possible.
- 2.3 These aims will be delivered through ten objectives:
- i. Ensure high quality parks are provided, maintained and improved and that, where possible, the quality of our standards of management are independently tested and verified
 - ii. Ensure that the biodiversity, heritage and landscape values of the sites are maintained or enhanced
 - iii. Support Kent's Environment Strategy
 - iv. Work with nurseries, schools, colleges and adult education providers to provide opportunities to increase awareness, enjoyment and engagement with the environment
 - v. Work with Public Health, Clinical Commissioning Groups, and NHS providers to ensure the parks maximise their potential to improve health, well-being and quality of life
 - vi. Ensure that the parks are enjoyed by all sectors of the community, regardless of age, health, race, religion, disability or gender
 - vii. Increase visitor numbers outside of peak times

- viii. Provide high quality volunteering opportunities
- ix. Increase the percentage of the service's budget generated from income generation activities
- x. Ensure the portfolio of country parks and countryside sites is managed to maximise the delivery of our strategic aims.

2.4 The strategy includes provision for the service to explore opportunities around alternative management arrangements for some of the service's smaller sites. Such opportunities would only be considered with appropriate consultation and safeguards, and would be subject to Cabinet Member decision.

2.5 A precis of the service's annual 2017/18 business plan and an equalities impact assessment of the draft strategy are attached to this report, and will be available to the public as part of the proposed consultation.

3.0 Proposed consultation process

3.1 Following consideration by Members of this Committee, the next stage of the development of the strategy is to consult with stakeholders, partners and the public.

3.2 It is proposed that this consultation will include the following elements

- i. An online survey;
- ii. Discussion at or by the individual parks' Liaison Groups; and
- iii. Printed material at all parks and countryside sites highlighting the draft strategy consultation and ways to respond
- iv. Printed materials at all libraries and Gateways highlighting the draft strategy consultation and ways to respond

3.3 The consultation is planned for a 10 week period across July, August and September 2017, to ensure that visitors to the parks, both in and outside of the school holiday period, have an opportunity to respond.

3.4 The consultation will focus around the following substantive questions;

- i. To what extent do you agree or disagree with the vision? (Scaled response 1-10)
- ii. Would you like to make a comment about the proposed vision (Open response)
- iii. To what extent do you agree or disagree with the three strategic aims? (Scaled response 1-10)
- iv. Would you like to make a comment about the proposed strategic aims (Open response)
- v. To what extent do you agree or disagree with with the ten objectives? (Scaled response 1-10)
- vi. Would you like to make a comment about the proposed objectives (Open response)

- vii. Do you have any other suggestions about how we could improve the parks? (Open response)

3.5 We will also ask for basic demographic data about the respondents, as well as whether or not they are regular park users and if so which is their regular park. This will enable us to analyse the responses by users and non-users, and by park where appropriate.

4. Policy Framework

4.1 As well as being intrinsically important sites for biodiversity and heritage, the parks make a significant contribution to wider outcomes important to Kent County Council. For example, the parks contribute to a wide range of KCC Strategic and Supporting Outcomes, including;

Children and young people in Kent get the best start in life

- Kent's communities are resilient and provide strong and safe environments to successfully raise children and young people
- Children and young people have better physical and mental health

Communities benefit from economic growth by being in-work, healthy and enjoying a good quality of life

- Physical and mental health is improved by supporting people to take more responsibility for their own health and wellbeing
- Kent residents enjoy a good quality of life, and more people benefit from greater social, cultural and sporting opportunities
- Kent's physical and natural environment is protected, enhanced and enjoyed by residents and visitors

Older and vulnerable residents are safe and supported with choices to live independently

- People with mental health issues and dementia are assessed and treated earlier and are supported to live well
- Older and vulnerable residents feel socially included

4.2 In addition, the work contributes to the outcomes identified in the Kent Health and Wellbeing Strategy including;

- Every child has the best start in life
- Effective prevention of ill health by people taking greater responsibility for their health and wellbeing
- The quality of life for people with long term conditions is enhanced and they have access to good quality care and support
- People with mental health issues are supported to live well
- People with dementia are assessed and treated earlier and supported to live well

4.3 Finally, the Strategy also fundamentally contributes to the Kent Environment Strategy;

- Bridge gaps in understanding our risks and opportunities to identify actions
- Build resources, capabilities and changed behaviour
- Conserve and enhance the quality and supply of Kent's natural resources and assets

- Ensure sustainable access and connectivity for businesses and communities

5. Financial Implications

- 5.1 The service is committed to being as financially self-sustaining as possible, and the service will continue to be managed in accordance with Directorate spending plans.

6. Recommendation(s)

- 1) The Cabinet Committee is asked to consider and make recommendations to the Cabinet Member on the contents of the draft Country Parks Strategy (attached)
- 2) The Cabinet Committee is asked to consider and endorse the proposed consultation process contained within section 3 of this report

7. Background Documents

- 7.1 The following documents are attached to this paper;

- a. The draft 2017-2021 County Parks Strategy
- b. Highlights from the 2017/18 Country Parks Business Plan - <https://democracy.kent.gov.uk/ecSDDisplay.aspx?NAME=SD5164&ID=5164&RPID=15249015>
- c. An Equality Impact Assessment of the draft Country Parks Strategy - <https://democracy.kent.gov.uk/ecSDDisplay.aspx?NAME=SD5163&ID=5163&RPID=15249019>

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Kent Country Parks

strategy

2017-2021



Consultation Draft June 2017

kent.gov.uk/kentcountryparks

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Have your say

This is a consultation draft of the Country Parks Strategy 2017 - 2021

Visit www.kent.gov.uk/countryparksstrategy before the consultation end date, to fill in the online questionnaire. To request a hard copy of the questionnaire, or for any alternative formats, please email alternativeformats@kent.gov.uk or telephone 03000 421553 (text relay service number: 18001 03000 421553). This number goes to an answer machine which is monitored during office hours.

Your responses will be compiled into a consultation report, which will help produce the final version of the Country Parks Strategy.



Contents

- 1 Foreword
- 2 The Country Parks' contribution to wider outcomes
- 3 Vision and strategic aims
- 4 Providing a network of high quality and biodiverse country parks
- 5 Increasing visitor numbers to the country parks
- 6 Ensuring the service is as financially self-sustaining as possible
- 7 Delivery and performance management

Appendix. The Country Parks' contribution to wider outcomes

1 Foreword

Kent County Council (KCC) is privileged to own and manage a range of country parks and countryside sites which contain some of the highest quality natural habitats and landscapes that Kent has to offer. This four year strategy sets out how we intend to protect and manage these natural environments at the same time as providing high quality opportunities for individuals, families and communities to play, learn and relax in these environments.

Every day, our parks are home to:

- Walkers keeping fit in all weathers
- Children learning to engage with nature
- Families relishing spending quality time together
- Runners delighting in the landscape
- Horse riders and cyclists savouring the traffic free rides
- Local businesses blue sky thinking in our meeting rooms
- People enjoying the peace and tranquillity
- A wide variety of plants and wildlife

Over the period of the last strategy (2014-17), KCC's Country Parks team have maintained high customer satisfaction ratings and achieved Green Flag awards for seven of our parks, despite unprecedented budget pressures. We have been able to reduce our demand on Kent residents' council tax by increasing the amount of income we raise in the parks through high quality cafes, birthday parties for youngsters, car parking charges, the production and sale of coppiced timber, and other innovative schemes. All the money spent in the parks, is reinvested directly back into the parks.

We are proud of our country parks, and we are equally proud of the difference they have made to individuals and communities across Kent in recent years. The financial pressures are not likely to diminish in 2017 - 2021, but neither will our commitment to continue to provide inspirational parks for all to enjoy.



2 Highlights from 2014-2017

The years covered by the last strategy have seen a lot of amazing things happen in our parks; here are some of the highlights:

- In March 2017 Lullingstone was host to its 100th park run. Many of our sites hold park runs every weekend and runners cover over 100,000km every year!
- We have built and opened new outdoor classrooms at Brockhill and Lullingstone.
- Many of our sites now use animals to help manage the land, from goats at Lullingstone to cattle at Pegwell Bay.
- The team has gone the extra mile to make visits memorable, which has even include dressing up as the Easter Bunny and donning drinks cans costumes to encourage recycling
- Shorne Woods was the first park to get Trampers to help people with limited mobility to access our parks. They have proven so popular we have now introduced them in Lullingstone too.
- The Cabinet Member for Country Parks and the Country Parks team were invited to Westminster to discuss our thoughts about the future of British parks with a Parliamentary select committee.
- Seven of our parks gain and retain Green Flag awards annually
- Our parks welcomed approximately 4.5 million visitors over the three year period
- We installed a number of new play areas, each of them designed with local primary schools
- The parks benefited from approximately 29,000 hours of volunteers' time, volunteers who are as passionate about their local country parks as we are.



3 Vision and strategic aims

Our vision for the KCC Country Parks service is

“to provide an inspirational and sustainable countryside experience for Kent’s residents and visitors”

This vision is supported by three strategic aims:

- 1** Provide a network of high quality and biodiverse country parks
- 2** Increase visitor numbers to the country parks particularly at off peak times and among under-represented groups
- 3** Ensure the service is as financially self-sustaining as possible.



4 Strategic aim 1 - Providing a network of high quality and biodiverse country parks

The Country Parks service currently manages nine principal country parks:

- Shorne Woods
- Lullingstone Country Park
- Teston Bridge Country Park
- Trosley Country Park
- Manor Park Country Park
- Brockhill Country Park
- Pegwell Bay Country Park
- Grove Ferry Picnic Site
- White Horse Wood



Detailed descriptions, photographs, management plans of, and directions to, these parks can be found at www.kent.gov.uk/countryparks

In addition, the Country Parks service also manages five smaller countryside sites

- The Larches
- Preston Hill
- Parkwood
- Bluebell Hill
- Dry Hill



To provide a network of high quality country parks, we intend to pursue the following objectives between 2017 and 2021:

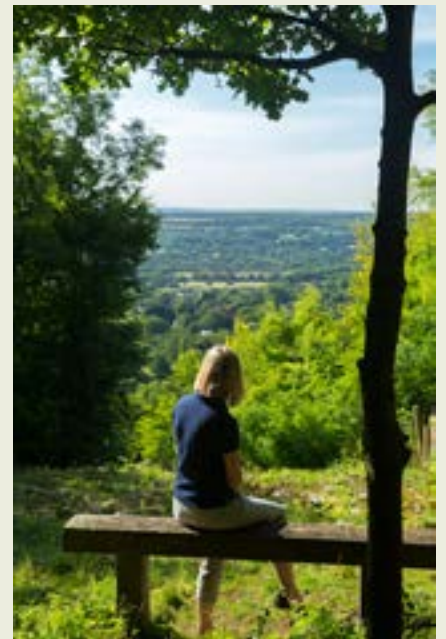
Objective 1: Ensure high quality parks are provided, maintained and improved and that, where possible, the quality of our standards of management are independently tested and verified

We will work to ensure that the parks and the visitor facilities are maintained to the highest possible standards. Currently seven of our parks have achieved the Green Flag Award and we will look to retain and add to these awards.

Objective 2: Ensure that the biodiversity, heritage and landscape values of the sites are maintained or enhanced

KCC's country parks include examples of Kent's richest natural heritage, with sites of high biodiversity value, sites within the special landscape of the Kent Downs Area of Outstanding Natural Beauty (AONB), as well as sites containing Scheduled Monuments.

Of the nine principal parks, one is a National Nature Reserve (and adjacent to internationally important sites), three contain significant areas of land designated by Natural England as Sites of Special Scientific Interest (SSSIs) and three are Local Wildlife Sites. The parks include a selection of some of the highest quality habitats in Kent. The Country Parks team aims to improve visitors' understanding of the landscape and biodiversity of our sites and carry out appropriate management to conserve and enhance this value further. All principal sites have management plans which consider landscape and biodiversity alongside visitor management, access and our parks' local communities.



Objective 3: Support Kent's Environment Strategy

Through the Kent Environment Strategy, Kent County Council is working with partners to protect and enhance our natural and historic environment at the same time as promoting economic growth. The parks will continue to play their part in the collection of Kent's natural resources and assets and we will use our parks to further the objectives of the Kent Environment Strategy.



5 Strategic aim 2 - Increasing visitor numbers to the country parks particularly at off peak times and among under-represented groups

We are confident about the benefits that our parks bring to individuals and communities. There were approximately 1.6 million visits to the country parks in 2015/16, and on average our visitors rated those visits as 9.25 out of 10 (Source - 2016 Visitor Survey). Over the next four years, we would like to increase the numbers of visits to the country parks and to do that we will pursue the following objectives:

Objective 4: Work with nurseries, schools, colleges and adult education providers to provide opportunities to increase awareness, enjoyment and engagement with the environment.

Parks are a great place for children, indeed people of all ages, to learn about the world around them, to grow their confidence and develop skills to help them in the wider world. In doing so, we want to grow our already impressive education and volunteering offer with more school visits, a greater number of further education students training and developing vocational skills and playing host to more adult education classes.

Objective 5: Work with Public Health, Clinical Commissioning Groups, and NHS providers to ensure the parks maximise their potential to improve health, well-being and quality of life.

The physical and mental health benefits of simply being in a park are becoming increasingly well understood. According to NHS Choices physical activity can reduce your risk of heart diseases such as heart disease, stroke, type 2 diabetes and cancer by up to 50%. The mental health charity Mind say that it can also reduce anxiety and depression and increase self esteem. So we will work with health partners to promote and develop health initiatives in the parks.

Objective 6: Ensure that the parks are enjoyed by all sectors of the community, regardless of age, health, race, religion, disability or gender.

We will undertake research to understand who uses our parks and then take appropriate action to ensure that visitors to our parks reflect the diverse population of Kent.



Objective 7: Increase visitor numbers outside of peak times.

On a sunny bank holiday in August, our parks are already full with people enjoying all that they have to offer; on a damp and gloomy Tuesday in February it is a very different story! While we understand that there will always be a seasonal element to visitor numbers, we will do what we can to encourage visitors outside of peak times. This will include ensuring that we make best

possible use of social media and other communication methods to inspire individuals and families to visit us, as well as reviewing public transport options like bus routes to ensure that people can get to the parks. Our cafes will always be there with a warm mug of coffee to protect against the elements too!

Objective 8: Provide high quality volunteering opportunities

Our parks already benefit from the thousands of hours of hard work and dedication from our volunteers every year. We really value their input so we will continue to develop our volunteering programmes and ensure that we provide an enjoyable and rewarding experience to those people who generously give us their time in a wide variety of roles.



6 Strategic aim 3 - Ensuring the service is as financially self-sustaining as possible

Kent County Council continues to face a range of financial pressures. To ensure we can continue to provide high quality parks and the outcomes they deliver, we will pursue the following objectives over the next four years:

Objective 9: Increase the percentage of the service's budget generated from income generation activities.

The service now generates over £1.2million a year through areas such as room hire, cafes, team building, and school visits. In 2016/17 this equated to approximately 74% of the total Country Parks budget. This already makes it one of the most efficient country park teams in England, but we will work to become even more financially sustainable, including generating further income from the parks and seeking external grant funding where possible.

Objective 10: Ensure the portfolio of country parks and countryside sites is managed to maximise the delivery of our strategic aims

Some of our sites have more potential than others to deliver a quality country parks experience, deliver health outcomes, increase visitor numbers, and generate income. For example some of the smaller sites don't have a car park or basic visitor facilities such as toilets. This doesn't reduce their local importance but we feel that they may benefit from being managed by local community organisations or wildlife charities.

Therefore we will consider alternative management arrangements for some of our smaller countryside sites with any changes to management arrangements dependent on securing appropriate safeguards regarding land management standards and continued public access to these valued community assets. Any proposal would also be subject to public consultation



7 Delivery and performance management

This strategy will be delivered by the country parks team who will work in partnership with other parts of KCC, external stakeholders and local volunteers to achieve the vision, aims and objectives.



In order to ensure we know whether we are making progress, we will monitor the following indicators:

- Visitor numbers
- Visitor satisfaction ratings
- Volunteer numbers
- Number of Green Flag Awards
- Income generation levels
- Management of flora and fauna

Appendix - The Country Parks' contribution to wider outcomes

We believe that the country parks are important in their own right, but we also value the significant contribution they make to wider outcomes contained within KCC's "Increasing Opportunities and Improving Outcomes" strategic framework, the Kent Environment Strategy and the Kent Health and Wellbeing Strategy. The parks also support a number of KCC's wider responsibilities such as the AONB Management Plan and the fulfilment of the Biodiversity Duty which the government has placed on public authorities.

The following table highlights the outcomes contained in these documents which the Country Parks help to deliver.

KCC STRATEGIC AND SUPPORTING OUTCOMES	KENT HEALTH AND WELLBEING STRATEGY OUTCOMES	KENT ENVIRONMENT STRATEGY OUTCOMES
<p>Children and young people in Kent get the best start in life</p> <ul style="list-style-type: none"> • Kent's communities are resilient and provide strong and safe environments to successfully raise children and young people • Children and young people have better physical and mental health 	<p>Every child has the best start in life</p>	<p>Ensure sustainable access and connectivity for businesses and communities</p>
<p>Communities benefit from economic growth by being in-work, healthy and enjoying a good quality of life</p> <ul style="list-style-type: none"> • Physical and mental health is improved by supporting people to take more responsibility for their own health and wellbeing • Kent residents enjoy a good quality of life, and more people benefit from greater social, cultural and sporting opportunities • Kent's physical and natural environment is protected, enhanced and enjoyed by residents and visitors 	<p>Effective prevention of ill health by people taking greater responsibility for their health and wellbeing</p>	<p>Conserve and enhance the quality and supply of Kent's natural resources and assets</p>
<p>Older and vulnerable residents are safe and supported with choices to live independently</p> <ul style="list-style-type: none"> • People with mental health issues and dementia are assessed and treated earlier and are supported to live well • Older and vulnerable residents feel socially included 	<ul style="list-style-type: none"> • The quality of life for people with long term conditions is enhanced and they have access to good quality care and support • People with mental health issues are supported to live well • People with dementia are assessed and treated earlier and supported to live well 	

From: **Matthew Balfour, Cabinet Member for Planning, Highways, Transport & Waste**

Barbara Cooper, Corporate Director of Growth, Environment and Transport

To: **Environment and Transport Cabinet Committee – 15 June 2017**

Subject: Medway Flood Partnership

Classification: **Unrestricted**

Past Pathway of Paper: N/A

Future Pathway of Paper: Cabinet

Electoral Division:

- Ashford Rural South
- Ashford Rural West
- Cranbrook
- Maidstone Central
- Maidstone North East
- Maidstone Rural East
- Maidstone Rural North
- Maidstone Rural South
- Maidstone Rural West
- Maidstone South
- Maidstone South East
- Malling Central
- Malling Rural East
- Malling Rural North East
- Malling West
- Sevenoaks East
- Sevenoaks South
- Sevenoaks West
- Tenterden
- Tonbridge
- Tunbridge Wells East
- Tunbridge Wells North
- Tunbridge Wells Rural
- Tunbridge Wells South
- Tunbridge Wells West

Summary: The Environment Agency has established the Medway Flood Partnership to coordinate flood risk management in the Medway Catchment, which KCC has been invited to join. The partnership will develop a 5 year action plan and a 25 year vision for the catchment to coordinate flood risk management activities.

Recommendation(s):

The Cabinet Committee is asked to consider and endorse KCC's role on the Medway Flood Partnership.

1. Introduction

1.1. Following the 2013/14 floods, the Environment Agency (EA) has been working with partners, including Kent County Council (KCC), to improve flood resilience in the county and reduce the risk of flooding. This work includes capital investment in flood defences and more effective partnership working to prepare for future incidents.

1.2. These issues are particularly complex in the Medway Valley. To address these the EA established the Medway Flood Partnership (MFP) in January 2017 which was also endorsed in a Parliamentary debate led by Tom Tugendhat MP.

The Partnership brings together local partners, including KCC, along with national agencies, non-governmental organisations and community representatives to coordinate all flood risk management activities across the whole catchment of the River Medway, upstream of Allington Lock (the Partnership does not include the tidal parts of the River Medway downstream of Allington). The Partnership is currently working to develop and deliver a Medway Flood Action Plan.

- 1.3. This report provides an overview of the MFP and what KCC can expect from the new Partnership.

2. Background

- 2.1. The River Medway is a large river that has a number of large tributaries, including the Rivers Beult, Teise and Eden.
- 2.2. At Allington, the River Medway has a catchment area of approximately 1,393 km². Of this, approximately 972 km² lies in Kent; in fact the Medway catchment area in Kent represents approximately 27% of KCC's administrative area. There are approximately 279 km of Main River in the Medway Catchment upstream of Allington, of which approximately 248 km lies in Kent (approximately 89%). As such, the Medway is a significant feature of the Kent environment.
- 2.3. There are approximately 7,700 properties at risk of flooding from rivers in the Medway catchment, and a significant proportion of these will be in Kent. There are also approximately 5,900 properties at risk of surface water flooding in Kent in the Medway catchment.
- 2.4. There have been a number of large floods in the catchment recently, notably in 2000 and 2013 when Tonbridge, East Peckham, Yalding, Collier Street, Edenbridge and other areas were flooded by high flows on the Rivers Medway, Teise Beult and Eden. There are also more localised flooding issues arising from smaller tributaries of these rivers and surface water problems in the catchment.

3. The Medway Flood Partnership

- 3.1. The Medway Flood Partnership is modelled on the Cumbria Floods Partnership that has developed the Cumbria Flood Action Plan. The Cumbria Flood Action Plan can be found here: <https://www.gov.uk/government/publications/cumbria-flood-action-plan>. [Taking an integrated approach to catchment planning lies at the heart of the Government's forthcoming 25 Year Environment Plan.](#)
- 3.2. The Medway Partnership includes all forms of flooding in the catchment area to any community. It is not focussed on any particular area or source of flooding. Through the work of the partnership, the partners hope to coordinate all activities in the catchment that influence flood risk to reduce the risk of flooding and improve the response and recovery from a flood
- 3.3. The Medway Flood Partnership is led by the Environment Agency. It consist of two groups:

- **Strategy Group** that provides strategic oversight and governance, it is made up of senior leaders from the partners; and
 - **Practitioners Group** that provides technical input and leads on delivering the activities identified, it is made up of technical leads and representatives from the partners.
- 3.4. Julie Foley, Environment Agency, Area Manager for Kent South London and East Sussex, chairs both of the groups.
- 3.5. The other partners in the partnership are:
- Country Land and Business Association
 - Forestry Commission
 - Joint Parish Flood Group
 - Kent Association of Local Councils
 - Maidstone Borough Council
 - National Farmers Union
 - Natural England
 - Sevenoaks District Council
 - South East Rivers Trust
 - Southern Water
 - Tonbridge and Malling Borough Council
 - Tunbridge Wells Borough Council
 - Upper Medway Internal Drainage Board
- 3.6. The work of the partnership is divided into three themes: Capital Investment and Maintenance, Natural Flood Management and Community Resilience.
- 3.7. The objectives of the partnership are:
- Develop a shared understanding of the strategic challenges and opportunities within the Medway catchment and the need for collaboration to address them.
 - Develop a shared action plan for the next 5 to 10 years, and a 25 year vision for the future.
 - Improve communications and engagement by adopting a joined up approach to engagement with communities, local partners and government.
 - Broker strategic solutions to the problems identified through the partnership.
 - Identify the inter-relationships between projects and ensure coordination.
- 3.8. A draft action plan and 25 year vision will be reviewed by the Strategy Group in the Autumn when organisations will approve their actions. The EA will publish the final plan in November 2017. More details about the partnership and the current progress can be found in the attached briefing note and progress update in the appendices.

4. KCC interest in the Partnership

- 4.1. KCC is the highway authority, the Lead Local Flood Authority for Kent and a Category 1 responder for emergencies. As such, KCC has a significant role to play in the preparation for and response to flooding incidents, and therefore, the

many teams across KCC are likely to be involved in delivering the actions identified in the action plan.

- 4.2. KCC is likely to be leading or supporting actions that will be identified by the MFP's action plan, including improving highway response and resilience to flooding, delivering natural flood risk management works, working with developers and planners on flood risks and working with communities to improve their understanding of flood risk and our activities to manage it.
- 4.3. KCC is represented on the Strategic Group by Matthew Balfour, Cabinet Member for Planning, Highways, Transport & Waste and Katie Stewart, Director of Environment, Planning and Enforcement. KCC is represented on the Practitioners Group by Max Tant, Flood and Water Manager. Lisa Guthrie is also a member of the Practitioners Group representing the Kent Resilience Forum.

5. Conclusions

- 5.1. The Medway Flood Partnership is bringing together the various authorities and agencies involved in flood risk management in the Medway catchment to develop and deliver a joint action plan and vision. This will improve the coordination and delivery of flood risk management activities and help to identify collaboration opportunities to work more effectively across the catchment.
- 5.2. The Medway represents a significant portion of KCC's administrative area and one of the largest flood risks in the county. The partnership represents an opportunity to improve how this risk is managed.

6. Recommendation:

- 6.1 The Environment & Transport Cabinet Committee is asked to consider and endorse KCC's role on the Medway Flood Partnership.

7. Background Documents

- Medway Partnership Briefing 30 January 2017
<https://democracy.kent.gov.uk/ecSDDisplay.aspx?NAME=SD5172&ID=5172&RPID=15203880>
- Medway Partnership Update 9 March 2017 -
<https://democracy.kent.gov.uk/ecSDDisplay.aspx?NAME=SD5173&ID=5173&RPID=15203887>

8. Contact details

Report Author: Max Tant Flood and Water Manager Phone: 03000 413466 Email: max.tant@kent.gov.uk	Relevant Director: Katie Stewart Director of Environment, Planning and Enforcement Phone: 03000 418827 Email: katie.Stewart@kent.gov.uk
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From: Matthew Balfour Cabinet Member for Planning, Highways, Transport and Waste
 Barbara Cooper Corporate Director Growth, Environment and Transport

To: Environment and Transport Cabinet Committee – 15 June 2017

Subject: **Air Quality**

Classification: **Unrestricted**

Past Pathway of Paper: N/A

Future Pathway of Paper: N/A

Electoral Division: All

Summary:

Air quality is rapidly moving up the agenda of Government and residents alike. This paper summarises KCC’s proposed approach to tackling this issue and seeks feedback as to local context and endorsement of the approach.

Recommendation(s):

The Environment and Transport Cabinet Committee is asked to consider and endorse, or make recommendations to the Cabinet Member for Planning, Highways, Transport and Waste as to:

1. The recommended approach and the actions outlined in Section 4, and specifically the production of a Kent Low Emissions Strategy
2. Future Member involvement, and the possibility of a Member Information Briefing.

1. Introduction

1.1 Air Pollution is currently estimated to be the largest environmental risk to the public’s health, contributing to cardiovascular disease, lung cancer and respiratory illness. Poor air quality affects everyone and has long term impacts on all, and immediate effects on the vulnerable, with a disproportionate impact on the young, old, sick and poor.

1.2. Consequently, improving air quality has been identified as a key challenge within the Kent Environment Strategy which is coordinated by KCC . This paper outlines how KCC is proposing to approach this issue and recommended actions. www.kent.gov.uk/environmentstrategy

2. Financial Implications

- 2.1 There are costs associated with the health impact of poor air quality and also any mitigation measures relating to improving air quality
- 2.2 However, this paper is focusing on how KCC is planning to tackle the issue at a strategic level and what potential action may be needed. Therefore, there are currently no direct financial implications for KCC.

3. Policy Framework

- 3.1 This paper and the activity within it is directly linked to KCC Strategic Outcomes and to the Kent Environment Strategy and its Implementation Plan. It is also relevant to the emerging Health and Wellbeing Strategy and Kent's Public Health indicators.

4. Developing KCC's approach to tackling poor air quality

- 4.1 KCC has no statutory duty to take action with regards to improving air quality. County councils do have obligations to proactively engage with District Councils once an air quality issue has been identified and during the production of an Air Quality Action Plan, as laid out in the Government's Local Air Quality Management Policy Guidance – PG16.
- 4.2 However, as air quality has been identified as a key issue in the KES, this paper sets out a potential approach for KCC as the KES strategic lead, for consideration and endorsement by Cabinet Committee. The suggested focus is twofold:
 - **To improve data and evidence base for action, making links with health data and raising awareness and understanding** - Currently, Districts have a number of monitoring stations around Kent but not a comprehensive picture across all of Kent. Current air quality levels can be found at www.kentair.org.uk KCC, including the Council's Public Health Service is currently working with the Kent and Medway Air Quality Partnership to:
 - review data available
 - identify gaps and potential improvements needed in order to develop targeted action in areas worst affected and for the most vulnerable residents and
 - make stronger links to health data
 - make data more accessible and understandable
 - raise the profile of air quality issues with key decision makers in Kent and Medway, identifying where partners can work together to develop joint communications and initiatives.
 - **To develop targeted action in partnership with public sector partners, business and communities** - As with a number of environmental challenges and opportunities, responsibility for delivery of air quality mitigation measures and initiatives is spread across a number of sectors and organisations. Therefore, KCC-is seeking to facilitate the development of a joint Kent and Medway wide approach through the production of a Low

Emission Strategy that links up ongoing and planned activity in Local Air Quality Action Plans and Strategies. This is in the early stages of discussion and development with partners, though initial feedback has been supportive of this approach. The intention would be to have a draft Low Emissions Strategy by the end of the calendar year.

4.3 In relation to KCC activity, an internal workshop chaired by the Director of Public Health has been held to review current activity, identify gaps and strengthen the approach being undertaken across KCC services and by KCC as a business. Current activity includes:

- KCC's Corporate Environmental Performance programme – focusing on business miles and fleet, including hybrid vehicles such as those used by Highways, flexible working and emissions from buildings
- KCC's transport innovations, looking at the use of new technology both in terms of traffic management and vehicles
- KCC's Active Travel Strategy and Countryside Access Improvement Plan – focusing on walking and cycling, connecting communities
- KCC's travel planning function, encouraging virtual working, car sharing, use of public transport and initiatives such as walking buses at schools

If required a report can come back to Cabinet Committee in the Autumn.

5. Equalities Impact Assessment

5.1 As this paper is high level, it is not yet possible to meaningfully assess equality impacts however, as actions develop, these will be assessed and an EQIA produced for any Low Emissions Strategy.

6. Conclusions

6.1 Air quality as an issue is rapidly moving up the agenda, both in terms of the Government and residents. No one organisation is responsible for leading, therefore, in our role as Public Health Authority and the strategic owner of the Kent Environment Strategy, it is recommended that KCC take the lead and facilitate a Kent-wide approach.

7. Recommendation(s)

Recommendation(s):

The Environment and Transport Cabinet Committee is asked to consider and endorse, or make recommendations to the Cabinet Member for Planning, Highways, Transport and Waste as to:

1. The recommended approach and the actions outlined in Section 4, and specifically the production of a Kent Low Emissions Strategy
2. Future Member involvement, and the possibility of a Member Information Briefing

8. Background Documents

Kent Environment Strategy – www.kent.gov.uk/environmentstrategy

9. Contact details

Report Author: Carolyn McKenzie – Head of Sustainable Business and Communities

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Relevant Director:Katie Stewart, Director Environment, Planning and Waste

03000 418827 katie.stewart@kent.gov.uk

From: **Mark Dance, Cabinet Member for Economic Development**

Matthew Balfour, Cabinet Member for Planning, Highways, Transport & Waste

Barbara Cooper, Corporate Director of Growth, Environment and Transport

To: **Environment and Transport Cabinet Committee – 15 June 2017**

Decision Number 17/00063

Subject: Ashford District Deal – Review and Refresh

Classification: **Unrestricted**

Past Pathway of Paper: N/A

Future Pathway of Paper: Growth, Economic Development and Communities Cabinet Committee – 21 June

Electoral Divisions: Ashford Central, Ashford East, Ashford Rural East, Ashford Rural South, Ashford Rural West, Ashford South Tenterden

Summary

This report provides both a review of the current District Deal with Ashford Borough Council, as well as a proposed refresh of the Deal. The review and recommendations for the refreshed Deal are set out in a full report in the Appendix.

Recommendations

The Cabinet Committee is asked to consider and endorse or make recommendations to the Leader of the County Council on the proposed decision to enter into the refreshed deal with Ashford Borough Council as set out in the report as set out in appendix A.

1. Introduction

- 1.1. In September 2015, Kent County Council (KCC) agreed the first District Deal in the County with Ashford Borough Council (ABC). This Deal is testament to the close working relationship the two authorities enjoy and their shared commitment to deliver quality services and major new projects in Ashford. The District Deal provides a good basis to work together to seek continuous improvement in the way the two Councils work for the benefit of the community in Ashford; importantly, however, it has enabled KCC to pilot new ways of working across its services which it can then roll out to other parts of the County.
- 1.2. After eighteen months of operating under the current deal, both ABC and KCC agree it is an appropriate time to review the achievements made under this Deal

and to refresh it with new priorities. A full report appended to this cover report provides a fuller overview of both.

2. Background

2.1. The Borough Council and the County Council enjoy good relations at a political and operational level and have achieved much working together on a wide variety of projects in recent years. However, both are complex organisations, each with its own procedures and priorities and inevitably operational issues crop up which could be tackled better and faster.

2.2. The District Deal signed in 2015 is not a legally binding agreement but a short, clear statement of the Councils' shared commitment to work together in key areas.

2.3. The Deal has two main parts:

- A commitment to focus the combined efforts of both councils on delivering key strategic projects;
- An agreement to improve the way the Council's work together to make sure that we deliver the best quality outcomes possible for residents and businesses

2.4. The original Deal focused on the "Big 8" projects in Ashford:

Project	Summary
1. Chilmington Green	Chilmington Green is an urban extension on the edge of Ashford town which includes up to 5,750 homes.
2. Ashford College	Brand new campus on the corner of Elwick Road and Station Road, expected to accommodate 1,000 students.
3. Ashford International Station Spurs Project	The Ashford International Spurs scheme is essential to provide a signalling solution to enable future interoperability for all international service providers.
4. Jasmin Vardimon Dance Academy	The dance company wish to escalate the work already undertaken and establish the JVC International Dance Academy as a creative centre of excellence.
5. Elwick Place	A major part of Ashford's town centre development. 26,900 sq. m brownfield site for mixed retail, leisure, office and residential use.
6. M20 Junction 10A	The new junction will be located a short distance east of Junction 10 and will act to relieve congestion at the existing junction 10, whilst providing additional capacity to unlock substantial new development in Ashford and the wider area and relieve congestion.
7. Designer Outlet Expansion	Extension of the McArthur Glen shopping centre in phases to increase the existing floor space and create a scale of complex as a rival to Bicester Village.
8. Commercial Quarter	The Commercial Quarter offers 80,000 sqm of office development along with 2,500 sqm retail/ leisure and 150 homes.

- 2.5. There is no doubt that this focus has helped to deliver several projects where both Councils share an interest – achieving the funding needed for both the Ashford station signalling and for M20 junction 10a; and signing the legal agreements to bring forward development at Chilmington Green are all prime examples.
- 2.6. In addition to these projects, there were several examples of improved operational working. For example, KCC and ABC worked together to roll out a successful and pioneering approach to enforcing overnight lorry parking through Operation Kindle, a multi-agency response to unsafe illegal and antisocial parking by lorries in Kent.
- 2.7. There has also been progress in more effective management of the town centre environment by enabling Ashford's Town Centre Action Team (T-CAT) to undertake independent maintenance within the town centre where there are no moving vehicles. T-CAT also now provide support and additional resource to KCC maintenance teams where KCC have road closures and appropriate insurance in place. Other examples of good practice from the first District Deal are contained in the **Appendix B** to this report.
- 2.8. There are other areas where lessons have been learned and are being applied to improve working. In some areas of both Councils the District Deal is not fully understood and hence does not always attract the priority it deserves. Some of these areas are now the proposed focus of a refreshed District Deal as set out in the next section.

3. New priorities

3.1. The refreshed District Deal and review of the last year is attached as an **Appendix B**. In summary, it commits to completing the delivery of the Big 8 and following up next steps and progressing two further ambitious strategic projects – Conningbrook Park and Newtown Works.

3.2. The operational priorities for the next year are:

- the delivery of the comprehensive Chilmington protocol which outlines how County and Borough staff involved in the many areas of responsibility affecting Chilmington will work together to deliver a high quality place and a strong Community Management Trust;
- delivering broadband through BDUKs phase 2 programme in the Borough;
- working with Town centre developers and investors to integrate infrastructure needed and create high quality public realm around new developments.

4. Governance

4.1. On a day to day operational basis the Deal is overseen by a small officer group – extending the remit of an existing group that already support the Strategic Project Delivery Board that works to accelerate delivery of the 'Big 8' projects.

4.2. The officer group reports to a District Deal Delivery Board which includes the Leader of ABC and the Cabinet Member for Economic Development for KCC.

This group meets twice a year to review progress against the objectives set and follow up where appropriate.

5. Legal implications

- 5.1. The 'District Deal' is not a legally binding document – it is a statement of political intent to tackle a range of project delivery challenges and to improve the ways the two Councils operate together.

6. Financial implications

- 6.1. The 'District Deal' in itself does not require additional financial resource; for the most part it is about changing how both authorities deploy existing resource. There are no financial implications beyond each authorities' existing budgets.

7. Next steps

- 7.1. Assuming both Councils endorse the revisions to the Deal, it will be formally signed by the two Council leaders. Each authority will need to take responsibility for 'cascading' the updated Deal through their authority so that staff at operational levels understand the nature and strength of the commitments made in it.

8. Conclusion

- 8.1. The District Deal is a real attempt to build on the strength of an existing relationship to deliver even better results for the community in the future. Its success will depend on the commitment of members and officers of both authorities. The oversight proposed for the delivery of the Deal should help to make sure that the best intentions set out in this updated document have a good chance of being met.

9. Recommendation:

- 9.1 The Cabinet Committee is asked to consider and endorse or make recommendations to the Leader of the County Council on the proposed decision to enter into the refreshed deal with Ashford Borough Council as set out in the report as set out in appendix A

10. Appendices

Appendix A Proposed Record of Decision

Appendix B Refreshing the District Deal: An Annual Report

11. Contact details

Report Author: Katie Chantler Programme Manager, Infrastructure, Economic Development Phone: 03000 417 046 Email: katie.chantler@kent.gov.uk	Relevant Director: Katie Stewart Director of Environment, Planning and Enforcement Phone: 03000 418827 Email: katie.Stewart@kent.gov.uk
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KENT COUNTY COUNCIL – PROPOSED RECORD OF DECISION

DECISION TAKEN BY

Paul Carter
Leader of the Council

DECISION NO:

17/00063

For publication

Key decision*

Yes –

Subject: Ashford Borough Council District Deal Refresh

Decision:

As Leader of the County Council, I agree to enter into the refreshed deal with Ashford Borough Council.

Reason(s) for decision:

In September 2015, Kent County Council (KCC) agreed the first District Deal in the County with Ashford Borough Council (ABC). This Deal is testament to the close working relationship the two authorities enjoy and their shared commitment to deliver quality services and major new projects in Ashford

The District Deal signed in 2015 is not a legally binding agreement but a short, clear statement of the Councils' shared commitment to work together in key areas.

The Deal has two main parts:

- A commitment to focus the combined efforts of both councils on delivering key strategic projects;
- An agreement to improve the way the Councils work together to make sure that we deliver the best quality outcomes possible for residents and businesses

The original Deal focused on the "Big 8" projects in Ashford, a series of regeneration projects across the district in which the two Councils are working together to deliver more effectively, as well as new ways of working across a range of agendas. This focus has helped to deliver several projects where both Councils share an interest – achieving the funding needed for both the Ashford station signalling and for M20 junction 10a; and signing the legal agreements to bring forward development at Chilmington Green are all prime examples.

Cabinet Committee recommendations and other consultation:**Any alternatives considered:**

N/A

Any interest declared when the decision was taken and any dispensation granted by the Proper Officer:

.....
signed

.....
date

Name:

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The
ASHFORD BOROUGH COUNCIL
KENT COUNTY COUNCIL

DISTRICT DELIVERY DEAL

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ASHFORD
BOROUGH COUNCIL





1:

OVERVIEW

The Ashford Borough Council- Kent County Council District Delivery Deal is an agreement to work together to deliver better outcomes for residents and business of the borough and, by extension Kent.

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The deal has 2 parts:

- A focus on key strategic projects
- An improved way of working together

DELIVERY PRIORITY

001.

Delivery of Chilmington Green – including completion of legal agreements; delivery of A28 improvements; agreement of Design Code; phase 1 masterplanning and establishment of Community Management Organisation

002.

Construction of Ashford College – including completion of land assembly; build programme; input into curriculum planning and opening

003.

Ashford International Station Spurs Project – including completing the design work needed; finalising the funding package and working with all partners to secure delivery with minimum disruption to services

004.

Enabling the Jasmin Vardimon Dance Academy – working with the Company and funding partners to scope and then deliver the project

005.

Creation of leisure and commercial scheme for Elwick Place – including completion of land transfers; helping securing commitment from leisure operators and an acceptable scheme design; putting public realm management arrangements in place and delivery of associated town centre parking

006.

Potential expansion of the Designer Outlet – full consideration of scheme and its relationship with the town centre; now permission is granted work with partners to deliver project, including environmental enhancements en route to the town centre and town centre projects

007.

Construction of J10a, M20 – work to achieve acceptable design; finalise funding arrangements; co-ordinate with consideration of related development and work with partners – especially Highways England – to deliver scheme

008.

Development of the Commercial Quarter into a commercial centre for Kent – complete public realm works; bring forward office development and create starter buildings and create starters

OPERATIONAL PRIORITIES: BETTER WAYS OF WORKING

THEME 1: MORE EFFECTIVE DELIVERY OF INFRASTRUCTURE FOR GROWTH

001.

A streamlined, evidence-based strategic infrastructure framework (the Kent and Medway Growth and Infrastructure Framework) that aligns with and supports the emerging Ashford Local Plan.

002.

A stronger emphasis on Design Quality which will include a review of the **Design Protocol for Ashford**, which seeks to set a benchmark for ABC/KCC commissioned public building projects. In addition, the authorities will explore the scope for ABC to use its urban design skills and experience of design review and public involvement in design workshops to assist KCC in providing a county-wide support service at the early stages of KCC capital project delivery.

003.

A clear and robust CIL and s106 strategy with early agreement on the level of contributions to be sought to enable social and physical infrastructure required to be delivered, without undermining scheme viability or reduced build costs that would lead to poor design quality.

004.

A commitment to the strategic coordination of Council property management as a pilot for One Public Estate programme. In considering the transfer of land owned by each Council to support the Councils collective objectives, on a case by case basis both Councils will consider the extent to which economic regeneration and community factors are to be taken account when assessing 'best consideration' under Section 123 of the Local Government Act 1972.

005.

Reciprocal consultation on strategic planning applications and other strategic planning to ensure impact on both.

THEME 3: DELIVERING QUALITY OF PLACE

0012.

Joint commitment to playing a leading role in promoting health and well-being – continuing to focus and strengthen the Ashford Health and Well-being Board, with the appropriate dedicated support on both the part of the County and District. The Board has a crucial role co-ordinating the provision of facilities and the commissioning of services to 'join up' our approach to creating a healthier borough.

0013.

Coordinated approach and campaign to encouraging outdoor leisure and active travel, as part of the borough's integrated transport strategy, including promoting Ashford as a cycling town to help promote the benefits of cycling; complete missing parts of the cycling and pedestrian network; and encourage green transport and healthy lifestyles.

0014.

A jointly prepared and agreed strategic framework for cultural and creative industries in Ashford that confirms the borough's role in the wider Kent picture. This work will ensure that the Kent and Medway Cultural Strategy 2015-2023 reflects and supports delivery of the Ashford Cultural Strategy.

0015.

Exploration of a more collaborative approach to use of intelligence in delivering trading standards and public protection, including an improved service for the delivery of licensing.

THEME 2: A MORE EFFECTIVE APPROACH TO HIGHWAYS TRANSPORT AND WASTE

0008.

A joint approach to street maintenance, highway verge and roundabout maintenance with scope to review the frequency and quality of maintenance, including development and maintenance of gateway approaches as well as management of town centre spaces.

0009.

More coordinated enforcement of lorry parking and minor incidents to provide more effective responses to keeping streets in Ashford safe.

0010.

Exploring roll-out of the KCC caretaker scheme to the Ashford Town Centre Action Team to explore building on the delegated model in place for town centre maintenance of soft landscape, including regular joint, on-site town centre reviews to monitor progress.

0011.

Sustaining and enhancing waste recycling performance through strong strategic partnership working under the auspices of the Mid Kent Waste Partnership, to deliver a high quality and seamless service to Kent residents to explore the potential for new recycling markets, increasing the number of materials that can be recycled at the kerbside.



2: FOCUS ON DELIVERY

The Deal focuses on delivery of the joint strategic priorities “The Big 8” for the borough of Ashford.

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Since April 2016, the Deal has also focused on delivery of 5 Operational Priorities, identified from the original 15 set out in the District Deal.



2: FOCUS ON DELIVERY

Delivery Priority

DD1	Chilmington Green
DD2	Ashford College
DD3	Ashford International Station Spurs Project
DD4	Jasmin Vardimon Dance Academy
DD5	Elwick Place
DD6	Designer Outlet Expansion
DD7	Construction of J10a, M20
DD8	Commercial Quarter

Operational Priority

OD3	A clear and robust CIL and s106 strategy
OD4	Strategic coordination of property management
OD8	Joint approach to street maintenance & highway verge
OD9	Coordinated enforcement of lorry parking
OD 10	Caretaker scheme to TCAT





SUCCESS

Overarching successes

The “Big 8” and 5 priority areas have seen KCC and ABC working together in innovative ways.

Officers in both organisations have found new ways of working together, collaborating across both authorities.

The Ashford District Deal is a model of best practice used by Kent County Council to demonstrate how the County and District Authorities can work together.

The deal illustrates how two tier government can collectively deliver across a range of shared strategic priorities.

The Leaderships' collective commitment to the Deal has given licence to officers across both organisations to explore more practical, innovative and effective ways of working.

The existence of the Deal and demonstration of a mutual commitment between ABC and KCC has begun to 'unlock' issues before they occur or require escalation.

The Deal has identified areas of existing good practice between teams within the organisations as well as areas for improvement.

It is clear that there has been areas of significant progress, there are also lessons to be learnt and more work to be done.

4:

LESSONS LEARNT

Principles of the District Deal are embraced at the highest level of both organisations however filtering this way of working down through all levels and all teams, in both organisations remains a challenge.

Some issues are complex, they require bespoke solutions and are not often replicable. An agreed 'protocol' approach does not suit every situation.



5: REFRESHING THE DEAL

Significant progress has been made on the agreed Delivery and Operational Priorities set out at the start of the District Deal. With this in mind the District Deal officer team and leadership has agreed to set new areas for focus during 2017/ 2018.

6:

AREAS STILL IN FOCUS

The Ashford key strategic projects, the “Big 8” remain at the heart of the District Deal. These projects have the greatest collective ability to unlock the borough’s potential and contribute to the future growth and economic success of Kent and Medway.

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DD1	Chilmington Green
DD2	Ashford College
DD3	Ashford International Station Spurs Project
DD4	Jasmin Vardimon Dance Academy
DD5	Elwick Place
DD6	Designer Outlet Expansion
DD7	Construction of J10a, M20
DD8	Commercial Quarter



7:

NEW AREAS OF FOCUS

New areas of strategic priority have emerged in the past 12 months of the District Deal.

New Delivery Priorities

<p>DD9</p> <p>Page 181</p>	<p>Newtown Works</p> <p>This major regeneration opportunity has strategic and historic importance both for the town and the wider County. The Borough and County Councils will be working closely together with the landowner to explore options and create a viable project to secure the long term future of this important heritage asset.</p>
<p>DD10</p>	<p>Conningbrook Lakes Country Park</p> <p>This country park is an asset of strategic importance to the Borough and, as detailed plans are drawn up to create a great visitor attraction, the two Councils will need to work closely together to bring forward the next phase of this park.</p>

Existing District Deal Operational Delivery Priorities for focus

OD6	<p>Coordinated commissioning of health and social care infrastructure, working together from the earliest stages of residential developments to deliver quality health and social care infrastructure. This includes regular consultation between commissioning teams and an emphasis on working together to design in health care to projects from the very outset</p>
OD12 Page 182	<p>Joint commitment to playing a leading role in promoting health and well-being – continuing to focus and strengthen the Ashford Health and Well-being Board, with the appropriate dedicated support on both the part of the County and District. The Board has a crucial role co-ordinating the provision of facilities and the commissioning of services to ‘join up’ our approach to creating a healthier Borough</p>
OD13	<p>Coordinated approach and campaign to encourage outdoor leisure and active travel, including promoting Ashford as a cycling town to help promote the benefits of cycling; work to complete missing parts of Ashford’s cycling and pedestrian network; and encourage green transport and healthy lifestyles</p>
OD15	<p>Exploration of a more collaborative approach to use of intelligence in delivering trading standards, including an improved service for the delivery of licensing</p>

New Operational Priorities

In 2016, new areas of focus emerged that had not featured in the original District Deal signed in 2015. The District Deal board considers the following areas are of such strategic importance to both Ashford and in some case Kent more widely, that they should be added to the District Deal Operational Priorities.

OD16 Page 183	Broadband Improving Broadband infrastructure by delivering Kent's BDUK Phase Two programme. Promoting Ashford as a beacon area for FTTP delivery and fibre roll out
OD 17	Chilmington Protocol Develop and agree a Protocol to support the delivery of the infrastructure, providing officers with an approach to working which promotes partnership, flexibility, creativity and openness. This protocol will be a pilot for a new way of working which promotes quality design from the outset of a development.
OD18	Ashford Town Centre Developers Group Developing a joint innovative approach to infrastructure delivery and site coordination between town centre developers



NEXT STEPS

- District Deal Board approval
- Kent County Council Member sign off
- Ashford Borough Council Member sign off
- PR Opportunities

Appendix 1- Specific Successes

OD3- A clear and robust CIL and s106 strategy

- With s106 continuing to play a key role, both authorities have developed an agreed approach to identifying eligible projects and a working model for resolving contributions issues on a site by site basis for strategic development. The workshop held to agree a joint position on contributions requested for the Powergen site is an example of this approach in practice

OD4- Strategic Coordination of Property Management

- Terms were agreed for the relevant land transfers at Elwick Place, Commercial Quarter and Powergen, with lessons learnt about the levels of information and transparency needed to progress complex negotiations quickly.
- Ashford Borough Council have reviewed the way it holds property and landholdings data to greater effect. The new collated data will be uploaded onto the KCC EPIMS system, as part of a wider One Public Estate Programme

OD8- Joint approach to street maintenance and highway verges

- Positive approaches have been taken by both authorities on the newly developed Fly Tipping Protocol and the Kent Resource Partnership. Teams in both authorities are demonstrating coordination on waste, street cleansing and cold weather salting.
- Verge planting at Junction 9 is being coordinated as a direct result of officer collaboration

OD9- Coordinated enforcement of lorry parking

- The authorities are coordinating efforts on Operation Kindle and the new Enforcement Protocol on lorry parking. This has resulted in an increase in the use of the Ashford lorry park
- The Ashford Local Plan provides for increased overnight lorry parking provision at Waterbrook
- The authorities provided a coordinated response to the Operation Stack consultation and continue to work together to lobby for a long term solution for Kent

OD10- Exploring the roll out of the Caretaker Scheme to TCAT

- Ashford rural parishes have rolled out the KCC caretaker scheme and the authorities are collaborating on work plans for the new Ashford grounds maintenance company, Aspire.
- T-CAT now undertake independent maintenance within the town centre where there are no moving vehicles. T-CAT also provide support and additional resource to KCC maintenance teams where KCC have road closures and appropriate insurance in place

A strong operational relationship between the two authorities, established through the District Deal is credited with significant progress in the Council's Big 8 strategic priorities:

DD1- Chilmington Green

This is one of the biggest developments underway in the Country. Over the next 25 years or so a new community will be created based on two key themes the Council has demanded throughout:

1. strong design quality standards to create a fine place; and
2. an innovative Community Management Organisation to own and run open spaces and many local facilities.

Construction of the road accesses and other infrastructure works is already underway.

DD 2- Ashford College Campus

The new Ashford College is under construction and the first phase will open to students this autumn, 2017. It will provide a wide range of improved training opportunities for local people and the skills needed as the area's economy develops.

DD3- Station Spurs

The new generation of Eurostar trains demand revised signalling arrangements in order to access the International Station. The Borough and County Councils have secured funding of over £10m needed for these works from the South-East LEP and is working with Network Rail and the rail operators to make sure the works needed are in place with minimum disruption to the service.

DD4- Jasmin Vardimon

This project, to help create the Jasmin Vardimon Dance Academy, is being led by Kent County Council working with the Arts Council England and Ashford Borough Council. The intention is to create a purpose-built new training base and academy for this internationally-renown company, currently based in the Stour Centre.

DD5- Elwick Place

This development, including cinema, restaurants and a hotel, is due to be on site later this year, 2017.

DD6- Designer Outlet Expansion

This project – promoted by owners McArthur Glen – will substantially expand the centre and bring new, international brands to the town. Work is programmed to start later this year, 2017.

DD7- Junction 10a

The Government has recently announced that it will support the gap in funding J10a. This funding is in addition to the substantial funding already secured by the Borough and County Councils and other partners from the South East LEP. The independent local examination process is now underway with the junction due to open during 2019.

DD8- The Commercial Quarter

Construction of the first major office building and the first investment of this type for many years in Ashford's town centre is now underway.

From: John Lynch, Head of Democratic Services
To: Environment and Transport Cabinet Committee – 15 June 2017
Subject: Work Programme 2017/18
Classification: Unrestricted
Pathway: Standard Item

Summary: This report gives details of the proposed Work Programme for the Environment & Transport Cabinet Committee.

Recommendation: The Environment & Transport Cabinet Committee is asked to consider and agree its Work Programme for 201/18 as set out in Appendix 1 of this report.

1. Introduction

(1) The proposed Work Programme has been compiled from items on the Forthcoming Executive Decision List; from actions arising from previous meetings, and from topics identified at agenda setting meetings, held 6 weeks before each Cabinet Committee meeting in accordance with the Constitution.

(2) Whilst the Chairman, in consultation with the Cabinet Members, is responsible for the final selection of items for the agenda, this item gives all Members of the Cabinet Committee the opportunity to suggest amendments and additional agenda items where appropriate.

2. Work Programme 2017/18

(1) An agenda setting meeting was held on 25 April 2017 and items for this meeting's agenda were agreed. The Cabinet Committee is requested to consider and note the items within the proposed Work Programme, set out in Appendix 1 to this report, and to suggest any additional topics that they wish to be considered for inclusion to the agenda of future meetings.

(2) When selecting future items the Cabinet Committee should give consideration to the contents of performance monitoring reports. Any 'for information' or briefing items will be sent to Members of the Cabinet Committee separately to the agenda or separate member briefings will be arranged where appropriate.

(3) The schedule of commissioning activity 2015-16 to 2017-18 that falls within the remit of this Cabinet Committee will be included in the Work Programme and considered at future agenda setting meetings to support more effective forward agenda planning and allows Members to have oversight of significant services delivery decisions in advance.

3. Conclusion

It is vital for the Cabinet Committee process that the Committee takes ownership of its Work Programme to help the Cabinet Member to deliver informed and considered decisions. A regular report will be submitted to each meeting of the Cabinet Committee to give updates of requested topics and to seek suggestions for future items to be considered. This does not preclude Members making requests to the Chairman or the Democratic Services Officer between meetings for consideration.

5. Recommendation

The Environment and Transport Cabinet Committee is asked to consider and agree its Work Programme for 2017/18 as set out in Appendix A to this report.

6. Background Documents

None

7. Appendix

Work Programme – Appendix A

8. Contact details

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**Environment and Transport Cabinet Committee
WORK PROGRAMME 2017/18**

Thursday 21 September 2017
<ul style="list-style-type: none"> • Declarations of interest • Minutes • Verbal Updates • Growth and Infrastructure Framework • GET Fees and Charges • Approach to partnership working with waste collection authorities • Public Rights of Way Improvement Plan • Thanet Parkway • Faversham Creek Swing Bridge • Annual Equalities and Diversity Report • Performance Dashboard • Work Programme 2017/18
Thursday 30 November 2017
<ul style="list-style-type: none"> • Declarations of interest • Minutes • Verbal Updates • Performance Dashboard • Work Programme 2018
Wednesday 31 January 2018
<ul style="list-style-type: none"> • Declarations of interest • Minutes • Verbal Updates • Performance Dashboard • Work Programme 2018
Tuesday 20 March 2018
<ul style="list-style-type: none"> • Declarations of interest • Minutes • Verbal Updates • Performance Dashboard • Work Programme 2018

Items for Consideration that have not yet been allocated to a meeting

- Local Transport Strategies – Approval-Variou
- KSS Transformation
- Community Safety Framework (Autumn 2017)
- Minerals and Waste Local Plan – Sites Assessment
- Richborough Connection Project (presentation from National Grid) ?

From: Mike Hill, Cabinet Member for Community and Regulatory Services
Barbara Cooper, Corporate Director, Growth, Environment & Transport

To: Environment and Transport Cabinet Committee – 15 June 2017

Decision No: 17/00064

Subject: Renewal of contracts for post mortems

Classification: Unclassified

Past Pathway of Paper: N/A

Future Pathway of Paper: Cabinet Member Decision

Electoral Divisions: Countywide

Summary

This report concerns the renewal of the contracts for body storage and post mortem (PM) facilities for three of the four Kent coroner areas. It specifically recommends that KCC renews its contract with Medway NHS Trust to carry out PMs at Medway Maritime Hospital for the Mid Kent & Medway coroner area.

With respect to the North West Kent and North East Kent/Central & South East Kent area contracts, negotiations are ongoing, but will be completed next month and will be reported to the next meeting of the Cabinet Committee in September.

Recommendation

The Cabinet Committee is asked to consider and endorse, or make recommendations to the Cabinet Member for Community & Regulatory Services on the proposed decision to award a four year contract for Post Mortems for the Mid Kent & Medway coroner area to Medway NHS Trust for the period 1 July 2017 to 31 March 2021 as shown at Appendix A.

1. Introduction

1.1. The Coroners and Justice Act 2009 places a duty on Coroners to investigate deaths that are referred to them if they have reason to think that:

- The death was violent or unnatural;
- The cause of death is unknown; or
- The deceased died while in prison, police custody or another form of state detention eg where a Deprivation of Liberty Safeguard Order (DoLS) is in place

1.2. In some cases the Coroner will order a post mortem (PM) to establish the cause of death, and in such cases, the deceased is taken to a pre-designated mortuary for this purpose. On behalf of the Kent Senior Coroners, KCC

ensures access to body storage and PM facilities across the four Kent coroner areas.

- 1.3. Three of the contracts for body storage and PM facilities expired on 31 March and need to be renewed. Although negotiations to renew the contracts began in the Autumn of 2016, it was not possible to agree terms by the renewal date and so contract extensions have been put in place as follows:
 - Mid Kent and Medway – 30 June 2017
 - North West Kent – 30 September 2017
 - North East Kent/Central & South East Kent – 30 September 2017
- 1.4 These extensions will ensure this essential service continues uninterrupted whilst the negotiations are concluded.
- 1.5 This report sets out the needs of the Mid Kent and Medway Coroner area and the options and context for re-providing these services, before recommending an option for KCC to procure these necessary services.

2. Mid Kent and Medway Coroner Area

- 2.1. HM Senior Coroner for Mid Kent and Medway is responsible for providing the coronial service for part of the KCC administrative area (the district council areas of Maidstone and Tonbridge and Malling) and for the whole of the Medway Council administrative area. By virtue of The Coroners and Justice Act 2009 KCC is responsible for meeting all the costs of the coroner service although Medway Council meets its share of the costs.
- 2.2. In particular, KCC supports the Senior Coroner by putting in place contracts for the major areas of activity which includes the provision of body storage and PM facilities. In 2016, of 2,272 deaths referred to the Senior Coroner, Mid Kent and Medway, 988 required a PM (43% of deaths referred).
- 2.3. To date, Medway NHS Trust has always provided body storage and PM facilities to the Mid Kent and Medway Coroner at Medway Maritime Hospital.
- 2.4. With the recent expiration of the contract with the NHS Trust, the service has explored alternative providers to inform the procurement process. However, there are no viable alternative service providers.
- 2.5. There are no private sector PM providers anywhere in England and Wales to take on the Mid Kent and Medway PM workload. Likewise, there is no capacity at the other Kent NHS providers.
- 2.6. Commissioning the work outside of Kent at another NHS provider is not an option for two reasons. Firstly, because with the exception of Greenwich Public Mortuary there is no capacity within the outlying NHS mortuaries in Sussex, Surrey, Bromley and Bexley. This has been confirmed in engagement with the Surrey Coroner Service which is also renewing its contracts for PM provision and who are also restricted to using their existing NHS providers because there is no spare capacity at mortuaries in the adjoining London boroughs or counties.

2.7. The use of Greenwich Public Mortuary, whilst technically possible, does not meet the needs of the customers of the service, who would have to travel to Greenwich to view bodies of the deceased. The service has some previous experience with the use of Greenwich Public Mortuary, when Maidstone and Tunbridge Wells NHS Trust did not renew its contract with KCC for PMs for a year as the work was not seen as core business. At the time, there was a public outcry by families and funeral directors about the costs of transporting the deceased from Greenwich once the PM had been done, and the travelling time to view the deceased. The local MP eventually intervened and brokered a solution with the Trust to take the work. However, the lesson learned is that from a customer perspective, procuring services at such a distance from the coroner area places an unsustainable strain on bereaved families and therefore is not a viable option.

3. Procurement route

3.1. The current level of expenditure on PMs with Medway NHS Trust is in the region of £330,000 a year depending on activity levels. Normally this level of expenditure would require a full tender process compliant with the European Procurement Regulations and KCC's Procurement Standing Orders.

3.2. However, in the absence of a private sector provider and with no capacity available at nearby Trusts to take on this work, KCC is left with no alternative but to seek to renew the contract with Medway NHS Trust. This would ensure continuity as there has been a long standing and successful partnership between the Trust, KCC and the Senior Coroner.

4. Options

4.1. **Do nothing** – this is not an option. Unless a contract is put in place the system of coronial death investigation and certification in the Mid Kent and Medway area will collapse.

4.2. **Go out to tender** – this is not an option. The Kent and adjoining area NHS Trusts do not have capacity to take on this work and so would not apply. Whilst it is possible that NHS providers further afield, for example in the greater London area may have some capacity, research has shown that they have insufficient capacity to take on this work. Furthermore, this would mean bodies being transported for PM out of the county which will incur additional transportation costs for KCC. We also know from experience that such an arrangement would be very distressing for families as it would add to funeral costs because the deceased will need to be collected from the mortuary by the families funeral director, and the necessity to travel longer distances for viewings.

4.3. **Use a framework or other viable contract mechanism** – there are no known frameworks or other viable mechanisms in existence elsewhere in England and Wales.

4.4. **Renew contract through single source procurement** – this is the only viable option given the very specialist nature of the work and the absence of any alternative providers with sufficient capacity in Kent or nearby adjoining areas.

5. Financial Implications

- 5.1. The financial implications of the Mid Kent & Medway contract are set out in Part 2 (exempt) of this report

6. Policy Framework

- 6.1. This tendering opportunity has not been subject to competition. This is supported by Regulation 32(2)(b)(ii) of the Public Contract Regulations which states that a Negotiated Procedure without Prior Publication may be used where services can be supplied only by a particular economic operator where competition is absent for technical reasons.

7. Conclusions

- 7.1. KCC supports the Kent Senior Coroners by ensuring contracts are in place for body storage and PM's to ensure they are able to discharge their statutory duties in accordance with the Coroners and Justice Act 2009. There are no private sector PM providers anywhere in England and Wales to take on the Kent and Medway PM workload. Likewise, there is no capacity at the other Kent NHS providers. KCC is therefore left with little alternative but to renew its contract for PM's for the Mid Kent and Medway area with the current provider.

8. Recommendation(s)

8.1 Recommendation

The Cabinet Committee is asked to consider and endorse, or make recommendations to the Cabinet Member for Community & Regulatory Services on the proposed decision to award a four year contract for Post Mortems for the Mid Kent & Medway coroner area to Medway NHS Trust for the period 1 July 2017 to 31 March 2021 as shown at Appendix A.

9. Appendices

Proposed Record of Decision

10. Contact details

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KENT COUNTY COUNCIL – PROPOSED RECORD OF DECISION

DECISION TAKEN BY

Mike Hill
Cabinet Member for Community and Regulatory Services

DECISION NO:

17/00064

For publication

Key decision*

Yes –

Subject: Contract for Post Mortem Facilities for the Mid Kent & Medway Coroner Area

Decision details

As Cabinet Member for Community and Regulatory Services, I agree to award a four year contract for the provision of post mortem (PM) facilities for the Mid Kent and Medway coroner area

Reason(s) for decision:

The Coroners and Justice Act 2009 places a duty on Coroners to investigate deaths that are referred to them if they have reason to think that:

- The death was violent or unnatural;
- The cause of death is unknown; or
- The deceased died while in prison, police custody or another form of state detention eg where a Deprivation of Liberty Safeguard Order (DoLS) is in place

In some cases the Coroner will order a PM to establish the cause of death. In these cases, bodies are taken to a pre-designated mortuary. In 2016, of the 2,272 deaths referred to the Senior Coroner, Mid Kent and Medway, 988 required a Post Mortem.

On behalf of the Senior Coroner, KCC ensures there is adequate storage capacity for Coroner's bodies and that the Coroner has access to Post Mortem facilities. KCC does not have its own public mortuary facility and so like many other coroner areas across England and Wales it has always used local NHS hospitals which have the necessary facilities for this purpose as there are no private sector providers of PM facilities anywhere in England and Wales.

Cabinet Committee recommendations and other consultation:

The matter will be considered by the Cabinet Committee at its meeting on 15 June 2017 and any comments made will be considered when the decision is taken

Any alternatives considered:

The service has explored alternative providers to inform the procurement process but there are no viable alternative service providers.

Other Kent-based NHS providers were considered but there is no capacity to deliver this service

Any interest declared when the decision was taken and any dispensation granted by the Proper Officer:

.....
signed

.....
date

Name:

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of the Local Government Act 1972.

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KENT COUNTY COUNCIL – PROPOSED RECORD OF DECISION

DECISION TAKEN BY:

**Matthew Balfour, Cabinet Member – Planning, Highways,
Transport and Waste**

DECISION NO:

17/00048

For publication

Subject:

Technical and Environmental Services Contract

Decision:

As Cabinet Member for Planning, Highways, Transport and Waste, I agree to provide the Director of Highways Transportation & Waste delegated authority to enter into appropriate contractual arrangements for the provision of professional, technical and environmental services in accordance with the expectations set out in the report.

Reason(s) for decision:

KCC has a contract with Amey for the provision of professional consultancy services that support highways, transportation and waste (HTW) along with other services within the GET Directorate. The Technical and Environment Services Contract (TESC) is due to expire on 31 March 2018 and provides (amongst others) the following services: highway design, traffic modelling, site supervision and environmental advice.

The Authority requires a contractual arrangement to deliver technical and environmental services that support the business. This will ensure that HTW can meet its business objectives and proposes to fully evaluate the options available to the Authority to ensure continuity of service. This could be through an extension with the incumbent consultant or via other Local Government OJEU compliant frameworks.

Cabinet Committee recommendations and other consultation:

To be added following the cabinet committee meeting on 15 June 2017

Any alternatives considered:

None

Any interest declared when the decision was taken and any dispensation granted by the Proper Officer:

.....
signed

.....
date

Name:

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By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

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