

**ENVIRONMENT & TRANSPORT
CABINET COMMITTEE**

Tuesday, 15th May, 2018

10.00 am

Darent Room - Sessions House



AGENDA

ENVIRONMENT & TRANSPORT CABINET COMMITTEE

Tuesday, 15 May 2018 at 10.00 am
Darent Room - Sessions House

Ask for: **Georgina Little**
Telephone: **03000 414043**

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

Membership (16)

Conservative (12): Mr P J Homewood (Chairman), Mr M D Payne (Vice-Chairman), Mrs C Bell, Mr A Booth, Mr T Bond, Mr A Cook, Mr N J Collor, Mr S Holden, Mr A R Hills, Mr R C Love, Mr P J Messenger and Mr J M Ozog

Liberal Democrat (2): Mr I S Chittenden and Mr A J Hook

Labour (1) Mr B H Lewis

Independents (1) Mr M E Whybrow

Webcasting Notice

Please note: this meeting may be filmed for the live or subsequent broadcast via the Council's internet site or by any member of the public or press present. The Chairman will confirm if all or part of the meeting is to be filmed by the Council.

By entering into this room you are consenting to being filmed. If you do not wish to have your image captured please let the Clerk know immediately

UNRESTRICTED ITEMS

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

- 1 Introduction/Webcast announcement
- 2 Apologies and Substitutes
To receive apologies for absence and notification of any substitutes present
- 3 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.
- 4 Minutes of the meeting held on 20 March 2018 (Pages 7 - 18)

To consider and approve the minutes as a correct record.

5 Verbal Update

To receive verbal updates from Mr M Hill, OBE, Cabinet Member for Community and Regulatory Services and Mr M Whiting, Cabinet Member for Planning, Highways, Transport and Waste.

6 Winter Service Update for the 2017-2018 Season (Pages 19 - 24)

To discuss and comment on the report and the proposed work plan to implement lessons learned from the recent snow emergencies.

7 17/00025(b) - A2500 Lower Road Improvements - Phase 2 Lower Road Widening (Pages 25 - 50)

To consider and endorse, or make recommendations to the Cabinet Member for Planning, Highways, Transport and Waste on the proposed decisions as indicated below:

- i) approval to the outline design for the A2500 Lower Road Widening, for public consultation, development control and land charge disclosures as shown on Drawing No. 0323-PH2-PE-001 Rev 0. (Fig. 1)
- ii) to progress the design through the next stages of development and delivery including any ancillary works such as drainage and environmental mitigation;
- iii) to take all steps necessary to obtain and implement all statutory Orders and approvals or consents required for the schemes;
- iv) to enter into land and funding agreements associated with development contributions;
- v) to 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, and
- vi) for the Corporate Director of Growth, Environment & Transport, under the Officer Scheme of Delegations, to take further or other decisions as may be appropriate to deliver the A2500 Lower Road Improvement scheme in accordance with these recommendations and the earlier overarching decisions given under Record of Decisions 17/00025, that remains extant.

8 18/00027 - A28/A291 Sturry Link Road, Canterbury (Pages 51 - 178)

to consider and endorse, or make recommendations to the Cabinet Member for Planning, Highways, Transport and Waste, to take the proposed decisions as indicated below:

- i) to give approval to the revised preferred outline design scheme for the Sturry Link Road Drawing No. 430392/000/71 Rev 0 – Fig 2, updated to incorporate amendments arising from the public consultation, for development control and land charge disclosures.
- ii) to give approval to all acts required to acquire the land and rights for the

carrying out and completion of the A28/A291 Sturry Link Road scheme, including by means of a compulsory purchase order, and any other necessary statutory orders.

- iii) to accept, if necessary, any blight notice that may be served, on terms to be agreed with the Director of Infrastructure, Strategic and Corporate Services.
- iv) to delegate to the Corporate Director of Growth, Environment & Transport, under the Officer Scheme of Delegations, to take further or other decisions as may be appropriate to deliver the A28/A291 Sturry Link Road scheme in accordance with these recommendations and the earlier overarching decisions given under Record of Decisions 15/00070A and 17/00061, that remain extant.

- 9 18/00023 - Inter Authority Agreement in respect of the management of the Waste Project between Tonbridge and Malling Borough Council (TMBC) & Tunbridge Wells Brough Council (TWBC) (Pages 179 - 186)

To consider and endorse, or make recommendations to the Cabinet Member for Planning, Highways, Transport to approve KCC entering into an Inter Authority Agreement (IAA) with TMBC and TWBC to increase levels of recycling and reduce disposal costs for KCC. To encourage improvement, savings will be equally shared between respective Collection and Disposal Authorities as performance payments. This is to be the policy approach in all new Waste Partnership Agreements with Collection Authorities.

- 10 Housing Infrastructure Fund (Pages 187 - 192)

To note the recent announcement by the Ministry of Housing, Communities and Local Government and requirement for the preparation and submission of a full business case to inform a final decision on the award of funding.

- 11 Revision of the Rights of Way Improvement Plan (Pages 193 - 218)

To discuss and consider the draft Rights of Way Improvement Plan and to endorse the recommendation to progress to public consultation.

- 12 Work Programme (Pages 219 - 228)

To consider and agree a work programme for 2018

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.

- E13 Contract Management Review - Allington, Final Disposal Contract (Energy to Waste) (Pages 229 - 246)

To note the report.

General Counsel
03000 416814

Friday, 4 May 2018

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 Darent Room - Sessions House on Tuesday, 20 March 2018.

PRESENT: Mr P J Homewood (Chairman), Mr M D Payne (Vice-Chairman), Mrs C Bell, Mr A Booth, Mr T Bond, Mr A Cook, Mr N J Collor, Mr S Holden, Mr A R Hills, Mr R C Love, Mr P J Messenger, Mr J M Ozog, Mr I S Chittenden, Mr A J Hook, Mr B H Lewis and Mr P M Harman (Substitute for Mr M E Whybrow)

ALSO PRESENT: Mr P M Hill, OBE and Mr M Whiting

IN ATTENDANCE: Richard Fitzgerald (Business Intelligence Manager, Performance, Strategic Business Development & Intelligence), Tom Marchant (Head of Strategic Planning and Policy), Hannah Clements (Strategic Planning and Infrastructure officer), Joseph Ratcliffe (Transport Strategy Manager), Shafick Peerbux (Head of Community Safety), Carol Valentine (Highway Manager, Growth, Environment and Transport), Nichola Hood (Waste Business Partnership Manager), Mark Scrivener (Corporate Risk Manager), Phil Lightowler (Head of Public Transport), Barbara Cooper (Corporate Director of Growth, Environment and Transport) and Georgina Little (Democratic Services Officer).

UNRESTRICTED ITEMS**71. Apologies and Substitutes**

(Item 2)

Apologies were received from Mr M Whybrow and Mr P Harman attended as a substitute.

Mr M Whiting requested that his apologies be noted as he arrived late to the meeting.

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

(Item 3)

Mr R Love declared a voluntary interest in relation to item 10 on the agenda as the Chairman of The Kent Resources Partnership. Mr Love said that he did not have a personal involvement and therefore would participate in the discussion.

73. Minutes of the meeting held on 31 January 2018

(Item 4)

RESOLVED that the minutes of the meeting held on 31 January 2018 are a correct record and that they be signed by the Chairman.

74. Verbal Update

(Item 5)

1. Mr M Hill, OBE (Cabinet Member for Community and Regulatory Services) commended the work of all Kent County Council staff during the harsh winter weather, in particular, the efforts by the Highways Team, Adult Social Care and Community Wardens for their significant endeavours in keeping the community safe. As part of Kent County Council's emergency planning, the Emergency Centre was set up and manned throughout the entire period; Mr Hill reiterated his thanks to all staff throughout the County including partner agencies for working together to ensure all safety measures and contingency plans were met.
2. Mr Payne delivered the verbal update on behalf of Mr Whiting and reiterated the thanks to the Highways Department and Duty Directors for their efforts in ensuring both the community and staff remained safe during the harsh weather.
3. In regard to the Pothole Blitz, Mr Payne informed the committee that the recent weather had a detrimental effect on the highway network however the Highways Team had been rapid in their response and would be delivering another Pothole Blitz campaign from April 2018. The budget that had been allocated to cover the work was £5.2 million however this was due to rise to £8.1 million for 2018/19; this was in addition to the day-to-day safety critical repairs within the Highway Term Maintenance contract.

75. Performance Dashboard

(Item 6)

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

1. Mr Fitzgerald introduced the report which provided an update on the progress of performance against the Key Performance Indicators (KPIs) which were included within the Directorate Business Plan for 2018-2019. The latest Dashboard provided data up to January 2018. Mr Fitzgerald highlighted key areas within the Performance Dashboard and said that the KPI's for Highways and Transportation were showing as green however the data within the report was collated prior to the winter event, the effects of this would be shown in the next report.
2. Members enquired about the delay in streetlight conversions and whether this was due to faulty cabling. Mr Wilkin (Director of Highways, Transportation and Waste) informed Members that there had been instances where conversions to LED lighting had been prolonged due to the significant technical difficulties in the electrical cabling underground which required input from UK Power Network. Mr Wilkins acknowledged that this sometimes resulted in lengthy delays however assurance was given that such cases remained relatively low. He advised Members that the response from the public had been positive.
3. In response to Members' queries as to whether Kent County Council had experienced disputes with electrical companies regarding payment, Mr Wilkin said he was not aware of any particular disputes but invited Members to provide further detail outside of the meeting.

4. With regard to issues raised around potholes and highway maintenance, Mr Wilkin explained the following points:
 - (a) The pothole metrics were those used to measure Amey's performance under the Highway Term Maintenance Contract. If Amey failed to deliver the terms within the contract, Kent County Council could seek financial recompense. These measures were put in place before the Pothole Blitz which used a separate metrics system.
 - (b) Mr Wilkin assured Members that an amalgamation of intelligence was used to identify potholes for repair. The frequency of inspections was determined by the nature of the road and the risk. Mr Wilkin said that a majority of inspections were carried out during daytime hours however night regimes were in place to inspect the functionality of illuminated assets. Mr Wilkin assured Members that a substantial part of activity and expenditure went into patching the roads rather than filling individual potholes. Repairs often started with immediate effect subject to approval from the Highways Team as budgetary control needed to be maintained. A pothole which was considered to be of immediate danger to the public aimed to be repaired within a two-hour timeframe.
 - (c) The Annual Local Authority Road Maintenance Survey had identified that 24,500 miles of road throughout England and Wales required essential maintenance, of which 750 miles was within Kent. To carry out the extensive work required within the given 12-month period, this would require an additional £506 million. In Kent, the cost for this on a yearly basis would be an additional £32 million. Mr Wilkin informed Members that reduced funding from the Government meant long-term visions could not be met.
5. Members commended the work of the Highways Team and their rapid response.
6. RESOLVED that report be noted.

76. 17/00137 - Kent and Medway Growth and Infrastructure Framework 2018 Update
(Item 7)

Tom Marchant (Head of Strategic Planning and Policy) and Hannah Clement (Strategic Planning and Infrastructure Project Officer) were in attendance for this item.

1. Mr Payne (Deputy Cabinet Member for Planning, Highways, Transport and Waste) introduce the report which set out the Kent and Medway Growth and Infrastructure Framework (GIF) that was first published in 2015. The GIF provided robust evidence on housing, economic growth and the associated infrastructure needed for the County up to 2031.
2. Mr Marchant said that the draft Growth and Infrastructure Framework had been updated since 2015 to include revised housing and population figures and provided a breakdown of the cost for a range of infrastructure up to 2031.

The GIF used data from a number of sources and was developed in collaboration with Medway Council, all district and borough councils within Kent and local partners. Mr Marchant paid particular attention to Figure 1 within the report which showed the comparison of figures between the 2015 and 2018 Framework.

3. In response to questions, Mr Whiting (Cabinet Member for Planning, Highways, Transport and Waste) agreed that paragraph 4.7 within the report required revising to ensure clarity and explained to Members that the GIF would require updating as new housing developments and local plans came to light, to ensure it accounted for the changing demographic and required infrastructure.
4. Members commented on the housing and population figures. Mrs Cooper (Corporate Director of Growth, Environment and Transport) confirmed that the figures within the report should read a population growth of 396,200 matched by a housing growth of 178,600. In regard to the increase of housing numbers and where these would be situated within Kent, Mrs Cooper informed Members that housing was a national issue, however, in order to respond to the need for sustainable homes for a longer period of time, it was essential to consider the infrastructure needs up to 2050. Extensive plans ensured Kent and Medway were in a strong position to anticipate and plan for sustainable growth far into the future and manage demand under increasing budgetary pressures.
5. In response to questions around the backlog of highways maintenance, and the new housing methodology, Mr Marchant said that the updated GIF used data from October 2017, data after this point had not be accounted for within the report, however it would be incorporated into the next edition of the framework.
6. Members asked about the 'new jobs' figure and whether this included the new jobs within the anticipated aviation centre at Manston Airport. Mr Marchant said the figure included the job numbers from the Thanet local plan and officers regularly monitored this. It was predominately the decision of Thanet District Council to determine the future use of the site and the supporting infrastructure in terms of jobs and homes. Once that had been determined, the next iteration of the GIF would incorporate those figures.
7. In response to Members' concerns around the source of information, Mrs Cooper said that the data was from district sources, such as local plans, and these were then forecasted by KCC.
8. With regard to questions around utilities, Mrs Cooper said that all aspects of infrastructure had been reviewed to ensure correct infrastructure was identified to accommodate growth. A utilities sub-group had been established to carry

out this work however historical drainage systems caused a number of issues. In terms of waste, Mr Wilkin (Director of Highways, Transportation and Waste) worked in conjunction with the Strategic Planning and Policy team to account for future waste need and whilst the price of disposal tonnage decreased, the amount of disposal tonnage increased, this was one example of a number of scenarios that needed to be considered for the longer-term planning.

9. In response to a question, Mr Marchant said that the framework was not a statutory document and therefore would not be going out for public consultation.
10. Mr Marchant said that the developer contributions were a live issue and were monitored regularly to ensure opportunities to secure grants were optimised.
11. RESOLVED that the proposed decision to approve the Growth and Infrastructure Framework 2018 update, be endorsed.

77. Kent County Council's Response to the Department for Transport's 'Proposals for the creation of a Major Road Network' Consultation
(Item 8)

Joseph Ratcliffe (Transport Strategy Manager) was in attendance for this item.

1. Mr Whiting (Cabinet Member for Planning, Highways, Transport and Waste) introduced the report which set out Kent County Council's proposed response to the Department for Transport (DfT) consultation on the '*Proposals for the Creation of a Major Road Network*', which closed on 19 March 2018. The DfT had indicated that any comments from the Committee could be submitted separately.
2. Mr Ratcliffe said that within England there were two tiers of roads: The Strategic Road Network (SRN) which was managed by Highways England; and the Local Road Network (LRN) managed by Kent County Council (KCC). However, a recent report identified a further set of economically important roads that required the same level of attention as the SRN which formed the Department for Transport's consultation document '*Proposals for the Creation of a Major Road Network*' to which KCC has responded. Inclusion in the MRN would enable access to additional funding from the National Roads Fund for significant investments that could offer transformative solutions to the most economically important 'A' roads. He said that following the consultation, sub-national transport bodies would formulate a Regional Evidence Base to identify priorities and these would be used to inform the development of the MRN Investment Programme which would be updated every two years.
3. In response to Members' questions regarding the 'A260', Mr Ratcliffe confirmed that the 'A260' had not been included within KCC's suggested

amendments. Members were informed that the Government had proposed a number of criteria to be used when defining the MRN, if KCC wanted to request additional roads be included within the MRN, it would need to justify its reasons. Mrs Cooper (Corporate Director of Growth, Environment and Transport) advised the Committee that inclusion within the MRN would give KCC the opportunity to bid for funding. The MRN would be reviewed every five years to identify changing priorities.

4. Mr Whiting acknowledged Members' frustration, however, reaffirmed that KCC had continually put forward a strong business case which highlighted the volume of traffic experienced in Kent compared to other counties. The response to DfT stressed that maintenance funding was imperative and should be included as part of the MRN. He said that he welcomed Members suggestions regarding the 'A260' and was happy to discuss the points raised with the DfT. With regard to the Lorry Park, he said that discussions were on-going to identify a solution on the 'A249', however, KCC were awaiting an update from the Government.
5. RESOLVED that the proposed Kent County Council response to the consultation be endorsed.

78. The Kent Community Safety Agreement and progress in the development of an integrated Kent Community Safety Team
(Item 9)

Shafick Peerbux (Head of Community Safety) was in attendance for this item.

1. Mr Hill, OBE (Cabinet Member for Community and Regulatory Services) introduced the report which provided an overview of the statutory Kent Community Safety Agreement, its draft priorities for 2018/19 as well as the progress made in developing an integrated County Community Safety Team.
2. Mr Peerbux said that the Community Safety Agreement (CSA) was a statutory, multi-agency document which outlined the key community safety priorities for the county along with cross-cutting themes that supported the identified priorities. The Community Safety Partnership (CSP) was responsible for reviewing the Kent Community Safety Agreement on a regular basis and to provide an annual update. The CSA was developed in consultation with statutory partners and was based on the outcome from local district and borough council strategic assessments, data reviews, legislative requirements, horizon scanning and partnership plans. Since the papers had been published, there had been additional changes to the themes and these were: Preventing Extremism and Hate; and Mental Health which had been linked to the Public Health agenda.

3. Mr Peerbux explained to the Committee that a joint Kent Community Safety Team (KCST) had been established which involved personnel from Kent County Council, Kent Police and Kent Fire and Rescue Service to form a co-located team with the aim of sharing resources and minimising the impact of service reductions. In 2017, Kent County Council undertook an internal audit process which highlighted several areas within the partnership that were working well and identified opportunities for improvement, one being the development of a community safety hub which would provide expertise and good practice on cross-county matters.
4. In response to Members' questions, Mr Hill said it was the responsibility of the Chief Constable to keep the Police Commissioner informed of all operations.
5. Mr Hill assured Members that the Mental Health issue was a standing item on the Kent Community Safety Partnership agenda and also on the Police and Crime Panel agenda.
6. In response to Members' questions regarding fire safety and burglary, Mr Peerbux said that these were a key focus and a significant amount of work was being done however it does not feature within the strategic priorities.
7. RESOLVED that:
 - (1) The multi-agency Kent Community Safety Agreement and draft priorities for 2018/19 be noted and endorsed; and
 - (2) The progress made in developing an integrated County Community Safety Team and the plans to develop the integration further, be noted.

79. Litter Strategy Approach and Joint Working with Kent Resource Partnership
(Item 10)

Carol Valentine (Highway Manager, Growth, Environment and Transport) and Nichola Hood (Waste Business Partnership Manager) were in attendance for this item.

1. Mr Whiting (Cabinet Member for Planning, Highways, Transport and Waste) introduced the report which set out the work of the Kent Resource Partnership (KRP) and sought Members' approval to endorse the continued collaborative working between Kent County Council and District Councils to ensure Kent's highways remained litter-free.

2. Mrs Valentine highlighted some of the key areas within the report which included the joint work undertaken by the KRP to improve waste management; project updates which included the KCC High Speed Roads project, the KRP Street Scene, the Great British Spring Clean and Communication project; and forthcoming activity for 2018-2019. Mrs Valentine also emphasised the success of Member and Parish involvement during the 2017 Spring Clean and hoped that this would continue to be a key feature in the 2018-2019 programme. Mrs Valentine said that responsibility for litter collection and street cleansing resided with the District and Borough Council's, Kent County Council was the disposal authority.
3. In response to data collection, Mrs Hood said that work continued within the Kent Practitioner Group to ensure information was being shared and jointly collected across the District Councils. This was regulated through the Intel Officer position funded by the KRP.
4. With regard to the disposal of plastic materials, Mr Wilkin said that all issues around litter and bins was the responsibility of the District and Borough councils. The issue around the disposal of plastic was a national issue and work was being done to reduce plastic packaging across the country however this required Government intervention. Information regarding litter collection could be found on the District Council websites.
5. In response to a question about fly-tipping, Mrs Valentine said that District Councils were responsible for removing obstructions from carriageways on behalf of Kent County Council. The Authority had worked with the District Councils in carrying out a number of covert operations with success. Mr Wilkin said that Kent County Council had a good working relationship with partner agencies such as Kent Police and the Environment Agency and had succeeded in apprehending those responsible fly-tipping.
6. Members commended the report and thanked Mrs Valentine and officers involved for their work.
7. RESOLVED that the proposed decision to continue work with the Kent Resource Partnership, to ensure a joined-up approach to litter, be endorsed.

80. Risk Management: Growth, Environment and Transport Directorate
(Item 11)

Mark Scrivener (Corporate Risk Manager) was in attendance for this item.

1. Mr Scrivener introduced the report which outlined the potential strategic risks that could prevent the Authority from achieving its objectives and identified how those risks were controlled. Mr Scrivener said that the Directorate Management Teams carried out a regular review of the risk registers including

the progress against mitigating actions and sought Members' comments regarding the key directorate risks as presented within the report.

2. RESOLVED that the directorate risk register and relevant corporate risks outlined in Appendices 1 and 2 of the report be noted.

81. Growth, Environment and Transport Directorate Business Plan 2018-19
(Item 12)

1. Mrs Cooper (Corporate Director of Growth, Environment and Transport) introduced the report that set out the key features within the draft Growth, Environment and Transport Directorate Business Plan for 2018- 2019 including: a summary of progress made against the previous year's activity; the priorities within the GET Directorate for 2018-2019; and referred Members to the key commissioning activity which would help inform the future work programme. Mrs Cooper said that more detailed proposals could be found within the Divisional Business Plans.
2. In response to Members' comments, Mrs Cooper noted the typographic error within the report and said this would be corrected.
3. RESOLVED to note that the final Directorate Business Plan would be published online in April 2018.

82. Rural Bus Services - "Big Conversation" Programme
(Item 13)

Phil Lightowler (Head of Public Transport) was in attendance for this item.

1. Mr Whiting (Cabinet Member for Planning, Highways, Transport and Waste) introduced the report which set out the aims and planned approach of the "Big Conversation" which would help identify possible alternative delivery models of public transport. Mr Whiting said that due to budgetary pressures there was a need to reduce subsidised bus services and therefore engagement with the public and stakeholders was crucial in developing new ideas that would improve rural connectivity. He said that the timetable within the report set out the delivery of the programme and that the Committee would have the opportunity to comment on the feedback from the "Big Conversation."
2. Mr Lightowler said that the "Big Conversation" focused on improved rural accessibility for those without alternative means of travel and work was being done to look at Total Transport whereby Kent County Council would bring services together to create a demand responsive service. The "Big

Conversation” would be a means of consulting with the public to gain their views and input on future delivery models.

3. Members commended the report.
4. RESOLVED that the proposed programme for the “Big Conversation” be endorsed.

83. Subsidised Bus Service - Proposed Delivery of Budget Reduction
(Item 14)

Phil Lightowler (Head of Public Transport) was in attendance for this item.

1. Mr Whiting (Cabinet Member for Planning, Highways, Transport and Waste) introduced the report which set out the proposals for delivering the revised budget reduction in 2018-2019 of £455 million in respect of subsidised bus services, subject to public consultation. Members were asked to endorse the proposal to go out to consultation and were advised that they would have the opportunity to feed into the conversations throughout the consultation period.
2. In addition to this, Mr Lightowler said the proposals that had been received could deliver significant savings with minimal impact to service users and this would be met through commercial bus service provisions already in place or via a revised commercial bus service. There would be local consultations with affected Councils for each of the proposed changes and these would identify: the scope of the change; the mitigation or alternative provision; and would be accompanied by maps and timetables to ensure proposals were clearly understood. With regard to subsidised bus service tendering, Mr Lightowler said that by tendering as packages between mainstream contracts and subsidised Bus Service contracts, the proposed changes would ensure savings were met.
3. In response to Members’ comments regarding cuts to the 42 and 42A bus service between Minster and Cliffsend, the Committee was informed that Mrs Constantine had said that this service would now not be cut.
4. Members commented on the report and commended Kent County Council’s efforts in ensuring that tax payers’ money was used to target areas that need Subsidised Bus Services.
5. RESOLVED that the proposed decision to progress to consultation on the proposed network changes be endorsed.

84. Work Programme 2018
(Item 15)

1. Mr Whiting paid tribute to Roger Wilkin (Director of Highways, Transportation and Waste) and thanked him for all the work he had done for the Authority and wished him all the best with his future.
2. RESOLVED that the work programme be noted.

This page is intentionally left blank

From: Mike Whiting, Cabinet Member for Planning, Highways,
Transport and Waste

Andrew Loosemore, Interim Director, Highways, Transport and Waste

To: Environment and Transport Cabinet Committee – 15 May 2018

Subject: Winter Service Update for the 2017-2018 season

Classification: Unrestricted

Past Pathway of Paper: N/A

Future Pathway of Paper: N/A

Electoral Division: All

Summary:

The report updates Cabinet Committee members on the winter service actions taken with a focus on the two snow emergencies declared in the 2017/8 winter season and outlines the lessons learned and continuous improvement initiatives to be implemented for the 2018/19 winter season.

Recommendation:

The Cabinet Committee is asked to discuss and comment on the report and the proposed work plan to implement lessons learned from the recent snow emergencies.

1. Introduction

- 1.1 The highways winter service for 2017/18 began on 26 October 2017 and ended on 26 April 2018 and has been carried out in line with the Winter Service Policy 2017/18 approved at the Environment and Transport Cabinet Committee on 21 September 2017.
- 1.2 This winter has been cold with December and late January seeing very low temperatures. 72 gritting runs were carried out between November and February which compares to the 62 runs that were budgeted for in that period. However, the ‘Beast from the East’ arrived in Kent on 26 February and lasted for a week and was characterised by heavy snow and very low temperatures. More bad weather followed during the weekend of the 16 to 18 March although this was not as severe as the previous event. On both occasions Kent Highways declared a snow emergency. This report sets out the key elements of decision making in winter and the effectiveness of actions that were taken in relation to these snow emergencies. It also discusses lessons learnt and provides detail on current and future actions which will contribute towards the continuing improvement of the winter service.

- 1.3 There are 57 primary salting routes covering 30% of the network. Throughout the winter season, 101 runs have been carried out. Our contractor utilises 112 drivers, 12 loaders and 10 duty officers. Nearly 100 Highways staff were involved in the winter service during the snow emergencies including our out of hours officers and staff from across the service who assisted.

2. Snow emergency

- 2.1 A countywide snow emergency is declared when significant snow fall (50mm or over) is expected across the county. If the snow is confined to specific areas, then the emergency will be limited to that area. All available resources are deployed to grit roads, remove snow, and farmers go out to clear snow in their allocated part of the county. Local winter plans are activated and partnership work with the district and borough councils is put into operation. For this season a winter service communication campaign had been developed and key messages were put out to the media, the KCC website and on social media, including our 'GritterTwitter' and Facebook accounts.
- 2.2 The winter service is well planned, and routes are reviewed annually and amended as necessary. The partnership work with districts that has been in place for several years proved to be highly effective and was of great benefit in the clearance of town centres during the snow emergencies. The gritter drivers are trained and run their routes prior to the winter to ensure they are familiar with them and able to grit effectively during the season.

3. Financial implications

- 3.1 The allocated budget for winter service for 2017/18 is £3,328,600. The cost of both winter emergencies was approximately an additional £1,141,000.

4. Beast from the East 26th February to 5th March

- 4.1 All resources were deployed to deal with the snow during the period 6 February to 5 March. Conference calls took place before and during the event to ensure that actions were communicated to all relevant parties including the Kent Resilience Team. Highways staff were also involved in the Strategic and Tactical calls arranged by Kent Police. Parish councils who had requested them had received one tonne bags of a salt/sand mix to use in their local communities and district and borough councils had been provided with a salt sand mix. Throughout the week as the local plans were activated, and with the assistance of district and borough council colleagues snow clearance extended to include areas outside of the primary route network such as doctor's surgeries, care homes etc.
- 4.2 Throughout the week, 26 gritting runs were done. This compares to the February average of 16 runs for the whole month. 5,000 tonnes of salt were used. Freezing rain is an unusual phenomenon in the UK and this occurred on Friday 2 March. This led to over 50 crashes along the M20 within half an hour. Accidents also occurred on the Kent network as road surfaces froze on impact from the freezing rain.

5. Mini Beast 16-18 March

- 5.1 As with the previous event, plans were put in place to deal with the expected weather. There was less snow than had been forecast however there were icy roads and snow mainly in the west and north of the county. 7 gritting runs were carried out during the three days and this compares to the average of 6 runs that are usually carried out for the whole of March.

6. Farmers

- 6.1 There are 106 farmers contracted to clear 117 routes across the county. The farmers all have pre-arranged routes which they clear when over 50mm of snow falls using snow ploughs provided and maintained by the County Council. All farmers were utilised during the snow events and many worked round the clock to keep rural areas as clear as possible. Snow drifting was a problem during the first snow emergency and many farmers assisted in clearing these. The work they did was invaluable and greatly appreciated by the local communities affected.

7. Communications

- 7.1 Communicating to our customers and road users is critical during snow events and information was provided on our website and via social media. During the week of the 26 February there were 211,900 views of the twitter messages put out by the Press Office. This compares with 12,200 in the previous week. Our Facebook account was also well used and the kent.gov winter service page received 59% of all visits to the website during the snow events. (Appendix A). Media outlets were interested in the winter activity in Kent with most of the major TV and radio channels making contact and interviews were given as appropriate. All this activity helped to ensure that residents knew that action was being taken by KCC to deal with the weather conditions.
- 7.2 Daily written briefings were provided to Members and KCC Senior Management. Additionally, the Highway Management Centre put out regular messages on road closures and twice daily information provided by District Managers to a wider group of stakeholders.

8. Lessons learned and future activity

- 8.1 Over the past few years several improvements have been made to the winter service which has resulted in a more effective and efficient service. These have included the provision of salt/sand bags to parish councils, new contracts with farmers, formal partnership arrangement with district and borough councils and improved communications and messages for the public. From these two snow emergencies lessons have been learnt and these will that will be looked at to make improvements for the future as outlined below:
- 8.2 **Secondary routes** – during the recent snow events no secondary routes were treated. In the main this was due to all available resources concentrating on keeping the primary routes open and keeping Kent moving. A review of secondary routes will be carried out in the summer to determine which parts of that network could be prioritised during a snow event and the impact that

would have on budget and resource requirements. Consideration will be given to hilly areas and bus routes and other strategic areas.

- 8.3 **Mutual aid** – prior to the winter season a meeting was held with neighbouring authorities to agree mutual aid if it was needed. This worked very well and salt sharing agreements with Highways England Area 4 were effective and will be continued.
- 8.4 **Partnership working** – explore extending the use of farmers and district and borough councils to include assistance on redesigned secondary routes at key times in strategic areas. Also conduct a trial providing some farmers with gritting equipment as well as snow ploughs
- 8.5 **Local district plans** – these will be reviewed and updated in line with the activity carried out during the snow emergencies and joint working with the district council

9. Conclusion

- 9.1 This season's winter service has been challenging but the service has been delivered successfully in line with the Winter Service Policy. This has been due to the hard work and goodwill of all highways teams involved who stepped up to the demands of this challenge and demonstrated their ability to manage severe weather events. The two winter emergencies were managed well though it is acknowledged that there are lessons to be learned as outlined in this report and steps are being taken to review these and some of the initiatives being considered during the summer will contribute towards improvements that could be applied to a similar situation in the future. The result of this work will be reported to this Cabinet Committee later in the year.

10. Recommendations

The Cabinet Committee is asked to discuss and comment on the report and the proposed work plan to implement lessons learned from the recent snow emergencies.

Contact details

Report Author:

Carol Valentine, Highway Manager (West)

carol.valentine@kent.gov.uk

03000 413843

Head of Service:

Andrew Loosemore

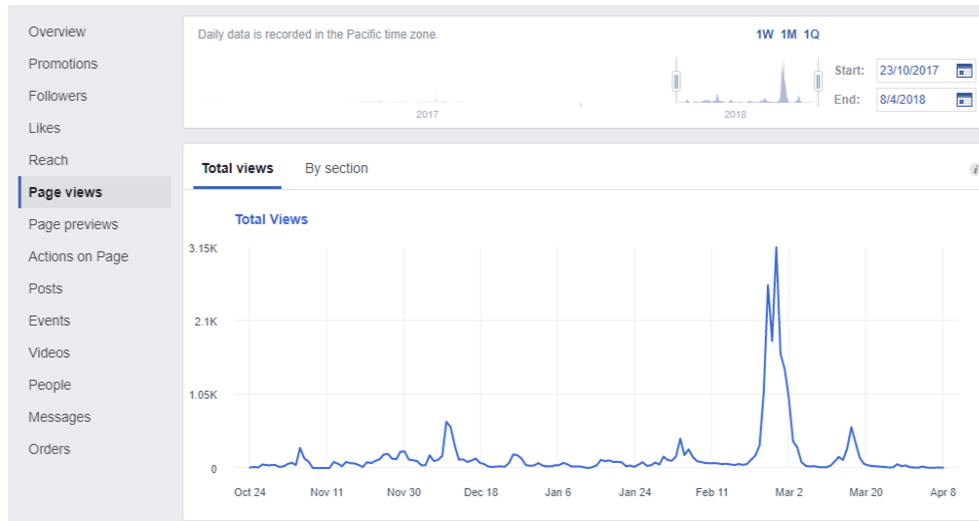
Interim Director of Highways Transport and Waste

Andrew.loosemore@kent.gov.uk

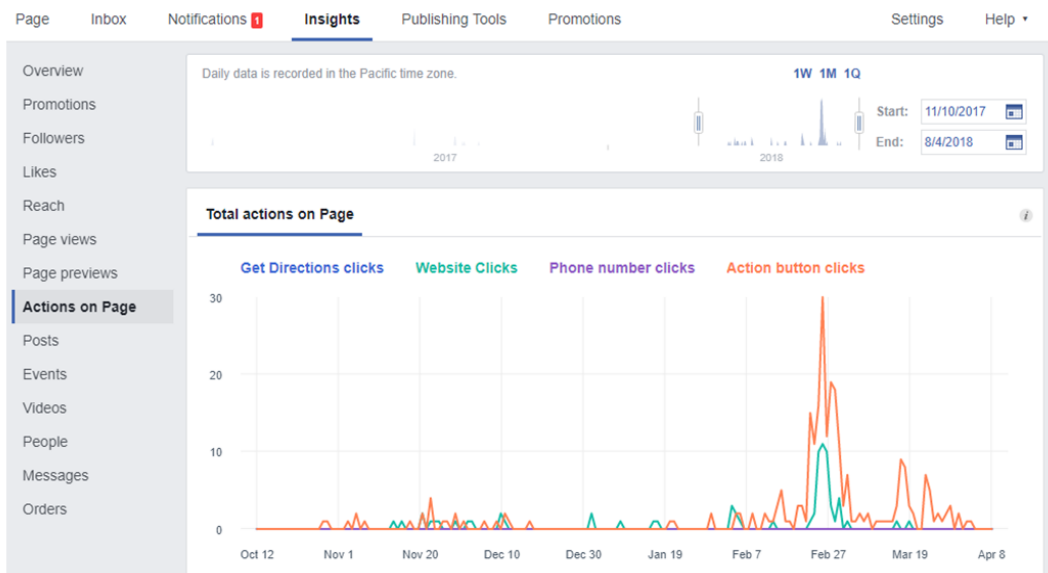
03000 411652

Appendix A

GrittingKent Facebook – Page views



GrittingKent Facebook - Actions



This page is intentionally left blank

From: Mike Whiting - Cabinet Member for Planning, Highways, Transport and Waste
Barbara Cooper, Corporate Director, Growth, Environment & Transport

To: Environment & Transport Cabinet Committee - 15 May 2018

Decision No: 17/00025(b)

Subject: A2500 Lower Road Improvements – Phase 2 Lower Road Widening

Classification: Unrestricted

Past Pathway of Paper: None

Future Pathway of Paper: None

Electoral Division: Sheppey

Summary: This report updates Members on the Phase 1 A2500 Lower Road/Barton Hill Drive Roundabout Improvement Scheme and seeks approval for the outline design of the Phase 2 A2500 Lower Road Widening.

Recommendation(s):

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

- i) approval to the outline design for the A2500 Lower Road Widening, for public consultation, development control and land charge disclosures as shown on Drawing No. 0323-PH2-PE-001 Rev 0. (Fig. 1)
- ii) to progress the design through the next stages of development and delivery including any ancillary works such as drainage and environmental mitigation;
- iii) to take all steps necessary to obtain and implement all statutory Orders and approvals or consents required for the schemes;
- iv) to enter into land and funding agreements associated with development contributions;
- v) to 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, and
- vi) for the Corporate Director of Growth, Environment & Transport, under the Officer Scheme of Delegations, to take further or other decisions as may be appropriate to deliver the A2500 Lower Road Improvement scheme in accordance with these recommendations and the earlier overarching decisions given under Record of Decisions 17/00025, that remains extant.

1. Introduction

- 1.1 The A2500 Lower Road is a narrow single carriageway route, often described as the 'missing link' in Sheppey's road network. This road currently does not provide a safe and suitable route for all users. The narrow road width, lack of verges and abutting hedgerows create a constrained corridor, with no facilities for cyclists or pedestrians. This effectively severs the connection for non-motorised road users between the residential areas of south Minster and employment opportunities in Queenborough and is a poor-quality route for vehicular traffic with ever-growing maintenance issues. Larger vehicles struggle to pass each other when traveling in opposite directions and this adds to the deterioration of the carriageway edge.
- 1.2 The existing traffic signal-controlled junction at the Lower Road junction with Barton Hill Drive is a pinch point on the principal A2500 route that serves the Isle of Sheppey and connects with the Strategic Road Network. There are congestion issues at this junction and the lack of capacity is acting as a barrier to the delivery of new housing at sites identified in the adopted Local Plan.
- 1.3 This report provides an update on the progress of the Phase 1 scheme and seeks approval for the outline design of the Phase 2, A2500 Lower Road widening, shown on Fig.2 – Drawing No. 0323-PH2-PE-001 Rev 0.
- 1.4 It is proposed to improve the A2500 Lower Road between Cowstead Corner and Barton Hill Drive and the Barton Hill Drive junction and provide a much need footway/cycleway link along Lower Road. The location of the proposals is shown on Fig 3.
- 1.5 The A2500 Lower Road improvements will be delivered in 2 Phases:
 - Phase 1 – The improvement of the Lower Road/ Barton Hill Drive Junction
 - Phase 2 – The Improvement of Lower Road between the A249 at Cowstead Corner and Barton Hill Drive
- 1.6 A report to this Committee on 13 March 2017 gave details of the Local Growth Fund (LGF) Growth deal (Round 3) that included the allocation of funding for the Lower Road Improvements and specifically the Barton Hill junction improvement (Phase1). The Record of Decision 17/000025 is at Annex A.
- 1.7 Policy A12 of 'Bearing Fruits 2031: The Swale Borough Local Plan 2017.' adopted in July 2017 has identified land to the west of Barton Hill Drive as a suitable allocation for some 620 homes, as well as associated infrastructure improvements including to the A2500 Lower Road. The Local Plan identifies access to this development from the new roundabout. The scheme has been designed to accommodate this fourth arm and cater for the associated traffic movements from the development site. The updated design is shown in Fig 1 - Drawing No. 0323-PH1-PE-001 Rev 0.
- 1.8 The LGF bid was limited to the improvement of the Barton Hill Drive junction as there was insufficient match funding available to bid for the full package of improvements. The inclusion of Policy A12 in the Swale Local Plan for the

development of land to the west of Barton Hill Drive and KCC's successful bid to the National Productivity Investment Fund (NPIF), have provided the opportunity to deliver Phase 2 and provide the full package of improvements needed along this section of Lower Road.

2. Scheme Overview

Phase 1 – Lower Road Barton Hill Drive Junction

- 2.1 The approved outline design for Phase 1, the improvement of the Lower Road / Barton Hill Drive Junction, is shown on Fig 4 Drawing No. 43000416/000/06 Rev 0.
- 2.2 The existing traffic signals will be removed, and a new roundabout constructed to improve the capacity of the junction.
- 2.3 The size and location of the surface water storage lagoon has now been agreed with the landowner and the Internal Drainage Board and will be on land to the south of Lower Road. The land for the scheme and lagoon is being made available by the landowner and negotiations for the transfer of the land have commenced.
- 2.4 The revised outline design for the Phase 1 junction improvement incorporating the additional arm on the roundabout and the surface water lagoon is shown on Fig 1 - Drawing No. 0323-PH1-PE-000- Rev 0.

Phase 2 – Lower Road Widening

- 2.5 The outline design for Phase 2 is to widen a 1.1km section of the A2500 Lower Road between the A249 at Cowstead Corner and Barton Hill Drive, including the construction of a new shared footway/cycleway alongside the road. This will provide infrastructure for all road users, currently lacking in this location. The proposals are shown on the scheme plan in Fig 2 - Drawing No. 0323-PH2-PE-000- Rev 0.
- 2.6 The existing carriageway will be slightly realigned and widened to 7.3m to comply with current design standards and a new shared use 3.5m wide footway/cycleway will be provided along the north side of the road. The footway/cycleway will provide a link between the residential area of Minster and the commercial and employment areas in and Queenborough and Rushenden.
- 2.7 The widening of the road is generally to the north of Lower Road on land being made available by the promoters of the development site to the west of Barton Hill Drive.

3 Public Engagement

- 3.1 The proposals for Phase 1 were first presented to Minster Parish Council on 20 October 2016. This was followed by a presentation to Minster Parish Council on 7th December 2017, with an update on both Phase 1 and 2.
- 3.2 The proposals for Phases 1 and 2 were presented to the Swale Joint Transportation Board on 18 December 2017.

- 3.3 A public exhibition was held at the Minster Parish Council Office's on 5 December 2017 and this was attended by approximately 40 people. The proposals were generally well received. Attendees included a representative from the Lower Road Action Group who welcomed the proposals for the new footway/cycleway link.
- 3.4 A further public engagement exercise will be undertaken in June prior to commencement of construction of Phase 1 to give further information on the programme and traffic management required to build the new roundabout. The timescale is dependent on securing land acquisition and receipt of match funding through the s106 contributions.

4. Current Position

Phase 1

- 4.1 The SELEP LGF funding has been confirmed and developer contributions from s106 agreements identified.
- 4.2 Detailed design work has been completed on the proposals for the roundabout junction of the A2500 Lower Road with Barton Hill Drive.
- 4.3 A planning screening opinion for Phase 1 was submitted to the planning authority. Confirmation has been received that a full Environmental Impact Assessment (EIA) is not required and that the proposals are therefore able to proceed as permitted development.
- 4.4 Initial discussions have taken place with the KCC Streetworks Team to identify the most appropriate times to undertake the works. Details are still to be finalised, but construction will be planned to ensure minimum traffic disruption in July and August to avoid delays to holiday traffic. The proposed roundabout is mainly located on land adjacent to the highway and this will allow most of the works to be constructed with minimal impact on existing traffic
- 4.5 Construction tenders have been received and a preferred Contractor identified. The Contractor will be appointed in May 2018. The option to carry out Phase 2 of the scheme has been included in this contract.

Phase 2

- 4.6 The NPIF bid for part funding of Phase 2 has been confirmed. It is a condition of the NPIF Funding that it is spent by March 2020.
- 4.7 Match funding and the provision of the land required for the widening of Lower Road has been identified and agreed in principal with the promoters of the development site under Local Plan Policy A12. The confirmation of the match funding and provision of the land will need to be secured through a s106 agreement, following resolution to grant planning permission. An outline planning application is due to be submitted by the developers to Swale Borough Council in May 2018.
- 4.8 Consultants have been engaged to provide the feasibility design, detailed design and construction drawings for Phase 2.

- 4.9 A screening opinion is being prepared for Phase 2 to determine if a full Environmental Impact Assessment is required. As the nature of the site of Phase 2 is similar to Phase 1 it is anticipated this will not be required and hence the scheme will also be able to proceed as permitted development.

5.0 Next Steps

- 5.1 The appointment of the preferred contractor to undertake the works for Phase 1 will be undertaken in May 2018. The contract will include the works for Phase 2 but there will be a break clause in the contract should Phase 2 not progress to construction.
- 5.2 It is anticipated that the negotiations and entry onto and transfer of the land required for Phase 1 of the scheme will be completed by the end of May 2018.
- 5.3 The earliest construction start date for Phase 1 is summer 2018; there is a risk that construction may be delayed until spring 2019, if land acquisition or the receipt of match funding through the s106 contributions are delayed.
- 5.4 The design of Phase 2 will be progressed, and land will be acquired in line with the developer's planning application timeline. It is anticipated that the earliest date for construction of Phase 2 Spring 2019.
- 5.5 Consideration will be given to the construction works to ensure that they have minimal impact during the main tourist season. For Phase 2, the widening of Lower Road will inevitably have a greater impact, and this will also be planned in detail with the Streetworks Co-ordinator.

6. Financial Implications

- 6.1 The overall estimated cost of the scheme for both phases of the Lower Road improvements is £6.655m.
- The estimated scheme cost for Phase 1 is £1.805m.
 - The estimated scheme cost for Phase 2 is £4.85m.
- 6.2 **Phase 1:** The allocation from the Single Local Growth Fund for Phase 1 of £1.265m was formally confirmed by the SE LEP Accountability Board in June 2016 and there is a requirement to spend the allocation before the end of 2020/21. A total of £0.54m is to be provided via developer contributions. A s106 agreement for the contributions has been signed, with contributions due prior to commencement of the associated development.
- 6.3 **Phase 2:** The allocation from the National Productivity Investment Fund of £3.195m was formally confirmed by the Department of Transport in a letter to the County Council dated 25 October 2017. There is a requirement to spend the allocation by March 2020. Match funding is being provided by a developer contribution of £1.455m, with a further £0.2m contribution from Swale Borough Council being made available to the scheme. The developers funding will result from the development on the site of Policy A12 and this will need to be secured through a s106 agreement.

7. Policy Framework

- 7.1 The Lower Road improvements 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 help to reduce congestion, improve safety and mitigate associated air quality concerns. By providing additional traffic capacity it will unlock development potential for new homes and jobs in Minster and the surrounding areas on the Isle of Sheppey. The benefits will broaden out to Eastchurch and Leysdown to the east of Sheppey.
- 7.2 The Lower Road improvements are fully supported by the 'Local Transport Plan 4: Delivering Growth without Gridlock 2016-2031', which identifies the improvements to Lower Road and improved east-west cycleways on Sheppey as key priorities for the Swale Borough area. It also highlights how investment in these infrastructure projects is vital to boost Kent's economy and support a growing population. Furthermore, the Active Travel Strategy sets out the ambition to make active travel an attractive and realistic choice, recognising the significant benefits this brings to public health, reducing congestion and improving air quality. This scheme directly supports those objectives.

8. Legal and Equalities Implications

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

9. Conclusions

- 9.1 The successful award of the NPIF funding and contributions from the promoters of the development site to the west of Barton Hill Drive will enable the full scheme of highway improvements along the A2500 Lower Road to be delivered. This will also provide a much need footway and cycleway link connecting the key areas of the Minster and Queenborough.
- 9.2 The scheme has made significant progress. The design and procurement for Phase 1 is complete and the contract award to the preferred contractor to undertake the works is imminent. The surveys and feasibility designs for Phase 2 are well advanced. Phase 2 has been included as an option in the Phase 1 contract so that a procurement exercise will not need to be repeated.
- 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 significance and with the Corporate Director invited to take other decisions where appropriate and where authorised under the Officer Scheme of Delegations.

10. Recommendations

- 10.1 The Cabinet Committee is asked to consider and endorse, or make recommendations to the Cabinet Member for Planning, Highways, Transport

and Waste on the proposed decisions as indicated below and attached at Appendix A;

- i) approval to the outline to the outline design for the A2500 Lower Road Widening, for public consultation, development control and land charge disclosures as shown on Drawing. No. 0323-PH2-PE-001 Rev 0. – Fig 1
- ii) to progress the design through the next stages of development and delivery including any ancillary works such as drainage and environmental mitigation;
- iii) to take all steps necessary to obtain and implement all statutory Orders and approvals or consents required for the schemes;
- iv) to enter into land and funding agreements associated with development contributions;
- v) to 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, and
- vi) for the Corporate Director of Growth, Environment & Transport, under the Officer Scheme of Delegations, to take further or other decisions as may be appropriate to deliver the A2500 Lower Road Improvement scheme in accordance with these recommendations and the earlier overarching decisions given under Record of Decisions 17/00025, that remains extant.

11. Background Documents

Appendix A – Proposed Record of Decision

Fig 1 – Drawing No. 0323-PH1-PE-001 Rev 0 – Phase 1 Scheme Plan

Fig 2 – Drawing No. 0323-PH2-PE-001 Rev 0 – Phase 2 Scheme Plan

Fig 3 – Location Plan Drawing

Fig 4 – Drawing No. 43000416/000/06 Rev 1 – Phase 1 Approved Layout

Annex 1 - Record of Decision 17/00025 dated 13 March 2017.

Equalities Impact Assessment dated 24 April 2018

12. Contact details

Lead Officers:

Richard Shelton – Major Capital Programme Project Manager

07540 677604

richard.shelton@kent.gov.uk

Mary Gillett - Major Capital Programme Manager

07540 675423

mary.gillett@kent.gov.uk

Lead Director:

Tim Read - Interim Director of Highways, Transportation & Waste

03000 411662
Tim.Read@kent.gov.uk

KENT COUNTY COUNCIL – PROPOSED RECORD OF DECISION

DECISION TAKEN BY

Mike Whiting

Cabinet Member for Planning, Highways, Transport and Waste

DECISION NO:

17/00025(b)

For publication

Key decision*

Yes –

Subject: A2500 Lower Road Improvements – Phase 2 Lower Road Widening

Decision:

As Cabinet Member for Planning, Highways, Transport and Waste I agree to give

- i) approval to the outline design for the A2500 Lower Road Widening, for public consultation, development control and land charge disclosures as shown on Drawing. No. 0323-PH2-PE-001 Rev 0. (Fig. 1)
- ii) to progress the design through the next stages of development and delivery including any ancillary works such as drainage and environmental mitigation;
- iii) to take all steps necessary to obtain and implement all statutory Orders and approvals or consents required for the schemes;
- iv) to enter into land and funding agreements associated with development contributions;
- v) to 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, and
- vi) for the Corporate Director of Growth, Environment & Transport, under the Officer Scheme of Delegations, to take further or other decisions as may be appropriate to deliver the A2500 Lower Road Improvement scheme in accordance with these recommendations and the earlier overarching decisions given under Record of Decisions 17/00025, that remains extant

Reason(s) for decision:

The A2500 Lower Road is a narrow single carriageway route, often described as the ‘missing link’ in Sheppey’s road network. This road currently does not provide a safe and suitable route for all users. The narrow road width, lack of verges and abutting hedgerows create a constrained corridor, with no facilities for cyclists or pedestrians. This effectively severs the connection for non-motorised road users between the residential areas of south Minster and employment opportunities in Queenborough and is a poor-quality route for vehicular traffic with ever-growing maintenance issues. Larger vehicles struggle to pass each other when traveling in opposite directions and this adds to the deterioration of the carriageway edge.

It is proposed to improve the A2500 Lower Road between Cowstead Corner and Barton Hill Drive and the Barton Hill Drive junction and provide a much need footway/cycleway link along Lower Road.

Cabinet Committee recommendations and other consultation:

A report to this Environment and Transport Cabinet Committee on 13 March 2017 gave details of the Local Growth Fund (LGF) Growth deal (Round 3) that included the allocation of funding for the

Lower Road Improvements and specifically the Barton Hill junction improvement (Phase1). The Record of Decision is 17/000025.

The proposals for Phase 1 were first presented to Minster Parish Council on 20 October 2016. This was followed by a presentation to Minster Parish Council on 7th December 2017, with an update on both Phase 1 and 2. The proposals for Phases 1 and 2 were presented to the Swale Joint Transportation Board on 18 December 2017. A public exhibition was held at the Minster Parish Council Office's on 5 December 2017.

A further public engagement exercise is planned in June 2018 prior to commencement of construction of Phase 1 to give further information on the programme and traffic management required to build the new roundabout.

Any alternatives considered:

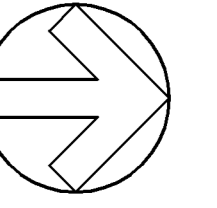
N/A

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

.....
signed

.....
date

Name:



DO NOT SCALE

KEY

- PROPOSED HIGHWAY BOUNDARY
- PROPOSED NATIVE HEDGE
- PROPOSED SPECIMEN TREE
- EXISTING TREE TO BE RETAINED
- PROPOSE NATIVE SHRUB MIX
- PROPOSED CARRAGEWAY
- PROPOSED FOOTWAY/CYCLEWAY
- PROPOSED GRASSCRETE
- PROPOSED MEADOW GRASS
- PROPOSED LOW SHRUB PLANTING
- PROPOSED VERGE GRASS
- EMORSGATE EM8-MEADOW MIXTURE FOR WETLAND SEED MIX OR SIMILAR APPROVED
- PROPOSED FENCE
- PROPOSED DRAINAGE BASIN

REV	DATE	BY	DESCRIPTION	CHK	APP
FOR INFORMATION ONLY					
DRAWING STATUS					

wsp

Mountbatten House, Basing View, Basingstoke, Hampshire RG21 4HU
 Tel: +44 (0)1256 318800 Fax: +44 (0)1256 318700
 www.wspgroup.com www.pdworld.com

CLIENT:	KENT COUNTY COUNCIL		
PROJECT:	A2500 LOWER ROAD, MINSTER PHASE 1 - BARTON HILL DRIVE ROUNDABOUT		
TITLE:	FIGURE 1 - SCHEME PLAN		
SCALE @ A4:	1:4000	DRAWN BY:	KW
DATE:	03/23/PH1-PE-001	CHECKED BY:	JT
PROJECT NO.:	70030323	DATE:	April 2018
© WSP Group Ltd			

Reproduced from the Ordnance Survey map with the permission of the Controller of Her Majesty's Stationery Office. Licence no. 100048755. Crown copyright reserved.

This page is intentionally left blank

KEY

	PROPOSED HIGHWAY BOUNDARY
	PROPOSED CARRIAGEWAY
	PROPOSED FOOTWAY/CYCLEWAY
	PROPOSED GRASSCRETE
	PROPOSED VERGE/GRASS
	PROPOSED LOW SHRUB PLANTING
	PROPOSED FENCE
	PROPOSED DRAINAGE BASIN
	WATERCOURSE



Reproduced from the Ordnance Survey map with the permission of the Controller of Her Majesty's Stationery Office. Licence no. 1000481975. Crown copyright reserved.

NOTES

1. HEDGEROWS AND LANDSCAPING TO BE AGREED AT DETAILED DESIGN

DRAWING STATUS: **S2 - FOR INFORMATION**

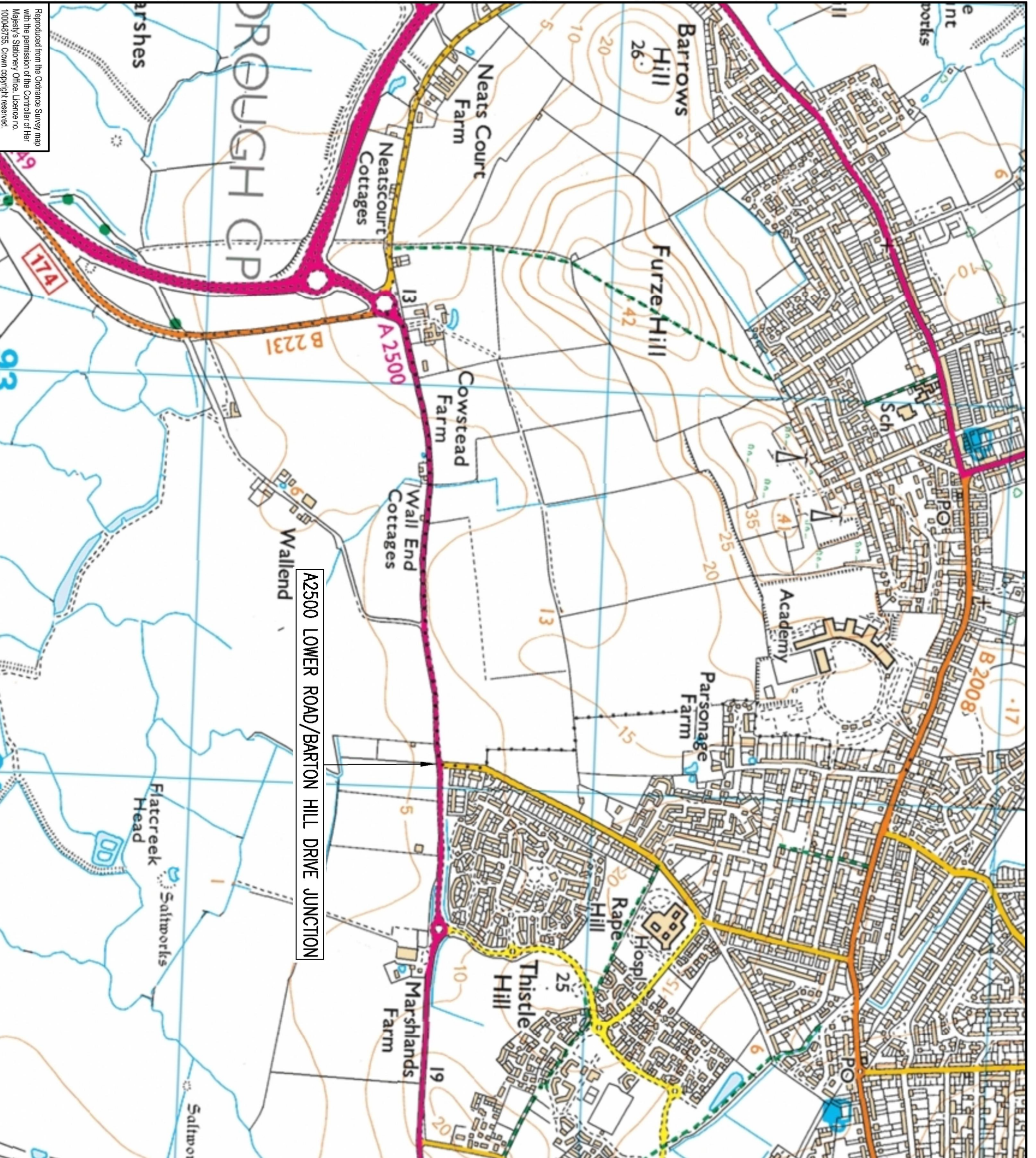
Mountain House
Basing View
Basingstoke
RG27 4HL, UK
T+44 (0) 1256 318 800
F+44 (0) 1256 318 700
WSP.COM

CLIENT:	KENT COUNTY COUNCIL
PROJECT:	A2500 LOWER ROAD, MINSTER PHASE 2 - LOWER ROAD WIDENING
TITLE:	FIGURE 2 - SCHEME PLAN

SCALE @ A4:	1:8000	CHECKED:	KW	APPROVED:	SH
PROJECT NO.:	70040157	DESIGNED:	KW	DRAWN:	JT
DRAWING NO.:	0323-PH2-PE-001	DATE:	April 18	REV.:	A

© WSP UK Ltd

This page is intentionally left blank



Reproduced from the Ordnance Survey map with the permission of the controller of Her Majesty's Stationery Office. Licence no. 100048755. Crown copyright reserved.

DO NOT SCALE

REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS
FOR TECHNICAL APPROVAL



Mountbatten House, Basing View, Basingstoke, RG21 4HU, UK
T +44 (0) 1256 318 800, F +44 (0) 1256 318 700
wsp.com

CLIENT:
KENT COUNTY COUNCIL

ARCHITECT:

PROJECT:
A2500 LOWER ROAD, MINSTER
PHASE 1 - BARTON HILL DRIVE ROUNDABOUT

TITLE:

FIGURE 3 - SITE LOCATION PLAN

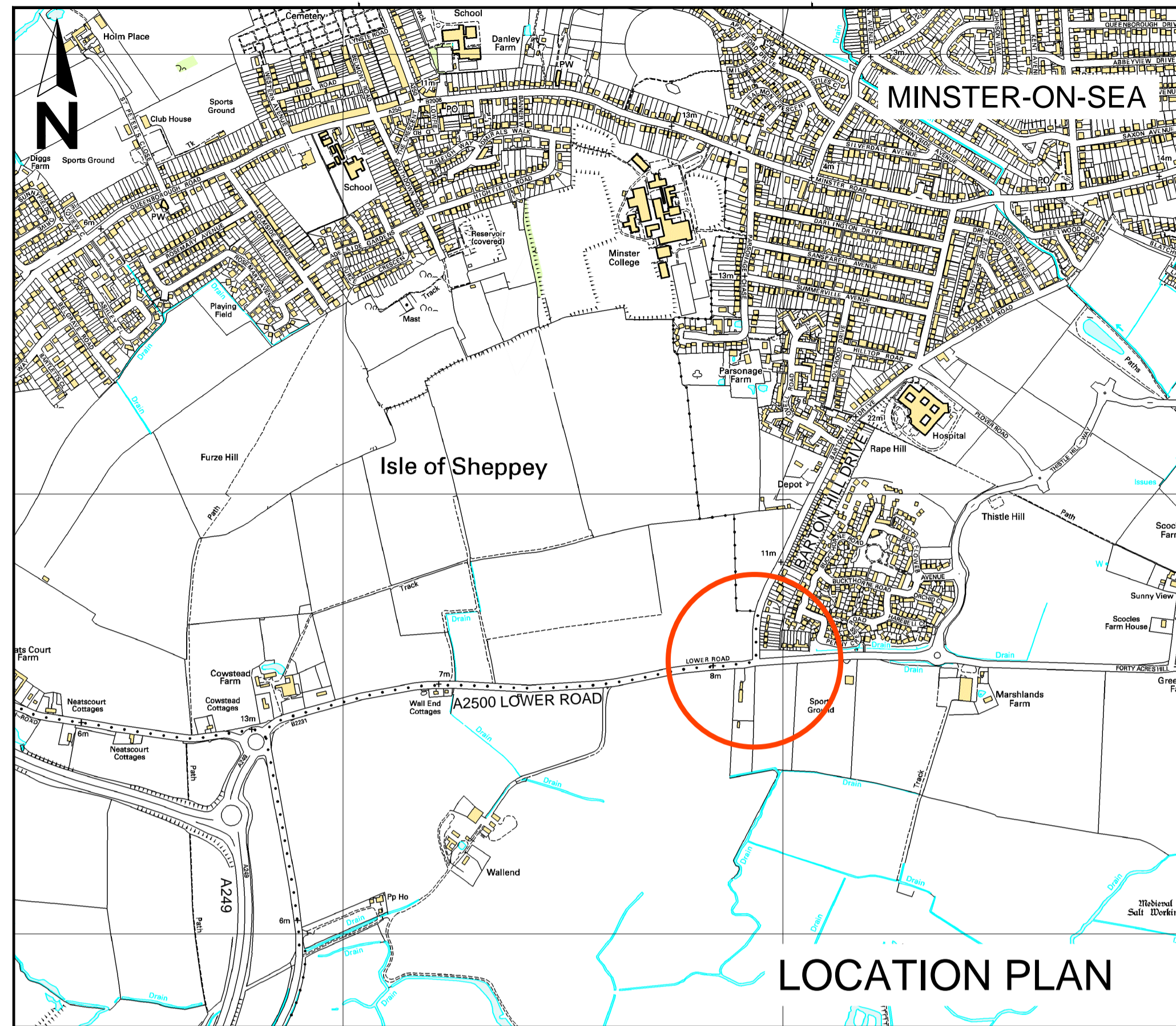
SCALE @ A3	CHECKED:	APPROVED:
AS SHOWN		

DAO FILE	DESIGN/DRAWN	DATE
0323-PH1-PE-003		April 2018

PROJECT No.	DRAWING No.	REV.
70030323	0323-PH1-PE-003	

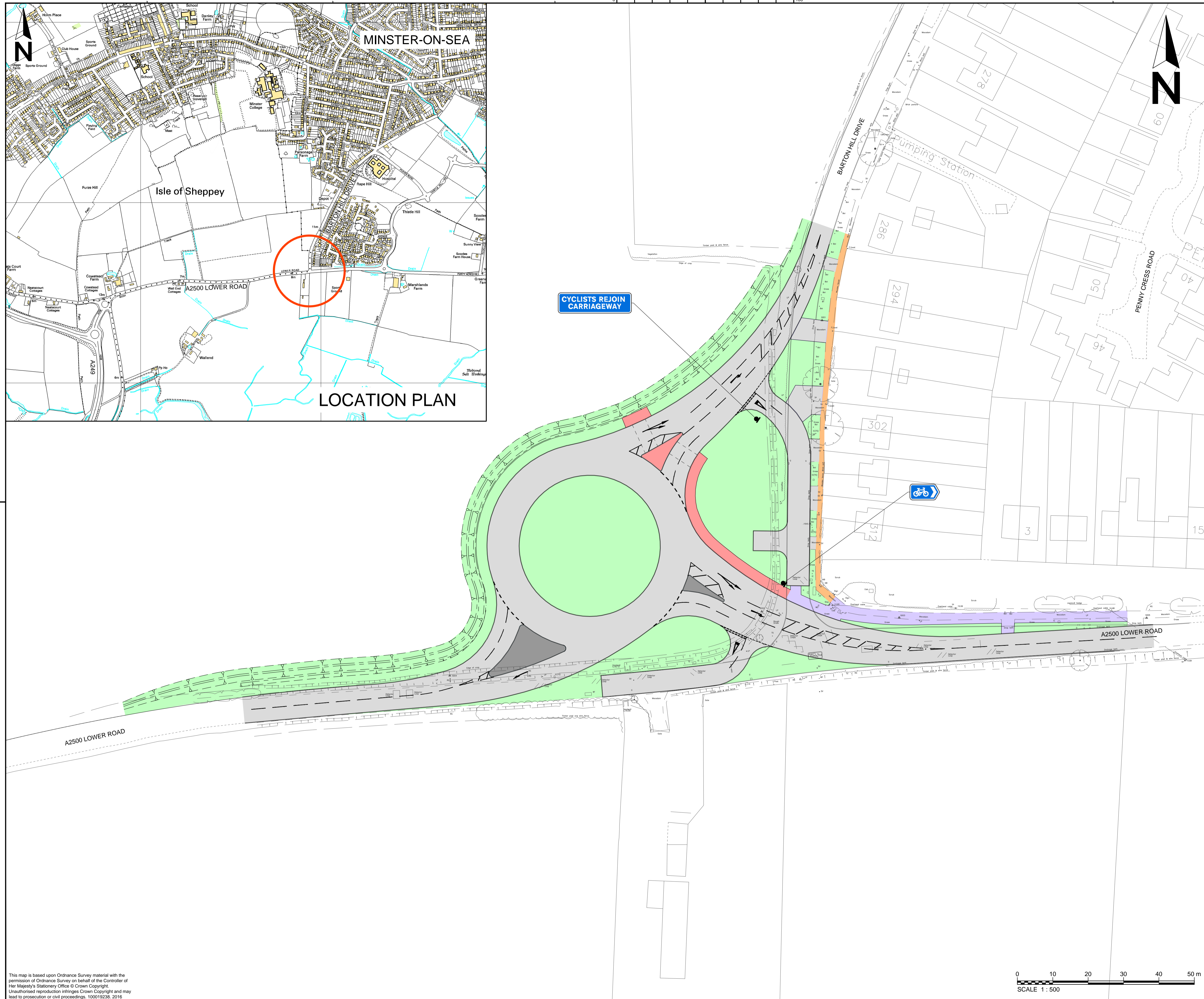
© WSP Group plc

This page is intentionally left blank



LOCATION PLAN

CYCLISTS REJOIN CARRIAGEWAY



KEY

- Carriageway
- Verge / Earthworks / Landscaping
- Footway
- Non Pedestrian Hardstanding
- Shared Footway/Cycleway - Current Use
- Shared Footway/Cycleway - Future Use

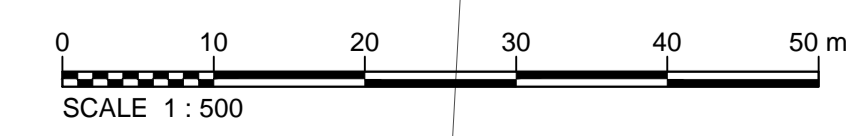
Rev	Revision details	Chkd	Appd	Date
Drawn:	BRS			Preliminary
Design:				For comment
Chkd:	TMW			For tender
Appd:	CSS			For construction
Date:	21 JAN 16			As constructed
				Other



Client
 Project Name
**Lower Road / Barton Hill Drive
 Minster-on-Sea, Sheppey**

Drawing Title
Proposed Junction Layout

Original Drawing Size : A1	Dimensions : m
Scale : 1:500	Copyright © Amey
Drawing No 4300416/000/06	Rev 0



This map is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. 100019238, 2016

This page is intentionally left blank

KENT COUNTY COUNCIL – RECORD OF DECISION

DECISION TAKEN BY

Matthew Balfour, Cabinet Member for Environment and Transport

DECISION NO:

17/00025

For publication

Key decision*

Yes – Expenditure over £1m

Subject: Local Growth Fund Round 3 Schemes

Decision:

As Cabinet Member for Environment & Transport, I agree 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

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.

Reason(s) for decision:

In the Growth Deal announcements in July 2014 (Round One) and January 2015 (Round Two), the Government allocated £482 million from the Local Growth Fund to capital projects across the South East Local Enterprise Partnership (SELEP) area. In January 2017, a further Growth Deal Extension was announced by Government following a SELEP Local Growth Fund Round Three submission. In total, through the three rounds, £104m Local Growth Fund has been allocated towards the delivery of 25 Highways and Transportation projects in Kent.. An additional £24m has been allocated through the Local Growth Fund to deliver 6 non-transport schemes in Kent.

Financial Implications

It has been agreed with Government that SELEP and therefore Kent County Council will receive Local Growth Fund in quarterly instalments in advance in accordance with the scheme spending profiles, subject to completion of a Transport Business Case for each project and the approval of the project by SELEP Accountability Board.

The Service Level Agreement between the SELEP Accountable Body (Essex County Council) and

Kent County Council transfers responsibility for the delivery of the LGF projects in Kent to the Council.

The match funding has been secured from other local government programmes, and developer contributions as set out above in the respective scheme paragraphs. This match funding will be secured through a legal agreement to be signed by the contributors and the County Council.

Governance

All schemes will be delivered in line with the current governance arrangements under the Local Growth Fund (KCC and SELEP). Therefore each scheme will carry out necessary consultation and equality impact assessments as part of the scheme progression.

Cabinet Committee recommendations and other consultation:

The proposal was considered and endorsed by Members of the Environment and Transport Cabinet Committee at their meeting on 13 March 2017.

It was also noted that the schemes will require approval of a full Business Case by the SELEP Accountability Board.

Any alternatives considered:

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

None



signed

4th April 2017

date

Name: Matthew Balfour

KCC - Growth, Environment and Transport Directorate (GET)

Equality Analysis / Impact Assessment (EqIA) template

Name of decision, policy, procedure, project or service

A2500 Lower Road/Barton Hill Drive Junction Improvement and the A2500 Lower Road Improvement

Brief description of policy, procedure, project or service

The proposed scheme, which is an important strategic corridor, is located on the A2500 near Minster on the Isle of Sheppey within the district of Swale. The A2500 is the main link between the A249 with it links to the national road network and the east of the Isle of Sheppey.

The scheme will provide additional highway capacity to allow for the strategic growth of the Swale District area. The scheme includes the following:

- Provision of a new roundabout junction between the A2500 Lower Road and Barton Hill Drive
- Improvement of the A2500 Lower Road between the A249 at Cowstead Corner and Barton Hill Drive
- Provision of a new pedestrian and cycle link along the A2500 between Cowstead Corner and Barton Hill Drive

The recent allocation of local growth funding and national productivity infrastructure funding from Central Government and developer contributions has now made the scheme possible.

Date Document Updated 24/04/2018

1

This document is available in other formats. Please contact diversityinfo@Kent.gov.uk or telephone on 03000 415 762

GET Document Control



Revision History

Version	Date	Authors	Comment
V0.1	20/04/2018	Richard Shelton	Amended drafted using latest template
V0.2	23/04/2018	Richard Shelton	Amended to incorporate comments from Akua Agyepong
V1	23/04/2018	Richard Shelton	Issued for Sign off
V1	(this should be assigned to the version the Director signs off)		

Document Sign-Off (this must be both the relevant Head of Service and the relevant Director)

Attestation

I have read and paid due regard to the Equality Analysis/Impact Assessment concerning the highway improvements of the A2500, Lower Road, Minster. I agree with the actions to mitigate any adverse impact(s) that has /have been identified.

Name	Signature	Title	Date of Issue
Tim Read		Head of Service	24/4/18
Roger Wilkin		Director	24/4/2018

Date Document Updated 24/04/2018

Part 2 - Full Equality Analysis /Impact Assessment

From the screening grid, identify the Protected Groups impacted

The proposed project will impact only three of the Protected Groups, age, disability and carers. The key issues are the potential conflict of crossing the A2500 Lower Road and the new junction.

Information and Data used to carry out your assessment

The district population database has been reviewed to assess the impact on older and younger people and people with disabilities. Findings from the Kent District Profile database show that in Swale, 35,700 people are aged 60+ and 13,684 older people (aged 60+) and 3,159 young people have a long-term health problem or disability. Of those with a disability, 20 young people are recorded as having a visual impairment. There are no visual impairment statistics for older people.

Who have you involved consulted and engaged with?

Engagement work is underway, with meetings having been held with local and district councillors, and the local parish council to provide information and to keep them updated on progress of the scheme.

Regular contact is made with The Lower Road Campaign Group <http://lowerroad.co.uk/the-road> to keep them fully informed of the scheme developments.

An initial engagement exercise will take place with the general public, local businesses and other key stakeholders at the conclusion of the outline design, to share details of the proposed design. Part of this engagement process will be to target the groups identified within this assessment.

Analysis

The proposals will impact positively on three of the Protected Groups, age, disability and carers. The scheme will improve crossing points on the A2500 Lower Road and the new junction.

Due to the rural setting of the road there are limited desire lines for pedestrians within these Protected Groups to need to cross the new road.

Lower road is a rural road with no current provision for pedestrian or cyclists. There is a desire to provide connectivity between the residential areas of Minster and Thistle Hill with the retail and employment areas of Neat's Court and Queenborough. The provision of the dedicated footway/ cycleway will provide a benefit to the users of the protected groups by giving a safer route for users.

Date Document Updated 24/04/2018

Part 3 - Action Plan

Protected Characteristic	Issues Identified	Action to be taken	Expected outcomes	Owner	Timescale	Resource implications
Access to and use of the highway network by all user groups and those with disabilities and mobility problems	Designs to be in accordance with current guidelines and best practice	Ensure designs are carried out in accordance with the Design Manual for Roads and Bridges (DMRB), which gives guidance based on current legislation for non-motorised users (NMU) and those with disabilities and Department of Transport (DoT) Guidance on Inclusive Mobility first published 15 December 2005. Regular design review with the designers. NMU audits will be undertaken to ensure due consideration is given to all road users	Compliant design with the DMRB and DoT Guidance on Inclusive Mobility. Accepted NMU Audit	Richard Shelton	Phase 1 design completed December 2017 Phase 2 design in September 2018	Integral to the project budget.
Access to and use of the highway network by users with disabilities and mobility problems	The need to engage with Kent Association for the Blind, Guide Dogs for the Blind, and other local forums once an outline design layout for the scheme has been produced to	Write to Kent Association for the Blind, Guide Dogs for the Blind requesting comments/meeting to discuss the scheme Other Local groups to be consulted: • Age Uk Sheppey – www.ageuk.org.uk/sheppey	Receive comments and where appropriate / practical, these will be accommodated in the design	Richard Shelton	Initially during the consultation process in Dec 2017 And then as the detailed design stage develops in 2018	Unknown at this stage but likely scale of any changes could be accommodated within current project budget

Date Document Updated 24/04/2018

7

This document is available in other formats. Please contact diversityinfo@Kent.gov.uk or telephone on 03000 415 762

Access to and use of the highway network by all users, including those with disabilities and mobility problems	The need to advise all users of the A2500 Lower Road and Barton Hill Drive, of proposed traffic management and restrictions on use of any parts of the route during the construction phase of the project	Public engagement, via letter drops, websites, social media and public meetings where appropriate.	To ensure all users are aware of construction works/programme and any temporary access arrangements to ensure they can access and use the highway safely during the construction works.	Richard Shelton	At appropriate times between 2018 to 2020 (Provisional Construction period)	Included within current project budget
--	---	--	---	-----------------	---	--

Have the actions been included in your business/ service plan? Yes
Next Steps

1. Having completed Part 3, then
 - a. Delete any red text
 - b. please complete the Judgement and the Summary RAG Rating above, and
 - c. Submit this form to your Head of Service and Director for sign off.
 - d. Once they have both signed, please send to GETcsp@kent.gov.uk and diversityinfo@kent.gov.uk with the title of the project clearly stated along with 'Final EqLA'. It will then be logged and published on the KCC Intranet as well as available to external customers upon request.
2. If the activity will be subject to a Cabinet decision, the EqLA must be submitted to Democratic Services democratic.services@kent.gov.uk along with the relevant Cabinet report.
3. The original signed hard copy and electronic copy should be kept with your team for audit purposes

Date Document Updated 24/04/2018

This document is available in other formats. Please contact diversityinfo@Kent.gov.uk or telephone on 03000 415 762



This page is intentionally left blank

From: Mike Whiting - Cabinet Member for Planning, Highways, Transport and Waste

Barbara Cooper, Corporate Director, Growth, Environment & Transport

To: Environment & Transport Cabinet Committee - 15 May 2018

Decision No: 18/00027

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: None

Future Pathway of Paper: None

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

Summary: This paper seeks approval to the preferred outline design of the Sturry Link Road.

Recommendation(s):

The Cabinet Committee is asked to consider and endorse, or make recommendations to the Cabinet Member for Planning, Highways, Transport and Waste, to take the proposed decisions that are indicated on the draft decision sheet attached at Appendix A.

- i) give approval to the revised preferred outline design scheme for the Sturry Link Road Drawing No. 430392/000/71 Rev 0 – Fig 2, updated to incorporate amendments arising from the public consultation, for development control and land charge disclosures.
- ii) give approval to all acts required to acquire the land and rights for the carrying out and completion of the A28/A291 Sturry Link Road scheme, including by means of a compulsory purchase order, and any other necessary statutory orders.
- iii) accept, if necessary, any blight notice that may be served, on terms to be agreed with the Director of Infrastructure, Strategic and Corporate Services.
- iv) the delegation to the Corporate Director of Growth, Environment & Transport, under the Officer Scheme of Delegations, to take further or other decisions as may be appropriate to deliver the A28/A291 Sturry Link Road scheme in accordance with these recommendations and the earlier overarching decisions given under Record of Decisions 15/00070A and 17/00061, that remain extant.

1. Introduction

- 1.1 A report to this Committee in September 2015 gave an overview and a 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'. This would be the case in any event with a major scheme that takes several years to progress from concept to completion. The record of decision 15/000070 is in Annex A
- 1.2 A further update report was presented to this Committee in July 2017 which approved outline designs with a request that a further update be provided after completion of the consultation exercise undertaken between 26 July 2017 and 6 September 2017. The record of decision, 17/000061 is included in Annex B.
- 1.3 It is now appropriate to provide an update report on the outcome of the consultation and to advise on amendments made to the design, and seek approval to the preferred outline scheme design, shown on Fig 2. - Drawing No. 430392/000/71 Rev 0.
- 1.4 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.
- 1.5 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.
- 1.6 Canterbury City Council's District Local Plan, adopted in July 2017, 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 1,150 homes, as well as assorted 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.
- 1.7 A bid to the South East Local Enterprise Partnership (SE LEP) for funding has been approved which together with contributions from the developers 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 challenging in engineering terms. A combined viaduct solution approx. 250m long is proposed

rather than individual bridges because of the poor ground conditions, the flood plain and the proximity of the Great Stour to the railway.

- 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 avoiding 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 and influence 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 A28/A291 through traffic to avoid the Sturry level crossing although the level crossing would need to be retained for local movements and for buses. It would open further opportunities for improvements to the station including a potential car park (F)

3. Public Consultation

- 3.1 A public consultation exercise was undertaken for 6 weeks from 26 July 2017 to 6 September 2017. The consultation involved 3 local exhibitions, was available online through the County Councils Consultation website; <https://consultations.kent.gov.uk/consult.ti/Sturrylinkroad/consultationHome> and through the online web based virtual exhibition 'Sticky World'. A copy of the Consultation Booklet is provided in Annex C.
- 3.2 Presentations were given in advance of the public consultation to the Canterbury Joint Transport Board on 15 June 2017 and to the Sturry Parish Council on the 27 June 2017.
- 3.3 The event was publicised through delivery of postcards to the residents of Sturry and Broad Oak, a poster in the local libraries and at the Sturry Parish Council offices, by press release with articles run by Kent Online and the local papers, via the Sturry Parish Council Website and Twitter as well as the KCC Twitter site. A copy of the Poster is shown in Annex E.
- 3.4 There was a good level of interest shown in the consultation, which is summarised in the following bullet points.
 - The three local exhibition events were attended by over 250 people.
 - The consultation booklet detailing the scheme was downloaded 885 times from the consultation website.
 - The virtual online exhibition 'Sticky World' received 928 views and 170 comments were made on the website.
 - Feedback was requested through a questionnaire available at the exhibitions and available to download from the website. The questionnaire asked for views on the road layout, its features and its impact on the

surrounding environment including suggestions for improvement. In total, 116 completed questionnaires were received.

- Some respondents chose not to use the questionnaire form to respond to the consultation and instead provided their views in the form of a letter or email. Overall, 23 letters or emails were received.

3.5 Overall, there is generally good support for the Link Road in the wider surroundings; however locally there is an equal mix of opinion. Key reasons for support were: reduced congestion through Sturry, improved journey times and the opportunity to avoid the Sturry level crossing. Wider congestion and increased air pollution were the main concerns of consultees not in support of the Link Road, many of whom took the view that the Link Road would not reduce congestion but just move it to another area.

3.6 Comments on the layout of the Link Road proposals focused heavily on pedestrian and cycle provisions and questioned whether the balance between all the competing transports demands were equitable. Examples included suggestions for additional and wider cycle routes, segregated cycle/pedestrian provisions and requests for more signal-controlled crossings.

3.7 Consultees were also asked to consider and comment on their preference for one of three junction options presented for the A28/A291 junction. The reconfiguration of this junction is needed to improve and influence the traffic flow once the new link road has been completed.

3.8 The proposed options for the A28/A291 junction attracted much local interest and were for many the key focal point of the consultation. Whilst most consultees understood the need and reasons to alter the junction, particularly the need to restrict some traffic turning movements, concerns over traffic re-routing through the local estate roads and the impact on accessibility to local facilities were the main issues. The junction layout shown in Fig. 3 has been selected for the final scheme design comprising a fully signalised configuration including signal-controlled pedestrian crossings.

3.9 The preferred junction would ensure that traffic on the westbound A28 Island Road uses the A291 and the proposed Sturry Link Road, avoiding the Sturry Crossing and Sturry Village by prohibiting, except for buses, the turning movement into Sturry. East bound traffic along the A28 still has the option of using the old A28 through Sturry rather than the Sturry Link Road however uncertainty of any delay at the Sturry Crossing and priority given by the traffic signals should encourage through traffic to use the new road. As an indication of the change in traffic flow with the new junction layout, the following is a comparison of flows predicted over the next fifteen years and flows of today.

- Between 70 to 85% reduction in traffic on the level crossing, depending on the time of day.
- Traffic flows along the A28 Island Road will be redirected along the A291 Sturry Hill; this will increase the existing flows on the 150m section of Sturry Hill between the A28 and the proposed roundabout.
- Traffic levels on Island Road will be unchanged.

- Congestion will be eased during operation of the level crossing with traffic on the A28 Island Road to A291 Sturry Hill able to flow freely to the A28 Island Road.

3.10 Access to Sturry (south) from the westbound A28 Island Road can be gained via a 'u' turn at the new roundabout on Sturry Hill to the north, an overall distance of 0.6km, or via the Link Road and back onto the A28 to the west of Sturry

3.11 The full consultation report is provided for information in Annex D.

4. Scheme Updates in Response to Feedback.

4.1 Chapter 6 of the consultation report in Annex D includes a summary table of responses to the feedback received during the consultation.

4.2 Amendments incorporated into the revised design include:

- Shared-use footways/cycleways have been widened by 0.5m. This ensures 'effective' cycle widths of 3m or 3.5m where appropriate.
- Widening of the existing Shalloak Road between the Broad Oak Crossing and the proposed Link Road has been included to remove the existing pinch point that causes backing up over the level crossing; a safety concern for Network Rail. This will improve the approach to the level crossing and ease a Network Rail concern about increased use and associated risk of traffic using the Broad Oak Crossing. Some land fronting the north of Shalloak Road will be required for the widening and initial discussion are underway with the land owner.
- A footway on the southern side of the link to Shalloak Road is to be widened to 3m and changed to a shared footway/cycleway facility.
- An additional signal-controlled crossing (staggered) is to be provided on the northern approach to the roundabout on the A28 to replace the uncontrolled crossing.
- 3 additional formal pedestrian crossing points have been provided along the route.
- Where provided, pedestrian refuges have been widened so that they are suitable for both pedestrians and cyclists.
- The surface water attenuation pond is to be relocated within the area of severed land to the north-east side of the roundabout adjacent to 'Perryfield Farm'.
- Locations of bus stops have been agreed with the bus operator 'Stage Coach
- Providing continuity of footway along the A291 Sturry Hill.

5. Scheme Delivery

5.1 Discussions have been held with the City Council and the Broad Oak and Sturry developers on a possible delivery model.

5.2 The intention is that KCC would 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.

- 5.4 Alterations to the A28/A291 junction would be carried out immediately after the opening of the Sturry Link Road.
- 5.5 2020 is the earliest date envisaged for construction of the Link Road but that will be significantly influenced by satisfactory progress through planning and statutory order stages.

6. Current Position

6.1 The KCC Major Capital Programme Team has completed the outline design and 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 and
- to provide confidence in cost and programme and eliminate the risk associated with constructing embankments on poor ground.

6.2 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 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.

6.3 The proposed Sturry Link Road will provide;

- 1.5km of single carriageway (A28 to A291) with one lane in each direction
- 3 new roundabouts.
- 250m long bridge structure (viaduct).
- 3.5m wide continuous shared cycleway and footway between A28 and A291.
- Nine formal pedestrian crossing points including two signal-controlled crossings.
- Bus lane south bound across the viaduct to A28.
- Street lighting provided, but not on viaduct.

6.4 The section of the Link Road between the A28 and the development is proposed as being three lanes with one lane dedicated for use by buses approaching Canterbury. This is effectively an extension of the bus lane along Sturry Road. Future bus provision and routing still needs to be confirmed before the number of services that will divert to the Sturry Link Road and the benefit of

this provision can be established although initial consultation with Stagecoach has identified the preferred locations for bus stops.

- 6.5 Three developers, Environ Design (Sturry) Ltd, Barrett Homes and David Wilson Homes, have completed master planning for the Sturry and Broad Oak sites to deliver a total of 1,150 homes. The proposed route of the Sturry Link Road has been included in the master plan. Public consultation of the master planning was held with the local community in April 2017. A planning application has been submitted to Canterbury City Council by Environ Design (Sturry) Ltd for 700 homes. A further application from Barrett Homes and David Wilson Homes together for 450 homes is expected soon.
- 6.6 Early developer contributions of £1.45m have been secured in s106 agreements to fund the design and planning of the works.
- 6.7 The proposals have been developed in consultation with the landowners, however the next steps will be to hold more detailed discussions with land owners effected by the proposals on the detailed aspects of the scheme and land take requirements.

7.0 Next Steps

- 7.1 Following the public consultation and an assessment of all the responses and practical considerations and scheme objectives, the Cabinet Member is invited to approve the preferred scheme to take forward, subject to the views expressed by this Cabinet Committee.
- 7.2 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 developers, planning applications.
- 7.3 Land acquisition will commence by voluntary agreement if possible, but a compulsory purchase order will be published, following planning approval; together with other statutory orders as necessary, to give land and programme certainty.
- 7.4 Procurement of a design and build contract and appointment of a designer to complete the structural design of the viaduct. There will be a break clause in the contract should the scheme not progress to construction.

8. Financial Implications

- 8.1 The overall estimated scheme cost is £29.6m. The allocation from the Single Local Growth Fund of £5.9m was formally confirmed by the SELEP 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.
- 8.2 A funding mechanism is proposed for the developer contribution element of the scheme cost that will be agreed with Finance and Procurement and subject to

the implementation of S278 agreements. The agreement will ensure that all the County Council's costs are met including the provision of a robust allowance for risk and inflation and the provision of a bond by the developers, where appropriate. Heads of terms have been agreed but substantive progress on the agreements can only be expected when the developers have secured planning consents.

9. Policy Framework

9.1 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 additional capacity it will contribute to unlocking development potential for new homes and jobs in north east Canterbury. The benefits will broaden out to Herne Bay and Thanet.

9.2 The Sturry Link Road is included as priority within the 'Local Transport Plan 4: Delivering Growth without Gridlock 2016-2031', which highlights how investment in these infrastructure projects is vital to boost Kent's economy and support a growing population.

10. Legal and Equalities Implications

10.1 There are no immediate legal implications. An Equalities Impact Assessment has been prepared, updated and approved and this will continue to be reviewed as the scheme development and design is progressed.

11. Conclusions

11.1 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 to contribute to the City Council's housing needs, 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.

11.2 Progress of the scheme development has been significant. KCC has completed surveys and developed a design in co-operation with the developers and in discussion with Canterbury City Council, Network Rail and the Environment Agency. The proposals have been subject to a public consultation exercise, with many of the suggestions incorporated into the preferred outline design. The developers also have prepared their masterplan as a precursor to the submission of planning applications.

11.3 The purpose of the report and recommendations is to adopt a preferred outline design to allow the scheme to progress. 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 following reversion to this Committee as appropriate on matters of more significance, with the Corporate Director invited to take other decisions where appropriate and where authorised under the Officer Scheme of Delegations.

12. Recommendations

- 12.1 The Cabinet Committee is asked to consider and endorse, or make recommendations to the Cabinet Member for Planning, Transport Highways and Waste, to take the proposed decisions that are indicated on the draft decision sheet attached at Appendix A.
- i) give approval to the revised preferred outline design scheme for the Sturry Link Road Drawing No. 430392/000/71 Rev 0 – Fig 2, updated to incorporate amendments arising from the public consultation, development control and land charge disclosures;
 - ii) give approval to all acts required to acquire the land and rights for the carrying out and completion of the A28/A291 Sturry Link Road scheme, including by means of a compulsory purchase order, and any other necessary statutory orders;
 - iii) accept, if necessary, any blight notice that may be served, on terms to be agreed with the Director of Infrastructure, Strategic and Corporate Services;
 - iv) the delegation to the Corporate Director of Growth, Environment & Transport, under the Officer Scheme of Delegations, to take further or other decisions as may be appropriate to deliver the A28/A291 Sturry Link Road scheme in accordance with these recommendations and the earlier overarching decisions given under Record of Decisions 15/00070A and 17/00061, that remain extant;

13. Background Documents

Appendix A – Proposed Record of Decision

Annex A - Record of Decision 15/00070 dated 25 September 2015

Annex B - Record of Decision 17/00061 dated 14 July 2017

Annex C - Sturry Link Road Consultation Booklet

Annex D - Sturry Link Road Consultation Report

Annex E - Sturry Link Road Consultation Poster

Figure 1 – Drawing no. 430392/000/17 Rev 1 – Indicative Layout

Figure 2 – Drawing no. 430392/000/71 Rev 0 - Scheme Plan

Figure 3 – Drawing no. 430392/000/72 Rev 0 - A28 Island Road/A291 Sturry Hill Junction Improvement.

Equalities Impact Assessment dated Version 6 dated 21 July 2017

14. Contact details

Lead Officers:

Richard Shelton – Major Capital Programme Project Manager

07540 677604

richard.shelton@kent.gov.uk

Mary Gillett - Major Capital Programme Manager

07540 675423

mary.gillett@kent.gov.uk

Lead Director:
Tim Read- Interim Director of Highways, Transportation & Waste
03000 411662
Tim.Read@kent.gov.uk

KENT COUNTY COUNCIL – PROPOSED RECORD OF DECISION

DECISION TAKEN BY

Mike Whiting

Cabinet Member for Planning, Highways, Transport and Waste

DECISION NO:

18/00027

For publication

Key decision*

Yes –

Subject: A28/a291 Sturry Link Road, Canterbury

Decision:

As Cabinet Member for Planning, Highways, Transport and Waste I agree to

- i) give approval to the revised preferred outline design scheme for the Sturry Link Road Drawing No. 430392/000/71 Rev 0 – Fig 2, updated to incorporate amendments arising from the public consultation, for development control and land charge disclosures.
- ii) give approval to all acts required to acquire the land and rights for the carrying out and completion of the A28/A291 Sturry Link Road scheme, including by means of a compulsory purchase order, and any other necessary statutory orders.
- iii) accept, if necessary, any blight notice that may be served, on terms to be agreed with the Director of Infrastructure, Strategic and Corporate Services.
- iv) the delegation to the Corporate Director of Growth, Environment & Transport, under the Officer Scheme of Delegations, to take further or other decisions as may be appropriate to deliver the A28/A291 Sturry Link Road scheme in accordance with these recommendations and the earlier overarching decisions given under Record of Decisions 15/00070A and 17/00061, that remain extant.

Reason(s) for decision:

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 to contribute to the City Council's housing needs, 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.

Cabinet Committee recommendations and other consultation:

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

A further update report was presented to in July 2017 which approved outline designs with a request that a further update be provided after completion of the consultation exercise undertaken between 26 July 2017 and 6 September 2017. The Record of Decision is 17/00061.

The latest public consultation exercise was undertaken for 6 weeks from 26 July 2017 to 6 September 2017. The consultation involved 3 local exhibitions, was available online through the County Councils Consultation website through the online web based virtual exhibition 'Sticky World'. Presentations were also given in advance of the public consultation to the Canterbury Joint

Transport Board on 15 June 2017 and to the Sturry Parish Council on the 27 June 2017.

Any alternatives considered:
N/A

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

.....
signed

.....
date

Name:

KENT COUNTY COUNCIL – RECORD OF DECISION

DECISION TAKEN BY:

Matthew Balfour, Cabinet Member for Environment & Transport

DECISION NO:

15/00070

For publication

Key decision - Yes

Subject: A28/A291 Sturry Link Road, Canterbury

Decision:

As Cabinet Member for Environment & Transport, I agree, subject to being invited to give further specific authorities as necessary and with prior reversion to the Environment and Transport Cabinet Committee on matters of significance, to:

- i) give approval to the concept design scheme for A28/A291 Sturry Link Road for development control and land charge disclosures shown in principle on Drg. No. 4300299/000/17;
- ii) give approval to progress the A28/A291 Sturry Link Road shown as a concept design on Drg. No. 4300299/000/17 including any ancillary work such as drainage and environmental mitigation;
- iii) give approval to submit a planning application for the scheme when a preferred scheme has been identified, following completion of the outline design process and public consultation, and approved by the Cabinet Member for Environment & Transport;
- iv) give approval for all steps necessary to be taken to obtain and implement statutory Orders to realise the scheme, including any ancillary works such as drainage and environmental mitigation;
- v) give approval for Legal Services to enter into firm land and funding Agreements associated with the Broad Oak and Sturry developments and any other developments contributing towards the Link Road;
- vi) give approval to enter into Agreements with Network Rail to allow the County Council to design and deliver a scheme on Network Rail infrastructure;
- vii) give approval to enter into Local Growth funding, developer funding and other such funding Agreements subject to the approval of the Corporate Director of Finance & Procurement;
- viii) give approval to enter into construction contracts as necessary for the delivery of the scheme, subject to the approval of the Procurement Board to the recommended procurement strategy.

Reason(s) for decision:

To provide a range of authorities necessary to allow the Sturry Link Road to be progressed and to demonstrate delivery capability within funding Business Case submissions.

Cabinet Committee recommendations and other consultation:

The Cabinet Committee met on 16 September 2015. Some Members of the Committee were concerned about the extent of authorities recommended at this early stage of the scheme. The Report acknowledged this and stated that *'with a project of this nature and time frame, further specific authorities will be necessary and the Cabinet Member will be invited to take those decisions with reversion to this Committee on matters of significance.* Following the discussion at Committee an appropriate *'subject to'* proviso has been included to the decision recommendations above.

Bullet (v) has also been amended to read "***firm*** land and funding agreements."

Members subsequently resolved to endorse the report.

Any alternatives considered:

N/A

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

None



.....
signed



.....
date

KENT COUNTY COUNCIL – RECORD OF DECISION

DECISION TAKEN BY

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

DECISION NO:

17/00061

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.

The proposal was considered and endorsed by Member of the Environment & Transport Cabinet Committee at their meeting on 15 June 2017.

Any alternatives considered:

This is a scheme revision

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

None

.....*MB*.....
signed

.....14/7/2017.....
date

Name: *Matthew Balfour*

This page is intentionally left blank

Sturry Link Road

Consultation booklet



Public consultation period:
26 July to 6 September 2017

Kent.gov.uk/Sturrylinkroad

Working together with



Introduction

Welcome to Kent County Council's (KCC) public consultation on Sturry Link Road.

The proposed Sturry Link Road aims to reduce traffic through Sturry, ease congestion at the Sturry level crossing and cater for the extra traffic from the new housing proposed at Sturry, Broad Oak and beyond at Herne Bay. Sturry experiences high levels of traffic which combined with frequent operation of the level crossing can lead to severe congestion, making journey times unreliable. The proposed new road, with its dual role to serve new housing, provides the opportunity to deliver an alternative route for traffic to avoid the level crossing and help tackle and reduce traffic congestion in Sturry.

KCC's project team, working together in close liaison with Canterbury City Council (CCC) and organisations responsible for new housing at Sturry and Broad Oak, is preparing a detailed planning application to deliver the Sturry Link Road. This consultation is being carried out at the pre-planning stage to provide local residents and stakeholders with the opportunity to provide feedback on the scheme before plans are finalised for the planning application.

What else you need to know

In the wider context, new home allocations of around 15,600 have been identified in the Canterbury District Local Plan (Draft 2014) over the plan period of 2011 to 2031. This includes strategic allocations of land at Sturry and Broad Oak for 1,000 new homes. The Local Plan acknowledges and accepts that these new homes will create additional traffic and that, in accordance with the Local Plan policies, CCC will seek to implement a Sturry Link Road. KCC in conjunction with the developers of the Sturry Site will be planning and delivering the Sturry Link Road.

KCC believe the scheme offers a real opportunity to help reduce local congestion, provide more reliable journey times and improve road safety whilst serving the needs of new housing and we invite you to share your views with us.

This booklet helps to explain our proposals and how you can provide your feedback to this consultation. The booklet contains six key sections:

1. Update on local plans	2
2. Scheme overview	3
3. Our proposals	5
4. The Environment	15
5. What next	18
6. Have your say	19



1. Update on local plans

Sturry & Broad Oak housing sites

Plans for the development at Sturry & Broad Oak were presented at two local exhibition events (January and April 2017). This included Masterplan proposals and high level plans for the Link Road.

The Masterplan proposals will be subject to two separate planning applications and it is anticipated that these will run concurrently with the KCC Sturry Link Road planning application, likely for submission late this autumn.



The key messages presented at the exhibitions were:

- The sites have capacity for about 1,000 homes
- The scale of development creates a highly sustainable community
- Enables significant investment to be made in critical infrastructure, including the Sturry Link Road
- About half of the sites will remain as protected and managed woodland, buffer zones and open space
- Measures will be undertaken to enhance biodiversity, important flora and fauna
- Land is allocated for a full-size Primary School with funds to meet the first phase of construction



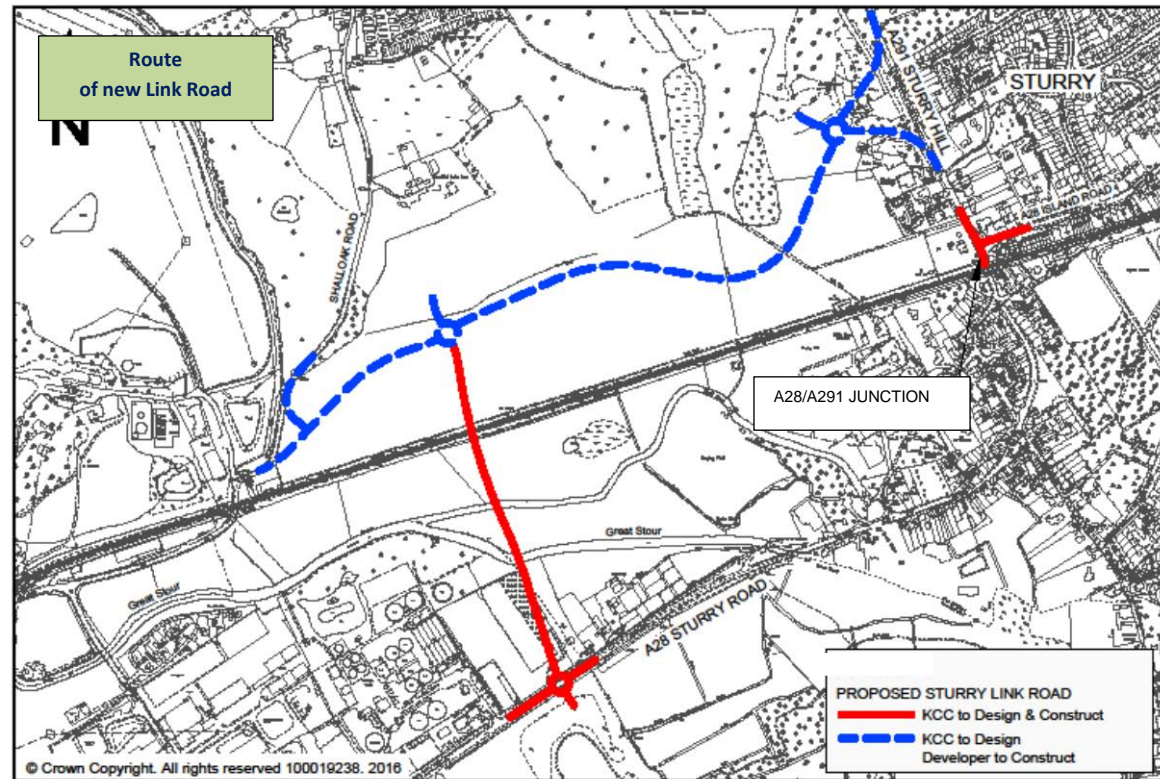
2. Scheme overview

Route corridor

The proposed new road will be located to the north and west of Sturry providing a new 1.5km route to link the A28 Sturry Road in the south to the A291 Sturry Hill in the east. A section of new road is also proposed to provide a direct link to Shalloak Road to the west.

The new road will follow an east to westerly route to the north of the Canterbury to Ramsgate railway line on land currently comprising a mixture of arable farming and rough grassland, before heading in a southerly direction to cross over the railway and the Great Stour to join the A28.

A key feature is the proposal for a 250m long continuous bridge structure (viaduct) spanning both the railway line and both arms of the Great Stour (see page 7).



Factors that affect the choice of route are:

- The need to serve the proposed housing site and provide access to the road network (see page 2)
- How it impacts on the Great Stour flood plain (see page 7)
- Environmental constraints (see pages 15 to 17)

- The opportunity to connect to the A28 in the south through an area of open space between the Vikings Car Showroom and residential property (see page 6)
- Physical constraints including the need to bridge over the railway line and avoid National Grid proposals for a new 400Kv overhead power line (see page 16)

2. Scheme overview

A28/A291 Sturry Island/Sturry Hill junction

Major changes to the junction including changed priorities and some prohibited movements will be necessary to encourage maximum use of the Link Road by through traffic and reduce congestion when the level crossing barriers are down. Initial junction options have been identified and are presented in this consultation booklet (*pages 11 to 14*).

Existing and future traffic flows

Currently, around 21,000 vehicles per day (3.8% heavy goods vehicles) use the level crossing, a figure that has steadily increased by 7% over the past five years. It is predicted that over 50% of this traffic would divert to use the Link Road. The Link Road is predicted to carry around 30,000 vehicles per day by 2031.

Scheme Costs/funding

The total scheme costs for the section to be delivered by KCC including the alterations to the A28/A291 junction are expected to cost £29.6m. KCC have secured £5.9m of Government Funding for this section with the remainder being funded by Developer Contributions from sites allocated in the Local Plan.



Scheme delivery

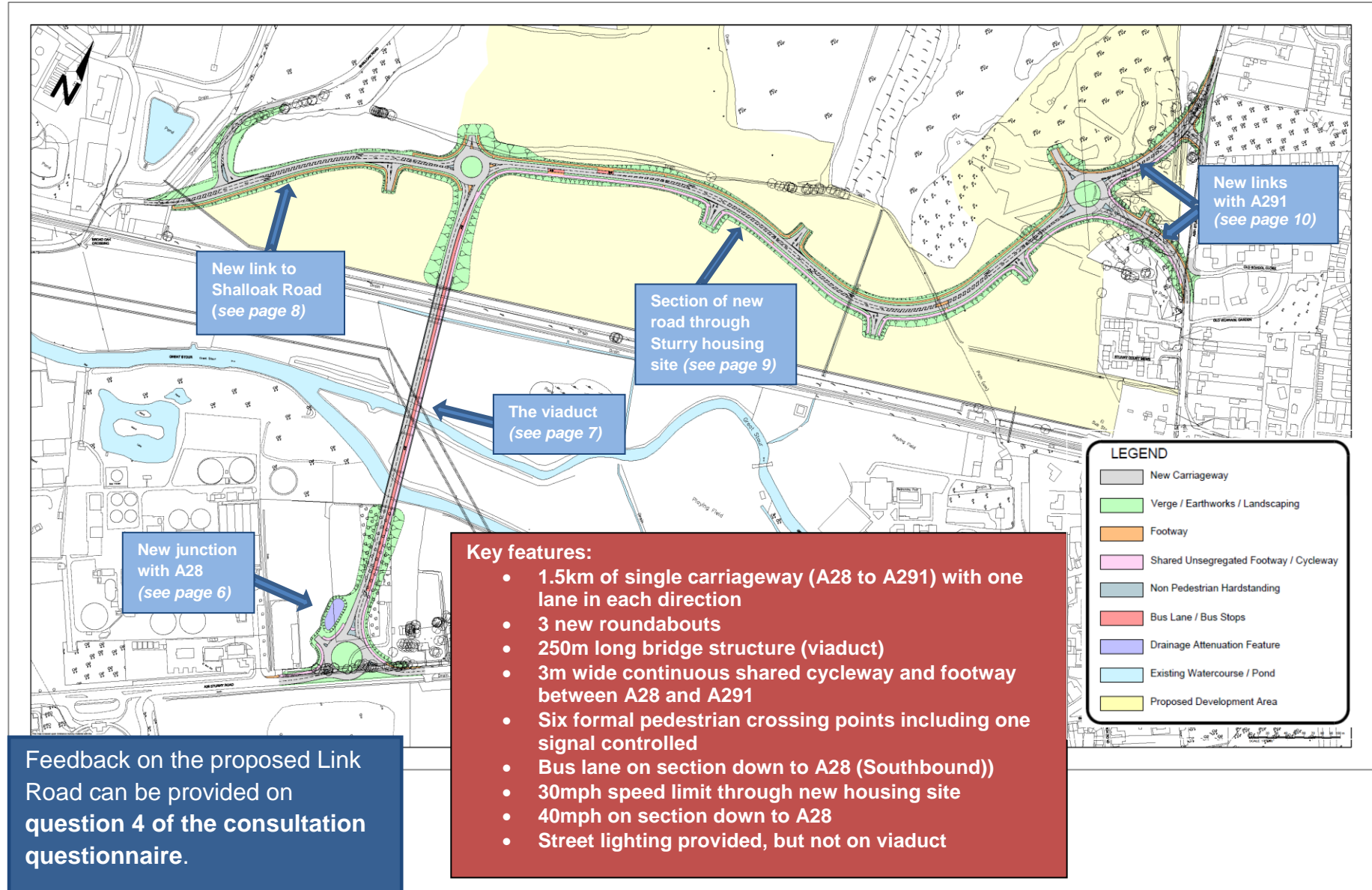
Developers for the Sturry and Broad Oak sites will deliver the Link Road section north of the railway (*blue dotted line on Plan on page 3*). KCC will deliver the section from the A28 over the Great Stour and the railway as well as the required improvements to the A28/A291 junction.

Construction of the sections of Link Road would be co-ordinated and only a limited amount of housing, likely to be around 650, would be occupied before the construction of the Link Road would start.

It is hoped construction will start in 2019/20 and take 18 months. This will depend on KCC achieving planning permission and securing the land required between the A28 and the railway. Furthermore, it will depend on the Sturry and Broad Oak developers achieving planning consent for the housing development that would enable them to enter into the formal funding agreement.

3. Our proposals

Page 72



3. Our proposals

New junction with A28

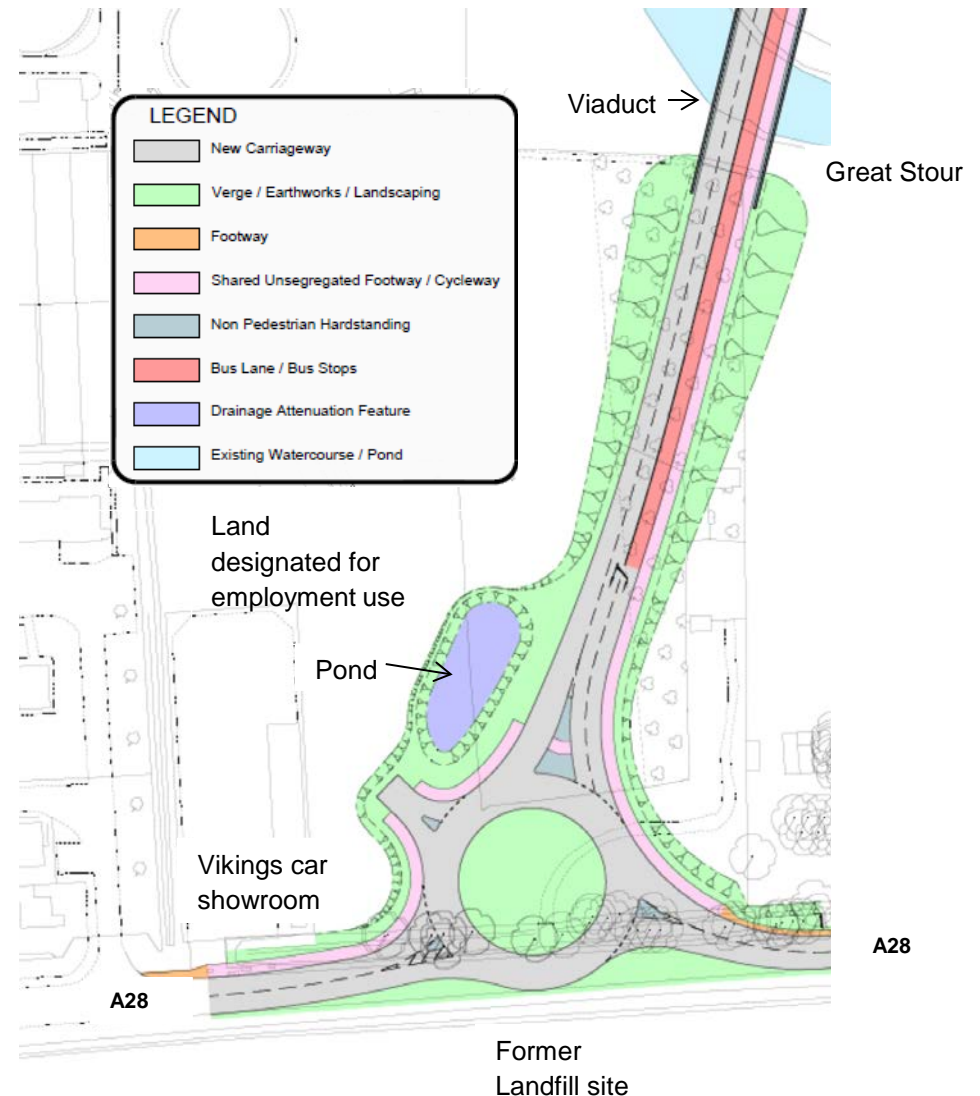
A roundabout is the preferred option to connect with the existing A28. Its size, 50m across, is designed to cater for predicted traffic flows and will include an access to land designated in the Canterbury City Council (CCC) Draft Local Plan for employment use.

The roundabout would be constructed entirely on land to the north of the A28 to avoid the former landfill site on the south, ensuring it remains undisturbed, which is preferable due to the unknown soil conditions. The roundabout and its approaches will be lit with 10m high columns and LED lanterns and be subject to a 40mph speed limit.

Surface water from the new road will initially outfall to a new pond to the north of the roundabout for storage before discharging into existing drainage ditch along the A28 at a controlled rate as determined by the River Stour Internal Drainage Board.

Existing cycle facilities on A28 will connect to a shared cycleway and footway on the east side of the Link Road that skirts around the northern side of the roundabout

From north of the roundabout the Link Road will gradually rise on embankment up to a height of around 5m before continuing on the viaduct.



3. Our proposals

The viaduct

The viaduct is a six span 250m long structure spanning both arms of the Great Stour and the railway.

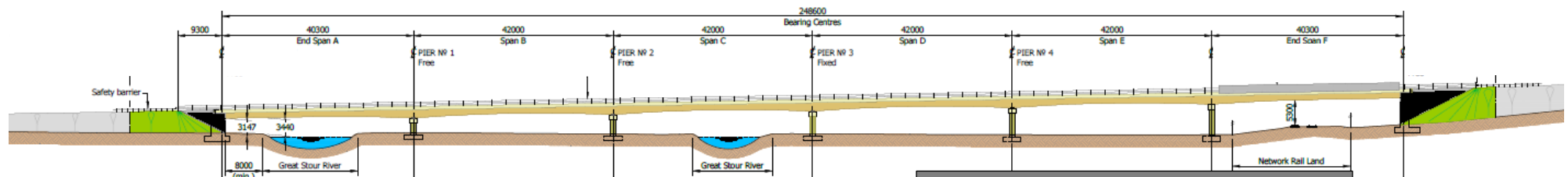
The design aims to be as slender as possible using curved steel beams supported on piers located to limit flood risk and impacts to ecology and rail infrastructure.

It stands at a height of 5.3m above the railway, sloping gradually down on approach to the A28 and will be about 3m above the bank of the southern arm of the Great Stour.



We are proposing one continuous structure rather than three separate bridges because ground conditions are poor and to maintain the integrity of the flood plain. The viaduct will provide a simpler and more open structure and minimise impact on wildlife.

The viaduct will involve extensive foundation piling works and pre-manufacture of long steel beams transported to the site by road and lifted into place by mobile crane.



Side elevation of the viaduct looking west

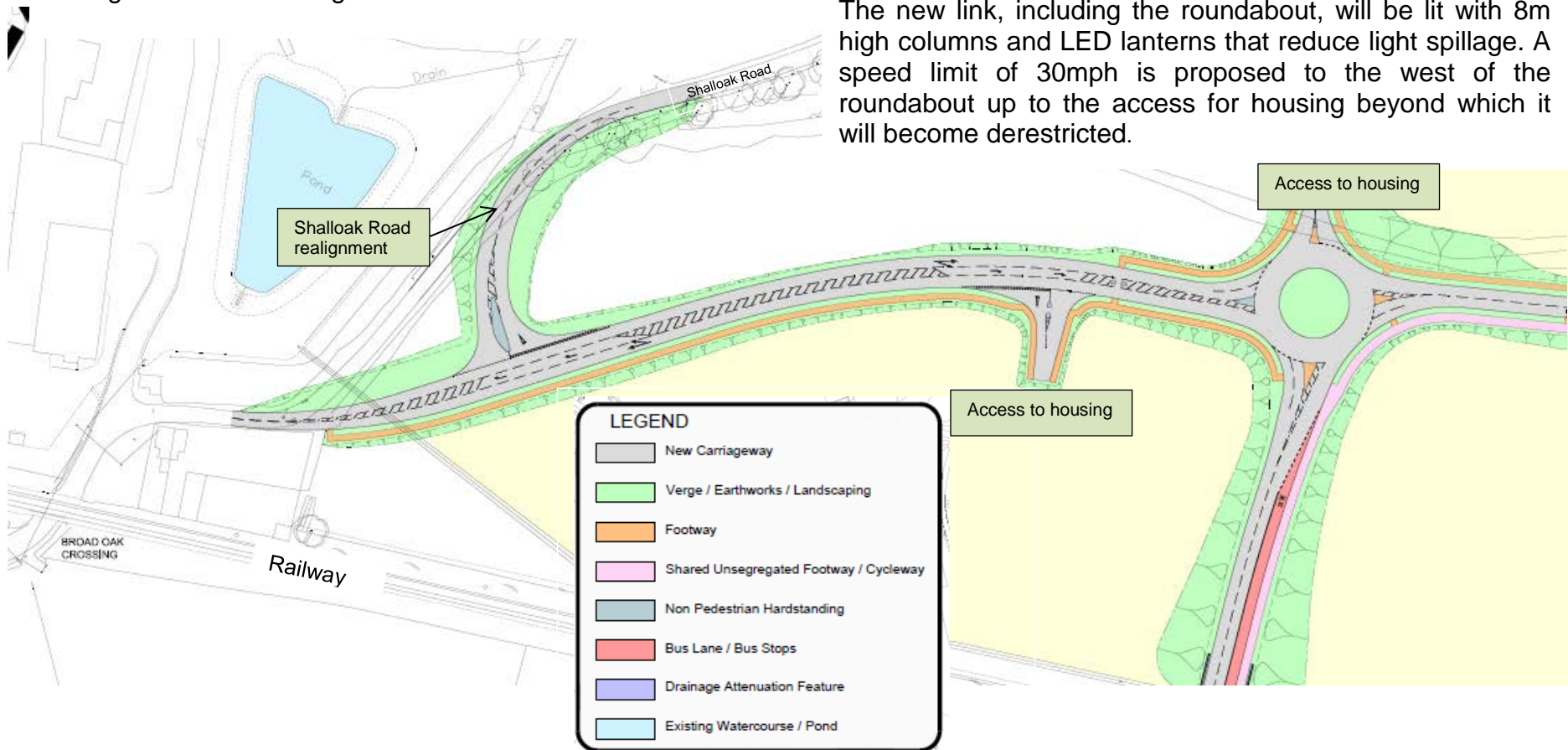
3. Our proposals

New link to Shalloak Road

The provision of this link will offer road users a wider choice of access to and from Canterbury City centre. It will also serve to reduce the tendency for vehicles to use Shalloak Road as a 'rat-run' to and from the north through Broad Oak Village.

Two give-way 'T' junctions provide access to new housing and Shalloak Road, both with central right turn lanes to protect turning vehicles without impeding the general flow of traffic.

The new link, including the roundabout, will be lit with 8m high columns and LED lanterns that reduce light spillage. A speed limit of 30mph is proposed to the west of the roundabout up to the access for housing beyond which it will become derestricted.



3. Our proposals

New link through Sturry housing site

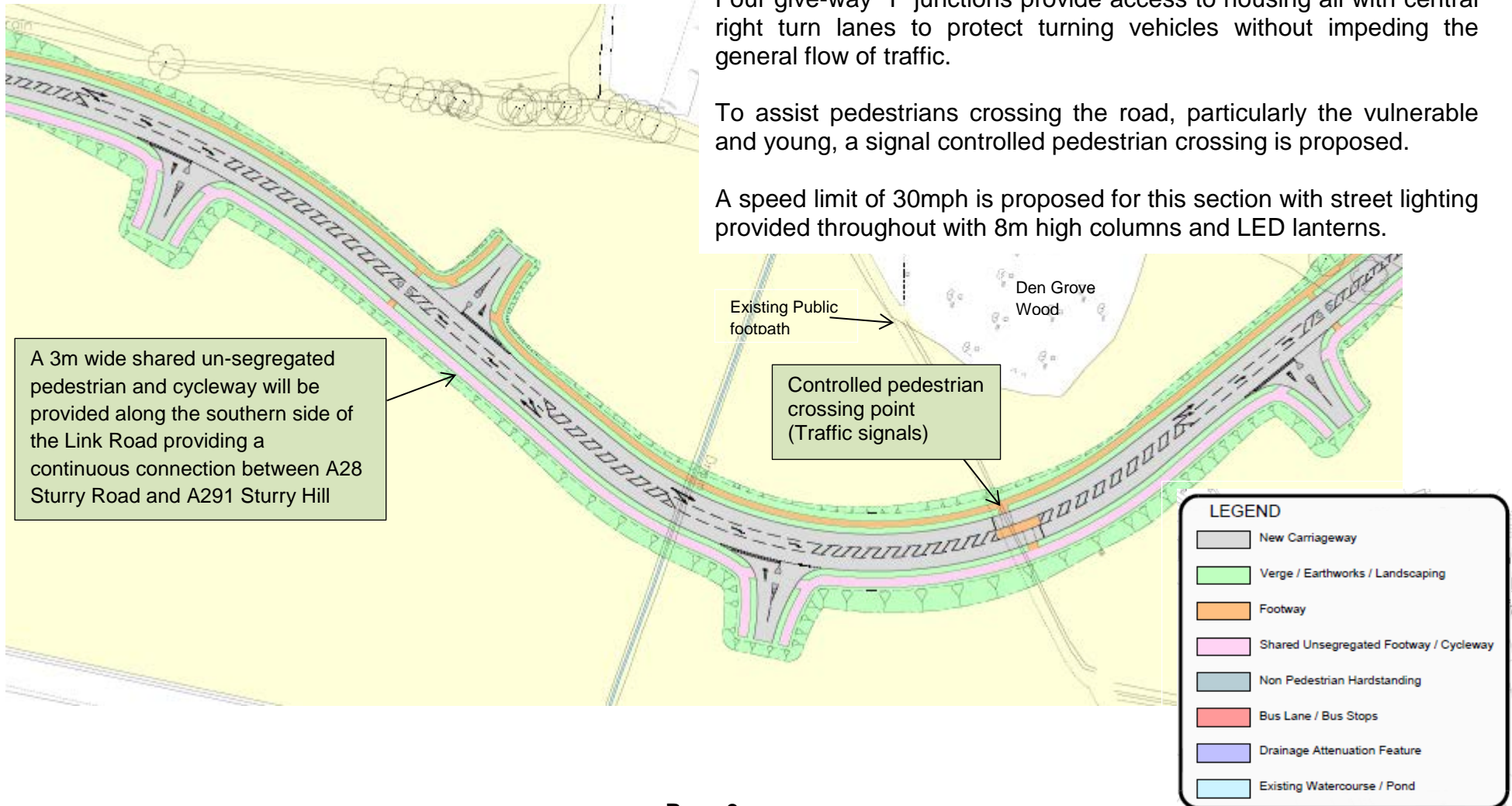
Located centrally within the housing site the Link Road will be a single carriageway – one lane in each direction – widened to incorporate central right turning lanes at the various access points to new housing.

The route curves gently southwards to avoid Den Grove Wood, an area of ancient woodland, before returning in a north-easterly direction towards the new roundabout that connects with the A291.

Four give-way 'T' junctions provide access to housing all with central right turn lanes to protect turning vehicles without impeding the general flow of traffic.

To assist pedestrians crossing the road, particularly the vulnerable and young, a signal controlled pedestrian crossing is proposed.

A speed limit of 30mph is proposed for this section with street lighting provided throughout with 8m high columns and LED lanterns.



A 3m wide shared un-segregated pedestrian and cycleway will be provided along the southern side of the Link Road providing a continuous connection between A28 Sturry Road and A291 Sturry Hill

Controlled pedestrian crossing point (Traffic signals)

Existing Public footpath

Den Grove Wood

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

3. Our Proposals

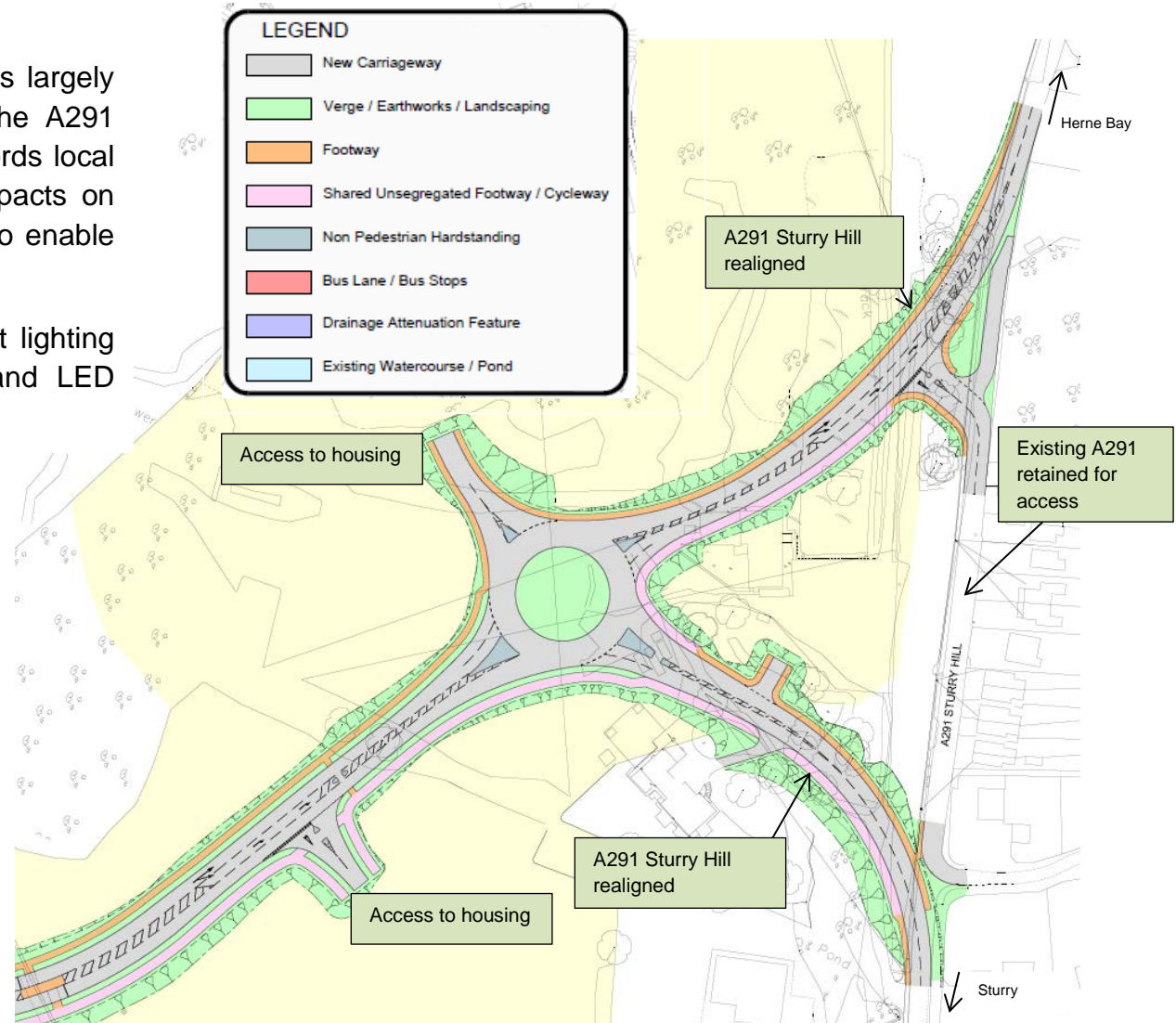
New links to A291 Sturry Hill

The desire to minimise impact on woodland has largely driven the road layout where it connects to the A291 Sturry Hill. A new roundabout, 45m across, affords local realignments of the A291 whilst minimising impacts on the adjacent woodland. The roundabout will also enable good access to new housing.

A speed limit of 30mph is proposed with street lighting provided throughout with 8m high columns and LED lanterns.

Page 77

Woodland avoided



3. Our proposals

Proposed alterations to the Junction at the Sturry Level crossing (A28/A291)

The current A28/A291 junction is a key access route for traffic travelling to and from Canterbury. At peak times, the junction and surrounding roads become heavily congested, particularly with frequent operation of the level crossing.

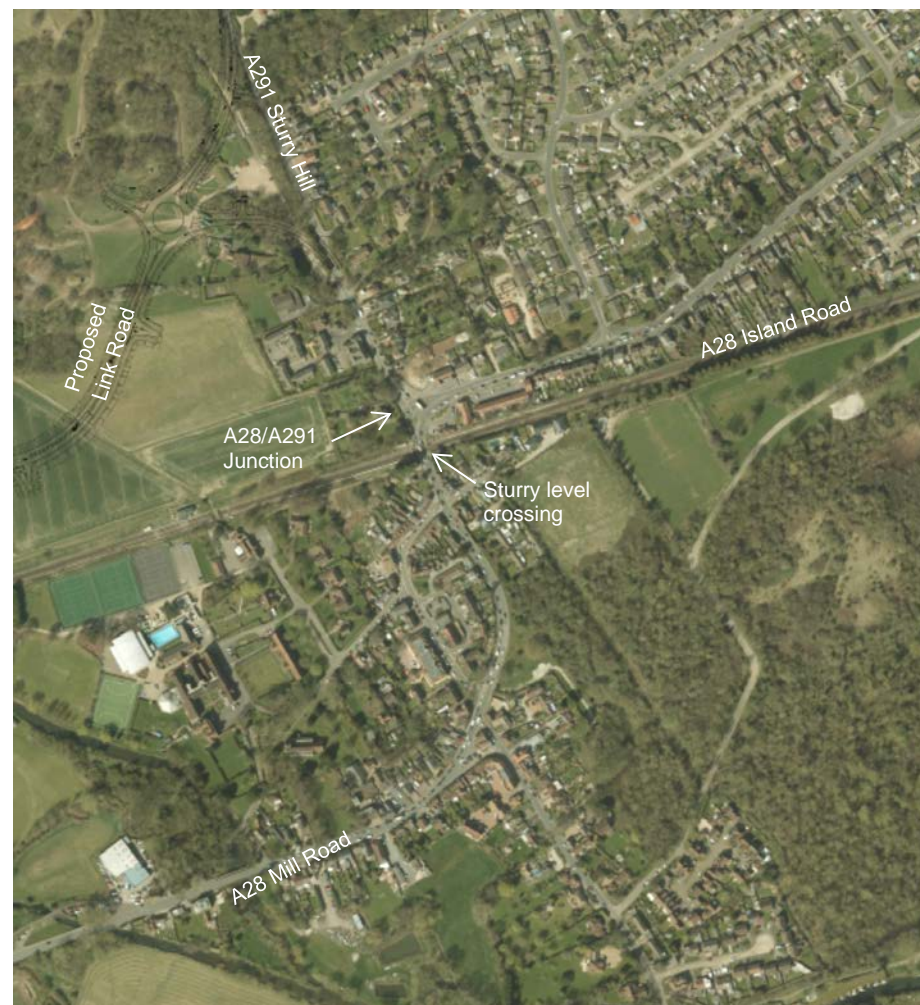
The new viaduct over the railway will provide scope for traffic to avoid using the level crossing however the existing junction arrangement, if left unchanged, will not encourage traffic on the A28 to reassign to use the Link Road.

Reassignment of traffic to the proposed Link Road and reducing congestion in the local area are our key aims in altering the junction. We are therefore proposing major junction alterations that will encourage this reassignment and, in addition:

- reduce congestion when the level crossing barriers are down
- improve its layout to become more efficient
- provide better, more formal, pedestrian facilities

Following an assessment of junction options, three were selected based on their engineering feasibility and achieving the above aims. Each option includes for some prohibited movements and it is this which is key to achieving these aims.

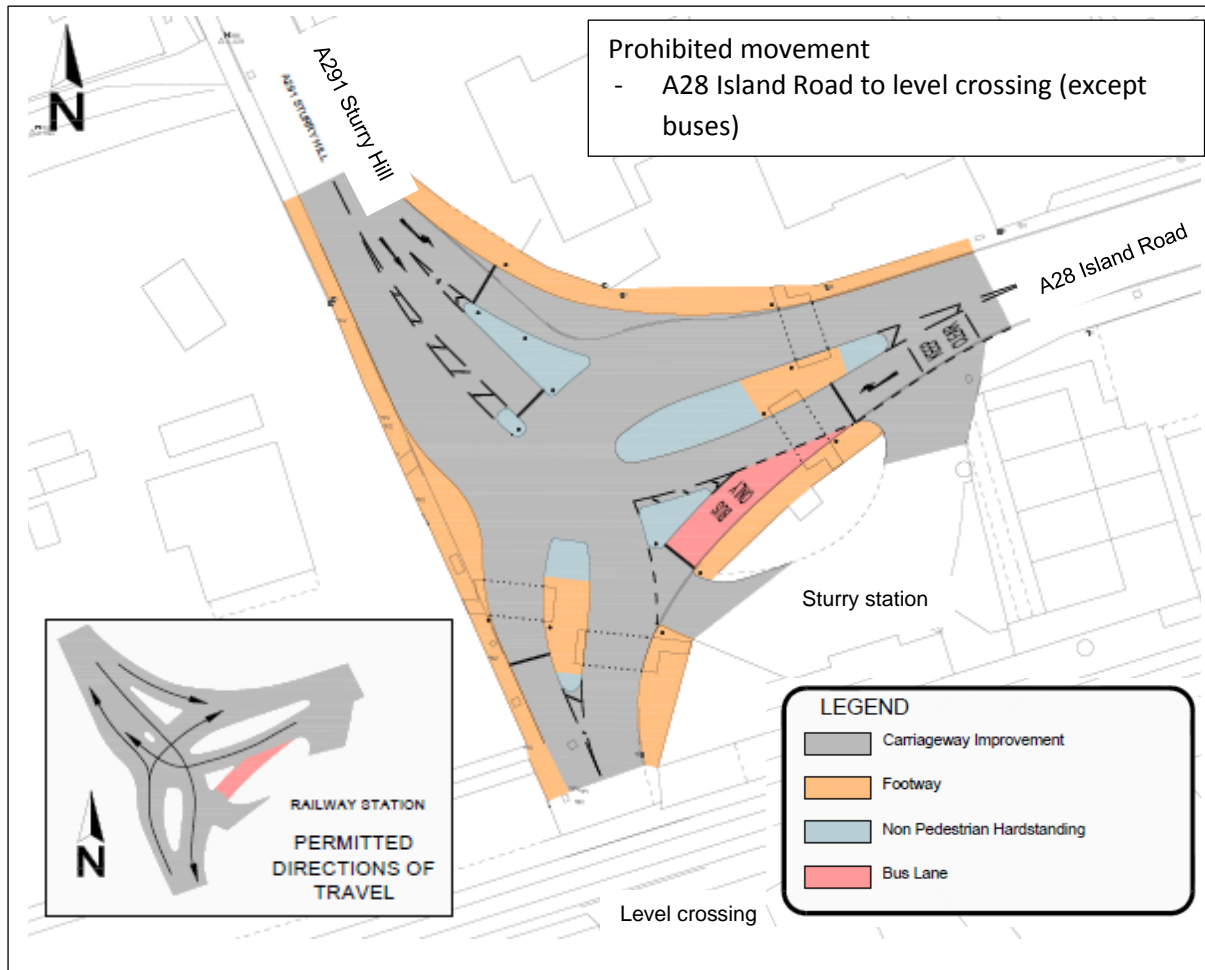
Outline designs for the three junction options are provided on the following pages and we welcome your views on these in response to **question 5 of the consultation questionnaire**.



3. Our proposals

A28/A291 Junction – OPTION 1

Traffic signal controlled (with restricted movement)



Below is an indication of the changes in traffic flows expected over the next fifteen years as a result of the junction alterations shown opposite.

- Between 70 to 85% reduction in traffic on the level crossing, depending on the time of day.
- Around two to three times more traffic on A291 Sturry Hill
- Traffic levels on Island Road unchanged

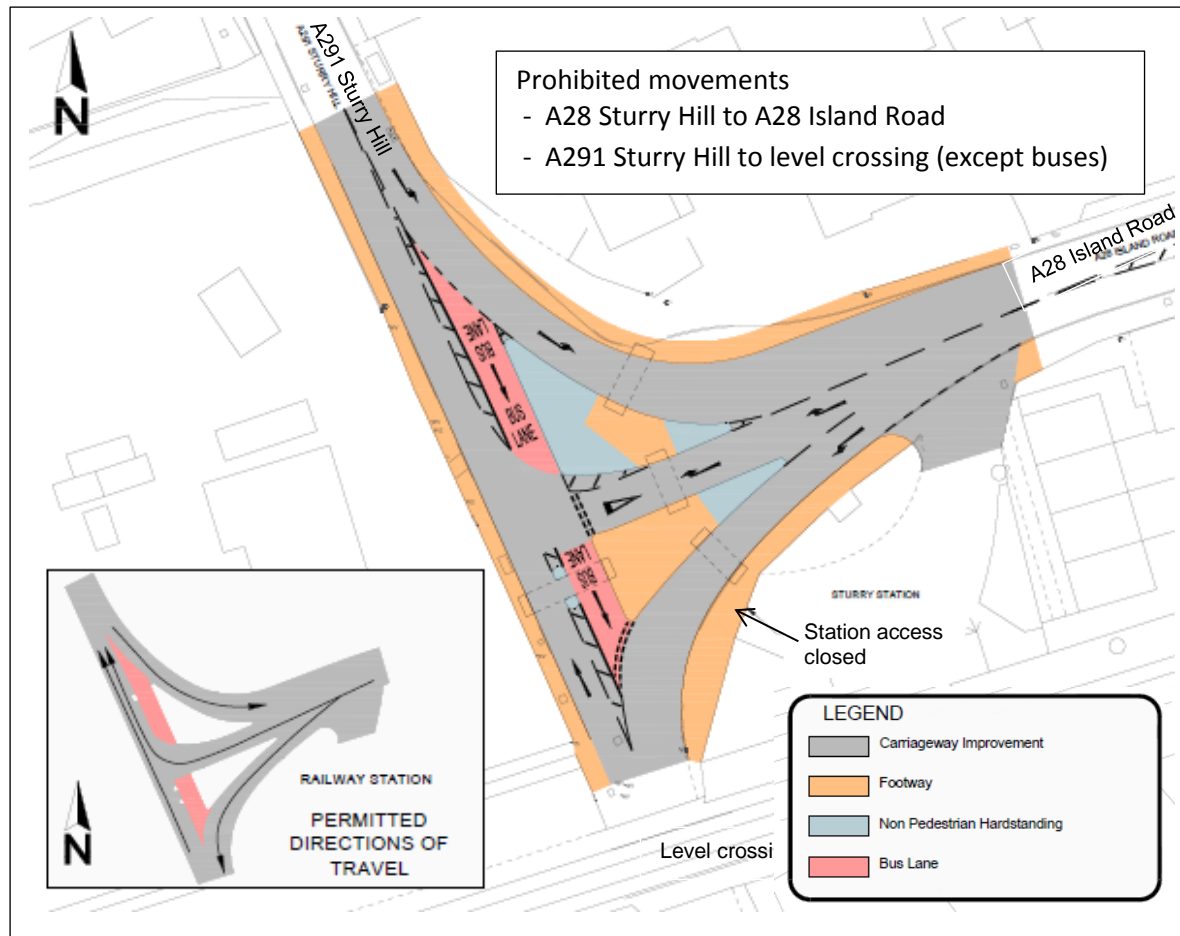
Other key observations include:

- Access to Sturry (south) from A28 Island Road can be gained via a 'u' turn at the new roundabout on Sturry Hill to the north, an overall distance of 0.6km, or via the Link Road and back onto the A28 to the west of Sturry
- Congestion will be eased during operation of the level crossing with traffic on the A28 Island Road to A291 Sturry Hill able to flow freely to the A28 Island Road
- Traffic signal controlled pedestrian crossings provided

3. Our proposals

A28/A291 Junction – OPTION 2

Give-way junction (with restricted movement)



As for Option 1, traffic flow changes are predicted as follows:

- Around 50% reduction in traffic on the level crossing
- Between two to three times increase in traffic on A291 Sturry Hill
- Around 10 to 40% increase in traffic on A28 Island Road

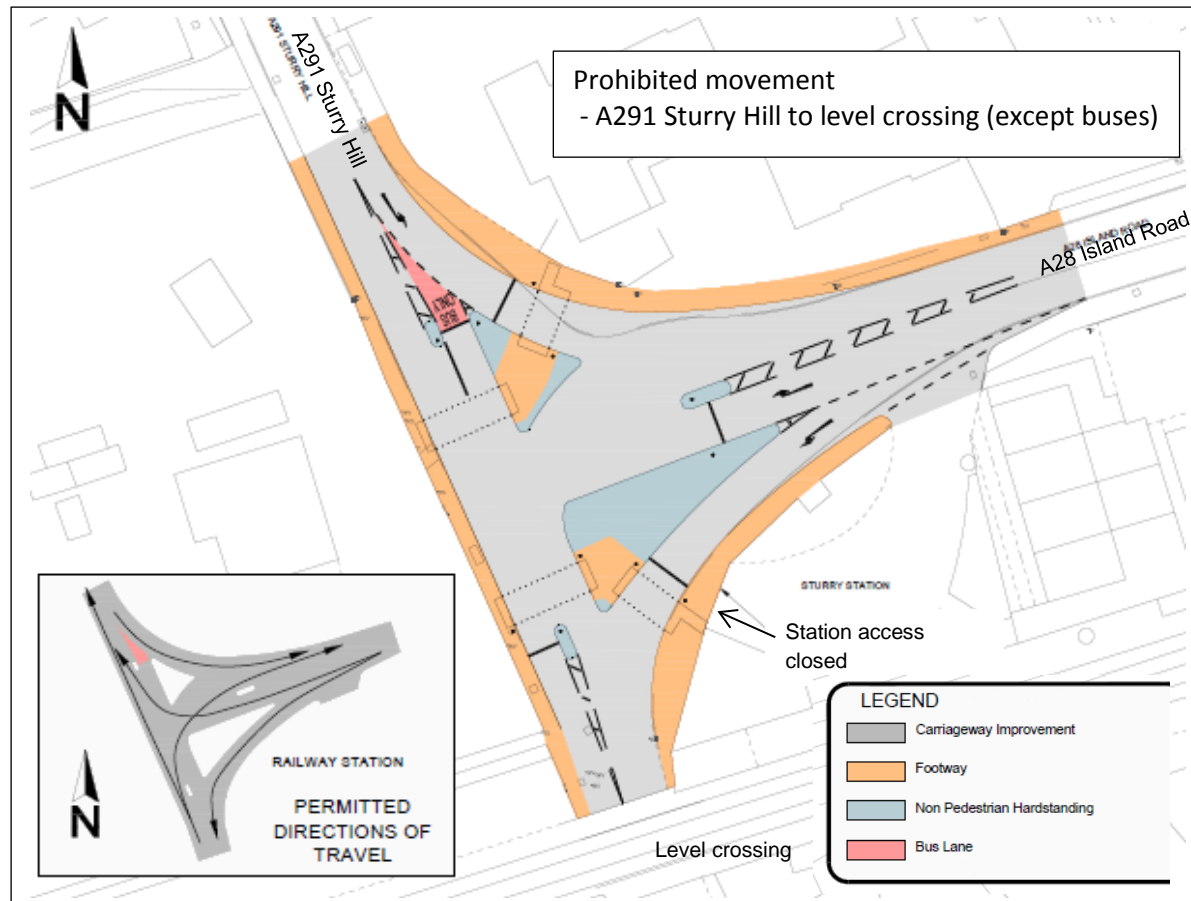
Other key observations include:

- Access to A28 Island Road from south of the level crossing can be gained via a 'u' turn at the new roundabout on Sturry Hill to the north, an overall distance of 0.6km, or via the Link Road to the west of Sturry and onto the A291 Sturry Hill
- Congestion will be eased during operation of the level crossing with traffic on the A291 Sturry Hill able to flow freely to A28 Island Road
- Uncontrolled pedestrian crossings provided

3. Our proposals

A28/A291 Junction – OPTION 3

Traffic signal controlled (with restricted movement)



As for Options 1 & 2, traffic flow changes are predicted as follows:

- Around 50% reduction in traffic on the level crossing
- A doubling of traffic on the A291 Sturry Hill
- Around 40% increase in traffic on A28 Island road

Other key observations include:

- Access to Sturry, south of level crossing, for traffic on the A291 can be gained via the Link Road and joining the A28 to the west of Sturry
- Congestion will be eased during operation of the level crossing with traffic on the A291 Sturry Hill able to flow freely to A28 Island Road
- Traffic signal controlled pedestrian crossings provided

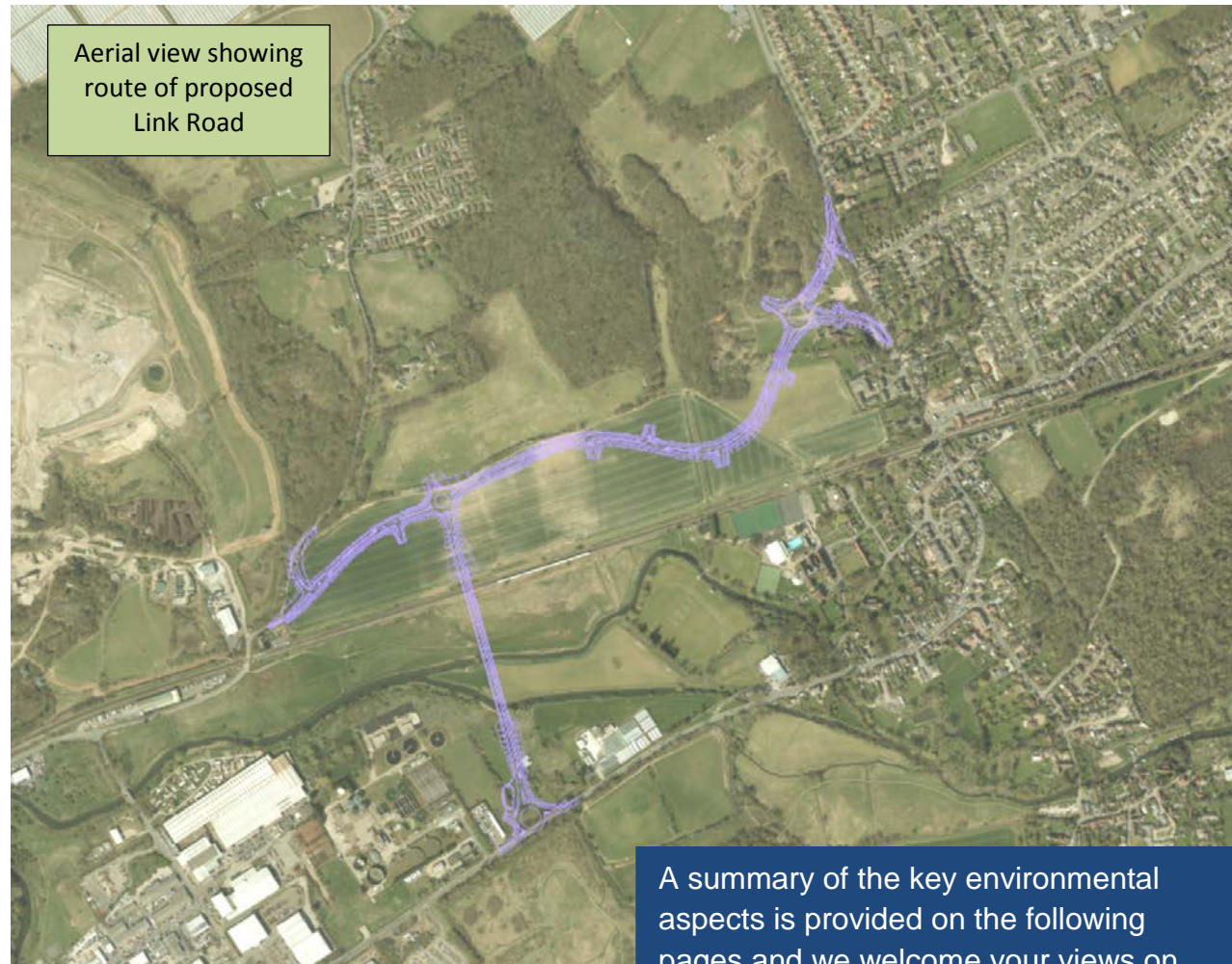
4. The Environment

Impact on the Environment

The area around Sturry is environmentally important. There are several environmental features that may be affected by the proposed road:

- Great Stour and its flood plain
- Public Rights of Ways
- Sturry Pit Site of Special Scientific Interest
- Den Grove Wood, an area of ancient woodland
- The A527 Great Stour Ashford to Fordwich Local Wildlife Site
- Sturry Conservation Area

Extensive environmental surveys are being undertaken by both KCC and the developers. The assessment of the impacts of the Link Road and any necessary mitigation will be presented in an Environmental Statement to support the planning application.



A summary of the key environmental aspects is provided on the following pages and we welcome your views on these in response to **question 6 of the consultation questionnaire**.

4. The Environment

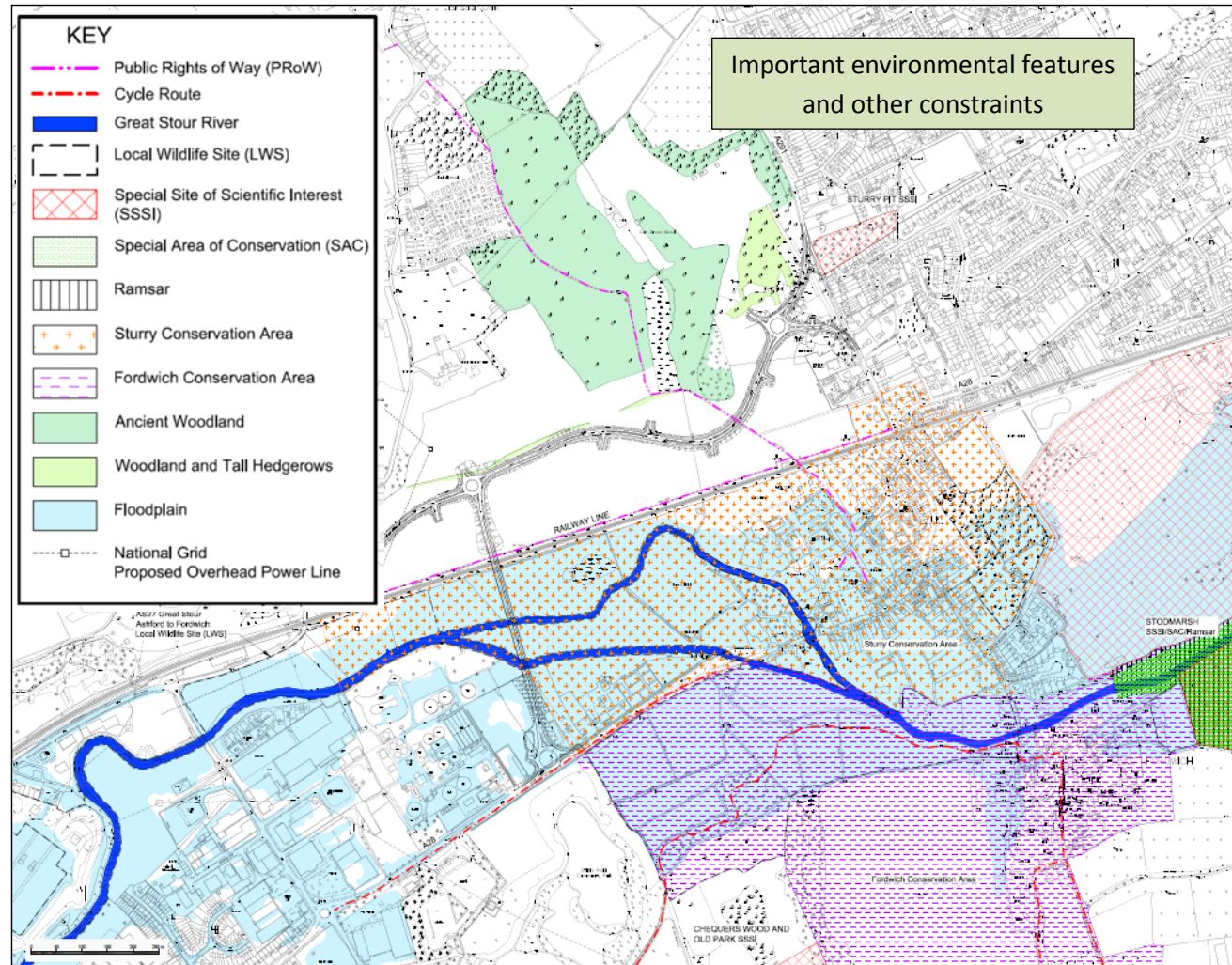
Ecology and Nature Conservation

The Great Stour corridor supports a variety of protected wildlife. Surveys have identified the following protected species:

- Desmoulin's whorl snail
- Bats
- Otter

There is potential for the scheme to impact these species therefore further assessment, survey information and an Ecological Impact Assessment will be included within the Environmental Statement submitted as part of the planning application. This will include ways to minimise and, where possible, enhance and create new wildlife habitats.

The Link Road has been designed to avoid or minimise direct impacts on key environmental areas including the Den Grove Wood ancient woodland and the Great Stour and its flood plain. Having the Link Road on a viaduct over the River Stour will minimise the effects on the river banks, local habitat and maintain the continuity of the flood plain. Otters will continue to be able to move freely along the river bank.



4. The Environment

People and Community

All Public Rights of Way will be maintained. The new road will include a shared cycleway and pedestrian footway along its entire length between A28 Canterbury - Sturry Road and A291 Sturry Hill. Some local bus services will use the new road to give more reliable journeys and avoid the severe congestion often experienced at the Sturry level crossing. Traffic levels will significantly reduce through Sturry, south of the level crossing, with likely benefits in traffic noise and air quality.

Water Environment

Road drainage will be managed and collected into settlement ponds giving a controlled flow of water and improvement in the quality of water discharged into the Great Stour. The ponds will have an additional benefit by providing new habitat for aquatic plants and animals. Pollution interceptors will be provided to help prevent the discharge of harmful contaminants into the river.

A full flood modelling exercise has concluded that the impact on flood levels will be negligible.

Landscape

Sturry is designated as an Area of High Landscape Value, part of it as Green Gap and lies within the Sturry Conservation Area. The Link Road will potentially have a significant impact on the landscape because of the scale of the road project with several junctions and a viaduct. Unfortunately there will be some loss of trees and vegetation. Visual effects could also be significant given the proximity of footpaths and residential properties.

A detailed assessment of both landscape and visual effects will be undertaken, and the Link Road designed with new planting to help the road to integrate into the surrounding landscape.

The landscape and visual character through the new development site will change due to the change in use. This will be managed through the planning application for the development site.

Noise

As with air quality, a detailed assessment for noise will be undertaken and the severity in both the long term and during the construction phase considered. Mitigation by the use of low noise surfacing and a 30mph speed limit through the new housing will help to reduce noise levels.

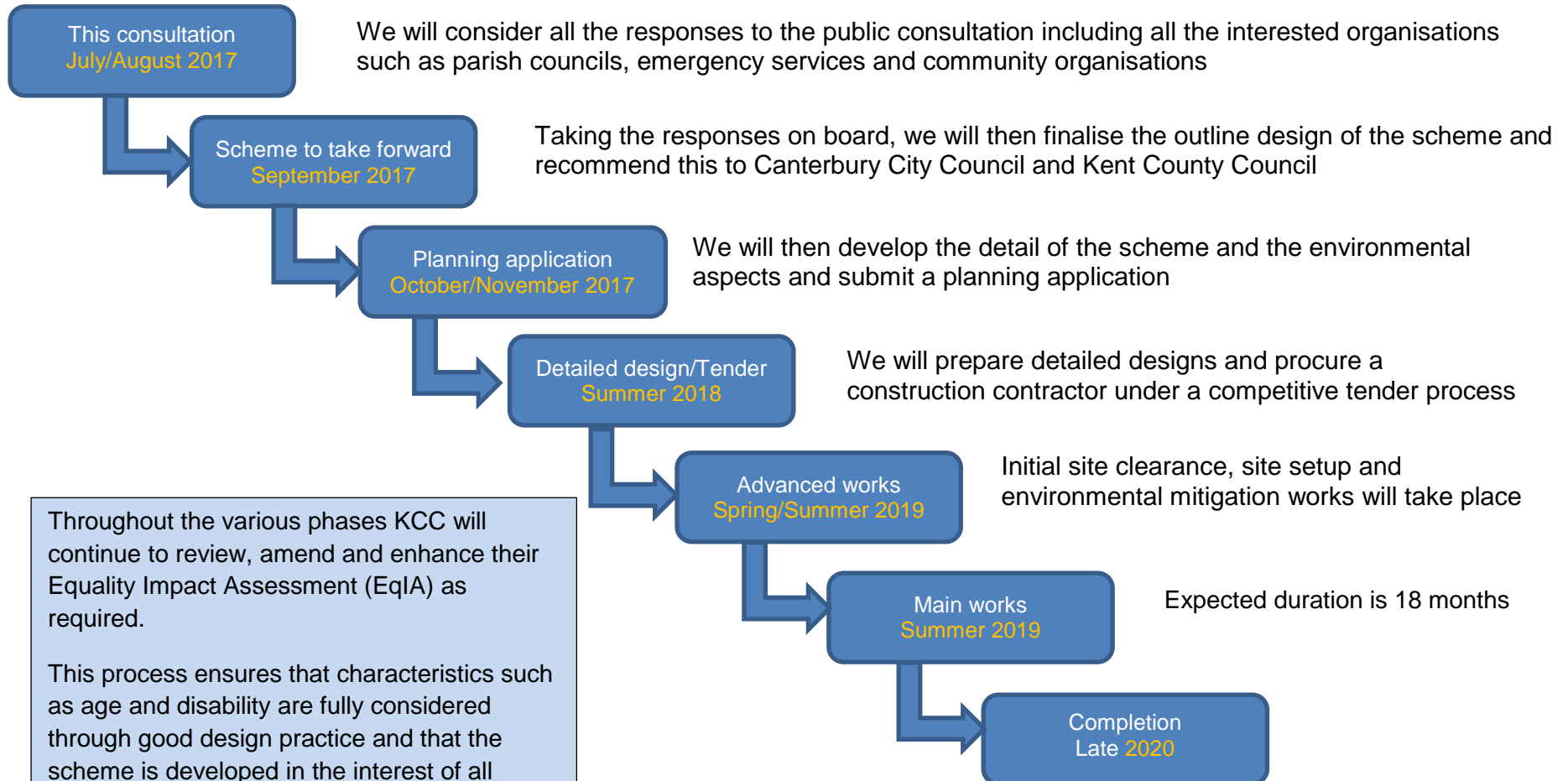
Air quality

The Link Road will change traffic flows around Sturry as well as providing access to new housing developments. A detailed air quality assessment will be undertaken but an initial study of the air quality effects of the Link Road and the new housing suggests that air quality is likely to remain below threshold levels that would otherwise require mitigation. The construction contract will be required to minimise construction dust.

Cultural Heritage

There are a number of listed buildings in close proximity to the scheme. The effect on the setting of these listed buildings and the effect on the conservation area will be fully considered throughout the environmental assessment process. Where significant effects arise, mitigation measures such as landscaping will be developed to minimise the impacts. Any impacts on below ground features along the scheme footprint will be managed, where necessary, before construction through a process of targeted excavation and recording.

5. What next?



Throughout the various phases KCC will continue to review, amend and enhance their Equality Impact Assessment (EqIA) as required.

This process ensures that characteristics such as age and disability are fully considered through good design practice and that the scheme is developed in the interest of all users.

A copy of the current EqIA and all consultation documents can be found online at: kent.gov.uk/Sturrylinkroad

6. Have your say

Your feedback is essential to help us shape our proposal prior to submission of a planning application and ensure it best suits the needs of your local community and local businesses.

Whether you support the proposal or have concerns about it, we want to hear your comments and views.

You can provide your views by taking part in our online engagement forum 'StickyWorld' or completing the consultation questionnaire which is available:

- Online at kent.gov.uk/sturrylinkroad
- By emailing sturrylinkroad@kent.gov.uk for a paper copy
- At the consultation events listed on this page

Want more information?

We also have three consultation events taking place in Sturry where you can drop in and talk to our team.

Consultation Event Venue	Date	Time
Broad Oak Village Hall Shalloak Road, Canterbury CT2 0QH	1 August 2017	2pm to 8pm
Sturry Social Centre Mill Road, Sturry, Canterbury CT2 0AN	2 August 2017	2pm to 8pm
Sturry Social Centre Mill Road, Sturry, Canterbury CT2 0AN	31 August 2017	2pm to 8pm

Visit the scheme website at: kent.gov.uk/sturrylinkroad

Email us: sturrylinkroad@kent.gov.uk

Write to us at:

Sturry Link Road Public Consultation
Kent County Council
1st Floor, Invicta House
Maidstone
ME14 1XX

Please provide your comments by 6th September 2017.

Alternative formats:

For any alternative formats of the consultation material, please email **alternative_formats@kent.gov.uk** or call 03000 421553 (text relay service number 18001 03000 421553). This number goes to an answering machine, which is monitored during office hours.

Working together with



This page is intentionally left blank

Sturry Link Road

Consultation Report



Sturry Link Road
Public Consultation

Have your say!
Find out about our proposal for a Sturry Link Road and tell us your views

Graphical Impression of the proposed viaduct

Consultation open from
26 July to 6 September 2017
kent.gov.uk/sturrylinkroad

Working together with

 SOUTH EAST
LOCAL ENTERPRISE
PARTNERSHIP

 Kent
County
Council
kent.gov.uk



Public Consultation

26 July – 6 September 2017

Alternative Formats

This document can be made available in other formats or languages, please email alternativeformats@kent.gov.uk or telephone 03000 421553 (text relay service 18001 03000 421553). This number goes to an answer machine, which is monitored during office hours.



Executive Summary

This consultation was held to present and gather feedback on the Sturry Link Road proposals prior to submission of a detailed planning application. The Consultation took place over a 6 week period from 26 July to 6 September 2017 and offered the opportunity to open a dialogue with stakeholder organisations and the public so their comments and concerns could be incorporated into the on-going work to finalise the scheme design.

Details of the proposals were available to view and download online with feedback obtained via a questionnaire which asked for views on the road layout, its features and its impact on the surrounding environment including suggestions for improvement. In total, 116 questionnaires were received. Consultees were also asked to consider and comment if they had a preference for one of three junction options presented for the A28/A291 junction. Three local exhibition events were also held with over 250 people attending. KCC also hosted a virtual exhibition online which received 928 views and 170 comments.

Overall, there is generally good support for the link road in the wider surroundings however locally there is an equal mix of opinion. Key reasons for support were; reduced congestion through Sturry, improved journey times and the opportunity to avoid the Sturry level crossing. Wider congestion and increased air pollution were the main concerns of consultees not in support of the Link Road, many of whom took the view

that the Link Road would not reduce congestion but just move it to another area.

Comments on the layout of the Link Road proposals focused heavily on pedestrian and cycle provisions and if the balance between all the competing transports demands were equitable. Examples included suggestions for additional and wider cycle routes, segregated cycle/pedestrian provisions and requests for more signal controlled crossings.

The proposed options for the A28/A291 junction attracted much local interest and were for many the key focal point of the consultation. Whilst most consultees understood the need and reasons to alter the junction, particularly the need to restrict some traffic turning movements, concerns over traffic re-routing through the local estate roads and the impact on accessibility to local facilities were the main issues. The junction layout shown in Appendix F has been selected for the final scheme design comprising a fully signalised configuration including signal controlled pedestrian crossings.

Representations from organisations including Sturry, Chestfield and Westbere Parish Councils, CPRE (Campaign to Protect Rural England), SPOKES East Kent Cycling Campaign and Broad Oak Preservation Society, whilst not stating any clear support or objection to the Link Road proposals, made a number of comments in relation to their specific area of interest with suggestions for improvement. Many of these were cycling and pedestrian related.

After consideration of all the suggestions and representations from the consultation, alterations to the design will be made and the scheme design finalised.

The next step is to submit a detailed planning application for the Link Road. This will be followed by determination of the planning applications for both the Link Road and adjacent development sites at Sturry and Broad Oak.

It is anticipated that construction works will commence in 2020.

i. Contents

Executive Summary

1. Introduction.....	1
1.1. Background.....	1
1.2. Purpose of the Consultation.....	2
1.3. Proposals Presented for Consultation.....	2
1.4. Decision Making Process.....	3
2. Consultation Process.....	4
2.1. Promoting the Consultation.....	5
2.2. Pre-consultation Engagement Activities.....	6
2.3. Consultation Activities.....	6
3. Equality and Accessibility.....	8
4. Response Profile.....	9
4.1. Respondent Demographics.....	9
4.2. Respondent Groups.....	11
5. Consultation Results:.....	12
5.1. Questionnaire Analysis.....	12
5.2. Letters and Emails.....	23
5.3. ‘Stickyworld’ comments.....	30
5.4. Exhibition feedback.....	30
6. Scheme Update in Response to Feedback.....	31

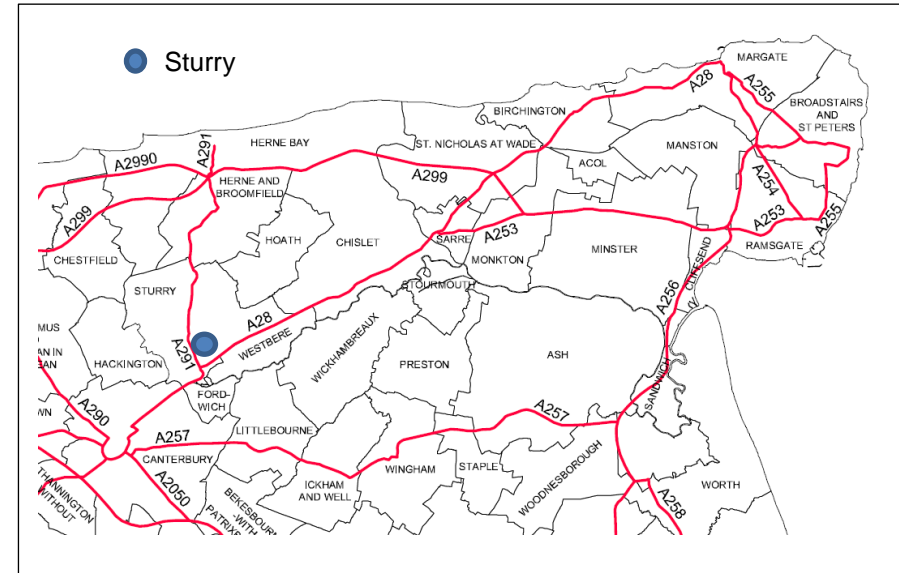
APPENDIX A	Geographical location of questionnaire respondents	37
APPENDIX B	Geographical location of responses to question 3 of the questionnaire	39
APPENDIX C	Geographical location of responses to question 5 of the questionnaire	40
APPENDIX D	Sturry Parish Council feedback report (full contents)	41
APPENDIX E	Consultation Questionnaire	57
APPENDIX F	A28/A291 Junction Improvement – Option selected for final scheme design	65

1. Introduction

1.1. Background

The proposed Sturry Link Road aims to reduce traffic through Sturry, ease congestion at the Sturry level crossing and cater for the extra traffic from the new housing proposed at Sturry, Broad Oak and beyond at Herne Bay. Sturry experiences high levels of traffic which combined with frequent operation of the level crossing can lead to severe congestion, making journey times unreliable. The proposed new road with its dual role to serve new housing provides the opportunity to deliver an alternative route for traffic to avoid the level crossing and help tackle and reduce traffic congestion in Sturry.

The proposed new road will be located to the north and west of Sturry providing a new 1.5km route to link the A28 Sturry Road in the south to the A291 Sturry Hill in the east. A section of new road is also proposed to provide a direct link to Shalloak Road to the west. The new road will follow an east to westerly route to the north of the Canterbury to Ramsgate railway before heading in a southerly direction to cross over the railway and the Great Stour to join the A28 Canterbury Road. A key feature is the proposal for a 250m long continuous bridge structure (viaduct) spanning both the railway and both arms of the Great Stour.



In the wider context, new home allocations of around 16,000 have been identified in the Canterbury District Local Plan (adopted July 2017) over the plan period of 2011 to 2031. This includes strategic allocations of land at Sturry and Broad Oak for 1,150 new homes. The Local Plan acknowledges and accepts that these new homes will create additional traffic and that, in accordance with the Local Plan policies, Canterbury City Council (CCC) will seek to implement a Sturry Link Road. Kent County Council (KCC) in conjunction with the developers of the Sturry Site will be planning and delivering the Sturry Link Road.

Plans for the development at Sturry and Broad Oak were presented at two local exhibition events (January and April 2017). This included Masterplan proposals and high-level plans for the Link Road. Whilst these Masterplan proposals will be subject to two separate planning applications by the developers, KCC will be developing and submitting a detailed planning application for the Link Road. The KCC application will also include proposals for alterations to the existing A28/A291 junction necessary to encourage reassignment of through traffic to the Link Road and improve the junction for pedestrians and its overall performance.

The proposals were presented at the Environment and Transport Cabinet Committee (E&T) on 15 June 2017.

1.2. Purpose of the Consultation

KCC's project team, working together in close liaison with Canterbury City Council (CCC) and organisations responsible for new housing at Sturry and Broad Oak, are preparing a detailed planning application to deliver the Sturry Link Road. This consultation was carried out at the pre-planning stage to provide the public and stakeholder organisations with the opportunity to provide feedback and make suggestions on the road scheme before plans are finalised for the planning application.

The consultation enabled the public and organisations to:

- Understand in some detail the road scheme being proposed

- Consider the possible impacts and benefits of the proposed scheme
- Interact with other members of the public and with organisations to understand their views
- Ask KCC questions on the proposals

This report presents the analysis and findings of the feedback to the public consultation on the proposals. In addition, the report summarises the consultation process and the engagement and promotional activities that took place. The report also states how the feedback has been used to update and enhance the proposal.

1.3. Proposals Presented for Consultation

Through the Master Planning process for the development at Sturry and Broad Oak, and as a result of other significant physical and environmental constraints, the proposed route corridor for the Link Road had essentially been determined. Proposals presented for this consultation for the Link Road therefore comprised a detailed scheme layout along a single route corridor. Consultees were asked to examine and comment on the road layout, its features and its impact on the surrounding environment including suggestions for improvement.

Three alternative layout proposals were presented for the A28/A291 junction improvement. Consultees were asked to consider and comment if they had a preference for one of the

three junction options shown, giving reasons for their preference.

Details of the proposals were presented and made available in several formats as explained in Section 2. Such details included:

- Detailed layout plans for each road section (Figure 1.2)
- Detailed layout plans for each of the A28/A291 junction alternatives (Figure 1.2)
- 3D visualisations and elevations of the proposed viaduct (Figure 1.1)
- Environmental constraints plan
- Aerial photography (with scheme superimposed)

1.4. Decision Making Process

Following the consultation report being published, the proposals will be amended, taking into consideration comments raised through the consultation. This consultation report along with a project update will then be taken to Environment and Transport Cabinet Committee to provide an update on the proposal.

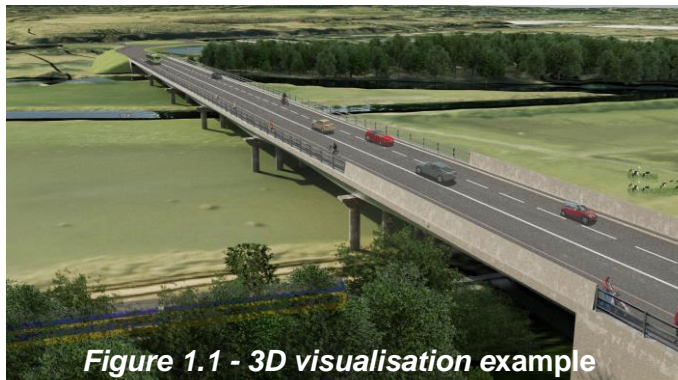


Figure 1.1 - 3D visualisation example

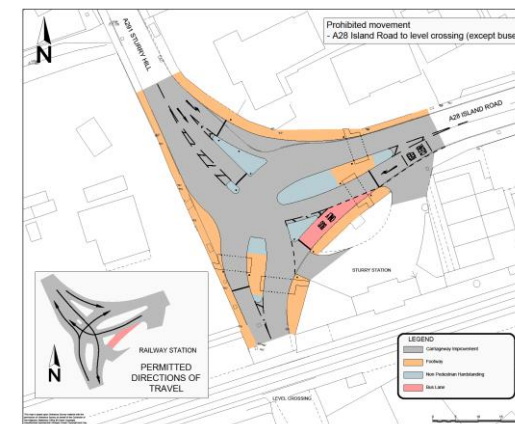
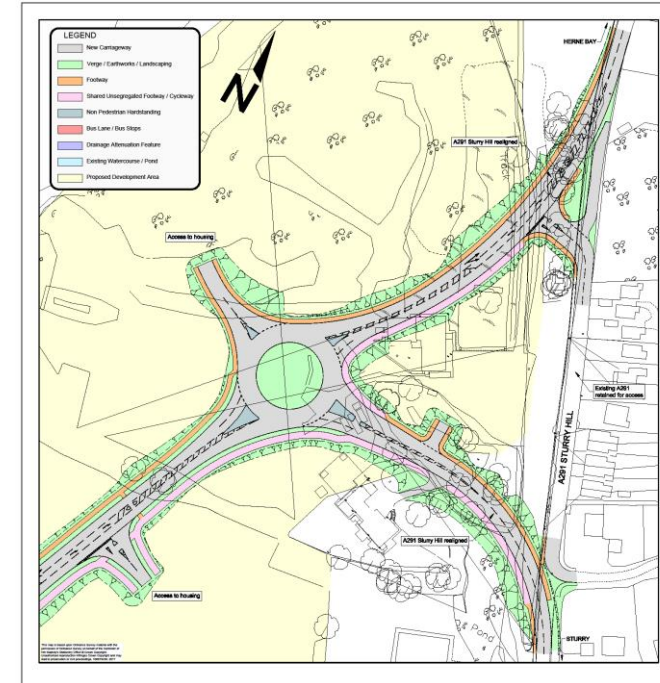


Figure 1.2 - Examples of scheme presentations

2. Consultation Process

This Section outlines the process followed to deliver the consultation and details the activities and documentation developed to support the delivery of the consultation. The consultation was divided into the five stages shown in Figure 2.1. Detailed information on each stage is given below.

Page 98

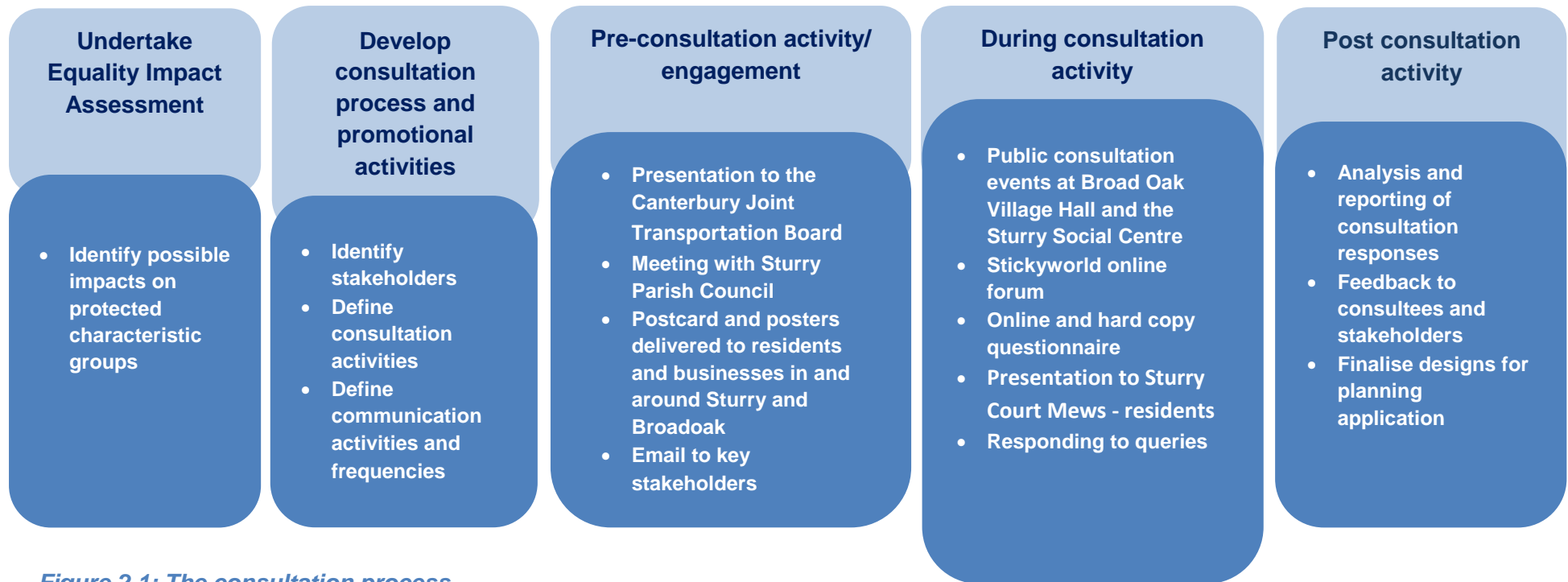


Figure 2.1: The consultation process

2.1. Promoting the Consultation

The consultation process was developed by KCC with the aim of involving residents, community groups and interested parties to help develop the proposals, drawing on local knowledge and expertise.

The following promotional activities were undertaken to support the delivery of the public consultation:

- Consultation poster displayed in libraries in Canterbury and Sturry
- Postcards delivered to residents of Sturry and Broad Oak
- Presentation to Sturry Parish Council meeting on 27 June 2017
- Posters displayed at Sturry Parish Council Offices
- Press release issued by KCC on 26 July 2017
- Page on KCC's Consultation Directory on Kent.gov.uk updated as consultation and project progressed
- Sturry Parish Council Social Media

KCC's Twitter page was also used to promote the consultation throughout the six-week period. Six tweets were planned for varying stages of the consultation, which included reminders of consultation events. Examples are shown opposite.



Figure 2.2: Consultation postcard

Twitter 'Consultation launch'

"Have your say on our Sturry Link Road public consultation or come down to one of our exhibition events. <http://bit.ly/2uAHhQ>"

Twitter 'Exhibition event'

"Attend our exhibition today to share your views on the Sturry Link Road consultation at Sturry Social Centre 2-8pm"
<http://bit.ly/2uYob9k>

Twitter 'Consultation close'

"Last chance to tell us your views on the Sturry Link Road consultation, closing 6th September. Take part here:"<http://bit.ly/2uWJIVP>"

2.2. Pre-consultation Engagement Activities

In developing the proposals prior to this consultation, KCC officers have been in liaison with key stakeholders including Canterbury City Council, affected landowners, Environment Agency, Network Rail, Southeastern, Stage Coach and developers for the Sturry and Broad Oak development.

KCC officers also met the Local County Council Member and made presentations to the Canterbury Joint Transport Board on 13 June 2017 and to the County Council Environment and Transport Cabinet Committee on 15 June 2017.

2.3. Consultation Activities

A number of activities were undertaken during the consultation period:

Consultation Events

Three exhibition events were held locally at the Broad Oak Village Hall (1 August) and the Sturry Social Club (2, 31 August) from 2pm – 8pm each day. The purpose of the events was to provide attendees with a forum to examine and discuss the proposals with KCC officers, and ask any questions.

In total over **250** people attended the exhibitions.

Consultation Exhibition Boards

The consultation exhibition boards provided information on the following:

- Background of the project
- Details of the proposed Link Road layout
- Details of the three A28/A291 junction alternatives
- Environmental impacts
- Viaduct
- The next steps, and how people could provide their feedback



Figure 2.3: Photo taken at the Broad Oak exhibition day

The boards were available to view and download from the consultation webpage. Other key documents were also available to download as shown in Table 1.

Hard copies of the Consultation Booklet and other supporting design drawings and documents were also made available at the exhibitions as required.

Table 1- Key document downloads

Document	Downloads
Consultation booklet (PDF Version)	885 downloads
Consultation booklet (Word version)	65 downloads
Consultation stage Equalities Impact Assessment (PDF Version)	42 downloads
Consultation stage Equalities Impact Assessment (Word Version)	12 downloads
Exhibition banners	48 downloads
Promotional Postcard	41 downloads
Promotional Poster	68 downloads
Sturry Link Road Consultation Questionnaire (Word Version)	65 downloads
A28 Island Road -A291 Sturry Hill Junction Option Assessment	238 downloads
A28 Sturry Link Road Hydraulic modelling Report	85 downloads
A28 Sturry Link Road Preliminary sources study and contamination assessment report	34 downloads
A28 Sturry Link Road Environmental Scoping Report	61 downloads
Elevation of Viaduct	72 downloads
Viaduct General Arrangement	84 downloads
Sturry and Broad Oak Housing Development pre planning consultation	136 downloads

Feedback mechanism

People were asked to provide feedback via a consultation questionnaire, which was available online and in a paper version. The paper version was available at the exhibition events and on request via telephone or email. A copy of the questionnaire is provided in **Appendix E**.

Stickyworld Online Forum

KCC hosted an online forum via Stickyworld. This was a virtual version of the consultation exhibition offering the public the opportunity to comment on the specific aspects of the scheme. A key feature of the forum was the ability for respondents to see and reply to comments posted by others. This served to prompt support or counter arguments against many of the aspects raised.

In total Stickyworld gained:

928 views **170** comments

Engagement with residents of Sturry Court Mews (retirement dwellings)

On 31 August, members of the KCC project team attended an informal gathering with many of the residents of Sturry Court Mews. This small ‘community’ of mainly elderly residents located off the A291 Sturry Hill near its junction with the A28, invited KCC officers to present the proposals and answer any questions as many were unable to attend the exhibition events.

3. Equality and Accessibility

Equality Impact Assessment (EqIA)

The EqIA provides a process to help us to understand how the proposals may affect people based on their protected characteristics (age, disability, gender, gender identity, race, religion/belief or none, sexual orientation, pregnancy and maternity, marriage and civil partnership and carer's responsibilities).

The EqIA was available as one of the consultation documents and was used to shape the consultation process.

The following steps were taken to ensure the consultation was accessible to all:

- In addition to the consultation being available online, three events were held at two accessible venues to provide the opportunity for people to view the material and ask the team questions. Hard copies of the online questionnaire were available and staff on hand to provide support. This was particularly important to ensure the consultation was accessible to people who could not or did not want to access the consultation online. The consultation event banners were replicated on Stickyworld and the exhibition banners were made available online for anyone who was unable to attend the events.

- All publicity material included a phone number and email address for people to request hard copies and alternative formats of the consultation material. Word versions of the Consultation booklet, EqIA and questionnaire were provided to ensure accessibility of documentation to consultees using audio transcription software.
- Hard copies on the consultation booklet were available from the Canterbury libraries.
- Attendance at an informal gathering with residents of Sturry Court Mews. A 'community' of mainly elderly residents unable to attend the exhibitions.

Equality analysis of the consultation data was undertaken (Chapter 5) to identify any other issues that would impact a particular protected characteristic group. The EqIA will be updated to consider outcomes of this consultation.

The consultation questionnaire included a question highlighting the EqIA and asking for feedback. The responses to this question are summarised in Section 5.

4. Response Profile

This chapter summarises the number of consultation responses received and who responded to the consultation.

In total, **116** individuals or organisations responded to the consultation via the questionnaire, of which **31** responded by hard copy and **85** were submitted online. Five of the responses via the questionnaire were responding on behalf of an organisation including two local community associations¹, a church (St Nicholas Church) and one from The Canterbury District Green Party. A number of other organisations and members of the public responded by either letter or email and details of these responses can be found in Sections 5.2 and 5.3.

There were **170** comments on the 'Stickyworld' Online Forum. These comments have been considered and summarised in Section 5.4, but the respondents have not been included in the statistical information.

More than **250** people attended the consultation events.

4.1. Respondent Demographics

The following section documents the demographics of the respondents. This data was collated using the 'About You' questions in the questionnaire.

¹ Two separate responses represented the same community organisation (Littlebourne & Stodmarsh Roads Community Association Ltd).

Age

Figure 4.1 shows the distribution of respondents' age. Over 50% were aged over 65 but only 8% were aged under 35, which perhaps reflects the local population.

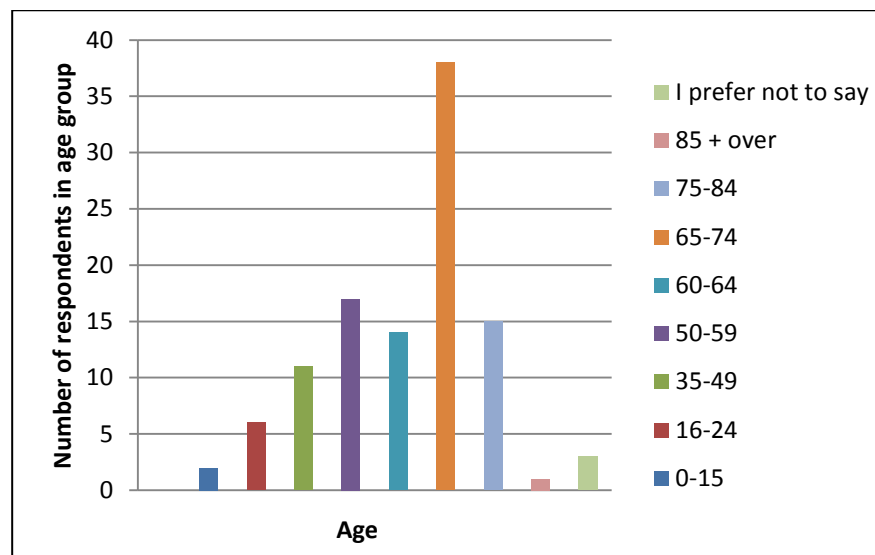


Figure 4.1: Respondents by age

Gender

- 74% of respondents were men
- 24% of respondents were women
- 2% of respondents preferred not to state their gender.

Disability

Respondents were asked if they consider themselves to be disabled:

- 87% of respondents did not consider themselves having a disability
- 11% of respondents did consider themselves having a disability
- 2% preferred not to say.

Of those that stated they considered themselves having a disability, the impairments that affected each respondent are described in Figure 4.2.

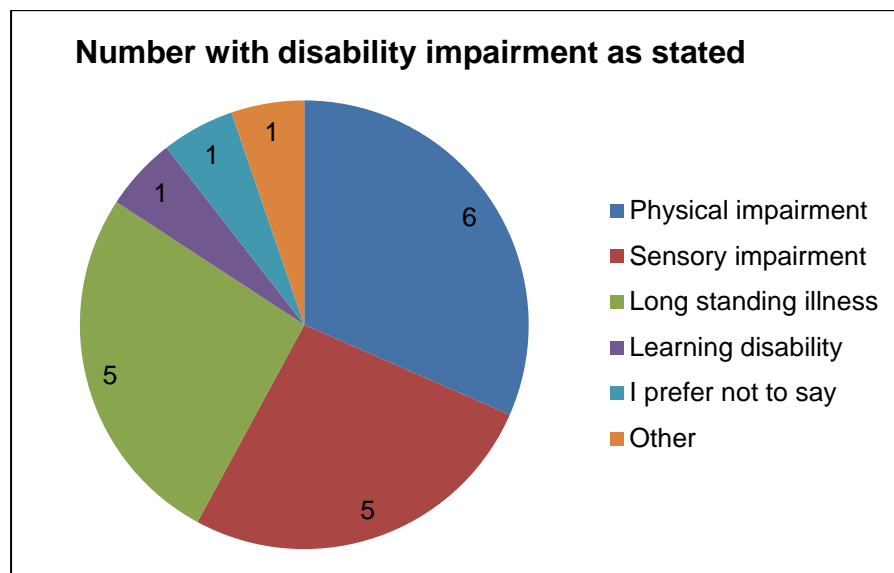


Figure 4.2: Disability

Religion or Belief

Respondents were asked if they consider themselves as belonging to any particular religion or belief:

- 45% of respondents said yes
- 46% of respondents said no
- 9% preferred not to say

Of those respondents that answered yes, 91% selected Christian, 2% Muslim, 2% Sikh and 4% other.

Carer

8% of respondents identified themselves to be carers.

Ethnic Groups

Table 2 indicates the range and percentage of each ethnic group that responded using the questionnaire:

Table 2: Respondents ethnic group

Ethnic Group	Percentage
White English	85%
White Scottish	2%
White: Other	2%
Mixed: white and Asian	1%
Asian or Asian British: Indian	1%
Asian or Asian British: Other	1%
Black or Black British: African	1%

Note: 8% preferred not to say

4.2. Respondent Groups

Table 3 shows the distribution of questionnaire responses based on the responder group categories provided. Letter and email responses were also received and these are analysed separately in Section 5 of this report.

Respondents were asked in what capacity they were completing the questionnaire:

Table 3: Questionnaire responses

Respondent Group	Number of Responses	Percentage
Sturry, Broad Oak or Fordwich resident	52	45%
A resident from somewhere else in Kent	28	24%
A regular commuter travelling through Sturry	12	10%
A user of local public transport (bus/train)	4	3%
A cyclist (social and/or commuting)	2	2%
A representative of a local community group or resident association	5	4%
On behalf of a Parish/District Council in an official capacity	0	0%
A Parish/District or County Councillor	1	1%
A local business owner	3	3%
On behalf of a charity, voluntary or community sector organisation (VCS)	0	0%
A visitor to Sturry/Broad Oak/Fordwich	4	3%
Other*	5	4%

* Others include:- regular drivers through Sturry, a trade associatuon, land agent and Stodmarsh resident

The responses to the questionnaire were mapped to show where the respondents live. This was based on the postcodes given. **Appendix A** maps the postcodes of people responding to the questionnaire.

These results show us that the vast majority of the people who took part in the consultation live in the northeast districts of Kent, predominately Canterbury District, but notably in and around the areas of Whitstable, Herne Bay, Minster and Broadstairs. This is to be expected as respondents in these areas are those most likely to be directly affected by the scheme, be it as a local resident or commuter.

5. Consultation Results:

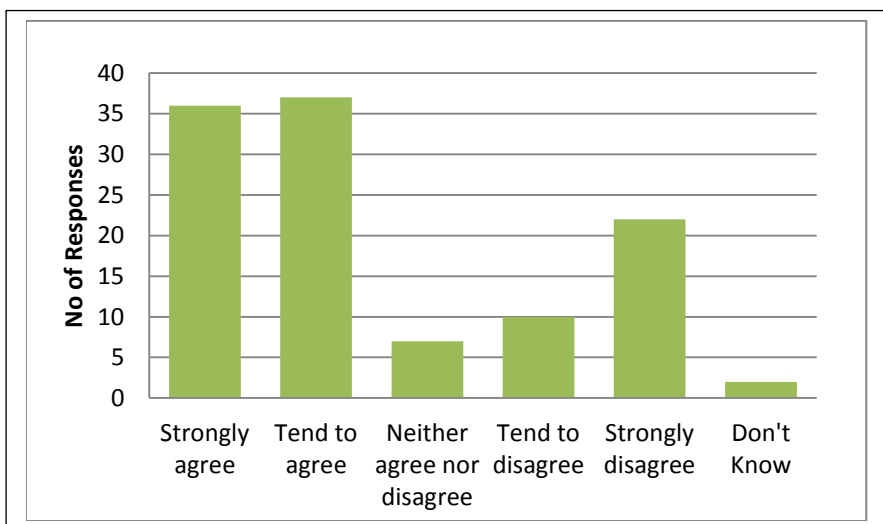
5.1. Questionnaire Analysis

The questionnaire included five questions relating to different aspects of the proposals (Questions 3 to 8).

Q3. *To what extent do you agree or disagree with the proposed Link Road?*

There were **114** responses to this question.

- **64%** of respondents agreed
- **28%** of respondents disagreed
- **8%** of respondents either did not know or did not agree nor disagree



Mapping of the responses to this question are shown in **Appendix B** based on the postcodes given. As it can be seen, there is generally good support for the Link Road in the wider surroundings however locally there is an equal mix of opinion.

Those respondents that agreed with the proposed Link Road selected one or more of the following reasons for their support:

Reason for support	Number selected
Reduced congestion through Sturry	65 (87%)
Improved journey times	38 (51%)
Avoid railway level crossing	49 (65%)
Improve the local community	29 (39%)
Needed to support the new housing	27 (36%)
Other*	13 (17%)

**Those respondents who selected 'Other' also selected one or more of the listed reasons but chose to use the comment box to emphasis their reason for support. This included reduced traffic through Fordwich and also improved journey times for emergency services.*

Of those respondents that did not agree with the proposed Link Road, the overwhelming reason given was inadequate local and wider infrastructure to accommodate increasing numbers of traffic generated from the new housing. Respondents took the view that the Link Road would not reduce congestion but just move it to another area.

Some 'disagree' comments expressed concern over the restrictions proposed at the A28/A291 junction in terms of severance from local facilities and also the lack of appropriate provision for non-motorised users. A small number of comments also related to environmental impact concerns, particularly increased noise and air pollution. Details of further comments made in respect of the A28/A291 junction and environmental impacts can be found under the sub-headings for questions 5 and 6 respectively.

The local community groups of Oaten Hill & South Canterbury Association and Littleborne & Stodmarsh Roads Community Association Ltd (LSRCA) agreed with the proposed Link Road, both placing particular emphasis on traffic being able to avoid the Sturry level crossing. Of the other community group responses, St Nicholas Church suggested that they believed that closure of the Sturry level crossing was planned as part of the proposal. This is not the case. The Canterbury District Green Party disagreed with the Link Road proposals, expressing the same concerns as many individual respondents about inadequate local and wider infrastructure to accommodate increasing numbers of traffic generated from the new housing.

Locally, a clear distinction emerged between those respondents who live to the north of the railway, who generally disagree with the Link Road proposals, to those who live to the south, who generally agree with the Link Road proposals. This is illustrated in Figure 5.1 and is perhaps

explained by the effects that the proposed A28/A291 junction alterations will have on local and through traffic movements.

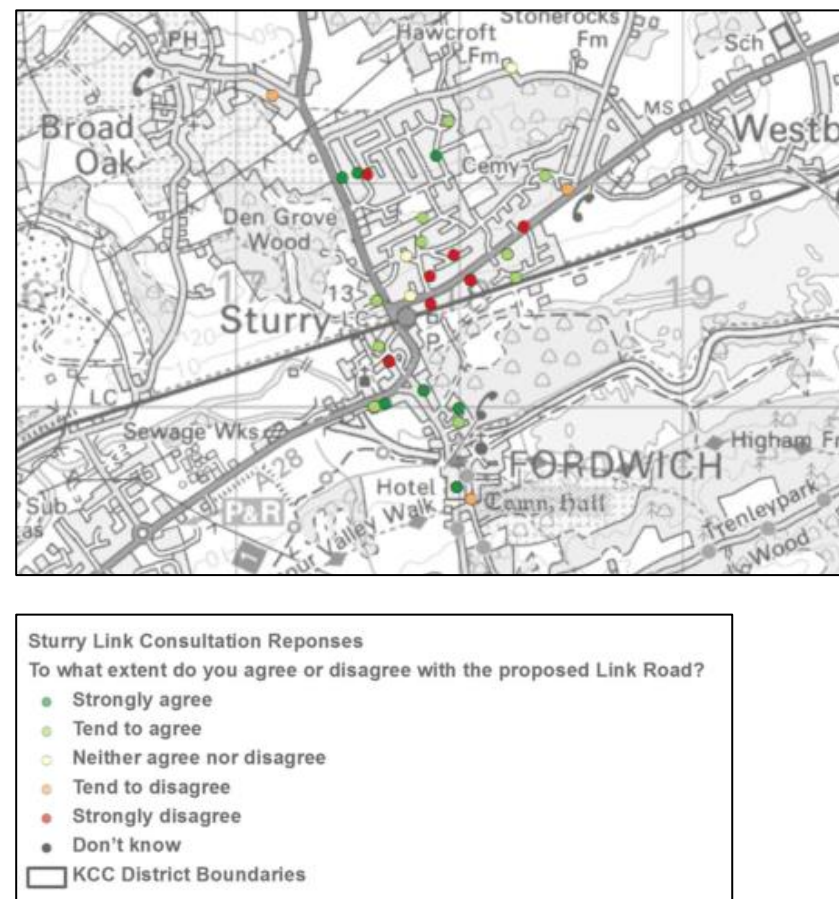


Figure 5.1 – Mapping of local responses to Q3

Several respondents north of the railway believe that the proposed restrictions at the junction will encourage more 'rat-running' through the residential estate roads in which they live. This is something that they already experience at times

through drivers avoiding the existing junction when it is congested, particularly during operation of the level crossing. Respondents to the south of the railway commented on the positive impact the junction alterations would have due to the resulting significant reduction of through traffic on the A28, including reduced traffic through Fordwich.

Q4. Do you have any comments on the proposed road layout, including suggestions for improvements? Is there anything you particularly link or dislike about the scheme?

There were **87** responses to this question of which **50** by respondents who agreed with the Link Road proposals and **27** who disagreed.

Respondents commented on a variety of aspects of the proposals, some very detailed in their response offering views not only on the scheme detail but also on the wider implications of the proposals. Suggestions for changes were plentiful, reflecting people's individual circumstances and views.

Several comments were complimentary about the proposals as illustrated opposite. Many comments did however highlight particular concerns over the proposals of which **30%** related to issues of a more strategic nature. The interdependency of the road and housing and wider congestion concerns made this inevitable and understandable. A selection of these is provided in Table 4, categorised into the common themes that emerged.

The proposed options for the A28/A291 junction attracted much interest and are discussed further under Question 5.

“Very pleased that the rail crossing will be kept open for busses and local traffic”

(A Sturry, Broad Oak or Fordwich resident)

“The road layout looks sensible and the roundabout where the new road joins the A28 is the most logical junction.”

(A Sturry, Broad Oak or Fordwich resident)

“This scheme would be a major plus to HGVs and other road users alike, as a bridge will eliminate a very lengthy and regularly closed level crossing at Sturry”

(Trade Association)

“An excellent scheme which is well designed and addresses the landscape very well”

(A visitor to Sturry/Broad Oak/Fordwich)

“I like the viaduct and the proposal that it be in one section rather than three so as not to interfere too much with the flood plain”

(A resident from somewhere else)

It is noted that, based on some comments received, a small number of respondents misinterpreted some details of the scheme proposals. This included continuity of footway routes, bus stop locations, closure (or non-closure) of the Sturry level crossing and pedestrian crossing details. Clarification of these details will allay any of the concerns raised

Table 4: Comments relating to common themes

Common themes and specific comments (examples)

Pedestrian/Cycle provisions (17 comments)

- *Pedestrians and cyclists should have clearly defined, separate pathways or lanes*
- *Nice if cyclists did not have to share the road with cars (at new A28 roundabout)*
- *Not enough priority is given to pedestrians and cyclists*

Traffic congestion & local re-routing (14 comments)

- *Scheme not designed to cope for future traffic*
- *Will lead to increased use of current 'rat-runs' specifically Babs Oak, Hawe Lane, Pope Lane, Sweechgate, Shalloak Road and through Fordwich*
- *Impact of developments at Hersden have been greatly underestimated*
- *The proposed road will substantially exacerbate problems on the A28 as it comes from the new round-a-bout*
- *We anticipate that when the railway gates are closed (Broadoak) during the morning rush hour then the backlog of traffic could stretch back to the main round-about on the relief road*

A28/A291 Junction* (11 comments) - (See note opposite)

- *Network Rail's plans to increase the number of trains will further impact on traffic disruption at the junction*
- *Prohibited movements unhelpful*
- *I like the idea of restricting some of the traffic flows through the Sturry level crossing*
- *The Sturry level crossing should be closed and all traffic diverted to the new link road.*

Several respondents expressed a preference for the A28/A291 junction option in response to this question and in addition provided comments relating to environmental impacts. These topics are discussed in detail under Question 5 and 6 respectively. A cross-check was made to ensure comments were either repeated under questions 5 and 6 or if not, included.

Environmental Impact* (12 comments) – (See note opposite)

Road/housing strategic issues (24 comments)

- *There is no suggestion for routing through traffic to the north of the city*
- *Sturry level crossing should be permanently closed*
- *Seems illogical to create cycle lanes along this road which will be busy with fast moving traffic. Dedicated cycle ways could be incorporated alongside the railway where the existing public footpath is located*
- *The County Council and Local Council need to work together to sort out a proper integrated cycle route for Canterbury*
- *Pedestrians and cyclists are clearly marginalised. Canterbury needs to put cycling and walking first.*
- *Probably best to just put a bridge/tunnel at the current level crossing*
- *Better co-operation by network rail could solve some of the problem at the crossing - longer platforms*
- *Road only takes traffic further in towards Canterbury. No promotion to reduce car journeys e.g. park & ride. Electric care hire per day to get into city etc.*
- *If the new house/roads are to be successful consideration has to made into a scheme that bypasses both Sturry and Broad oak*
- *The existing roundabout at the junction of Vauxhall road & A28 Sturry road is working over capacity. This roundabout should be enlarged as the new layout will put extra congestion on this junction.*
- *The proposed Sturry Link Road layout should form port of a new traffic relief road around Canterbury*

Page 109

There were **30** suggestions put forward for changes to the proposals via the questionnaire. Some suggestions were more strategic in nature including suggestions for additional link roads to form a new relief road around Canterbury, other wider route alternatives, changes to the local rail infrastructure and closure of the Sturry level crossing. Those suggestions that were more focused on the detail of the proposals are summarised in Table 5, which also includes suggestions received via letter or email.

Table 5: Suggestions for change

Suggestions for change	Reason given
Widen the shared-use footways, 5m should be considered	<i>3.6m is too narrow over viaduct taking into account speed of cyclists. 3m elsewhere insufficient</i>
Provide segregated pedestrian/cycleway over viaduct and consider segregation throughout	<i>Better protection for pedestrians</i>
Provide a roundabout at the Sturry level crossing	<i>Will be easier to accommodate access to local facilities (i.e. Coop)</i>
Provide traffic calming/restriction measures through Broad Oak	<i>To further discourage 'rat-running' through Broad Oak</i>
Widen the existing road from the Broad Oak level crossing to the new road layout	<i>To accommodate increased usage to access A28/A291</i>
Remove soft verge on Link Road	<i>Use space to widen footways</i>
Provide junction entry treatments across estate roads giving priority to cyclists	<i>Would help pedestrian/cyclists with a level crossing point and reduce traffic speed onto the estate</i>

Suggestions for change	Reason given
Provide a cycle path subway beneath A28 roundabout	<i>Not adequate provision for cyclists at the new roundabout</i>
Make the exit to Sturry Court Mews left turn only	<i>To avoid the Mews access acting as a turn-around point, forcing drivers to use the new roundabout on Sturry Hill</i>
Design the viaduct more like other bridges along the Stour to compliment the landscape through the use of green technology.	<i>The proposed viaduct looks like a motorway bridge in the middle of a rural countryside village</i>
Provide a cycle route on the northbound side of the Link Road as well as the southbound side	<i>To encourage cycling and to prevent the new housing developments causing more congestion by cars.</i>
Provide Pelican crossings on all the roundabouts, and especially the roundabout at the south end of the viaduct.	<i>To protect cyclists and pedestrians</i>
Incorporate footways and cycleways on the link to Shalloak Road	<i>This (link) is also going to be the natural pedestrian route to the supermarkets & stores off Vauxhall road</i>
Northern part of realigned A291 to include a cycleway on the west, uphill, side	<i>(none given – but assume for continuity of cycle provisions)</i>
No traffic calming measures to be introduced	<i>Traffic calming measures leads to more pollution.</i>
Consider improved protection for pedestrians on the elevated viaduct	<i>To better protect against high winds/driving rain</i>
To address concerns over speeding and possible mist over the rivers	<i>Road safety on the viaduct</i>

Table 5 (Cont): Suggestions for change

Suggestions for change	Reason given
Please ensure either side of the road has thousands of trees planted.	<i>To improve the environment and reduce noise</i>
I would like to see a reduced speed limit through Sturry village as well as a restriction in regards to what vehicles can come through the village (No HGVs)	<i>(none given – but assume on road safety grounds)</i>
Provide an additional pedestrian refuge where the new road ties into the A291 south of the proposed roundabout.	<i>To maintain continuity and safety for this walking route</i>
Consider moving cycleway to the north side of the Link Road	<i>Too many junctions on the south side will impact cyclists</i>
Set-back bus stops into laybys	<i>So that people can get on/off without holding up arterial traffic</i>
Viaduct needs to be two lanes in either direction, and it also needs to be lit perhaps by parapet lighting	<i>(None given – but assume for capacity and safety for pedestrians and cyclists)</i>
Improve access to land (field) off A28 on east approach to new roundabout	<i>To safely accommodate frequent events on site such as boot-fairs/circuses and also agricultural requirements</i>
A28/A291 Option 2 to incorporate provisions to permit ambulances to turn right into Island Road from south of Rail crossing	<i>To not unduly delay emergency services</i>
Provide access to proposed new station car park direct from new A28/A291 junction	<i>Improved mobility for pedestrian access</i>

Suggestions for change	Reason given
Consider relocation of the attenuation pond at the new A28 roundabout to the east side	<i>To minimise the impact on land take</i>
Consider a path on the north side of the link to Shalloak Road	<i>To provide direct access to proposed allotments and leisure space north of the road.</i>
Provide dedicated left turn lanes at all the roundabouts for the main stream flows	<i>To ease traffic flow at the junctions</i>
Provide some form of horizontal separation between the footway and bus lane on the viaduct	<i>To better protect cyclists from draught caused by passing traffic</i>
Consider blocking local roads to encourage reassignment of through traffic.	<i>Improve local roads and encourage walking and cycling</i>
Provide additional signal controlled pedestrian crossing points	<i>Pedestrian safety due to high traffic flow</i>
Provide bus lanes on both sides of the Link Road	<i>Improved public transport provisions</i>
KCC and Network Rail to enter into discussions regarding possible rail infrastructure changes	<i>To reduce the time the level crossing is in operation</i>
Provide private means of access from A28 roundabout	<i>To provide safer access</i>

Section 6 of this report outlines scheme changes incorporated into the final design after consideration of the above suggestions.

Q5. Do you have any preference for one of the three junction options shown?

There were **113** responses to this question

- **31%** of respondents preferred Option 1
- **7%** of respondents preferred Option 2
- **17%** of respondents preferred Option 3
- **29%** of respondents selected ‘None of the above’ (i.e. no preference)
- **16%** of respondents selected ‘Don’t Know’

Respondents who had a preference for one of the three junction options gave several explanations for their choice. The most common explanations are summarised in Table 6.

Table 6: Common themes for junction choice

Themes	Option Chosen		
Reduction of traffic through Village	Option 1		
Reduction of traffic over level crossing	Option 1	Option 2	
Improved junction efficiency	Option 1	Option 2	Option 3
Improved safety at junction	Option 1	Option 2	
Will encourage use of Link Road	Option 1	Option 2	
Improved pedestrian facilities	Option 1		Option 3
Least inconvenient/disruptive to locals	Option 1		Option 3
Least impact on Island Road traffic	Option 1	Option 2	

These respondents also commented on detailed aspects of the junction options including: how access to the station forecourt is to be gained, how access to the shop (Co-op store) will be managed, compatibility issues between the

junction signals and the level crossing signals. Some comments also offered suggested alterations/additions including additional pedestrian crossings and having no restrictions on traffic movement in conjunction with traffic calming measures.

Overall, those respondents who chose Option 1 did so mainly because of the significant reduction of traffic that would result on the A28 south of the level crossing. Respondents that preferred Option 2 believed this to be the most efficient and safer junction. For Option 3, the majority of respondents selected this option based on their view it will be the least disruptive to traffic over all the other options. The quotes below are provided to illustrate the differing views received:

“I can only support option 1 in the proposal as this is the only option that restricts the traffic enough to really make a difference for those that live in Mill Road and surrounding roads”
(A Sturry, Broad Oak or Fordwich resident)

“Option 2 appears the most straightforward option and the safest (no crossing over of traffic.)”
(A regular driver on the A28, Canterbury resident)

“For residents on the A28 side to reach chemist, church, library, dentist, hair dressers, social centre and Return, this is the best option.” (Option 3)
(A Sturry, Broad Oak or Fordwich resident)

A significant number of respondents (45%) expressed no preference for any of the options proposed. Over half of these respondents commented and, in general, did not want to see any restrictions at the junction because of the impact it would have on local people in terms of accessibility to shops and other facilities (e.g. library, Church, Chemist). The quote below is one such typical response

“Access is still needed across the railway line traffic still needs to be able to get to Fordwich without having to go to a roundabout and back. Customers for my business come from surrounding local villages therefore need to have access across the railway line. Sturry residents still need to get to the library chemist, council office, dentists or without local support they will close. And what about the church kinas school!”

Page 113

Suggestions were put forward for a roundabout solution and some comments queried why the railway station could not be redeveloped to minimise the length of time the level crossing held traffic (i.e. increase platform lengths).

As expected, the junction options attracted considerable local interest although around 25% of comments were received from respondents further afield. **Appendix C** maps all respondent locations to Q5 based on postcodes, highlighting the preferences given.

Although no real pattern has emerged on the choice of junction based on respondent location, it is likely that preferences are partly based on the location and circumstances of the individual. This is perhaps demonstrated by Option 3 being the main preference by local respondents to the north of the railway (see Figure 5.2).

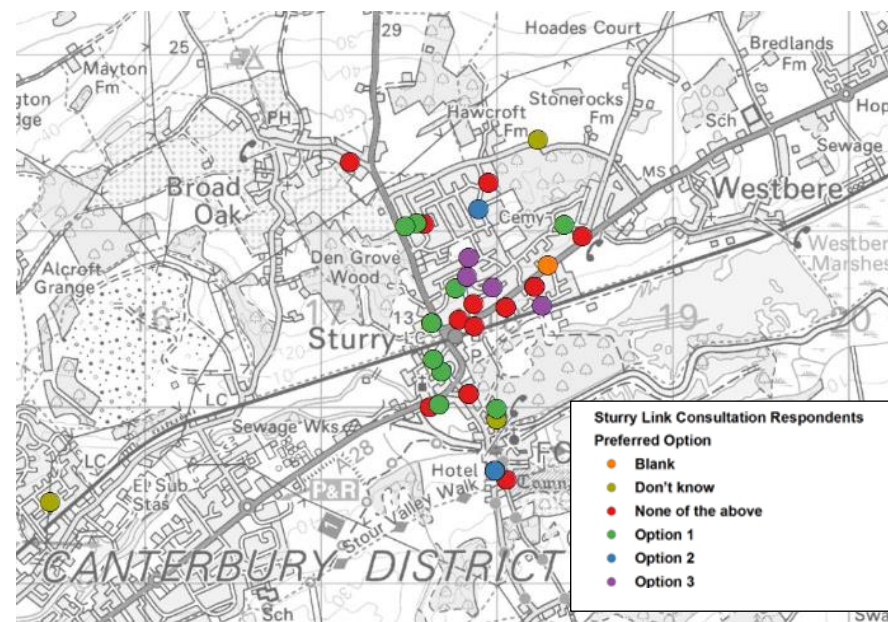


Figure 5.2: Junction preference by local respondents

After consideration of all the feedback from the consultation, the junction layout shown in Appendix F (Option 1) has been selected for the final scheme design

Q6. The consultation document highlights how this scheme will impact on the surrounding environment. Please add any comments you have on environmental impact

There were **59** responses to this question.

The nature of each response can be broken down into the following three categories;

- **Those that disliked the scheme on environmental grounds as a matter of principle – 19 (32%)**
- **Those that were complementary about the scheme or had no environmental concerns – 16 (27%)**
- **Those that indicated neither a dislike or like of the scheme on environmental grounds, but expressed concern over certain aspects 20 (34%)**

(Note: 4 responses were not relevant to environmental impact issues)

Table 7: Common environmental themes

Common Themes	Number of comments
Air quality will be improved	6
Air quality will be worse	14
Noise effects will be improved	3
Noise effects will be worse	11
Nature conservation concerns	17
Visual impact concerns	6
Flooding/water quality concerns	8
Community effects	8

Example comments

“The harm to the environment from the scheme as it is currently constituted will be severe and unacceptable”
(A resident from somewhere else in Kent)

“This is a much needed scheme and I am satisfied the impact on the environment will be acceptable”
(A resident from somewhere else in Kent)

“Due to the importance of the River Stour this should receive a little more consideration”
(A resident from somewhere else in Kent)

“The Stour valley needs to be protected by not having this proposed bridge”
(A resident from somewhere else in Kent)

“I do not believe the project has an adverse impact on the environment, as it aims to remove static and slow traffic from the area around Sturry centre and improve movement near the railway station”
(A regular commuter)

“No mention has been made of the loss of the aspect across the flood plain to the Cathedral - and nowadays, to the Marlowe theatre”
(A Sturry, Broad Oak or Fordwich resident)

“I hope that they will do their best to minimise the impact and set things right when all the work is done as it is a beautiful area and they should take care not to spoil it for the next generation”
(A Sturry, Broad Oak or Fordwich resident)

“Canterbury and particularly Sturry and Military Road already suffer from terrible noise and air pollution. They are already very unfriendly places to ride or walk. These proposals are simply going to make all that worse, while increasing unwanted, unhealthy motor traffic”
(A Sturry, Broad Oak or Fordwich resident)

“Yet more farmland disappears”
(A resident from somewhere else in Kent)

“Air quality is of importance to me and I can see that the Link Road will help the local people living around the A28. The reduction in traffic will help with our noise levels and make the area safer”
(A Sturry, Broad Oak or Fordwich resident)

Of the respondents that expressed a particular concern; the impact on the flood plain and ancient woodland, wildlife displacement, the look of the viaduct, management of water quality, impact on local amenities, air and noise pollution and pleas for considerate environmental mitigation and design were particularly highlighted.

An Environmental Impact Assessment will ensure impacts on the environment are minimised through implementation of suitable mitigation and enhancement measures.

Q7. If you have any other comments on our proposals for the Sturry Link Road, please provide these below.

There were **53** responses to this question.

Respondents comments to this question focused mainly on two aspects. Firstly, 40% expressed views and gave suggestions for greater, wider infrastructure needs and priorities in preference to the Sturry Link Road proposed scheme. This included alternative bypass schemes in the Canterbury district and taking a more strategic approach to transport with greater emphasis on sustainable transport (walking, public transport and cycling). Several respondents expressed the opinion that the Sturry Link Road will do little to ease congestion both locally and within the Canterbury area.

Secondly, 40% of respondents highlighted and suggested additional local needs to mitigate the impacts of the scheme including:

- Increasing bus priority
- More pedestrian crossings
- Need for a more elegant viaduct design
- Traffic calming through Sturry Village
- Support for businesses affected in the Village
- A footbridge at the Sturry level crossing
- Need for good local traffic management
- A better focus needed on the effects on Sturry Village
- Increase facilities needed locally for influx of people
- Contributions from developments to improve local environment
- Upgrade footpath running parallel to and north of the rail track

Other comments made reference to the rail station and why the platforms could not be extended, the need for a cycle friendly scheme and requests to proceed with the scheme as soon as possible.

Example comments

“This seems to be the making the best of a bad job, a Canterbury bye - pass from the A2 to the A28 east of Sturry, as suggested some 20+ years ago would have negated the need for what is now proposed”

(A resident from somewhere else in Kent)

“I feel this is a very good move as we now live in the 21st century this particular area is just a complete bottle neck”

(A resident from somewhere else in Kent)

“Once the link road is in place I do hope that consideration can take place to bring speed restrictions to Sturry”

(A Sturry, Broad Oak or Fordwich resident)

“Why not extend both platforms on the railway, so that stopping trains so not have to stop over the road?”

(A resident from somewhere else in Kent)

Q8. We have completed an initial Equality Impact Assessment (EqIA) for the proposals put forward in this consultation. We welcome your views on our equality analysis and if you think there is anything we should consider relating to equality and diversity.

KCC analysed the feedback provided in response to Question 8 of the questionnaire to see if it identified any specific potential impacts or issues for people because of a protected characteristic (e.g. age, disability).

Apart from a few comments over general equality issues, such as the importance to people with a disability of adequate street lighting and speed restrictions, the majority of responses (10 in number) raised concerns over the potential impact the scheme may have on access to public transport (buses/rail) and over maintaining and providing safe and suitable access to local facilities for the elderly and people with disabilities and those moderately mobile.

Particular mention was made of the elderly residents of Sturry Court Mews and the impact the increased traffic on Sturry Hill and the new layout of the A28/A291 junction will have on them in terms of access. One respondent also made reference to the unsuitability of shared pedestrian/cycle footways for disabled users.

“The loss of shops - especially the Co-op, from the centre of Sturry- has had a considerable impact on the elderly and infirm living on the south side of the railway track - particularly as parking at the new site, and the complication of the road pattern. With a slightly wider brief this could be addressed within the new residential provision by encouraging the regeneration of the old village centre”
(A Sturry, Broad Oak or Fordwich resident

“I would suggest that a sufficient number of dropped curbs would be important for the elderly to be able to move around freely.
I would also like a pedestrian crossing at the base of Sturry Hill to be considered, as crossing the road to get to the Co-op is very challenging for some people considering the speed of the vehicles and the increased traffic load which will affect Sturry Hill if any of the proposed junctions are implemented.
(A Sturry, Broad Oak or Fordwich resident

5.2. Letters and Emails

Some respondents chose not to use the questionnaire form to respond to the consultation and instead provided their views in the form of a letter or email. Overall, **23** letters or emails were received.

Of the letters and emails received, **13** were from members of the public, including one Canterbury City Councillor and private land owners directly affected by the proposals. The remainder of letters and emails were from the following organisations:

- ***Sturry Parish Council***
- ***Chestfield Parish Council***
- ***Westbere Parish Council***
- ***CPRE (Campaign to Protect Rural England) Kent***
- ***SPOKES East Kent Cycling Campaign***
- ***Stagecoach South East***
- ***River Stour Internal Drainage Board***
- ***Broad Oak Preservation Society (BOPS)***
- ***Kent Police Traffic Management Unit***

Letters and emails from members of the public generally reflected the views expressed via the questionnaire, particularly the wider congestion issues and greater provision needed for cyclists. Other comments included; concerns over the impact of temporary short-term effects prior to full completion of the Link Road, how KCC will ensure funding and land rights are secured, the robustness of traffic figures

used, why the Canterbury Riverside Pathway scheme has been excluded from the proposals and the lack of any detailed bus provisions and route information.

The response by a Canterbury City Councillor was prompted by receiving a copy of the SPOKES representation and reiterating their comments. These are discussed in more detail later in this report.

Two private land plots to the south of the southern branch of the Great Stour are directly affected by the scheme in terms of land acquisition requirements:

Plot 1 - Land off A28 – Title K153218

Representations to the consultation were made by a land agent on behalf of the land owner. The land in question has been allocated for employment use under the recently adopted Canterbury Local Plan (2017). Whilst the land owner does not object, in principle, to the construction of the Link Road on their land, they are concerned that the proposals take a significant amount of land from them.

As mentioned in section 2.2, pre-consultation discussions with the land owner's representative took place to examine a number of potential refinements to the Link Road layout on their land. This included the suggestion to relocate the proposed attenuation pond to reduce the impact in terms of land take. In summary, the representation states; Quote,

“We would, however, ask you to also take into account the significant impact of the road, roundabout and surface water attenuation pond has on our client’s land in terms of land take and thus reduces the extent of land that can be brought forward for employment development”.

Plot 2 - Land off A28 – Title K784814

A formal representation was received on behalf of the land owner which reflected the outcome of meetings held previously between the land owner and KCC where the potential to reduce land acquisition requirements through localised realignment of the Link Road was explored.

Whilst the land owner does not indicate any overall objection to the Link Road, it is the apportionment of land take between neighbouring land plots that is queried. The land owner considers that, quote; *“we believe overriding consideration should be given to its impact on ‘human beings’. With other (adjacent) nearby land it is horses, cars and sewage impacted”*. The representation also highlights the land owner’s concerns over the visual aspects such as, quote: *“high/metal surroundings that would be a permanent eyesore to our residential outlook”* and the property *“becoming highly exposed to intrusion”*. The land owner also has apprehensions about whether the location and nature of the surface water attenuation pond will serve to enhance or blight the locality.

Re-positioning of the vehicular access to the land may be necessary and this is acknowledged by the land owner who has suggested that a direct access off the new roundabout

offers a convenient solution and would like this to be considered.

KCC will continue these discussions with the land owner to seek an equitable solution to the scheme proposals in the affected area.

Responses received from the various organisations are summarised below.

Sturry Parish Council (SPC)

Sturry Parish Council (SPC) responded to the consultation in the form of a ‘Feedback’ report. The full contents of the report can be found in **Appendix D**.

In summary, whilst SPC neither state any clear overall objection nor support for the Link Road proposals, they hold the view that there has been a lack of apparent coordination between the two separate planning processes and applications to ensure a properly integrated design solution for the road and housing developments. SPC believe that this risks an unsuccessful development and, potentially, will negatively affect the lives of many residents of Canterbury and the surrounding areas and add to city-wide problems.

The feedback report addresses the individual sections of the Link Road proposals highlighting SPC’s specific concerns.

These include:

- Inadequate or *“not ideal”* cycle provisions

- The viaduct being “*out of scale and character*” for the area
- The negative effects on wildlife of light pollution and noise
- The need for additional signal controlled pedestrian/cycle crossings
- the plight of elderly residents who live in Sturry Court Mews

With regards to the A28/A291 junction improvement options, SPC has not indicated a preference but essentially point out the apparent failings of each option as seen by them.

Chestfield Parish Council

The views of Chestfield Parish Council (CPC) were endorsed at their full parish council meeting held on 4 September 2017.

CPC state that the underlying aim with any proposals for easing traffic congestion in the areas of Sturry, Broad Oak, and along the A28 and the A291 “*should be to keep traffic moving*”.

Four specific aspects of the proposals were commented on:

Three Lanes on the bridge viaduct - CPC consider that a third lane currently proposed as a bus lane on the viaduct is important as it provides a cost-effective solution to maintain future flexibility.

Bus stops along the Link Road - CPC believe it would be better if bus stop laybys were provided rather than in-lane bus stop cages to enable the traffic to flow unhindered.

Cycles and pedestrians - CPC state that cyclists and pedestrians need carefully thought out and considered provisions.

A28/A291 junction options – Whilst not indicating a preferred junction option, CPC feel that the solution should concentrate on traffic from the Thanet direction, as those travelling from Herne Bay direction will use the Link Road through the new estates.

Westbere Parish Council

Westbere Parish Council (WPC) state their primary focus is on easing traffic congestion for traffic travelling from Westbere/Thanet direction towards Canterbury on Island road and returning by the same route. WPC make an initial observation that the proposals appear to be more about only mitigating the effects of the Sturry and Broad Oak developments rather than not tackling the effect of other strategic sites further afield.

Significant improvements to public transport and cycle provisions on the A28 and A291 are viewed by WPC as the most cost-effective way to mitigate existing and future traffic problems. WPC suggest that bus lanes in both directions throughout the length of the Link Road should be provided and that cycle lanes integrated into a complete cycle route that connects to the centre of Canterbury City.

More specific comments on the proposals by WPC highlight the importance of three lanes over the viaduct to provide future flexibility, that a bus lane in only one direction makes no sense and that, ideally, the Link Road should be four lanes. Further comment is made over concerns whether adequate pedestrian crossings are provided and whether bus stops should be 'inset' rather than on the main carriageway.

WPC favours Option 2 for the A28/A291 junction alterations as it maintains traffic flow in at least two directions without traffic light controls and reduces the risk of traffic inadvertently stopping on the level crossing, as may be the case with signal control.

WPC make the suggestion that Network Rail should be persuaded to reduce the closure time of the Sturry level crossing through alterations to their signals or through better passenger management (carriage occupation) to stop carriages overlapping the crossing when stationary. These measures are seen by WPC to help mitigate both the existing congestion and future demands of the junction and urge both KCC and Network Rail to enter into discussions.

CPRE (Campaign to Protect Rural England) Kent

CPRE response expresses concern over the failure of the Canterbury Plan to take full account of reducing reliance on individual car-based travel, particularly to achieve improvements in air quality. CPRE maintain that the apparent emphasis in the Link Road proposals on safeguarding vehicular access to new housing developments will reinforce

unsustainable traffic patterns and increase congestion elsewhere in the roads network.

Strong concerns over air pollution are raised by CPRE who are claiming that pollution already exceeds statutory limits and that there is no emphasis on air pollution aspects as part of the proposals presented for the Link Road. As previously stated, KCC will be undertaking a full air quality compliant assessment to examine air quality effects that will inform the Environmental Statement to be submitted as part of the Link Road planning application.

One respondent, responding as a member of the CPRE Kent, gave the following observations regarding the Link Road proposals:

- Focus needs to be re-adjusted to prioritise walking, cycling and public transport use ahead of other modes
- The scheme proposes to merely connect with existing facilities for Non-Motorised Users (NMUs) and this means a huge opportunity to increase NMUs has been missed
- Bus services etc., need to be planned before doing transport modelling and then finalising the road layout
- The objective must be to increase buses, because buses greatly increases the number of people carried per vehicle movement
- The proposed shared pedestrian/cyclist lane on the viaduct is not a good idea - it slopes down from the northern end, so high cycling speeds are likely,

especially if they are commuters or delivery cyclists, rather than leisure cyclists

The respondent suggested an alternative route for the Link Road to follow a route further south and parallel to the rail lines, avoiding the separation between the communities that the respondent believes the current Link Road proposals create. It is worth noting however that whilst the suggestion is indicative, the need to cross over the railway is likely to be particularly prohibitive in this case. Additional private land acquisition will also be necessary.

Further suggestions are made relating to the provision of dedicated left turn lanes at all the roundabouts to ease traffic flow. Whilst this appears reasonable, highway design standards do not permit this arrangement on safety grounds in this particular case.

Further comment has questioned the robustness of the traffic modelling undertaken to provide accurate and realistic forecasts and, in line with many other respondent responses, express the view that the Link Road alone will not solve congestion in and around the Canterbury area.

Environmental concerns include; impact on pollution levels, visual intrusion, impact on woodland, housing density, loss of aquatic environment, impacts of induced traffic, proper integration of the 'green gap' and consideration of extreme weather events (i.e. flooding).

SPOKES East Kent Cycling Campaign

SPOKES response on the proposals serves to endorse many of the comments on cycle provisions that other respondents have made.

The main points are:

- There is no mention of the planned Stour Riverside Path
- There is no cycle/pedestrian link to Broadoak Road
- The shared cycle/footway on the flyover has no horizontal separation from the bus lane
- Paths next to the Link Road are frequently interrupted by the roads. Priority is given to motor vehicles at all junctions

In respect of the Stour Riverside Path project, Canterbury City Council is leading on this and therefore the Link Road proposals do not show any details.

The link to Broadoak Road is considered by SPOKE not to encourage active travel through the omission of footways and cycle provisions. Suggestions are made to realign the link to the south side of the railway, allowing greater flexibility to introduce new footway/cycleway provisions.

Whilst SPOKES acknowledge the shared cycleway/footway over the viaduct does have the protection of a kerb, they note that no horizontal separation is provided from passing busses using the bus lane. They query '*why are there no lamp posts?*' and point out the difficulties crossing the A28 and the absence

of any proposal for a signal controlled crossing at the southern end of the viaduct.

In a wider sense, SPOKES recognise the potential for the Link Road to attract through traffic from local roads (e.g. Sturry Road, Vauxhall Road) which might be an attractive quality of life improvement for many, encouraging more walking and cycling. They suggest measures should be installed to encourage through traffic to use the Link Road, to the extent of even blocking local roads.

Overall, SPOKES conclude that whilst the proposals may offer some potential for a small transport modal change in the wider area, it will not offset the increase in new motor-vehicle trips generated from the new development at Sturry and developments further afield. They recognise a significant change in transport policy will be necessary to realistically influence modal change but hope that the proposals in the wider context are re-considered from the perspective of all cyclists and how they can make complete trips into Canterbury and not just to the edge of the development.

Stagecoach South East

Stagecoach fully supports the concept of the Sturry Link Road and its objectives and their response includes comments and advice over certain details of the proposals. These include; the need to ensure adequate road width for passing buses when travelling at the speed limit set for the Link Road, carefully sited bus stops so that all housing is within 400m walk distance to stops, stops to be lit and equipped with

shelters to meet all accessibility standards. Further liaison between KCC and Stagecoach is to take place to determine the precise location and nature of bus stops on the Link Road and the surrounding bus routes.

Stagecoach particularly welcomes the proposed bus lane over the viaduct and state their expectation to divert the current Triangular bus service via the Link Road as this will provide for quicker and more reliable journeys between Herne Bay and Canterbury, which will encourage greater bus, as opposed to car use.

In their response, Stagecoach has confirmed that the existing Route 6 would still serve Sturry in order to preserve the current link between there and Herne Bay and to provide connections to the train service. Bus routes to and from Thanet (Routes 8/8a/9/9x) would also stay on their current routeing. However, in this regard, Stagecoach finds the restrictions imposed on certain movements for Option 2 of the A28/A291 junction proposals unacceptable, as this would negatively impact on journey times due to local rerouting of the service.

River Stour Internal Drainage Board (RSIDB)

IDB acknowledge previous discussions have taken place with KCC over this project and have no objection to the proposal in principle. RSIDB request to be kept informed of the detailed plans as they progress as they believe the RSIDB's formal consent will ultimately be required.

Broad Oak Preservation Society (BOPS)

BOPS take the view that the Link Road proposal “*represents the best which can be accomplished in the current situation*”. With a long-standing interest in the Sturry Link Road scheme, BOPS highlight that Broad Oak village has for many years suffered from its use as a “rat run” for traffic between Herne Bay and Canterbury seeking to avoid the congestion at the Sturry railway crossing and difficulties joining the A28 due to the existing junction operation.

Completion of the Link Road before any substantial development takes place is regarded as essential by BOPS. This, they say, will otherwise make the traffic situation in the area significantly worse. A solution to the provision of advanced funding for the whole Link Road is something BOPS would like to see pursued.

The prospect of traffic calming measures through Broad Oak village in the future, should “rat running” persist, is something BOPS say would gain some local support and request that traffic flows are monitored after completion.

BOPS believe that the A28/A291 junction alterations will be the most contentious part of the scheme because access across the railway for some local people will be restricted. They do however recognise that without these restrictions the benefits of the Link Road will be lost. BOPS take the view that a mix of options 1 and 2 should be adopted, the principle of which is to give priority to traffic following the revised A28 route between Sturry Hill and Island Road. As with any option proposed, the differing restrictions make it inevitable that

objections will be received depending on individual circumstances, and BOPS have recognised this in their response.

BOPS welcome the commitment to keep open the Broadoak railway crossing and the inclusion of the link to Broadoak Road.

Kent Police Traffic Management Unit (KPTM)

Overall, KPTM are supportive of the Link Road proposals with comments and observations being more operationally based.

Comments made refer to adequacy of design in terms of Link Road capacity, pedestrian crossings suitability for intended use and location, right turn lanes being suitably designed with good visibility and signage and speed limits accompanied by a traffic regulation order with no reliance on presence of streetlamp’s for 30mph sections. KPTM also highlight the need for early identification of any special arrangements during the construction phase (i.e. special/abnormal loads) especially if other traffic management restrictions are required.

KPTM have no issues with the restrictions intended for each of the A28/A291 junction options provided that they can be effectively implemented without the requirement for enforcement activity. Whilst KPTM have no predilection for any of the junction options, their preference is for Option 1 based on the allowed traffic movements. Concerns are raised with Options 2 and 3 over the potential for them to encourage

dangerous 'u' turns on the A28 Island Road by traffic unable to access the railway crossing from Sturry Hill.

5.3. 'Stickyworld' comments

As expected, the theme of comments posted on the 'Stickyworld' forum closely reflected and reinforced those of the questionnaire, letters, emails and discussions at the exhibitions. Interaction between respondents was evident with many replies to comments being posted. One such example was;

"With the existing volume of traffic plus the massive increase in traffic from all the thousands of additional houses - the new road and viaduct HAVE TO BE TWO LANES IN BOTH DIRECTIONS."

"Yes, but it's feeding into Sturry Road which is only one lane each way"

Given the likelihood that comments on 'Stickyworld' were posted by respondents who also completed the questionnaire, the comments have not been included in the numerical analysis under section 5.1.

5.4. Exhibition feedback

With over 250 people attending the exhibitions KCC were able to better understand the local needs and concerns of people, businesses and visitors to the area, in particular:

- Concerns over traffic rerouting through existing estate roads
- How the A28/A291 junction options will impact on them
- Access needs to local facilities (e.g. chemist/shops)
- Public transport needs (mainly bus provisions)
- Aspirations for more cycle provisions
- Concerns over pedestrian crossing facilities
- Details of construction phasing and overall timetable

One key interest that attracted the most attention at the exhibition was the options proposed for the A28/A291 junction. This afforded the opportunity for KCC representatives to fully explain the junction layouts proposed, identifying how each one will impact on them individually, both in good and in not so good ways, and the reasons behind the options in the context of the scheme as a whole. Groups of people often entered into discussions over the options, debating the merits of each.

Overall, KCC representatives believe the exhibition was well received by the majority of attendees.

6. Scheme Update in Response to Feedback

In response to the suggestions and comments made during the Consultation, we have listened to your feedback and the scheme design has been updated as indicated in Table 8 below.

Table 8: Scheme updates

Ref No.	Respondent suggestions/comments	Scheme updated (Y/N)	Details of Scheme Updates (where applicable)	Comments/Reasons on Decision
1	Preferences given over A28/A291 junction choice (see Q5 in Section 5)	Y	Option 1 has been selected (See Appendix F for details of selected junction layout)	<i>Respondents who indicated a junction preference mostly selected Option 1. This option is also considered to best achieve the key objectives of KCC to encourage use of the Link Road and reduce traffic over the level crossing</i>
2	Widen the shared-use footways, 5m should be considered	Y	Shared-use footways have been widened by 0.5m. This ensures 'effective' cycle widths of 3m or 3.5m are provided throughout.	<i>The increase in width will be beneficial in areas where steep road gradients (up to 8%) are proposed and where vulnerable cycle groups may be present at times (i.e. school children). Added width over the viaduct will serve as a precautionary measure (i.e. safety margin) against possible higher traffic speeds on the viaduct.</i>
3	Provide segregated pedestrian/cycleway over viaduct and consider segregation throughout	N	None	<i>An unsegregated provision is considered to provide a better level of service for both cyclists and pedestrians compared to a segregated route taking into account the usage, which is expected to be relatively low, and the several conflict points along the route (e.g. junctions, bus stops). An unsegregated route will also benefit from being uncomplicated with street furniture kept to a minimum, which is desirable.</i>
4	Provide a roundabout at the Sturry level crossing	N	None	<i>A roundabout is considered unworkable on safety and operational grounds given its close proximity to the level crossing. Safe and appropriately located pedestrian crossings will also be difficult to implement.</i>

5	Provide traffic calming/restriction measures through Broad Oak	N	None	<i>The need to introduce any traffic calming will be monitored and considered after completion of the Link Road. It should be noted that traffic calming can, in some instances, be equally detrimental.</i>
6	Widen the existing road from the Broad Oak level crossing to the new road layout	Y (provisional)	Widening of the existing road between the level crossing and the new layout is to be pursued, including provision of a 3m wide shared footway/cycleway on the south side (See also item 14).	<i>Endeavours to obtain land for widening purposes will be undertaken. It is anticipated that the existing 7.5t weight limit on Shalloak Road will remain in place and extend to include the new link to the western roundabout north of the railway.</i>
7	Remove soft verges on Link Road and replace with widen footways	N	None	<i>Soft verges are typical for this type of road (Local Distributer) offering scope for landscaping, un-obstructive positioning of street furniture and will introduce an improved safety element through separation from the road.</i>
8	Provide junction entry treatments across estate roads giving priority to cyclists	Y(provisional)	Flat top ramp junction entry treatments will be included on estate roads, excluding roundabout entries/exits, but <u>not</u> with priority to cyclists.	<i>KCC are to review the appropriateness of such a provision following the outcome of the planning application for the new development. Giving priority to cyclists is considered unsafe in this case.</i>
9	Provide a cycle path subway beneath A28 roundabout	Y(alternative)	A signal controlled crossing (staggered) is to be provided on northern approach to roundabout, replacing the uncontrolled crossing.	<i>A review of the forecast traffic flows, particularly in light of the decision to select Option 1 at the A28/A291 junction, warrants provision of a signal controlled crossing on safety grounds. A subway is considered impractical on engineering grounds given the difficulties associated with the impacted flood plain.</i>
10	Make the exit to Sturry Court Mews left turn only	N	None	<i>Whilst it is acknowledged that some vehicles may use the Sturry Court Mews access as a turn-around, it is considered that the new roundabout will offer a simpler and less eventful path to turn around and as such be used by the majority of drivers. This will however be monitored once the Link Road is fully open to traffic.</i>

11	Design the viaduct more like other bridges along the Stour to compliment the landscape through the use of green technology.	N	None	<i>The choice of structure is largely dictated by engineering reasons and to minimise its impact on the flood plain. Opportunities will be available during the detailed design stage to influence the details of the structure to enhance its integration into the landscape.</i>
12	Provide a cycle route on the northbound side of the Link Road as well as the southbound side	N	(Note: The signal controlled crossing on the Link Road coincident with the existing Public Right of Way will be a Toucan crossing. This will provide continuity with the proposed cycle route through the development on the north side of the Link Road).	<i>The scheme proposals are considered to provide an equitable balance between the needs of pedestrians and the needs of cyclists. Some pedestrians, particularly the vulnerable such as the elderly and disabled, can feel intimidated when walking in areas where cyclists are permitted. The demand for cycling is unlikely to warrant two separate routes but the single continuous route should be sufficient to serve local cycling needs..</i>
13	Provide Pelican crossings on all the roundabouts.	Y (partial)	(See item 9)	<i>No additional signal controlled crossings are currently proposed other than as described under item 9. A review of crossing types and their locations will be undertaken as part of ongoing Local Plan development outcomes.</i>
14	Incorporate footways and cycleways on the link to Shalloak Road	Y	The footway on the southern side of the link to Shalloak Road is to be widened to 3m and changed to a shared footway/cycleway facility (See also item 6). A footway on the northern side is deemed unnecessary.	<i>This change will provide improved accessibility and continuity for cyclists to and from the development site.</i>
15	Northern part of realigned A291 to include a cycleway on the west, uphill, side	N	None	<i>The location of cycle routes will be reviewed as part of ongoing Local Plan development outcomes. It should be noted that traffic calming can, in some instances, be equally detrimental.</i>
16	Implement a reduced speed limit through Sturry village and impose a HGV restriction.	N	None	<i>The need to introduce any traffic calming/speed reduction measures will be monitored and considered after completion of the Link Road.</i>

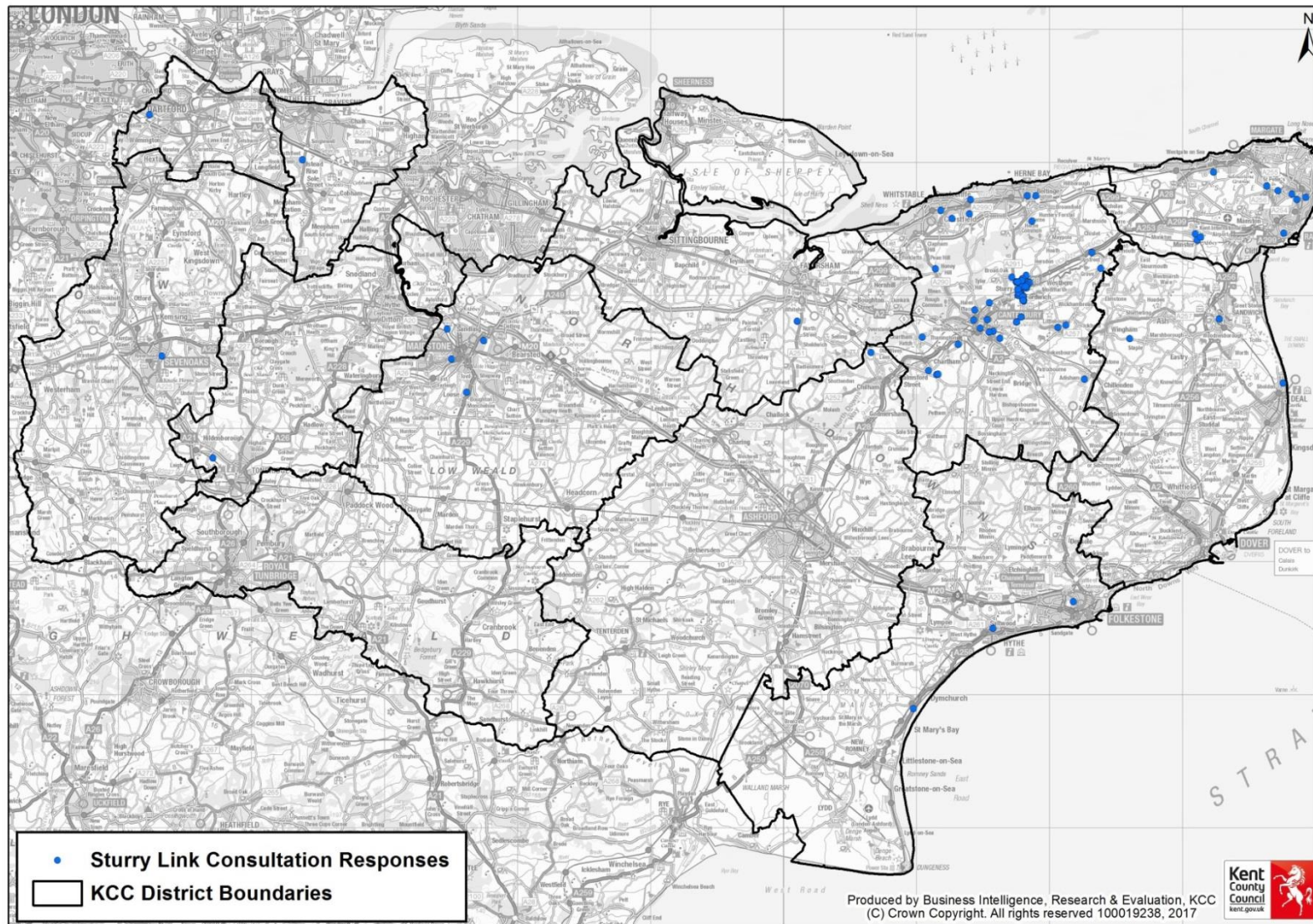
17	Provide an additional pedestrian refuge where the new road ties into the A291 south of the proposed roundabout.	Y	A pedestrian refuge, suitable for both pedestrians and cyclists, has been incorporated into the scheme design.	<i>This will assist with safely crossing Sturry Hill at times of high traffic flows.</i>
18	Consider moving cycleway to the north side of the Link Road	N(provisional)	None	<i>A review of cycle route locations will be undertaken as part of ongoing Local Plan development outcomes.</i>
19	Set-back bus stops into laybys	Y(provisional)	None	<i>Further consultations with bus companies will be undertaken to determine an appropriate strategy for bus stop types and locations.</i>
20	Viaduct needs to be two lane in either direction, and it also needs to be lit perhaps by parapet lighting	N	None	<p><i>Forecast traffic flows do not warrant additional traffic lanes on capacity grounds.</i></p> <p><i>KCC's current policy on road lighting limits lighting to conflict areas. The viaduct does not constitute a conflict area. A non-lit viaduct will also serve to minimise its impact on wildlife in the vicinity. Provision within the design of the viaduct will however allow for retro fitting of lighting should circumstances change.</i></p> <p><i>Guidance lighting, such as solar panelled road studs, will be considered for use on the footway/cycleway.</i></p>
21	Improve access to land (field) off A28 on east approach to new roundabout	N	None	<i>This is an unrelated issue to the Link Road scheme however the significant reduction in traffic flow in the vicinity of the access and the traffic calming effect of the new roundabout should ease any difficulties that currently may be experienced.</i>
22	Provide access to proposed new station car park direct from new A28/A291 junction	N	None	<i>Although not part of the Sturry Link Road proposals, improvements in the pedestrian link between the Station and Carpark is a matter for the ongoing Sturry development planning application.</i>

23	Consider relocation of the attenuation pond at the new A28 roundabout to the east side	Y	The attenuation pond is to be relocated to lie within the area of severed land to the north-east side of the roundabout	<i>This will serve to maximise land use allocated for commercial purposes. Further flood modelling work has indicated the impact on flooding will be negligible as a result of relocating the pond.</i>
24	Consider a path on the north side of the link to Shalloak Road	N(provisional)	None	<i>A review of footway provision will be undertaken as part of ongoing Local Plan development outcomes</i>
25	Provide dedicated left turn lanes at all the roundabouts for the main stream flows	N	None	<i>Traffic travelling in a dedicated left turn lane at a roundabout is required to give-way to traffic exiting the roundabout where only one lane downstream is available. Other than southbound over the viaduct, this would be the case. Dedicated left turn lanes are therefore unlikely to provide any additional benefit to the Link Road. Capacity assessments of the roundabouts show that only the east roundabout may experience some delays at peak times, which is not unusual in an urban environment.</i>
26	Provide some form of horizontal separation between the footway and bus lane on the viaduct	Y	(See item 2)	(See item 2)
27	Consider blocking local roads to encourage reassignment of through traffic.	N	None	(See item 16)
28	Provide additional signal controlled pedestrian crossing points	Y (partial)	(See item 9 & 13)	(See item 9 & 13)
29	Provide bus lanes on both sides of the Link Road	N	None	<i>The proposals serve to provide a bus lane into Canterbury to join onto and improve the existing Bus Lane provision. This aims to ease congestion in the AM peak.</i>
30	KCC and Network Rail to enter into discussions regarding possible rail infrastructure changes	n/a	n/a	<i>This is beyond the scope of these proposals.</i>

31	Provide private means of access from A28 roundabout	N	None	<i>Providing an access direct from the roundabout would have additional implications on land take to ensure a safe arrangement could be provided. Other design elements are likely also to be compromised. A safer, less complicated, alternative location for the access is available off the Sturry Road at the eastern boundary to the property.</i>
----	--	---	------	---

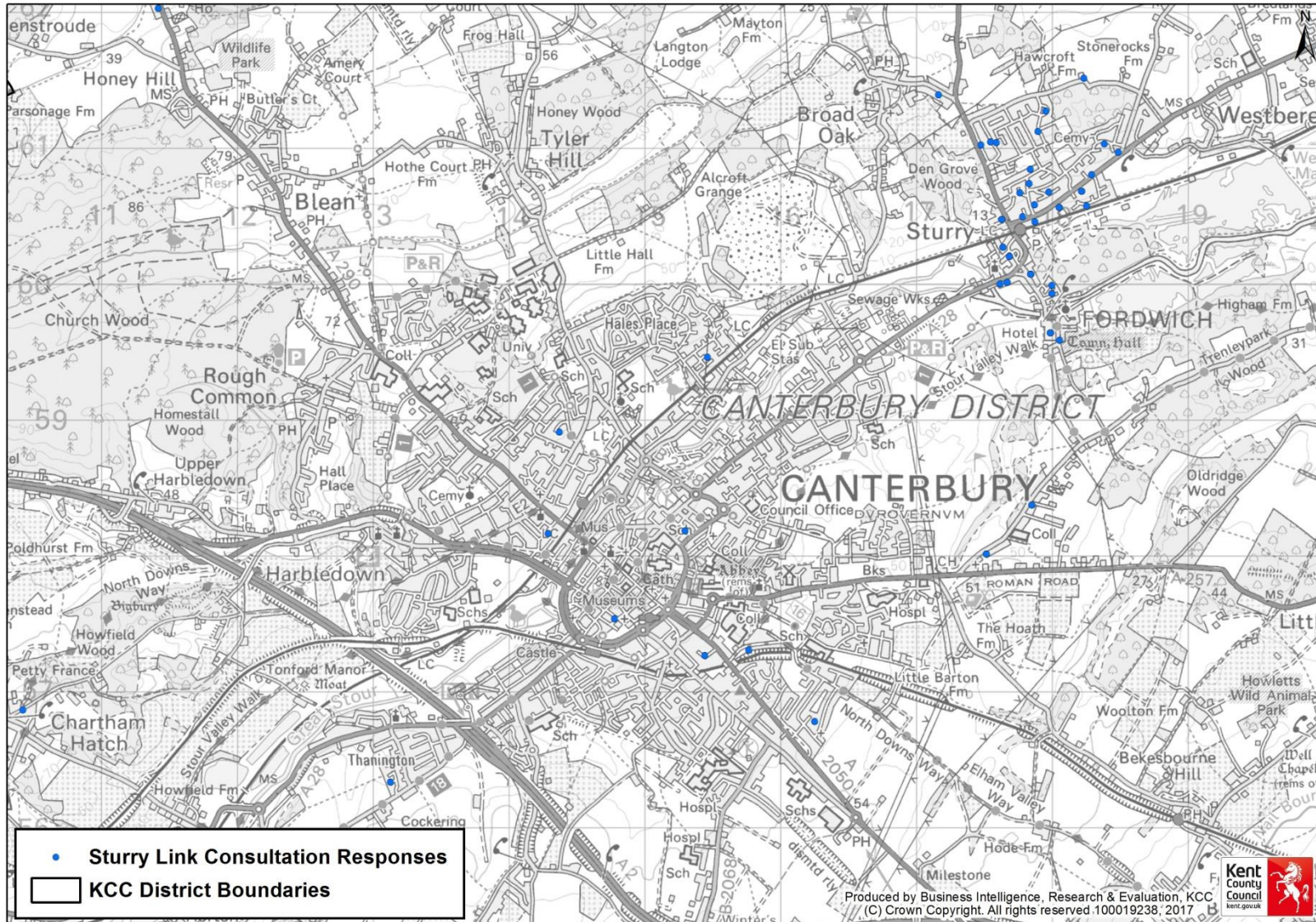
APPENDIX A Geographical location of questionnaire respondents

i) KCC Districts

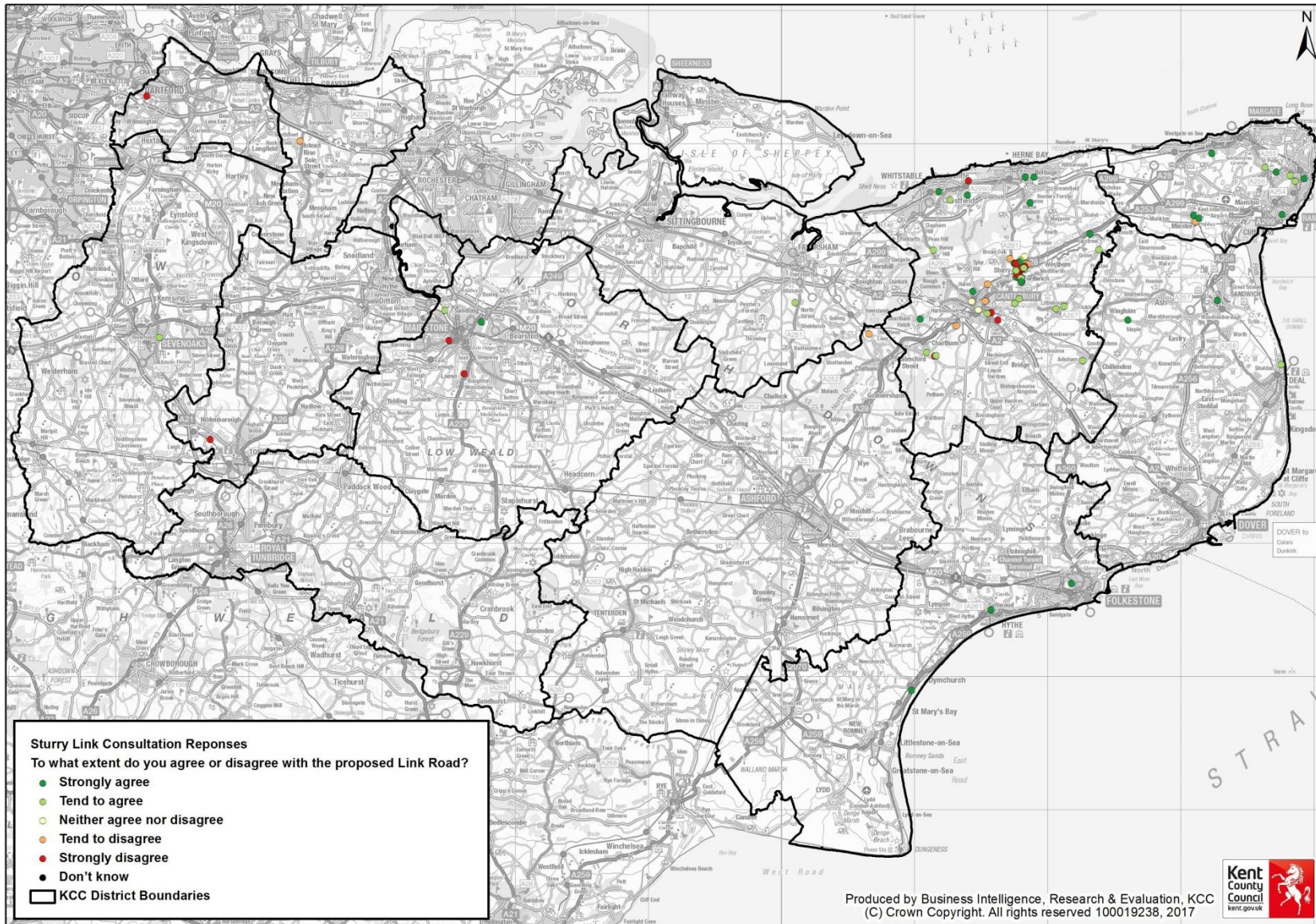


APPENDIX A (Cont)

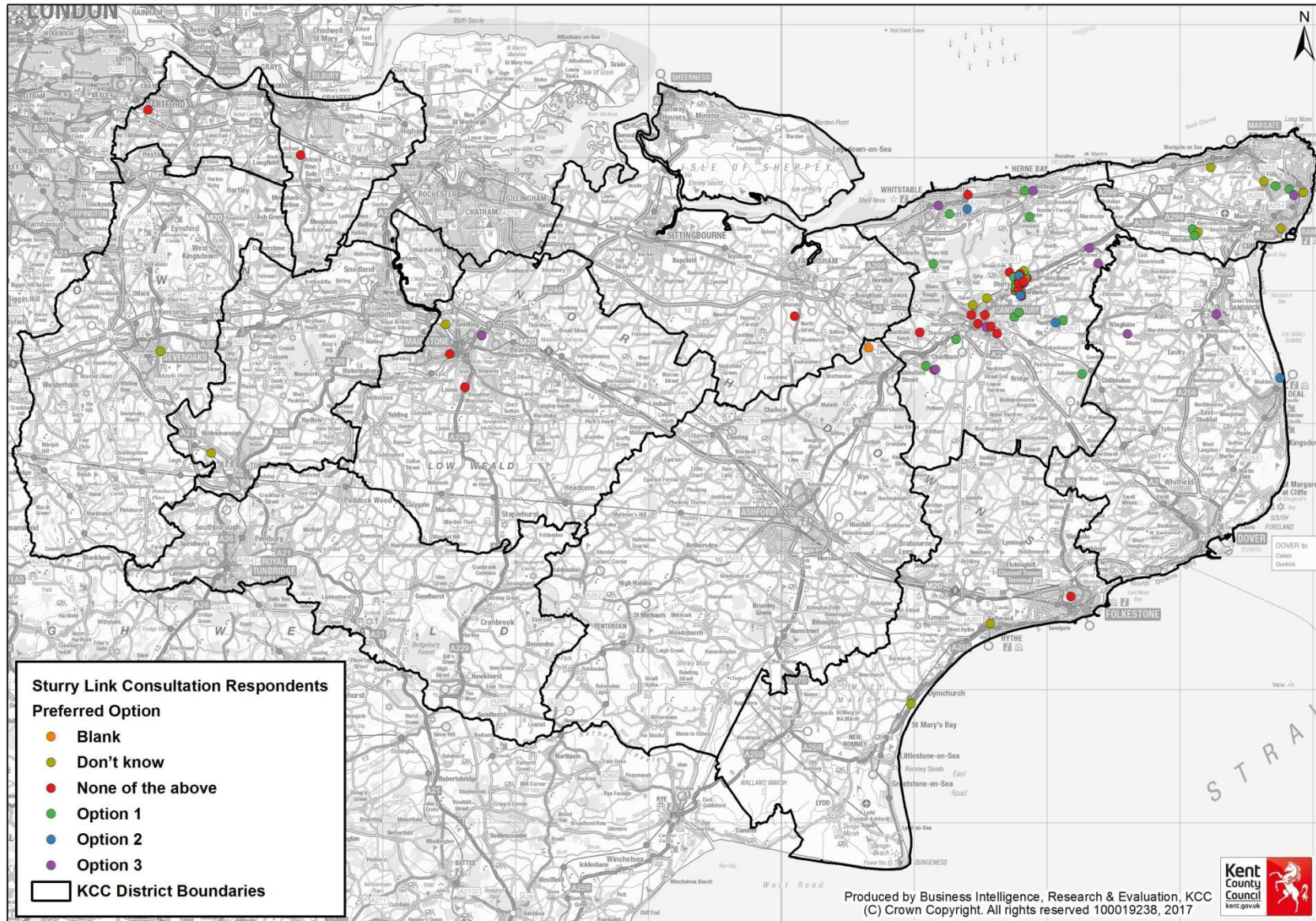
ii) Canterbury District



APPENDIX B Geographical location of responses to question 3 of the questionnaire



APPENDIX C Geographical location of responses to question 5 of the questionnaire



APPENDIX D Sturry Parish Council feedback report (full contents)

Sturry Parish Council feedback for KCC consultation regarding proposed Sturry Link Road

Acknowledgements	3		
Disclaimer	3	Free-form resident feedback	28
Introduction	3	Sturry Relief road - Concerns	28
Sturry Parish Council Major Developments Working Group Feedback	4	Proposed Sturry Relief Road	29
Introduction	4		
Local Plan Context	5		
New Roundabout at A28 / Proposed Viaduct	6		
New Viaduct	7		
New Relief Road and Junction at Broad Oak crossing	8		
New Link Road through development	10		
New Links to A291 Sturry Hill	12		
Alterations to junction at the Sturry rail Crossing A291 Sturry Hill / A28 Island Road	14		
Notes on development phasing	14		
General Comments on plans as proposed	15		
Air Pollution	16		
Objections with reference to NICE guidelines	16		
Road exposes vulnerable groups to air pollution	17		
Development sites living accommodation close to roadside	17		
Objections with reference to the National Planning Policy Framework	18		
Development does not minimise impact	18		
Objections with reference to the Emerging Canterbury Local Plan	19		
Alterations to junction at the Sturry rail Crossing A291 Sturry Hill / A28 Island Road	20		
Summary	23		
Resident feedback from restricted form	24		
Structure of form	24		
Overall comments	24		
Option 1 comments	25		
Option 2 comments	26		
Option 3 comments	26		

Acknowledgements

The parish council would like to thank KCC for organising and holding public consultations on the proposed Link Road.

The parish council would also like to thank all councillors, residents, and members of the parish council major developments working group without whose contributions this document would not be possible.

Disclaimer

Every effort has been made to ensure that the content of this document:

- Accurately reflects the views of the residents of Sturry Parish.
- Contains only statements of fact that are accurate

An exception to the latter where verbatim inclusions are used, such as in the sections on feedback from residents, in which case the accuracy or otherwise of statements is left attributed to the original authors.

Given the close association of the proposed road with the proposed housing developments, some concerns outlined for the road demonstrate overlap with those for the housing developments. Where this overlap is understood by the reader, the reader is asked to carefully consider the context and bearing that the road has on the housing developments and vice versa. For this reason such comments, whilst pro-actively minimised in number by the authors, persist within this document.

Let it be declared that is document is prepared in good faith, and that any inaccuracies which are to be found herein are subjects of honest human misunderstanding and/or error.

Introduction

In August 2017 KCC held three consultations regarding the proposed Sturry Link Road:

- Tuesday 1st August 2017 at Broad Oak Village Hall, Shalloak Road, Canterbury, CT2 0QH– 14:00 to 20:00
- Wednesday 2nd August at Sturry Social Centre, Mill Road, Sturry, Canterbury, CT2 0AN – 14:00 to 20:00
- Thursday 31st August at Sturry Social Centre, Mill Road, Sturry, Canterbury, CT2 0AN – 14:00 to 20:00

Sturry Parish Council attended and has compiled a response. There are three sections of comments below.

The first section details concerns adopted by the parish council after careful consideration by members of the Sturry Parish Council Major Developments working group.

The second pertains to a form that Sturry Parish Council provided at the consultation events for residents to fill in for feedback. The purpose of this form was to present residents with questions in a form isometric to the KCC consultation, such that the parish council could compare what it received with that received by KCC.

The parish council understands the concerns of some residents that the restricted form does not provide a "none of the above" style option, and might be seen to imply consent for the road or the options, rather than an outright objection. In this regard, the intention was not to restrict feedback or imply a limitation of options, and as such the form advertised that additional feedback could be sent directly to the parish council. The parish council received instances of the latter and this forms the third section below.

Sturry Parish Council Major Developments Working Group Feedback

Introduction

The Canterbury Local Plan sees the provision of the housing and link road as interdependent elements in the successful, strategic delivery of additional housing for Canterbury.

However - the planning processes by which each part is strategically studied and developed are separate applications. Yet it is clear that each element, road and housing, without the other, cannot proceed - be it for funding or more basic, existential reasons.

We have been unable to find wide ranging studies looking into alternative transport strategies and solutions for the Canterbury district. It appears that the relief road idea has been adopted with data studies for only the Sturry level crossing, and the immediate surrounding area.

The CCC Local Plan has incorporated the development for 1000 houses with only indicative and provisional design detail concerning the road and bridge. The road and development are interdependent - and should therefore be fully assessed together. In a properly integrated design solution - the interrelated issues of traffic circulation and neighbourhood planning should be given adequate study to ensure the best design and functional outcome for Canterbury and it's residents.

A desk based assessment, based on the concerns of local residents and reflecting immediate concerns relating to the detailed planning of the road element highlights

inconsistencies and problems with the planning of the housing development with the road and transport infrastructure is summarised below.

These concerns particularly highlight the permeability of the site from the existing village of Sturry, concerns about the location of elements in relation to access and concerns about the "road-centric" imposition of infrastructure on the village of Sturry and its immediate surroundings.

Concerns are highlighted about the capability of the design to offer a safe and suitable alternative transport strategy, and there is no apparent plan of how to properly incorporate alternative transport elements into the existing, surrounding infrastructure.

Local Plan Context

"Local Transport Plan 4: Delivering Growth without Gridlock 2016 – 2031

5.15 The preparation and submission of a Local Transport Plan (LTP) is a statutory requirement of all local transport authorities in England. An LTP sets out the authority's strategic and countywide priorities and provides a framework for highlighting cross-district and local priorities of particular significance.

5.16 KCC's ambition for Kent's fourth Local Transport Plan (LTP4), covering the period 2016 to 2031, is to deliver safe and effective transport, whilst ensuring that all Kent's communities and businesses benefit, the environment is enhanced and economic growth is supported. This ambition is to be realised through the following five overarching policies:

- 1. Economic growth and minimised congestion*
- 2. Affordable and accessible door-to-door journeys*
- 3. Safer travel*
- 4. Enhanced environment*
- 5. Better health and wellbeing*

*5.17 The priorities for Canterbury include:
Sturry Link Road"*

"Policy T1 Transport Strategy

In considering the location of new development, or the relocation of existing activities, the Council will always take account of the following principles of the Transport Strategy:

- a. Controlling the level and environmental impact of vehicular traffic including air quality;*
- b. Providing alternative modes of transport to the car by extending provision for pedestrians, cyclists and the use of public transport;*
- c. Reducing cross-town traffic movements in the historic centre of Canterbury;*
- d. Providing public car parking and controlling parking having regard to the Parking Strategy;*
- e. Assessing development proposals in the light of transport demands and the scope for choice between transport modes; and*
- f. Seeking the construction of new roads and/or junction improvements which will improve environmental conditions and/or contribute towards the economic well-being of the District.*

5.22 In support of Policy T1, this plan proposes a hierarchy of transport modes. They will be considered in the following order:

- walking*
- cycling*
- public transport*
- park and ride*
- private car*

New Roundabout at A28 / Proposed Viaduct

The A28 is a single lane each direction, with a cycle lane provision in both directions, and pedestrian walkway to North side of road only

Cycle lane at Sturry (East) approach to new junction is a portion of road at side of route. This offers poor protection for cyclists, and traffic often has to move partially into opposite lane to provide safe width when overtaking cycles. A resident noted that the route is often poorly maintained, with litter and road debris often found in the cycle path. Side vegetation often overgrown, causing need for cycles to swerve into traffic lane.

Cycle lane at Canterbury (West) approach to new junction is a portion of road at side of route. Just prior to the Sewage plant entrance, the lane switches from an on-pavement path, which is shared with pedestrians. This portion stretches back to the roundabout at the nearby retail park, where the cycle path is indicated as separated from the pedestrian path with painted lines and pavement markings.

The cycle path, at the pedestrian crossing is blocked by the pedestrian signals (cycles being instructed to "give way" here by road marking). The paths merge and pass a large open, unlet retail area which is frequently overgrown - the vegetation growing out over both the cycle and pedestrian paths. Both paths then pass over a bus stop. There is a potentially dangerous mix here of pedestrians, cycles and people waiting for public transport. The pathways are in a poor state of repair - with the surface delaminating and potholing in places. Most cyclists seem to stick to the road through this section, although the practice of switching from pavement to road can be dangerous with heavy traffic adjacent.

Cycle lane at Canterbury (West) away from the new junction is a portion of the road at side of route, which quickly becomes part of the bus lane at the entrance to the Sturry Park and Ride. A dedicated cycle path is provided immediately in front of the park and Ride terminus, but it is very narrow, and requires a precise swerve off to meet it properly. Additionally, it is often overgrown and at its end, the lane user quickly merges back onto the bus lane, where buses themselves are emerging back onto the A28. Visibility isn't great. Again - most experienced cyclists seem to avoid the cycle path here, and get as quickly as possible into the bus lane for the approach to the roundabout by the retail park.

Comments on Junction as proposed

- Cycle and pedestrian paths are combined. This is not ideal. Where cyclists may have to pass pedestrians, they may have to move out into bus lanes or traffic lanes. The speed limit proposed is 40mph, and there is no protection indicated.*

- Where roadway and bus lanes combine for the roundabout - the speed limit is still apparently 40mph. Since traffic combining from the old route of the A28 from Sturry should be reduced, it's likely that the roundabout traffic to and from the viaduct will predominantly hold priority. It's suggested by the plans that the cycle and pedestrian provision cross two lanes of traffic to an island refuge - before continuing across a wide single lane. There are no signals to help pedestrians and cyclists cross here. Because of the speed of the traffic, and because of potential late visibility issues for traffic coming from Canterbury and taking the bend onto the bridge pedestrians and cyclists using this option will require safe methods of crossing. Signals need to be provided - despite the possible negative impact on traffic flow.
- The circuitous route indicated for cyclists and pedestrians crosses a spur off the roundabout indicated "designated for employment use". Depending on the ultimate use of this spur - there will have to be a secure pedestrian and cyclist crossing point here also. 40mph is unlikely to be appropriate here.
- For cyclists travelling towards Canterbury - a safe cycle path option needs to be incorporated to route cyclists to the correct cycle lane route - which will be around the roundabout to the South side of the A28, where it needs to meet the existing cycle path provision. The suggested route puts pedestrians and cyclists onto the current Sturry bound cycle path provision which, as noted, has problems and conflicts with pedestrians and the existing bus stop further down the road.
- Since the road will rise to 5m height above the roundabout, with the viaduct behind - the junction will have considerable negative visual effect for visual receptors travelling through the area, and the current green fields which contribute to the "green gap" and sense of separation of Sturry from Canterbury will be replaced by an infrastructure which will be set against the view of the North slopes of the Stour valley. This existing landscape is of "high landscape value". These negative effects will be experienced at numerous locations along the route of the A28 towards Sturry on into the Conservation Area towards the site of the old bridge crossing at the entrance of Sturry village - where the whole of the road and housing development will be open to view.
- The lighting on the roundabout and approaches will be the source of unwelcome light pollution in the area. Further degrading the sense of separation between Sturry village and the urban spread of Canterbury.

New Viaduct

The viaduct is a new structure crossing the previously undeveloped Stour valley at a high level with water meadows and two courses of the Stour below - together with the railway line at North. Ecological issues in particular are addressed elsewhere in more detail.

Comments on Viaduct as proposed

- The structure is out of scale and character for the area. It crosses the Stour in the most visible way - affecting visual receptors both inside and outside the site of

development. It cuts across the view from the A28 towards the landscape of high landscape value, and it also cuts across the view into Canterbury from the Northern slopes of the Stour valley which are under development. There, the current view of Canterbury cathedral will be dominated by the new bridge.

- All other infrastructure interventions in the area are at low level. The existing bridges into Sturry, the A28, all building development etc are at low level. The provision of the bridge, (and other aspects of the development), at a raised level emphasises the negative visual effects and may additionally contribute to light and sound pollution effects above the level that would normally be anticipated.
- The effects of light pollution and road noise above the area of the river and surrounding meadows is an entirely new form of intervention in an area which is normally dark and away from human interference. This will likely have negative effects on the wildlife in the area which include otters and overwintering snipe.
- The A28 verges are particularly prone to littering from passing cars and pedestrians. A recent litter pick by volunteers filled many bags with plastic and other detritus. There is a possibility some of this may be produced over the side of the new bridge, and that street litter may find its way down to the Stour itself or the water meadows which are used for grazing. This may be detrimental to livestock, or to wildlife in the area, and potentially further downstream at the SSSI.
- A single, (Canterbury bound), combined pedestrian and cycle path is proposed. The route will be more circuitous than the existing route through Sturry village, and so it is unlikely to promote active travel alternatives for the existing residents of Sturry. For those new residents on the development - there are more direct routes into Canterbury city centre, and so the attractiveness of the route over the bridge and its urban setting is in doubt.
- The pedestrian / cycle path lies for much of its length adjacent to a bus lane, with two lanes of traffic beyond. There is no protection indicated - despite buses and traffic travelling at 40mph.
- It is suggested that the developers and road planners generally refer to suggestions and standards outlined in the Sustrans Design Manual Handbook for cycle-friendly design. The pathways indicated are too narrow for two-way cycle traffic together with pedestrian use. Designers should consider segregation, and a separate cycle lane for traffic travelling out from Canterbury.
- There is no lighting indicated. Lighting will be required to make the path safe for pedestrians and cyclists, but will have negative effects. The lights will bring light pollution to nature on the banks of the Stour - previously kept dark, and they will emphasise the presence of the bridge in the landscape at night - adding to the light pollution from the new development and emphasising the encroachment of built up environment all the way out from Canterbury to Sturry.
- Effects of construction traffic craning beams into place will need to be evaluated, and negative effects on river flora and fauna eliminated.

New Relief Road and Junction at Broad Oak crossing

A new relief road is proposed to joining the Sturry Link road to the Shalloak Road, providing a route to the Broad Oak crossing.

Comments on junction as proposed

- Since the Broad Oak crossing remains open - this route is more direct to Canterbury City Centre - and especially Canterbury West Station. Commuters wishing to take advantage of the new proposed multi-storey parking provision and more direct connections to London than are available from Sturry will find this route more direct than the route provided across the new bridge, via the A28. Tailbacks are therefore likely, similar to those presently encountered at the Sturry crossing. Tailbacks to westbound traffic may affect the flow of traffic at the new junction with Shalloak Road.
- The indicated pedestrian pavement runs on one side (South) of the road only towards the Broad Oak crossing. It is very questionable whether the proposed allotments are sensibly located as they are peripheral to the residential areas and will have a significantly adverse visual impact on the more natural landscape character of this area. However if a better alternative location cannot be found, access to the allotments and leisure space to the north side of the road, as indicated on the current outline application by BDB, will be required and should be direct to encourage access. A path on the North side should therefore be considered.
- The road has no parking or access provision indicated for the allotments. Space should be planned to allow for resident parking, and for safe delivery of gardening equipment and supplies. This may be planned down the residential side road - but this may become an issue with residents. Access should be considered from the main road.
- At the end of the road towards the crossing - the pavement peters out, leaving no safe access to the crossing, and the footpath beyond. Although it is the intention to reduce traffic on this route, it is likely to become a well-used "desire" route, with a much more direct route to Canterbury City Centre. Safe pedestrian access to the crossing and beyond should be resolved as part of the scheme, or the area will likely become a future road safety black spot.
- No cycle route access has been indicated to the Broad Oak crossing. Whilst there is no existing cycle route infrastructure to link into - it is likely that this more direct route into Canterbury will be seen as a safer alternative for cyclists than the more circuitous route onto the, much more busy and potentially dangerous, A28 via the new bridge. Cyclist may therefore use the road - and there should be sufficient road lighting to ensure the route is safe.
- Failure to address access problems to the Broad Oak crossing, will only further isolate this end of the proposed and associated housing development. The area is already overshadowed by the refuse tip at the top of Shalloak Road, and the new pylons from the Richborough Connection are scheduled to pass over a section of the site. For residents at this end of the development - the views of Canterbury will now be dominated by the new viaduct, the sewage treatment plant, steel holding yard and the retail parks beyond. A "buffer zone" is proposed here - but rather than offset the loss of the existing "green gap" - the planning looks to involve nothing much more than undeveloped land. The allotment allocation looks very small for the size of the development, and the open space leisure facilities look to be nothing more

than open grassland. There is a fear that housing planned for this area will not be the most desirable, and that the area may attract more crime and anti-social behaviour than other areas of the development situated closer to the centre of Sturry. This disconnection will only be exacerbated by poor access, and the creation of a poorly-connected "backwater" to the development remains a challenge which the developers will have to work hard to offset the negative aspects of development and surroundings.

- There are no signals to help pedestrians and cyclists cross at any of the four limbs of the roundabout at the North end of the bridge, (although the western crossing is located a little further away from the roundabout. Because of the speed of the traffic, and because of potential late visibility issues for traffic on the roundabout - all pedestrians will require safe methods of crossing. Signals need to be provided - despite the possible negative impact on traffic flow.
- The speed limit changes here from 40mph to 30mph as the road approaches the majority of new housing on the development. Speed limits need to be enforced. Such measures are lacking on some existing stretches of the A28 through Sturry, and speeding traffic is a problem. The higher housing density in the area will bring many more pedestrians, and safe places to cross on roads with sensible speed limits need to be provided throughout the development. If that means 20mph - then the needs and safety of residents should be considered over the convenience of road users.

New Link Road through development

A new link road is proposed to serve the proposed new housing development.

Comments on link road as proposed

- The road shows only one safe, signal controlled crossing point for pedestrians. This is located to align with the existing footpath and rights of way which will help pedestrians with reasonably direct access to the services in Sturry village centre and the Railway Station ticket office and platforms. However - it is the only signal controlled crossing in the entire development - where the size and population density may indicate the need for more provision throughout the development. There will be requirement for safe pedestrian access for people navigating all across the development North to South and vice-versa. The needs and safety of residents should be considered over the convenience of road users at all times.
- Additional road crossings should be considered to provide safe crossing opportunities. If, for example someone living in the northwest quadrant of the development is looking to cross the road to catch a bus into Canterbury from the bus stop on the South side of the link road, indicated in the plans - they may well consider taking an unsafe "desire" route across the road to avoid the detour all the way down to the crossing and back. The same is likely for residents living in the Northeast of the development - who want to get to the existing Co-op. The site - as planned - considers traffic first, whereas residents needs and safety should be the first

consideration as indicated in NPPF and the Canterbury Local Plan. Failure to address these issues from the start will only discourage pedestrians and active travel options. If the development is designed around the car - then residents will use the car more to get around.

- The shared cycleway and pedestrian path show crossings at the side, access roads. The type of crossing looks to be an un-signalised, courtesy type crossing requiring cycles to act like pedestrians and await safe crossing opportunities. Cars are therefore given priority at all such crossings, whereas if a cycle was approaching a junction along the main road - the rules of the road would mean the car giving way to the traffic on the main road, (including cycles). Some cyclists will opt to ride on the road - so that their journeys are less broken up, and they may make better progress. The junctions as shown risk misunderstandings over priority, and may lead to dangerous situations.
- It is suggested that the developers and road planners generally refer to suggestions and standards outlined in the Sustrans Design Manual Handbook for cycle-friendly design. The pathways indicated are too narrow for two-way cycle traffic together with pedestrian use. Designers should consider segregation from pedestrians, and a separate cycle lane for traffic travelling out from Canterbury (bi-directional cycle path provision). Note especially also the Sustrans Design Manual Handbook sections "Understanding user needs" to understand the target users, and "Continuity and quality of standards" to highlight challenges in integrating any new proposals with the existing alternative transport strategy.
- Cycle lane design should take a higher priority in the overall design of transport as part of and through the new development. The provision has the possibility to encourage a low-carbon alternative to a congested transport network, with the encouragement of potentially more healthy lifestyles. A strategic, city-wide approach needs to be considered for the benefit of residents, shoppers and commuters alike - and opportunities exist to provide a more direct link between the National cycle network routes which run through Fordwich and head on up to Whitstable at the Crab and Winkle way. The most direct route would be via Broad Oak Road - and planners should consider the logic of taking cyclists heading for the station on a long detour over the new viaduct, only to have them navigate a way back across the Stour on roads which do not have cycle path provision.
- Because of the elevation of the road - there is concern that the effects of noise and light pollution will be exaggerated to residents living close to the road, as well as for those living in the surrounding area. Light pollution will greatly affect the nature of the surrounding area, and will prove unsightly and undesirable in an area which currently enjoys dark skies at night. Where new properties lie to the South of the new road - the road will be elevated, and road noise will be considerably more of a problem to residents here.
- With the hard landscaping of much of the road environment - considerable water runoff can be generated. Properties served by roads leading off on the south side of the main carriageways may see considerable runoff being channelled downhill towards their properties. Unless significant drainage measures are implemented - periodic downpours and surges will overcome the usual drainage measures and may inundate properties. Especially if property frontages are concreted over for vehicle access. This problem is already in evidence on roads

around the area, including the A28 itself, east of the development. Runoff is significant at times, leading to drains being overwhelmed - especially if not regularly cleared. The road surface becomes hazardous with much spray and worse directed towards the pavements. Where properties lie below the grade of the road - flooding is a real risk.

- The road design figures in no parking or lay-by space. The design of the main road through the development is described by BDB in the Street Hierarchy plan as a "spine distributor road" with a "local centre" placed adjacent to the site of the proposed school. With the indicated provision of 1000 sq.m. of A1 - A5 retail use, and with no apparent indication of planned distribution of the allocation - it is presumed that it is likely to be situated on this "local centre" area.
- If that is the case - there is a lack of consideration for safe and convenient pedestrian access to this area - especially from areas to the North of the development, and from existing areas of Sturry. With no on-street parking allocation planned on the main spine distributor road - it will be unsuitable to locate small retail premises on this road. Furthermore - siting them on the side roads, in the "informal lanes" areas will only lead to problems with local residential parking and traffic circulation. The "local centre" placement of planned retail would, at least, make additional provision to existing areas of Sturry - but for some areas of the existing village and for some areas of the new development - it looks to lie further than the 800m walking distance deemed as "reasonable walking distance".
- If the alternative for users is a short drive along a road favouring vehicular traffic over convenient pedestrian or other access - most users will use the car. With Sturry's existing facilities already reduced from the 2011 survey, and with the parish resources spread over Sturry, Hersden, Broad Oak and Fordwich - the lack of suitable, safe pedestrian or cycle routes and connectivity could increase local vehicular movement, on top of a road system which hopes to address problems with through traffic. It seems likely that local users will do what they always have done - and that is to use the back roads. In which case there is a risk that rat-running will increase, as local traffic uses local knowledge to try to negotiate delays and hold-ups created by through traffic.
- The only other alternative for residents will be to use their cars to travel to the large retail outlets which lie further on into Canterbury on the A28. Since local retail shops are often more expensive than larger supermarkets, it is likely that most residents will make regular journeys to these large retail outlets. Whilst this brings revenue to the supermarkets - it will only add to the existing congestion and pressure on the A28. The existing public transport, pedestrian and cycle alternatives, are already not attractive enough to encourage existing residents to use anything other than cars to access services outside their immediate area. The proposed additions and changes to the public transport, pedestrian and cycle route provision and connectivity are unlikely to change that behaviour.

New Links to A291 Sturry Hill

Alterations to junction at the Sturry rail Crossing A291 Sturry Hill / A28 Island Road

"Reassignment of traffic to the proposed Link Road and reducing congestion in the local area are our key aims in altering the junction. We are therefore proposing major junction alterations that will encourage this reassignment and, in addition:

- *reduce congestion when the level crossing barriers are down*
- *improve its layout to become more efficient*
- *provide better, more formal, pedestrian facilities" (KCC Consultation Booklet)*

The revised junction will effectively be joined to the new roundabout at the entrance to the new development, by means of a slip road which leads off the present course of Sturry Hill - at a point just to the North of Sturry Court Mews. This is a block of retirement flats adjacent to the development site, and the bottom of Sturry Hill. These residents will have chosen to live there, and purchased their retirement homes on the basis of the "easy access to village amenities" and "views over open land to Canterbury cathedral beyond" The development is still, at time of writing, being marketed as such.

- The residents of Sturry Court Mews will suffer the worst of all the possible negative effects of development. Increased traffic, pollution, traffic noise, construction noise, construction dust and debris, loss of amenity, loss of view, loss of local amenity, loss of safe and convenient access to amenity.
- Construction phasing estimates an eight year construction phase, and eight years of heavy construction traffic right past the development on one side, with construction on the other. The residents will be literally surrounded by construction traffic for eight years at least, with unsafe local access as a result - not to mention the additional loss of amenity, additional noise and increased traffic pollution.

Notes on development phasing

- BDB construction phasing indicates construction extending over a prolonged, eight year construction phase in total, and shows development of the road elements beginning at the eastern end of the development, and proceeding in phases westwards.
- It is presumed that this allows for phased development of housing, without the infrastructure having to be built much in advance of property sales.
- There is a risk that this approach will, in the case of a housing slump for example, leave the planned development half-built, with the required road infrastructure either unfinished or unbuilt.
- KCC state that they will not be building any of the road improvements until sufficient numbers of the housing allocation have been completed. It is said that that will require the building of 650 of the Sturry housing allocation before KCC build any of the required road infrastructure.

A new link road is proposed to serve the new housing - with new links to the A291 at Sturry Hill.

Comments on plans as proposed

- The road shows no safe crossings for cyclists or pedestrians in the vicinity of the new proposed roundabout. The only safe, signalled crossing on the whole development lies to the west of this roundabout, and yet the roundabout is in closer proximity to the site of the new school and leisure facilities. It is likely, therefore that residents and users of the new facilities - together will residents seeking access to the services in Sturry and the railway station - will seek shorter "desire routes" through the area of the new roundabout. In the presentation - the roundabout promises, "good access to housing". Those "good links" are by car only - since pedestrian and cycle access is uncoordinated.
- There is no cycle route indicated on the route up towards Broad Oak. Whilst there is no existing infrastructure to link with - the route here is up grade, and consideration should be given to how cyclists may safely negotiate this part of the development.
- Pedestrians and cyclists from Broad Oak face a circuitous, inconvenient route to the facilities at Sturry - or at least, one with no clearly defined safe crossing points. There may be many people wishing to access the bus service from Sturry through the new development, and so planners need to consider how current residents access the development site safely and effectively. The development needs to be seen to be a part of the current village, and if pedestrian access is difficult or discouraged - it is likely that the development won't merge effectively with the existing community. The current road and development design doesn't appear to consider the access needs of existing residents enough. Once the school and medical facilities are relocated - this will cut off residents in "Old Sturry."
- Properties on Sturry Hill, close to the new junctions - whilst set back from the new access roads and roundabout- may find noise and light pollution to be a considerable vexation. General concerns about pollution in the area are covered, more fully, elsewhere. The junction as a whole is a considerable imposition on the current setting of Sturry Hill, and the visual character of the urban hard landscaping will heavily impact on the village setting and character of Sturry.
- Furthermore - the design implements a clear line of division here between "Old Sturry" and the new development. Unless visual and experiential "bridges" are implemented here as part of the design - there is the risk that the new development will be seen as an imposition on the existing village and residents, who will only see the loss of natural green space and amenity with no clear benefit. Their goodwill and acceptance of the whole development may be hard won. The design here ideally needs to be inclusive to existing residents - as well as to prospective newcomers. That goes for all elements of the design - but starts with basic access issues, and planning from a community viewpoint. The development, road and links as shown in the plans is all about the car and addresses, primarily, the needs of road users - (the majority of which come from elsewhere, and who merely travel through the area) - above the needs of local residents who live there.

- This "housing first / infrastructure last" approach not only risks the delivery of housing without the eventual delivery of infrastructure (eg in a housing slump / poor sales etc), but also places incredible additional pressure on the existing infrastructure of Sturry village in the meanwhile. This additional pressure will include additional demand on existing retail and transport facilities, much of which is centred around the Sturry crossing junction - itself a proposed construction site.
- Phasing for the development and road elements needs to be coordinated, and road infrastructure should be upgraded and re-routed before housing construction begins - otherwise the existing junction problems will get much, much worse, before there is any possible improvement.
- Considerable planning should be given to the transport strategy for the period when the junction is being realigned, and the new access roads, (including the new roundabout on the A28). Significant traffic holdups are inevitable for a prolonged period for local and through traffic alike. This will lead to localised problems, potentially all over the Canterbury district as traffic seeks free routes and alternatives to blocked or congested routes.

General Comments on plans as proposed

- It is somewhat confusing, that of all the different elements of the housing development, viaduct routing, and new road provision proposed for Sturry and it's surroundings - the last one to be addressed seems to be the original problem. ie: the Sturry rail crossing. There are three proposals for the junction, demonstrating that the original problem still exists, and will still exist despite the best intentions of the development.
- Traffic modelling with VISUM and VISIM data shows that even with remodelling - the expected levels of traffic will still lead to hold-ups and delays. Where the A28 and A291 are narrow - as evident to the North up Sturry Hill, and to the East at Island Road tailbacks will cause knock-on, local, traffic delays, and gridlock remains a possibility in such cases.
- Additional site constraints, lying particularly on the A28 east of the crossing, such as bus stops and on-road parking already contribute to restrictions of traffic flow, and focus on changes to the junction at the crossing will make no difference in addressing these constraints.
- Any continuing delays at the junction will only increase rat-running by locals and through traffic who are "in the know" about local routing. Because of the circuitous nature of the new interventions, and because of probable increased traffic on the A28 further into Canterbury, rat-running can be anticipated not only on the estate lying to the North of the Island Road A28, but also through Fordwich - where traffic can skirt round to the A2 via the A257. Since the VISIM / VISUM modelling considered only a site specific traffic flow survey, based on current data and roaduse - it is likely that this sort of behaviour has been left out of study parameters, and that intervention may have some unanticipated effects on local villages and village life even at some distance away from the immediate site. A Canterbury-wide study may highlight

other possible alternative viable "rat-run" routes for particular journeys - and a full strategic transport study for the Canterbury area should be undertaken before attempting to remodel more local transport infrastructure.

- Consideration should be given to the placement of adequate junction signage in the area. This will be complicated, and will have to be placed on narrow pavements with houses somewhere along the ribbon development close by. This urban street furniture will be alien in size and appearance to the village setting of Sturry. It's proper placement may prove to be controversial and problematic.
- The redevelopment of the Co-op site to the north of island road at the eastbound exit of the junction already causes problems with parking and traffic flow. Temporary parking access is limited, and access and egress is cuts across the pedestrian walkway at a dangerous corner, with no protection for pedestrians. traffic can be observed attempting to join carriageways in both directions from the shop, and changes to the mid-road traffic islands has already had to have been undertaken to try to stop dangerous u-turns across the carriageways. These have not been fully successful.
- The current station layout requires tickets to be purchased at the station office, or machine in the current car-park. Canterbury bound passengers then have to cross the road to access the correct platform. Obviously - once the gate is down - safe crossing can be achieved - but it is too late to cross the level crossing to the westbound platform. Hurrying passengers have to negotiate a busy, complicated junction. Consideration should be given to aid their safe passage, without having to make too much of a detour. Hurrying passengers are apt to make rash decisions, and unsafe attempts to cross road and rail should be discouraged by the placement of safe, convenient access.

Air Pollution

Objections with reference to NICE guidelines

The National Institute for Health and Care Excellence (NICE) recently released guidelines for outdoor air quality with respect to health(NG70) [2], the guidance is specifically targeted towards local authorities as the following bullet points, quoted verbatim under the "Who is it for?" section of the document:

- *Local authority staff working in: planning, local air quality management and public health, including environmental health*
- *Staff working in transport and highways authorities*

Broadly the guidelines recommend (Section 1.1.1) to:

"include air pollution in 'plan making' by all tiers of local government, in line with the Department for Communities and Local Government's National Planning Policy Framework"

Road exposes vulnerable groups to air pollution

In Section 1.1.2 the guidelines explicitly mention that when 'plan making', all levels of government should consider:

"minimising the exposure of vulnerable groups to air pollution by not siting buildings (such as schools, nurseries and care homes) in areas where pollution levels will be high"

Since it is proposed that the link road will consume most of the traffic that would otherwise travel across the level-crossing, the residents of Sturry Mews Court (which is classified as retirement/sheltered housing) will be affronted to a large increase in traffic.



The situation of the road serving the housing developments (which is also the link road), thus fails to minimise the exposure of vulnerable groups to air pollution, but on the contrary probably maximises it.

Development sites living accommodation close to roadside

In Section 1.1.2 the NICE guidelines explicitly mention that when 'plan making', all levels of government should consider:

"siting living accommodation away from roadsides"

The illustrative masterplan (document 22600A-150F) of BDB's associated Sturry housing development shows housing densely packed around the busiest roadside in the

development: the link road.



In general the development is predicated on the concept of having a congestion relief road running literally through the middle of it. It would appear therefore that instead of siting accommodation away from roadsides as recommended by NICE, the development sites accommodation next to roadsides is an integral part of the overall design.

Objections with reference to the National Planning Policy Framework

Development does not minimise impact

Paragraph 109 of the NPPF states

109. The planning system should contribute to and enhance the natural and local environment by:

- *preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability*

And paragraph 110 states:

110. In preparing plans to meet development needs, the aim should be to minimise pollution and other adverse effects on the local and natural environment. Plans should allocate land with the least environmental or amenity value, where consistent with other policies in this Framework.

Since by design the development integrates the Sturry Link Road as a throughfare

component, it is clearly not designed to "minimise pollution and other adverse effects on the local and natural environment". On the contrary, by integrating a major road into a housing development, residents will be put "at unacceptable risk from ... air pollution".

The plan should be objected on this basis.

Objections with reference to the Emerging Canterbury Local Plan

Policy DBE1 Sustainable Design and Construction specifically mentions air pollution:

"New developments will also need to be resilient to climate change. Appropriate climate change adaptation measures, include flood resilient measures, solar shading and drought resistant planting, limiting water runoff, reducing water consumption and reducing air pollution."

Table D1 provides a checklist for developers pursuing sustainable development including:

"Pollution

*Avoiding or minimising any emissions or discharges
Avoid potentially polluting developments
Avoid/minimize noise, olfactory, air and light pollution."*

Policy DBE3 Principles of Design says:

"Proposals for the development, which are of a high quality design, will be granted planning permission having regard to other plan policies and the following considerations:

i. The impact of polluting elements, such as noise, dust, odour, light, vibration and air pollution from the development or neighbouring uses;

Policy QL11 sets out requirements for Air Quality;

"Development that could directly or indirectly result in material additional air pollutants and worsening levels of air quality within the area surrounding the development site or impact on the existing Air Quality Management Area will not be permitted unless acceptable measures to offset or mitigate any potential impacts have been agreed as part of the proposal. An air quality assessment will be required if the proposal is likely to have a significant effect taking account of the cumulative effects on individual sites."

12.49 opens with: "It is essential therefore to consider air quality when making decisions with regard to future developments"

The development will increase air pollution in the area and the largest increases are likely occur next to the homes of vulnerable groups.

In accord with policy QL11, "acceptable measures to offset or mitigate any potential impacts" must be agreed.

We suggest, as means of monitoring the impact to residents and the local ecosystem, that one DEFRA certified monitoring site be located along the link road, and three near-reference monitors be installed in the locations shown below.

The network should be independently operated for at least 15 years, or the lifetime of the development, whichever is longer.

Alterations to junction at the Sturry rail Crossing A291 Sturry Hill / A28 Island Road

OPTION ONE "Traffic signal controlled (with restricted movement) - Prohibited movement - A28 Island Road to level crossing (except buses)"

- Elderly Sturry Court Mews residents, and residents from the new development face a circuitous route via the safe, signalled crossings, to access the services (Co-op, Margate bound bus services etc) on the North of the junction. A safe, signalled crossing option should be added across the bottom of Sturry Hill.
- The southern most crossing takes Canterbury bound rail passengers away from the station. Late arriving passengers may take risks crossing here.
- Cycle path provision is non-existent. The junction is confusing, and the integration of existing cycle lane provision is unresolved. Cyclist travelling upgrade will be especially vulnerable, and may be forced onto pavements.
- A28 island Road traffic - if wishing to travel to South Sturry, or to Fordwich, Littlebourne etc, now faces the inconvenience of the detour around the new roundabout. This traffic will also have to negotiate the area of the junction twice, adding twice the pollution to the area.
- Traffic levels with this scheme are shown to have no net increase in Island Road traffic, 200% - 300% increased traffic on the A291 at Sturry Hill. The already high traffic pollution levels at the bottom of Sturry Hill will show a significant net increase. The expected increase in overall traffic to the area will only push these levels higher.
- Since the junction is signalled, it will only take a short queue to back traffic up to the residences which lie close to the road at the east of the crossing on the A28. There, traffic will back up causing pollution and noise problems, and running into pinch points caused by on-street parking, the access to parking for the residents of Drivers Walk and the Margate-bound bus stop. Similar tailbacks already exist, and contribute to "congestion in the area" which the junction refinements are clearly not able to address. Residents will continue to be subject to dangerous road pollution,

noise, vibration and other inconveniences, and through traffic will continue to find localised pinch points and delays to their journey on village roads which are unsuitable for such heavy traffic at such anticipated volume.

- Bus stops will have to be defined to suit the re-routed services provided. Bus stops will have to be carefully placed to ensure that no loss of service, or more inconvenient or distant location for existing residents.

OPTION TWO "Give-way junction (with restricted movement) - Prohibited movement - A28 Sturry Hill to A28 Island Road, 291 Sturry Hill to level crossing (except buses)"

- Elderly Sturry Court Mews residents, and residents generally from the new development face a circuitous route via the **un-signalised crossings**, to access the services around the junction via a central island refuge. Safe, signalised crossing options should be added across all inroads.
- Canterbury bound rail passengers are directed on a pedestrian route away from the station. Late arriving passengers may take risks crossing here, on roads where traffic clearly has priority.
- Cycle path provision is non-existent. The junction is confusing, and the integration of existing cycle lane provision is unresolved. Cyclist travelling upgrade will be especially vulnerable, and may be forced onto pavements. Cyclists towards Margate from Sturry South will either be taken on the detour, which is needlessly roundabout and initially upgrade, or will be forced to dismount, or ride on pavement where pedestrians are trying to cross.
- A291 Sturry Hill Southbound traffic - if wishing to travel to South Sturry, or to Fordwich, Littlebourne etc, now faces the inconvenience of the detour around the new development, via the viaduct to the A28, and back up to South Sturry. A significant detour, and a significant increase of traffic pollution to the area. there will be traffic which, rather than go round, will try to force u-turns on the A28, or who will find it much quicker to "rat-run" through the estate to the north of the A28.
- South Sturry traffic (including local Sturry and Fordwich residents) wishing to travel towards "local" facilities, A28 eastbound destinations, Hersden, Thanet etc. - now face the inconvenience of the detour up Sturry Hill, around the new roundabout, and back down Sturry Hill. This traffic will also have to negotiate the area of the junction twice, adding twice the pollution to the area.
- It is claimed "congestion will be eased during operation of the crossing." It may be the case for traffic coming from Herne Bay down the A291 - or for return, rush hour traffic from Canterbury. However - the proposal is not too different than the existing arrangement for morning, rush hour traffic travelling from Thanet along the A28 Island Road - with tailbacks still anticipated at the "give-way" junction, whether the junction is in operation, or not, and a 10% to 40% increase in traffic levels shown - congestion is still a likely reality for these road users and residents adjacent.
- Traffic turning right towards the new development from the A28, will compete with traffic continuing across the crossing when the crossing is closed. Only a reasonably short queue of traffic waiting at the crossing will tail back and block access to the main right turn give way lane for A28 traffic.

- Traffic levels with this scheme are shown to have a 10% to 40% increase in Island Road traffic, 200% - 300% increased traffic on the A291 at Sturry Hill. The already high traffic pollution levels at the bottom of Sturry Hill will show a significant net increase. The expected increase in overall traffic to the area will only push these levels higher. Whilst South Sturry may well benefit from less traffic - the majority of Sturry residents, especially those living along the ribbon development at the A291 and A28 will be exposed to dangerous and possibly illegal levels of traffic pollution.
- Since the junction is not signalised, traffic flow relies on driver courtesy and adherence to "give way priority". It will only take a short queue to back traffic up to the residences which lie close to the road - especially at the east of the crossing on the A28. There, traffic will back up causing pollution and noise problems, and running into pinchpoints caused by on-street parking, the access to parking for the residents of Drovers Walk and the Margate-bound bus stop. Similar tailbacks already exist, and contribute to "congestion in the area" which the junction refinements are clearly not able to address. Residents will continue to be subject to dangerous road pollution, noise, vibration and other inconveniences, and through traffic will continue to find localised pinchpoints and delays to their journey on village roads which are unsuitable for such heavy traffic at such anticipated volume.
- Bus stops will have to be defined to suit the re-routed services provided. Bus stops will have to be carefully placed to ensure that no loss of service, or more inconvenient or distant location for existing residents.

OPTION THREE "Traffic signal controlled (with restricted movement) - Prohibited movement - A291 Sturry Hill to level crossing (except buses) "

- Heavier anticipated traffic load would indicate that a safe, signalised crossing option would be of benefit for residents approaching from the east on the south side of the A28 and crossing to the facilities (Co-op etc) at the north side.
- Canterbury bound rail passengers are directed on a pedestrian route away from the station. Late arriving passengers may take risks crossing here, on roads where traffic clearly has priority.
- Cycle path provision is non-existent. The junction is confusing, and the integration of existing cycle lane provision is unresolved. Cyclist travelling upgrade will be especially vulnerable, and may be forced onto pavements. Cyclists may be forced to dismount, or ride on pavement where pedestrians are trying to cross.
- A291 Sturry Hill Southbound traffic - if wishing to travel to South Sturry, or to Fordwich, Littlebourne etc, now faces the inconvenience of the detour around the new development, via the viaduct to the A28, and back up to South Sturry. A significant detour, and a significant increase of traffic pollution to the area. there will be traffic which, rather than go round, will try to force u-turns on the A28, or who will find it much quicker to "rat-run" through the estate to the north of the A28.
- It is claimed "congestion will be eased during operation of the crossing." It may be the case for traffic coming from Herne Bay down the A291 - or for return, rush hour traffic from Canterbury. However - the proposal is not too different than the existing arrangement for morning, rush hour traffic travelling from Thanet along the A28 Island Road - with tailbacks still anticipated at the "give-way" junction, whether

the junction is in operation, or not, and a 10% to 40% increase in traffic levels shown - congestion is still a likely reality for these road users and residents adjacent.

- Traffic turning right towards the new development from the A28, will compete with traffic continuing across the crossing when the crossing is closed. Only a reasonably short queue of traffic waiting at the crossing, (an even shorter number than required for option 2), will tail back and block access to the main right turn give way lane for A28 traffic.
- Traffic levels with this scheme are shown to have a 40% increase in Island Road traffic, and 200% increased traffic on the A291 at Sturry Hill. The already high traffic pollution levels at the bottom of Sturry Hill will show a significant net increase. The expected increase in overall traffic to the area will only push these levels higher. Whilst South Sturry may well benefit from less traffic - the majority of Sturry residents, especially those living along the ribbon development at the A291 and A28 will be exposed to dangerous and possibly illegal levels of traffic pollution.
- Since the junction is signalled, it will only take a short queue to back traffic up to the residences which lie close to the road at the east of the crossing on the A28. There, traffic will back up causing pollution and noise problems, and running into pinchpoints caused by on-street parking, the access to parking for the residents of Drovers Walk and the Margate- bound bus stop. Similar tailbacks already exist, and contribute to "congestion in the area" which the junction refinements are clearly not able to address. Residents will continue to be subject to dangerous road pollution, noise, vibration and other inconveniences, and through traffic will continue to find localised pinchpoints and delays to their journeyon village roads which are unsuitable for such heavy traffic at such anticipated volume.

Bus stops will have to be defined to suit the re-routed services provided . Bus stops will have to be carefully placed to ensure that no loss of service, or more inconvenient or distant location for existing residents.

Summary

The comments presented are based on the KCC public consultation, but are presented to illustrate the current distance, and lack of apparent coordination between the two separate planning processes and applications for road and housing developments.

With much detailed planning and development relying on the effective coordination and integration of road with the housing development - especially with alternative transport elements - and taking into account the Local Plan hierarchy of transport consideration, it is impossible to fully and properly assess the road element of the development as part of the outline planning application. Presumption, on the planners behalf, that such coordination will be entirely effective and successful, would risk at best an unsuccessful development. At worst, it will negatively effect the lives of many residents of Canterbury and the surrounding areas, and will add to city-wide problems.

Resident feedback from restricted form

Structure of form

The form contained four sections for comment as illustrated below. The first section solicited general comments, whereas the last three asked for feedback on each of the junction options.

STURRY PARISH COUNCIL PLANNING GROUP FEEDBACK

Changes to the Sturry Crossing

OPTION 1
Traffic signal controlled (with restricted movement)

- Access to Sturry (south) from A28 Island Road can be gained via a 'U' turn at the new roundabout on Sturry Hill to the north, an overall distance of 0.6km, or via the Link Road and back onto the A28 to the west of Sturry.
- Traffic signal controlled pedestrian crossings

OPTION 2
One-way junction (with restricted movement)

- Access to A28 Island Road from south of the level crossing can be gained via a 'U' turn at the new roundabout on Sturry Hill to the north, an overall distance of 0.6km, or via the Link Road to the west of Sturry and onto the A28 Sturry Hill.
- Uncontrolled pedestrian crossings

OPTION 3
Traffic signal controlled (with restricted movement)

- Access to Sturry, south of level crossing, for traffic on the A28, can be gained via the Link Road and joining the A28 to the west of Sturry.
- Traffic signal controlled pedestrian crossings provided

Contact us with your comments

Sturry Parish Council
100, The Parade, Sturry, Canterbury, Kent, CT24 0JF
Tel: 01227 731363
Email: sturry@kent.gov.uk

See the whole plan: kent.gov.uk/sturrylinkroad

Overall comments

- A28/A291 junction prohibited movement very unhelpful for locals visiting the village
- Upgrade of footpath between A28/A291 junction and Broad Oak rail crossing to a cycle path.
- Sturry level crossing should be left alone for now and wait to see how flow of traffic works. Can always put changes in at a later date if needed.
- How come part of Ancient Woodland has been downgraded to woodland? How much more are we going to lose?
- Interesting to see and have more clarity on the whole planning proposals.

- I preferred option 3 of the junction development in Sturry beside the level crossing. It offers signal control and better options for where I live. Roll on 2020 for completion.
- Prefer option 3. Also that traffic will be signal controlled.
- With more development planned in Hersden, plus the large development in Sturry / Broad Oak it seems to me that congestion will be moved from one place to another.
- No option is ideal for everybody, but option 1 best deals with the problems, like the reduction of traffic using the level crossing. However it is insane to build AND HAVE OCCUPIED 650 homes before work starts on the Link Road. The route of the Link Road does make sense.
- Additional traffic restrictions or at the very least traffic calming measures should be put into place through Broadoak village to stop this being used as a rat run. Vehicles speed through the village + think is high traffic causing danger to pedestrians + villagers.
- Why is there a need for this road? Because CCC is desperate to build houses; landowners have land to sell, land access requires the road. 'Relief' for Sturry is a secondary consideration only. The proposed bridge and new roundabout on the A28 will merely move the traffic problem further on. It is not the solution. I oppose the proposed scheme.
- None of the options are ideal. Delays at the crossing could be reduced by Network Rail & South Eastern altering the stopping position of eastbound trains to the available station platform.
- I am strongly against the link road proposals. In my view, the bypass is a "road to nowhere" as traffic problems will only be moved nearer Canterbury. The ring road round the City cannot cope with the present traffic flows. There will be increased pollution & the green space will be reduced between Sturry & Canterbury. The extra houses proposed will cause traffic & the resources, such as lack of water in E.Kent need to be addressed. Not a long term solution of traffic problems.
- I am not happy with any of these options. Have Network Rail been involved in consultation?
- Essentially, none of the options is better than the existing situation. If traffic lights allowed A291 priority at times to go East A28 or South A28 then that would be an improvement.

Option 1 comments

- Yes to traffic signal controlled pedestrian crossings
- This option appears to dissect Sturry in two.
- This option seems to close the village to the most traffic and is likely unfortunately, to close all amenities.
- Edited to allow cars. Slow down traffic by either narrowing "sturry bypass" or sending all traffic through Sturry High Street.
- I prefer this as it guides traffic away from the crossing & will hopefully reduce traffic movements in Fordwich Rd.
- On paper the proposed link looks fine but it will still cause a congestion at the Sturry Rd & St Stephens roundabouts. The amount of traffic going through Sturry from Thanet on Sturry village & South Sturry will cause the same amount of traffic going

over the level crossing the same as today, therefore I see the proposed link road as not a solution to today's problem. This could possibly cause more problems.

- Looks very complicated junction. Not a good option.
- As it stands, option 1 is the least worst but why not try option 1a, to scrap the bus land and enable cars (not HGVs) to turn left from Island Road to the level crossing so that all movements remain possible? You can still dissuade through traffic by traffic calming (or parking) on Mill Road between the level crossing and Fordwich Road.
- This is a mess! Worse situation than the present one! A28 would need to wait to feed into A291 North. Longer wait than if train crossing.

Option 2 comments

- No to uncontrolled pedestrian crossings.
- Uncontrolled pedestrian crossings of some concern, their safety would cause concern.
- This option does not cater well for pedestrians. Not a bad option for car users though.
- Better option - but still not a good option. Surely Network Rail need to be involved - why cannot the platform be lengthened to reduce the traffic problems at Sturry Crossing?
- Awful - if you stop traffic on Sturry Hill from accessing the old village via the level crossing, they will either try to do a u-turn outside the co-op, or they will try a u-turn further up Island Road, or they will use the Sturry estate as a rat-run to get from Sturry Hill to Island Road.
- Uncontrolled pedestrian crossings are risky with all the traffic.
- NO! Bu better than option 3. This would encourage local traffic to rat run through the estate Sleigh Road / Homewood Road / Babssoak Hill.

Option 3 comments

- Yes to traffic signal controlled pedestrian crossings.
- This option far from perfect but may be the best available.
- This seems the best option for pedestrians and car users and would be my option.
- This is my preferred choice.
- The trains need to pull right through the station, then the gates being closed for a shorter period will help the flow of traffic.
- This is my preferred option. Traffic from Heme bay to Canterbury will have to travel on the new road. Pedestrian crossings essential.
- Best option as A291 users can easily access this new Link Road. On other options vehicles may ignore u-turn option.
- Not a good option. Will these changes increase traffic through Fordwich - as people try to avoid traffic delays nearer city centre?
- If you stop traffic on Sturry Hill from accessing the old village via the level crossing, they will either try to do a u-turn outside the co-op, or they will try a u-turn further up Island Road, or they will use the Sturry estate as a rat-run to get from Sturry Hill to Island Road.
- NO. This would encourage rat run through the Sturry estate and problems with traffic going east on A28 crossing from of A28 going West.

Free-form resident feedback

This section contains free-form feedback from residents that does not fit into the layout described above. Each section below is a transcription of a different piece of resident feedback. Every effort has been made to ensure accuracy in transcription, and the work has been carried out in good faith.

Sturry Relief road - Concerns

1. The safety of pedestrians crossing the A28/ Heme Bay road near the station and walking up/down the Heme Bay road between the station and Popes Lane (with two new road crossings);
 2. Bus routings and stops on services between both Margate and Heme Bay and Canterbury;
 3. Access to Sturry village and Fordwich
- What are the timescales re road - KCC and developers?
 - When will KCC's work begin in relation to the development of houses?
 - When will work on the road in the developers remit begin in relation to house building?
 - When will the new road in its entirety be in place?
 - Ease of inter-parish access for residents between the three villages, Fordwich and Westbrook with public transport links and cycle links.
 - What guarantees are there for safe and easy access from all directions to the Co-op on foot and by car?
 - Visual impact of viaduct - noise and light pollution
 - What modelling has been done on relative journey time? Is this in the public domain, and if so where can it be found?
 - Effect of earthworks on the local hedgehog population:
 - BDB's own expert at first exhibition commented that they were surprised at the numbers when they carried out their ecology study - what will be done to minimise impact?
 - Will there be any compulsory purchase of land to change the present A28/A291 junction at the railway station?
 - The Local Plan Modifications Site 2: Who determines the 'local need'?
 - Employment Floorspace: Business floorspace to meet the needs of local business/officespace
 - Retail - Local centre shopping facilities only
 - Other: Community facilities to meet local need
 - Dengrove wood:
 - Will any trees be felled for housing? If so what acreage?
 - Who is going to 'manage' the 'remaining' wood? Who funds this?
 - Will public access through the wood from Broad Oak to Sturry be retained?

Proposed Sturry Relief Road

Sirs,

I write to express my concerns on the design of the viaduct part of the proposed Sturry Relief Road.

Cast your minds back to that terrible pile-up on the Sheppey Crossing involving many cars and a death. (Thank goodness for the quick thinking of a lorry driver who blocked access to the crossing with his huge truck, thus probably saving many lives.)

One comment came out in the news was that the design did not allow for a pedestrian relief area. The advice in the event of a breakdown or accident is to get out of the vehicle and seek refuge on the bank. Even the hard shoulder on a motorway is not considered safe to stay in the vehicle. That is fine when there is a wide pavement or a grassed area on both sides but from the projections shown by Richard Shelton of KCC Highways at Hersden on 27th June, there is no provision for pedestrian safety on both sides of the viaduct.

I raised the subject with him after the meeting and he admitted that this safety issue hadn't occurred to him. He then suggested that there was the advantage of the bus lane for traffic management that the police and emergency services could use. That is all well and good after they arrive, but in the immediate aftermath of an incident it is no help at all.

Even in the 1700s bridge builders considered pedestrians and their safety as coaches and horses thundered past! I have included pictures off the internet of a bridge that I regularly used safely as a child. Also included are pictures of the Sheppey Crossing accident and the photo montage of the proposed new viaduct. Good design could make this work.

What price a life?

[Document is signed Sue McConnell]

APPENDIX E Consultation Questionnaire

Sturry Link Road
Consultation Questionnaire



Sturry Link Road Consultation Questionnaire

Kent County Council (KCC) is seeking your views on the proposals being put forward for a new Sturry Link Road, and have provided this feedback questionnaire for you to give your comments.

This questionnaire can be completed online at www.kent.gov.uk/sturrylinkroad. Alternately a hard copy can be completed and returned to us at one of the below consultation events or via post to: Sturry Link Road Public Consultation, Kent County Council, 1st Floor, Invicta House, Maidstone ME14 1XX.

What information do you need before completing the questionnaire?

We recommend that you visit one of the consultation events or view the consultation material online www.kent.gov.uk/sturrylinkroad before responding to this questionnaire.

Please drop in and talk to our team at any of the following events:

- Tuesday 1st August at Broad Oak Village Hall, Shalloak Road, Canterbury, CT2 0QH – 14:00 to 20:00
- Wednesday 2nd August at Sturry Social Centre, Mill Road, Sturry, Canterbury, CT2 0AN – 14:00 to 20:00
- Thursday 31st August at Sturry Social Centre, Mill Road, Sturry, Canterbury, CT2 0AN – 14:00 to 20:00

Please ensure your response reaches us by Wednesday 6th September 2017.

Your responses will help us to prepare a planning application for the proposed Link Road, which we are planning to submit in autumn 2017.

Privacy: Kent County Council collects and processes personal information in order to provide a range of public services. Kent County Council respects the privacy of individuals and endeavours to ensure personal information is collected fairly, lawfully, and in compliance with the Data Protection Act 1998.

Alternative Formats and Hard Copies

To request hard copies of any of the consultation documents, or for any other formats, please email: alternativeformats@kent.gov.uk or call: 03000 421553 (text relay service number: 18001 03000 421553). This number goes to an answering machine, which is monitored during office hours.

Sturry Link Road
Consultation Questionnaire



Q1. Please tell us in what capacity you are completing this questionnaire:

Please select the option that most closely represents how you will be responding to this consultation. Please select **one** box.

- | | |
|--------------------------|---|
| <input type="checkbox"/> | A Sturry, Broad Oak or Fordwich resident |
| <input type="checkbox"/> | A resident from somewhere else in Kent |
| <input type="checkbox"/> | A regular commuter on the A28, A291 or Broad Oak Road travelling through Sturry |
| <input type="checkbox"/> | A user of local public transport (bus/train) |
| <input type="checkbox"/> | A cyclist (social and/or commuting) |
| <input type="checkbox"/> | A representative of a local community group or residents association |
| <input type="checkbox"/> | On behalf of a Parish / District Council in an official capacity |
| <input type="checkbox"/> | A Parish / District or County Councillor |
| <input type="checkbox"/> | A local business owner |
| <input type="checkbox"/> | On behalf of a charity, voluntary or community sector organisation (VCS) |
| <input type="checkbox"/> | A visitor to Sturry/Broad Oak/Fordwich |
| <input type="checkbox"/> | Other, please specify: <input type="text"/> |

Q1a. If you are responding on behalf of an organisation (business, community group, resident association, council or any other organisation), please tell us the name of your organisation here:

Q2. Please tell us your postcode: _____

We use this to help us to analyse our data. It will not be used to identify who you are.



Sturry Link Road
Consultation Questionnaire

Q3. To what extent do you agree or disagree with the proposed Link Road?

Please select one box.

- Strongly agree Tend to agree Neither agree nor disagree Tend to disagree Strongly disagree Don't know
-

Q3a. If you have answered 'Strongly agree' or 'Tend to agree' to Q3, please tell us from the list below the reason(s) why you support the proposed Link Road?

Please select all that apply.

- Reduce congestion through Sturry
- Improve journey times
- Avoid the railway level crossings
- Improve the local community
- Needed to support the new housing
- Other, please specify:

Q3b. If you have answered 'Strongly disagree', 'Tend to disagree' or 'Don't know' to Q3, please tell us the reason for your answer below



Sturry Link Road
Consultation Questionnaire

Proposed Road Layout (See pages 3 to 10 of the consultation booklet)

Q4. Do you have any comments on the proposed road layout, including suggestions for improvements? Is there anything you particularly like or dislike about the scheme? Please add any comments below:

Sturry Link Road
Consultation Questionnaire



Proposed Alterations to the A28/A291 Junction

(See pages 11 to 14 of the consultation booklet)

Q5. Do you have a preference for one of the three junction options shown?

Please select one box.

- Yes, Option 1
- Yes, Option 2
- Yes, Option 3
- None of the above
- Don't know

Q5a. Please add any comments to explain your answer below:

Sturry Link Road
Consultation Questionnaire



The Environment *(See pages 15 to 17 of the consultation booklet)*

Q6. The consultation document highlights how this scheme will impact on the surrounding environment. Please add any comments you have on environmental impacts below:

Sturry Link Road
Consultation Questionnaire



Q7. If you have any other comments on our proposals for the Sturry Link Road, please provide these below.

Q8. We have completed an initial Equality Impact Assessment (EqIA) for the proposals put forward in this consultation. An EqIA is a tool to assess the impact any proposals would have on the protected characteristics: age, disability, gender, gender reassignment, sexual orientation, race, religion, and carer's responsibilities. The EqIA is available at kent.gov.uk/sturrylinkroad or in hard copy on request.

We welcome your views on our equality analysis and if you think there is anything we should consider relating to equality and diversity, please add any comments below:

7

Sturry Link Road
Consultation Questionnaire



It is not necessary to answer these questions if you are responding on behalf of an organisation.

About You

We want to make sure that everyone is treated fairly and equally, and that no one gets left out. That's why we're asking you these questions. We won't share the information you give us with anyone else. We'll use it only to help us make decisions, and improve our services. If you would rather not answer any of these questions, you don't have to.

Q9. Are you.....? Please select one box.

- Male
- Female
- I prefer not to say

Q10. Which of these age groups applies to you? Please select one box.

- | | | | | |
|--------------------------------|--------------------------------|--------------------------------|--------------------------------|--|
| <input type="checkbox"/> 0-15 | <input type="checkbox"/> 25-34 | <input type="checkbox"/> 50-59 | <input type="checkbox"/> 65-74 | <input type="checkbox"/> 85 + over |
| <input type="checkbox"/> 16-24 | <input type="checkbox"/> 35-49 | <input type="checkbox"/> 60-64 | <input type="checkbox"/> 75-84 | <input type="checkbox"/> I prefer not to say |

Q11. Do you regard yourself as belonging to a particular religion or belief?
Please select one box.

- Yes No I prefer not to say

Q11a. If you answered 'Yes' to Q11, which of the following applies to you?
Please select one box.

- | | | | |
|------------------------------------|---------------------------------|---------------------------------|--|
| <input type="checkbox"/> Christian | <input type="checkbox"/> Hindu | <input type="checkbox"/> Muslim | <input type="checkbox"/> I prefer not to say |
| <input type="checkbox"/> Buddhist | <input type="checkbox"/> Jewish | <input type="checkbox"/> Sikh | <input type="checkbox"/> Other
<i>Please write in below</i> |

8



Sturry Link Road
Consultation Questionnaire

The Equality Act 2010 describes a person as disabled if they have a longstanding physical or mental condition that has lasted, or is likely to last, at least 12 months; and this condition has a substantial adverse effect on their ability to carry out normal day-to-day activities. People with some conditions (cancer, multiple sclerosis and HIV/AIDS, for example) are considered to be disabled from the point that they are diagnosed.

Q12. Do you consider yourself to be disabled as set out in the Equality Act 2010?

Please select one box.

Yes No I prefer not to say

Q12a. If you answered 'Yes' to Q12, please tell us the type of impairment that applies to you. You may have more than one type of impairment, so please select all that apply. If none of these applies to you, please select 'Other', and give brief details of the impairment you have.

<input type="checkbox"/>	Physical impairment	
<input type="checkbox"/>	Sensory impairment (hearing, sight or both)	
<input type="checkbox"/>	Longstanding illness or health condition, or epilepsy	
<input type="checkbox"/>	Mental health condition	
<input type="checkbox"/>	Learning disability	
<input type="checkbox"/>	I prefer not to say	
<input type="checkbox"/>	Other (please specify)	<input style="width: 150px; height: 20px;" type="text"/>



Sturry Link Road
Consultation Questionnaire

Q13. Are you a Carer?

A Carer is anyone who cares, unpaid, for a friend or family member who due to illness, disability, a mental health problem or an addiction cannot cope without their support. Both children and adults can be carers.
Please select one box.

Yes No I prefer not to say

Q14. To which of these ethnic groups do you feel you belong?

Please select one box. (Source: 2011 Census)

<input type="checkbox"/>	White English	<input type="checkbox"/>	Mixed White & Black Caribbean	<input type="checkbox"/>
<input type="checkbox"/>	White Scottish	<input type="checkbox"/>	Mixed White & Black African	<input type="checkbox"/>
<input type="checkbox"/>	White Welsh	<input type="checkbox"/>	Mixed White & Asian	<input type="checkbox"/>
<input type="checkbox"/>	White Northern Irish	<input type="checkbox"/>	Mixed Other*	<input type="checkbox"/>
<input type="checkbox"/>	White Irish	<input type="checkbox"/>	Black or Black British Caribbean	<input type="checkbox"/>
<input type="checkbox"/>	White Gypsy/Roma	<input type="checkbox"/>	Black or Black British African	<input type="checkbox"/>
<input type="checkbox"/>	White Irish Traveller	<input type="checkbox"/>	Black or Black British Other*	<input type="checkbox"/>
<input type="checkbox"/>	White Other*	<input type="checkbox"/>	Arab	<input type="checkbox"/>
<input type="checkbox"/>	Asian or Asian British Indian	<input type="checkbox"/>	Chinese	<input type="checkbox"/>
<input type="checkbox"/>	Asian or Asian British Pakistani	<input type="checkbox"/>	I prefer not to say	<input type="checkbox"/>
<input type="checkbox"/>	Asian or Asian British Bangladeshi	<input type="checkbox"/>		<input type="checkbox"/>
<input type="checkbox"/>	Asian or Asian British Other*	<input type="checkbox"/>		<input type="checkbox"/>

*Other Ethnic Group - If your ethnic group is not specified on the list, please describe it here

Sturry Link Road
Consultation Questionnaire



Future Engagement and Communication

If you would like to receive updates about the development of our proposal please provide your contact details. Our preferred method of communication is by email, however if you do not have an email address then please provide your postal address.

Name	<input type="text"/>
Yes, via email. Email address:	<input type="text"/>
Yes, via post. Postal address:	<input type="text"/>
Postcode:	<input type="text"/>

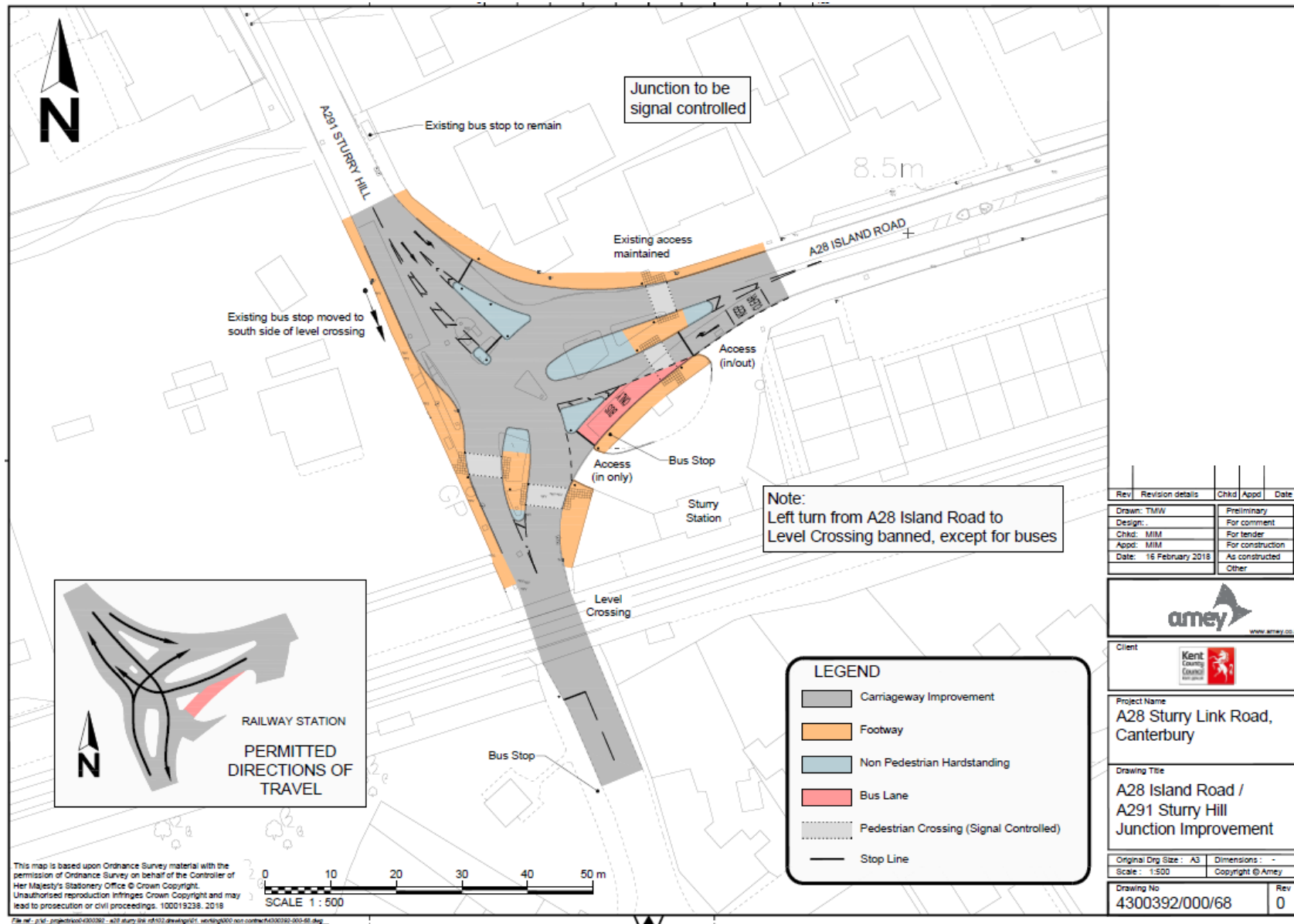
**Thank you for taking the time to complete this questionnaire;
your feedback is important to us.**

**All feedback received will be reviewed and considered in the
development of our proposal.**

**We will report back on the feedback we receive, but details of
individual responses will remain anonymous and we will keep your
personal details confidential.**

APPENDIX F A28/A291 Junction Improvement – Option selected for final scheme design

Page 159



This page is intentionally left blank

Sturry Link Road

Public Consultation

26 July to 6 September 2017



Have your say!

Find out about our proposals on the Sturry Link Road and tell us your views by visiting kent.gov.uk/sturrylinkroad or by attending a consultation event:

Venue	Date	Time
Broad Oak Village Hall, Shalloak Road, Canterbury CT2 0QH	Tuesday 1 August	2-8pm
Sturry Social Centre, Mill Road, Sturry, Canterbury CT2 0AN	Wednesday 2 August	2-8pm
Sturry Social Centre, Mill Road, Sturry, Canterbury CT2 0AN	Thursday 31 August	2-8pm

Graphical impression of the proposed viaduct

kent.gov.uk/sturrylinkroad

To request a hard copy of the consultation booklet or questionnaire, or for any alternative formats, please email alternativeformats@kent.gov.uk or call **03000 421553** (text relay service number 18001 03000 421553). This number goes to an answering machine, which is monitored during office hours.

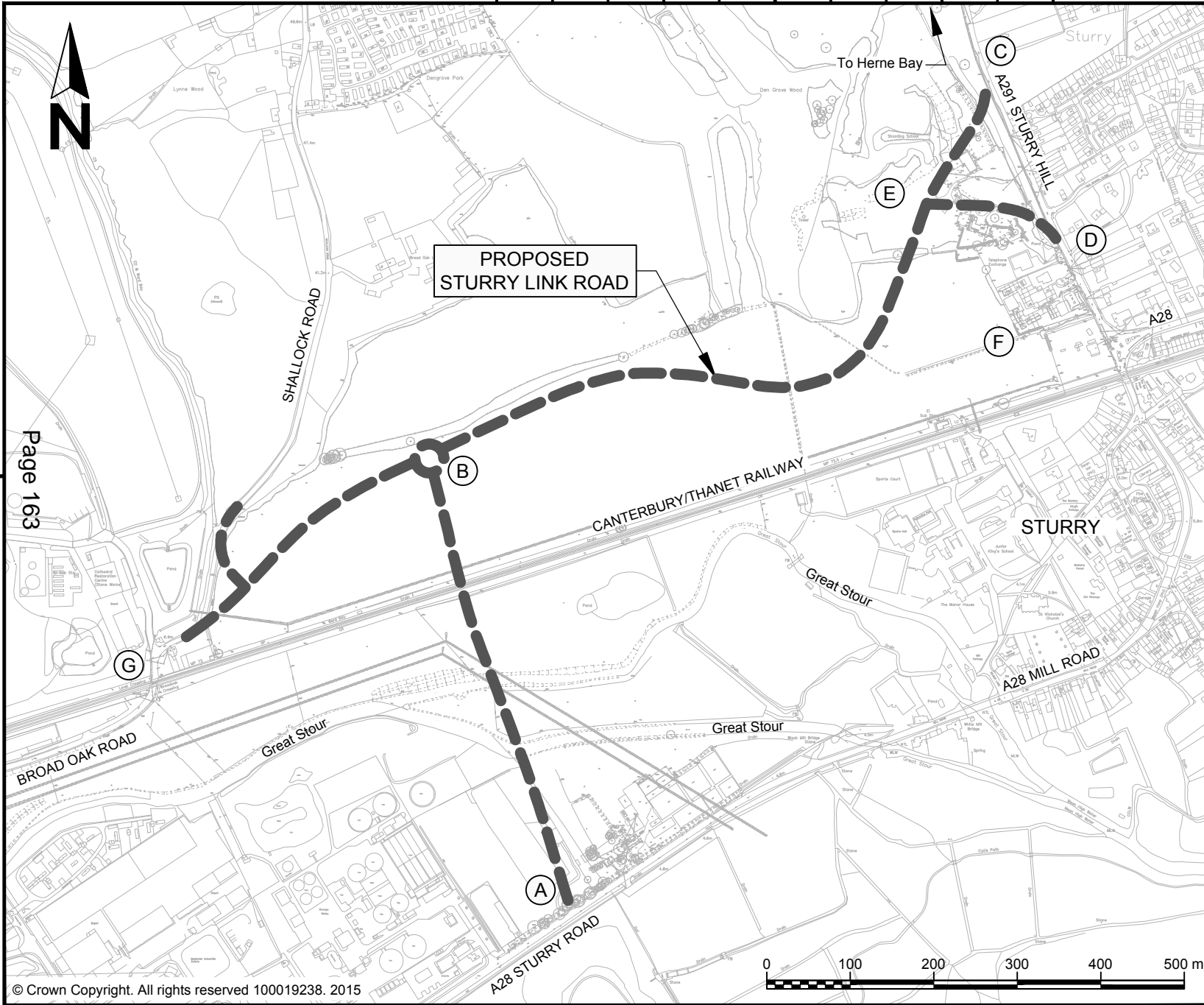
Working together with



SOUTH EAST
LOCAL ENTERPRISE
PARTNERSHIP



This page is intentionally left blank



Client

Project Name
**A28/A291
STURRY LINK ROAD**

Drawing Title
FIGURE 1

Original Drg Size : A4 Dimensions : m
Scale : Not to Scale Copyright © Amey

Drawing No
4300299/000/17

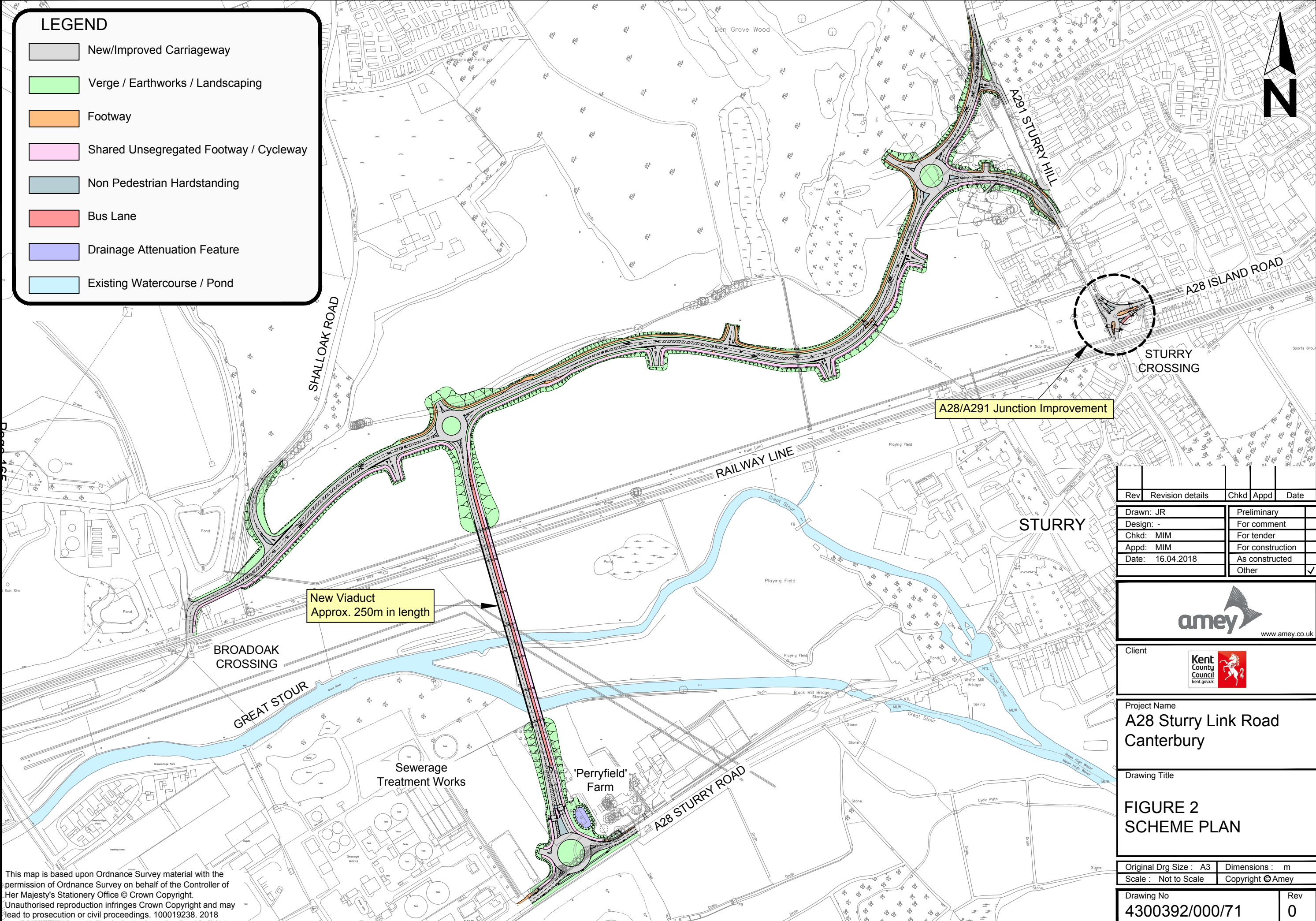
Rev
1

Page 163

This page is intentionally left blank

LEGEND

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



Page 165

Rev	Revision details	Chkd	Appd	Date
Drawn: JR				Preliminary
Design: -				For comment
Chkd: MIM				For tender
Appd: MIM				For construction
Date: 16.04.2018				As constructed
				Other



Client

Project Name
**A28 Sturry Link Road
 Canterbury**

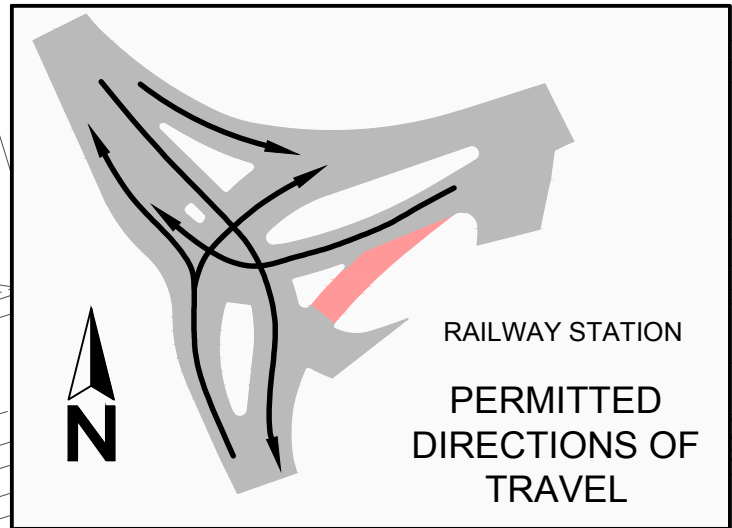
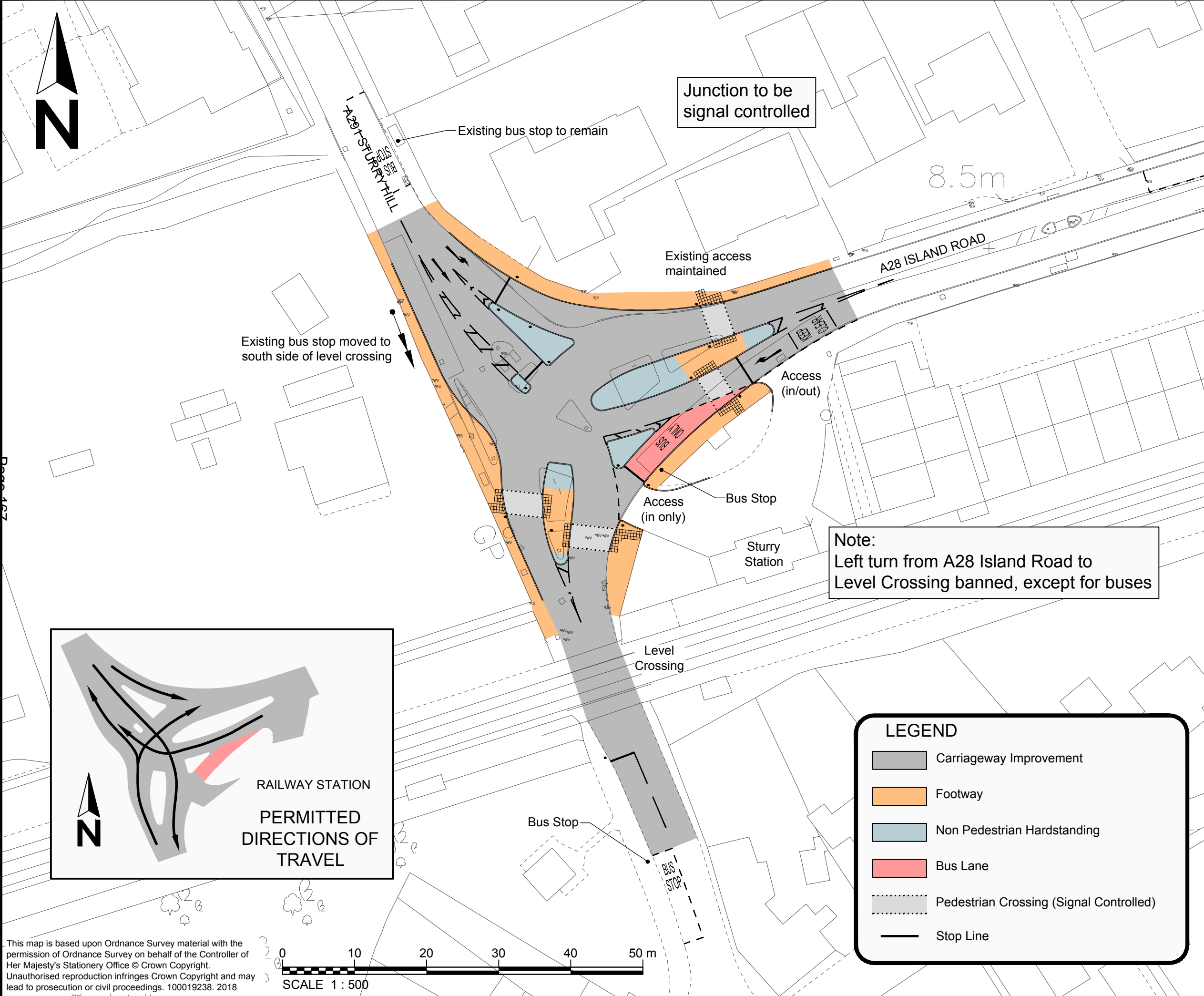
Drawing Title
**FIGURE 2
 SCHEME PLAN**

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

Drawing No
4300392/000/71 Rev
0

This map is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. 100019238. 2018

This page is intentionally left blank



Note:
Left turn from A28 Island Road to Level Crossing banned, except for buses

LEGEND

- Carriageway Improvement
- Footway
- Non Pedestrian Hardstanding
- Bus Lane
- Pedestrian Crossing (Signal Controlled)
- Stop Line

Rev	Revision details	Chkd	Appd	Date
Drawn: JR				Preliminary
Design: -				For comment
Chkd: MIM				For tender
Appd: MIM				For construction
Date: 16.04.2018				As constructed
				Other



Client

Project Name
A28 Sturry Link Road, Canterbury

Drawing Title
**FIGURE 3
A28 Island Road /
A291 Sturry Hill
Junction Improvement**

Original Drg Size : A3 Dimensions : -
Scale : 1:500 Copyright © Amey

Drawing No
4300392/000/72 Rev
0

This map is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. 100019238. 2018



This page is intentionally left blank

**KENT COUNTY COUNCIL
EQUALITY ANALYSIS / IMPACT ASSESSMENT (EqIA)**

**This document is available in other formats, Please contact
Richard Shelton - e mail richard.shelton@Kent.gov.uk or telephone on 03000
419550**

Directorate: Growth Environment & Transport

Name of policy, procedure, project or service: Sturry Link Road

What is being assessed?: Highway Project

Responsible Owner: Richard Shelton

Date of Initial Screening: 12/6/2015

Date of Full EqIA :N/A

Version	Author	Date	Comment
1.0	Richard Shelton	12/6/2015	
2.0	Richard Shelton	13/8/2015	Incorporating comments from Diversity team 17 June 2015
3.0	Richard Shelton	14/8/2015	Final Signed Documents
4.0	Richard Shelton	17/05/17	Review May 2017
5.0	Richard Shelton	18/07/17	Local Consultation Groups added
6.0	Richard Shelton	21/07/17	Incorporating comment from the Diveristy Team to utilise to district population database

Screening Grid

Characteristic	Could this policy, procedure, project or service, or any proposed changes to it, affect this group less favourably than others in Kent? YES/NO If yes how?	Assessment of potential impact HIGH/MEDIUM LOW/NONE UNKNOWN		Provide details: a) Is internal action required? If yes what? b) Is further assessment required? If yes, why?	Could this policy, procedure, project or service promote equal opportunities for this group? YES/NO - Explain how good practice can promote equal opportunities
		Positive	Negative	Internal action must be included in Action Plan	If yes you must provide detail
Age Page 171	Yes	Neutral		<p>The scheme is currently in outline design stage.</p> <p>The detailed design of the scheme will be carried out in accordance with:</p> <ul style="list-style-type: none"> the Design Manual for Roads and Bridges (DMRB), which gives guidance based on current legislation for non-motorised users (NMU) and those with disabilities. Department of Transport Guidance on Inclusive Mobility first published 15 December 2005. <p>NMU audits will be undertaken to ensure due consideration is given to all road users.</p> <p>A review will be carried out after completion of the outline design to ensure that sufficient consideration has been given to both young and old people.</p>	<p>Yes. NMU audits will be undertaken at outline design and detailed design stages.</p> <p>Opportunities to provide new controlled crossings will be considered. These would offer much safer crossing facilities compared with the current uncontrolled crossings.</p> <p>Consideration given to incorporating level resting areas and benches along new footways.</p>
Disability	Yes	Low	Low	<p>The scheme is currently in outline design stage.</p> <p>The detailed design of the scheme will be carried out in accordance with</p> <ul style="list-style-type: none"> the Design Manual for Roads and Bridges (DMRB), which gives guidance 	<p>YES – NMU audits will be undertaken at outline design and detailed design stages.</p> <p>Opportunities to provide new controlled crossings will be considered. These would offer much safer crossing</p>

			<p>based on current legislation for non-motorised users (NMU) and those with disabilities.</p> <ul style="list-style-type: none"> Department of Transport Guidance on Inclusive Mobility first published 15 December 2005. <p>Once an initial design has been prepared that meets the requirements of the DMRB, Kent County Council will engage with The Kent Association for the Blind (KAB), Guide Dogs for the Blind to ensure that their requirements are met by the design.</p> <p>NMU audits will be undertaken to ensure due consideration is given to all road users.</p> <p>A review will be carried out after completion of the outline design to ensure that sufficient consideration has been given.</p>	<p>facilities compared with the current uncontrolled crossings.</p> <p>New controlled crossings would have flush kerbs with contrasting red coloured blister tactile paving (as per Guidance on the use of Tactile Paving Surfaces, Dft 1998) and both audible beepers and rotating cones to assist blind and partially-sighted pedestrians. They will also have pedestrian on-crossing detection which will hold vehicles on red until pedestrians have finished crossing the road.</p> <p>Consideration given to incorporating level resting areas and benches along new footways.</p> <p>Engagement with KAB and other local disability groups to ensure effective communication to those effected by the scheme.</p>
Gender	No	Neutral	No	N/A
Gender identity	No	Neutral	No	N/A
Race	No	Neutral	No	N/A
Religion or belief	No	Neutral	No	N/A
Sexual orientation	No	Neutral	No	N/A
Pregnancy and maternity	No	Neutral	No	N/A
Marriage and Civil Partnerships	No	Neutral	No	N/A
Carer's responsibilities	No	Neutral	No	N/A

Part 1: INITIAL SCREENING

Proportionality - Based on the answers in the above screening grid what weighting would you ascribe to this function – see Risk Matrix

Low	Medium	High
Low relevance or Insufficient information/evidence to make a judgement.	Medium relevance or Insufficient information/evidence to make a Judgement.	High relevance to equality, /likely to have adverse impact on protected groups

State rating & reasons : **LOW** - this is a new highway scheme that will have minimal adverse impact. Any impact would be mitigated through good design practice and assessment through NMU audits.

Context:

The proposed scheme, which is an important strategic corridor, is located on the A28 and A291 within the district of Canterbury adjacent to the village of Sturry, situated close to the north-east of the city area. The A28 is the main link between Canterbury and Thanet to the east, whilst the A291 provides access to Herne Bay in the north and also offers one of the routes to the A299 Thanet Way.

The scheme will provide additional highway capacity to allow for the strategic growth of the Canterbury District area. The scheme includes the following:

- Provision of a new link road between the A291 and the A28, which incorporates a viaduct structure over the railway line and Great Stour and a dedicated bus lane;
- Improvement of the A28/A291 junction which incorporates an existing Level Crossing over the railway line;
- Provision of an additional link between the new link road and Broad Oak road to relieve an existing Level Crossing; and
- The proposals for the Sturry Link Road could have a minor effect on bus routes: although this will be associated with the provision of new housing sites which are outside the scope of this project.

The recent allocation of local growth funding from Central Government and developer contributions has now made the scheme possible.

Aims and Objectives:

The main objective of the scheme is to reduce travel times and improve journey reliability, for all road users on the A28 corridor, thereby releasing some 'headroom' capacity to accommodate future background traffic growth

and growth arising from economic and community development aspirations. It is also aimed at reducing conflict risks at the railway level crossings, allowing for increased levels of train service on the Ashford – Canterbury – Ramsgate route and enhancing the effectiveness of the Sturry Road bus priority and Park & Ride initiatives. Furthermore the scheme enables Canterbury City Council as the local planning authority to consider opportunities to increase housing and business growth in the surrounding area.

This will be achieved by providing a new route to bypass the severely congested junction of A28 (Island Rd)/ A291 (Sturry Hill), including bridges over the railway line and Great Stour, linking to the A28 Park & Ride site and the provision of cycle lanes and bus lanes.

Beneficiaries: All highway users, including residents, local businesses, town centre visitors, and transport operators.

Information and Data:

As part of the scheme design, all aspects of the highway will be assessed and designed to meet current design standards of the Design Manual for Roads and Bridges (DMRB) with consideration given to how the route is used by all users including older and younger people and people with disabilities.

The district population database will be reviewed to assess the impact on older and younger people and people with disabilities.

Involvement and Engagement: Kent County Council holds regular steering group meetings with the design team, which a representative from Canterbury City Council attends, to provide updates on the progress of scheme.

Meetings are also planned to be held with local and district councillors, and the local parish council to provide information and to keep them updated on progress of the scheme. An initial engagement exercise will take place with the general public, local businesses and other key stakeholders at the conclusion of the outline design, to share details of the proposed design. Part of this engagement process will be to target the groups identified within this assessment. This is programmed from 26 July to 6 September 2017.

The scheme will require Planning Consent prior to construction

Further information will be provided to stakeholders as the scheme design is progressed via such mediums as KCC website, leaflet drops etc, and as deemed appropriate at the time. Regular communications will also take place before and during construction to advise users how the construction work will be managed.

Potential Impact: Highway scheme - Low impact.

Adverse Impact: Low

Positive Impact: Improved Public Transport Services - Medium for older, younger and disabled people if the end result will provide improved public transport services and controlled crossings were none currently exist.

JUDGEMENT

Option 1 – Screening Sufficient: No

Justification:

Option 2 – Internal Action Required: Yes

Option 3 – Full Impact Assessment: Yes

Monitoring and Review:

Kent County Council has overall responsibility for the scheme and holds internal monthly steering group meetings which monitor and review the development and progress of the scheme. Canterbury City Council, also attend these meetings.

Sign Off

I have noted the content of the equality impact assessment and agree the actions to mitigate the adverse impact(s) that have been identified.

Senior Officer

Signed: *Richard Shelton*

Name: Richard Shelton

Job Title: Major Capital Programme - Project Manager

Date: 21 July 2017

DMT Member

Signed: *Tim Read*

Name: Tim Read

Job Title: Head of Service - Transportation

Date: 21 July 2017

Equality Impact Assessment Action Plan

Protected Characteristic	Issues identified	Action to be taken	Expected outcomes	Owner	Timescale	Cost implications
Access to and use of the highway network by all users groups and those with disabilities and mobility problems	Designs to be in accordance with current guidelines and best practice.	<p>Ensure designs are carried out in accordance with the Design Manual for Roads and Bridges (DMRB), which gives guidance based on current legislation for non-motorised users (NMU) and those with disabilities and Department of Transport (DoT) Guidance on Inclusive Mobility first published 15 December 2005.</p> <p>Regular design review with the designers.</p> <p>NMU audits will be undertaken to ensure due consideration is given to all road users</p>	<p>Compliant design with the DMRB and DoT Guidance on Inclusive Mobility.</p> <p>Accepted NMU Audit.</p>	Richard Shelton	2017 to 2018 (provisional)	Integral to the project budget.
Access to and use of the highway network by users with disabilities and mobility problems	The need to engage with Kent Association for the Blind, Guide Dogs for the Blind, and other local forums once an outline design layout for the scheme has	<p>Write to Kent Association for the Blind, Guide Dogs for the Blind requesting comments/meeting to discuss the scheme</p> <p>Other Local groups to be consulted:</p>	Receive comments and where appropriate / practical, these will be accommodated in the design	Richard Shelton	Initially during the consultation process in August 2017 And then as the detailed design stage	Unknown at this stage but likely scale of any changes could be accommodated within current project budget

	been produced to ensure their requirements and needs are met by the design.	Age Uk Canterbury – info@ageukcanterbury.org.uk Over 50's Group - Rosemary 01227 710072 Sturry Church - rector@sturrychurch.org.uk Canterbury and District Pensioners Forum - 01227 366494 Canterbury Umbrella Centre eileen@canterburyumbrella.co.uk			develops in 2018	
Access and use of the highway network by all user groups	The need to engage with local users and key stakeholders to advise those people who will be affected by the scheme of specific details about the proposed layout and to highlight any local specific needs that need to be considered	A public engagement exercise will be undertaken through a number of different mediums such as KCC website, public exhibition, leaflet drops.	Receive comments and, where appropriate/practical, consider changes to the design. Due to the constraints on the scheme, any changes are likely to be restricted to points of detail, rather than around the general principle/design of the scheme.	Richard Shelton	Initial public engagement exercise planned for August 2017	Included within current project budget
Access to and	The need to advise	Public enagement, via letter	To ensure all users are	Richard	At	Included within

use of the highway network by all users, including those with disabilities and mobility problems	all users of the A28 and A291 and residents of Sturry and Broad Oak, of proposed traffic management and restrictions on use of any parts of the route during the construction phase of the project	drops, websites, social media and public meetings where appropriate.	aware of construction works/programme and any temporary access arrangements to ensure they are able to access and use the highway safely during the construction works.	Shelton	appropriate times between 2019 to 2020 (Provisional Construction period)	current project budget

From: Mike Whiting, Cabinet Member of Planning, Highways, Transport and Waste

Barbara Cooper, Corporate Director, Growth Environment and Transport

To: Environment & Transport Cabinet Committee - 15 May 2018

Decision No: 18/00023

Subject: Inter Authority Agreement in respect of the management of the Waste Project between Tonbridge and Malling Borough Council (TMBC) & Tunbridge Wells Brough Council (TWBC)

Key decision: Yes

Classification: Unrestricted

Future Pathway of Paper: For Cabinet Member Decision

Electoral Division: Tonbridge & Malling /Tunbridge Wells Borough Councils

Summary:

This report seeks agreement to enter into separate Agreements between Kent County Council (KCC) and TMBC/TWBC which commits parties to the most economically advantageous position for the collection and disposal of waste services within the respective administrative areas.

The consequence of increased levels of recycling and composting by the Borough waste collection authority reduces the final disposal costs borne by KCC.

This Agreement incentivises parties to increase and maximise levels of kerbside recycling across all waste streams and therefore share the cost savings achieved by KCC as the Waste Disposal Authority.

Recommendation:

The Cabinet Committee is asked to consider and endorse, or make recommendations to the Cabinet Member for Planning, Highways, Transport to approve KCC entering into an Inter Authority Agreement (IAA) with TMBC and TWBC to increase levels of recycling and reduce disposal costs for KCC as shown at Appendix A. To encourage improvement, savings will be equally shared between respective Collection and Disposal Authorities as performance payments. This is to be the policy approach in all new Waste Partnership Agreements with Collection Authorities.

1. Introduction

- 1.1. TMBC & TWBC have commissioned a new kerbside model of waste collection to significantly increase its recycling and composting rate by including wheeled bin collection of dry recyclables, and separate weekly food waste collections.
- 1.2. To provide financial support for this revised collection system, all parties formed the South West Kent Waste Partnership to agree a system of performance payments, like those that has been activated in the Gravesham Borough Council endorsed by the Cabinet Committee on the 13th January 2016.
- 1.3. The Authorities have worked productively together to devise an enabling payment scheme which reflects actual savings achieved, with a 50% share of disposal cost reduction being paid to the borough councils to incentivise good performance.
- 1.4. No incentive payment is payable where performance does not reduce disposal costs.
- 1.5. The Agreement commits KCC and the borough councils to cooperate in the delivery of the most economically advantageous method of waste collection and treatment. It is legally binding and replaces all other existing arrangements regarding payments made by KCC to both borough councils.
- 1.6. This IAA will be concurrent with the new collection contracts which are scheduled to end on the 31 March 2027; however, provisions exist for the mutual withdrawal from the agreement at three calendar months' notice. Any extensions will be at the discretion and agreement of KCC

2. Financial Implication

- 2.1 This approach has worked well with Gravesham Borough Council, since a similar agreement was launched in 2014, recycling has risen from 32% in 15/16 to 39% in 17/18 with a saving shared with Gravesham in 16/17 of £235,466
- 2.2 It is proposed to enter into two individual IAA's with TWBC & TMBC now that both parties have established and tendered the most economically advantageous kerbside collection method, these will maximise recycling and thereby reduce KCC's final disposal costs.
- 2.3 Reasonable annual forecast gross disposal savings for each Authority is estimated as follows;

	Total Saving	50% share with Borough
TMBC	£1,366,308.35	£683,154.17
TWBC	£1,068,821.09	£534,410.55

- 2.4 This agreement will incentivise sustained levels of performance and replace a current scheme of paying recycling credits to borough councils by KCC – these are costly and inefficient for all parties.

3. Policy Framework

- 3.1. The proposed decision is in line with the Kent Joint Municipal Waste Management Strategy (KJMWMS), to which KCC is a signatory. The KJMWMS commits all councils in Kent to work collaboratively to maximise recycling and reduce waste to landfill.

4. The Report

- 4.1. Increasing levels of recycling is fundamental to the Kent Joint Waste Management Strategy. This agreement serves as an incentive to maximise kerbside recycling. This directly reduces the waste disposal costs for KCC.
- 4.2. TWBC & TMBC will procure all necessary containers and a vehicle fleet to facilitate increased recycling at its own expense. It will maximise this service across its administrative area to reach a maximum number of households.
- 4.3. KCC retains the responsibility for the treatment and disposal of these materials, therefore it must contractually continue to secure material recycling facilities and maximise income.
- 4.4. The Partners are aware that Central Government may make material changes in legislation that could affect this agreement. If this happens the partners will negotiate in good faith and may agree to cease the agreement if it no longer serves its purpose.
- 4.5. The performance support payments are made to reward continual levels of performance. This places the accountability on the borough councils as the statutory collection authority and rewards both boroughs and KCC equally.
- 4.6. GBC adopted this incentivised method of increased recycling, resulting in recycling increasing by 7% in the first year, and this is likely to increase further.

5. Future planning

- 5.1. Cabinet Committee Members may recall that the Environment and Cabinet committee endorsed this approach in 2017 of sharing savings which are entirely based upon performance.
- 5.2. Based upon current levels of performance, this new approach will lead to further savings for KCC, particularly within the East Kent District Council partnership when the existing legal agreements finishes, as this currently makes fixed enabling payments by KCC - regardless of actual performance or savings realised. This means the risk currently sit with KCC rather than the party with the ability to manage the risk.
- 5.3. Discussions are already underway with the East Kent (EK) Partnership, where it has been made clear that any future payments made by KCC will only be paid to recognise actual cost savings realised. This partnership covers

Canterbury City Council, Dover District Council, Thanet District Council and Folkestone and Hythe District Council. The agreement was negotiated in 2009.

- 5.4. This EK Partnership has not realised its targeted levels of 50% recycling. In 2016/17 they achieved 41%. Average fixed enabling payments paid by KCC to each district are £708,157.
- 5.5. Mid Kent Waste Partnership - Maidstone, Ashford and Swale - was negotiated in 2012 and whilst following the same principles, the payments are much less than those paid in East Kent and this partnership performs reasonably well with KCC. The targeted recycling performance was 48.2% and in 2016/17 45.9% was achieved. This Partnership agreement ends in 2023, average fixed district payments are £196,677 – substantially less than East Kent.
- 5.6. Dartford and Sevenoaks have decided not to adopt kerbside collection schemes that maximise recycling, currently preferring to retain weekly residual waste collections. In 2017 / 18 Dartford recycled 24% of its kerbside waste and Sevenoaks achieved 33%.

6. Conclusions

- 6.1. This IAA rewards Tunbridge Wells and Tonbridge and Malling Borough Councils for increasing recycling rates and through the reduction of residual waste means KCC will benefit from reduced disposal costs.
- 6.2. This agreement replaces all other legacy agreements and focuses entirely upon cost reduction due to a more comprehensive kerbside collection that encourages more recycling.
- 6.3. The commencement date will follow implementation of the new kerbside collection service in July 2019, with the initial term expiring in 2027.
- 6.4. Flexibility exists to change this agreement through negotiation or rescind this agreement with three months' notice
- 6.5. This approach of performance related payments will be adopted across all of Kent at the time current legal agreements are replaced.

7. Recommendation: The Cabinet Committee is asked to consider and endorse, or make recommendations to the Cabinet Member for Planning, Highways, Transport to approve KCC entering into an Inter Authority Agreement (IAA) with TMBC and TWBC to increase levels of recycling and reduce disposal costs for KCC as shown at Appendix A. To encourage improvement, savings will be equally shared between respective Collection and Disposal Authorities as performance payments. This is to be the policy approach in all new Waste Partnership Agreements with Collection Authorities.

8. Background Documents and Appendices

Appendix A: Proposed Record of Decision

9. Contact Details

Report Author:	David Beaver
Title:	Head of Waste & Business Services
Telephone number:	03000 411620
Email address:	david.beaver@kent.gov.uk
Lead Director:	Andrew Loosemore
Title:	Interim Director of Highways, Transportation & Waste
Telephone Number:	03000 411652
Email Address:	Andrew.loosemore@kent.gov.uk

This page is intentionally left blank

KENT COUNTY COUNCIL – PROPOSED RECORD OF DECISION

DECISION TAKEN BY

Mike Whiting

Cabinet Member for Planning, Highways, Transport and Waste

DECISION NO:

18/00023

For publication

Key decision*

Yes –

Subject: Inter-Authority Agreement Waste Management

Decision:

As Cabinet Member for Planning, Highways, Transport and Waste I agree to approve KCC entering into an Inter Authority Agreement (IAA) with TMBC and TWBC to increase levels of recycling and reduce disposal costs for KCC. To encourage improvement, savings will be equally shared between respective Collection and Disposal Authorities as performance payments. This is to be the policy approach in all new Waste Partnership Agreements with Collection Authorities.

Reason(s) for decision:

The consequence of increased levels of recycling and composting by the Borough waste collection authority reduces the final disposal costs borne by KCC.

This Agreement incentivises parties to increase and maximise levels of kerbside recycling across all waste streams and therefore share the cost savings achieved by KCC as the Waste Disposal Authority.

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:

This page is intentionally left blank

From: Mike Whiting, Cabinet Member for Planning, Highways, Transport and Waste

Barbara Cooper, Corporate Director, Growth, Environment and Transport

To: Environment and Transport Cabinet Committee – 15 May 2018

Subject: Housing Infrastructure Fund

Classification: Unrestricted

Past Pathway of Paper: N/A

Future Pathway of Paper: N/A

Electoral Division: All Electoral Divisions

Summary: This report provides an update on the Housing Infrastructure Fund following an announcement in March 2018 by the Ministry of Housing, Communities and Local Government. The announcement confirmed that Kent County Council was successful in its initial 'Expression of Interest' for Forward Funding supporting the delivery of major transport infrastructure in the Swale Borough. The report outlines the general scope of the 'Expression of Interest', provides an overview of the next stage in the competitive bidding process and sets out the anticipated timescales for submission of a full business case and final decision on the award of funding.

Recommendation:

The Cabinet Committee is asked to note the recent announcement by the Ministry of Housing, Communities and Local Government and requirement for the preparation and submission of a full business case to inform a final decision on the award of funding.

1. Background

- 1.1 In July 2017, the Ministry of Housing, Communities and Local Government launched a Housing Infrastructure Fund (HIF) of £2.3 billion to enable the delivery of up to 100,000 new homes in England. An additional £2.7 billion was announced in the Autumn Budget 2017.
- 1.2 The HIF is a government capital grant programme and funding will be awarded to local authorities on a highly competitive basis. The purposes of the Fund are to:
- Deliver new physical infrastructure to support new and existing communities;
 - Make more land available for housing in high demand areas, resulting in additional new homes that otherwise would not have been built;
 - Support ambitious local authorities who want to step up their plans for growth and make a meaningful difference to overall housing supply; and

- Enable local authorities to recycle the funding for other infrastructure projects, achieving more and delivering new homes in the future.

1.3 The HIF will provide Forward Funding and Marginal Viability Funding:

Forward Funding: for strategic and high-impact infrastructure schemes where the Government envisages its initial funding will provide the market with confidence to make further investment and more land available for development and new homes. Bids could be up to £250 million although higher levels of funding may be awarded to exceptional bids where they are supported by a robust case for the transformational delivery of new homes. Only the uppermost tier of local authority could bid for Forward Funding.

Forward Funding bids follow a two-stage process. 'Expressions of Interest' were required by 28 September 2017. These were assessed and where successful, will proceed to a second stage. At stage two, the Government will provide access to expert advice and constructive challenge. Local authorities will then develop business cases for submission and following assessment, the successful schemes to be funded will be announced

Marginal Viability Funding is for housing sites where delivery has stalled due to the cost of providing the infrastructure. The Government intends to provide the final, or missing, piece of infrastructure funding to accelerate the allocation of new sites or unlock development on stalled sites. Bids could be up to £10 million although similar to Forward Funding, higher levels of funding may be awarded to exceptional bids. Only single and lower tier authorities could bid for Marginal Viability Funding.

1.4 In February 2018, the Ministry of Housing, Communities and Local Government announced that 133 council-led projects across the country will receive a share of £866 million of Marginal Viability Funding from the HIF. This included three projects in Kent, and the initial submission of each scheme was endorsed by the appropriate County Council Cabinet Member:

- Dover Bus Rapid Transit System: £15.8 million indicative allocation
- Manston Road/Haine Road Roundabout: £2.5 million indicative allocation
- Queenborough and Rushenden regeneration: £3.5 million indicative allocation

2. Forward Funding: submitted expressions of interest

2.1 Following the original announcement in July 2017, Kent County Council worked collaboratively with district and borough councils to develop 'Expressions of Interest' for Forward Funding meeting the Government criteria:

- Deliverability of the infrastructure and how this will lead to the delivery of new homes;
- Strategic approach with strong local leadership and joint working to achieve higher levels of housing growth in the local area; and
- Value for money on the basis of an economic appraisal.

- 2.2 The Kent and Medway Economic Partnership and South East Local Enterprise Partnership were also engaged, and both endorsed the following prioritisation and submission of two Forward Fund schemes:
1. Otterpool Park Garden Town: £281 million for a range of physical infrastructure including education, transport and utilities to de-risk and accelerate significant housing growth in the proposed Garden Town from 2020.
 2. Swale Transport Infrastructure: £40 million for recognised improvements required at the A249 junctions (Grovehurst and Keycol) and funds to undertake the development works for strategic transport infrastructure.
- 2.3 On 21 March 2018, the County Council received confirmation from the Ministry of Housing, Communities and Local Government that it was one of 44 areas throughout the country shortlisted for £4.1 billion in Forward Funding, for the Swale Transport Infrastructure scheme; this will be subject to further assessment as part of a 'co-development' period (see Section 3.2). Therefore, as it remains a competitive process, the announcement did not represent any guarantee of HIF funding.
- 2.4 The HIF was heavily oversubscribed, receiving almost £14 billion worth of bids. Kent County Council also received confirmation that the 'Expression of Interest' for Otterpool Park Garden Town would not be taken forward. Feedback has been sought and is awaited from the Ministry of Housing, Communities and Local Government. Nevertheless, progress on the project continues as planned and the County Council continues to work collaboratively with Folkestone and Hythe District Council and other key partners including Homes England, to deliver an exemplar new settlement.

3. Swale Transport Infrastructure

3.1 'Expression of Interest'

- 3.1.1 Bearing Fruits 2031: The Swale Borough Local Plan 2017 was adopted by Swale Borough Council in July 2017. The Local Plan was considered by the Planning Inspector to be capable of adoption if it included a commitment to an early review due to uncertainties regarding highway infrastructure. The Borough Council has already commenced the review, due to be adopted by April 2022.
- 3.1.2 The 'Expression of Interest' submitted in September 2017 sought £40 million for recognised improvements required at the A249 junctions; Grovehurst and Key Street. The transport schemes represent key infrastructure improvements enabling the delivery of over 6,000 homes in the period 2022-31, on development sites allocated in the Local Plan.
- 3.1.3 The delivery of both transport schemes will be led by the Major Capital Programme team in the Highways, Transportation and Waste Division. The schemes for both Grovehurst and Key Street are at a relatively early stage in project design and feasibility, with the outputs of key environmental and technical assessments awaited e.g. transport modelling.

3.1.4 Both Kent County Council and Swale Borough Council will also be seeking to maximise local development contributions to these projects. There are several major development sites from which contributions will be requested as appropriate, in accordance with national planning policy and guidance. Given that sites are at varying stages of the planning process, the level of potential development contributions is currently being assessed.

3.1.5 The 'Expression of Interest' also sought funding (£3 million) to undertake scheme design, planning and development of strategic transport infrastructure, including the completion of the Northern Relief Road and Southern Link. This is supported in principle by Swale Borough Council (motion agreed at 26 July 2017 Full Council meeting).

3.2 'Co-development'

3.2.1 The second stage of the Forward Funding element of the HIF process is regarded by the Ministry of Housing, Communities and Local Government as a 'co-development' period whereby it has confirmed its support to Kent County Council - as Lead Authority - in the development of the infrastructure projects ahead of the preparation of a business case.

3.2.2 At the time of writing, no further detail on the co-development period has been made available to Officers. However, the Ministry of Housing, Communities and Local Government has stated that it will be contacting Lead Authorities from mid-April 2018 to provide further detail and set out next steps. In preparation for the development of the business case, Officers continue to work collaboratively with Officers from Swale Borough Council and regular meetings between both Authorities have been established.

3.2.3 The business case will be assessed and informs the final funding decision. The Ministry of Housing, Communities and Local Government has stated that not all projects will receive funding or funding amounts could change from the amount originally sought in the expressions of interest. This allows a degree of flexibility as projects are developed and refined, and business cases prepared.

3.2.4 The initial guidance published in July 2017 stated that the co-development process would be for a period of six months. Therefore, Officers reasonably anticipate that the deadline for submission of the business case will be in late summer 2018, with final funding decisions announced from autumn 2018.

4. **Conclusion**

4.1 The HIF announcement in March 2018 by the Ministry of Housing, Communities and Local Government represents a real opportunity to secure significant capital investment for major transport infrastructure schemes in the Swale Borough. The delivery of these schemes will enable the medium-long term delivery of thousands of new homes on sites allocated for development in the Swale Borough Local Plan 2017.

4.2 Officers of both Authorities will work in partnership with the Ministry of Housing, Communities and Local Government in the next stage of the

process, prior to the submission of a full business case. The Government will assess the business before making its final decision on whether to make an award of funding.

5. Recommendation

Recommendation: The Cabinet Committee is asked to note the recent announcement by the Ministry of Housing, Communities and Local Government and requirement for the preparation and submission of a full business case to inform a final decision on the award of funding.

6. Background Documents

6.1 Department for Communities and Local Government (2017) [Housing Infrastructure Fund: Supporting Document for Forward Funding](#)

7. Contact details

Report Author:

- Tom Marchant, Head of Strategic Planning and Policy
- 03000 413412
- tom.marchant@kent.gov.uk

Relevant Director:

- Katie Stewart, Environment Planning and Enforcement
- 03000 418827
- katie.stewart@kent.gov.uk

This page is intentionally left blank

From: Mike Hill: Cabinet Member for Community & Regulatory Services

Barbara Cooper, Corporate Director, Growth, Environment and Transport

To: Environment and Transport Cabinet Committee - 15 May 2018

Subject: Revision of the Rights of Way Improvement Plan.

Classification: Unrestricted

Summary

There is a statutory requirement to produce a Rights of Way Improvement Plan (ROWIP) and to review the plan within 10 years of its publication. The current ROWIP was adopted in 2008, and therefore a review is required. This report details how the review was undertaken and the main elements of the draft plan.

Recommendation

Cabinet Committee is asked to discuss and consider the draft Rights of Way Improvement Plan and to endorse the recommendation to progress to public consultation.

1. Introduction

- 1.1 It is a statutory requirement to produce a Rights of Way Improvement Plan (ROWIP) and to review it within 10 years of publication.
- 1.2 The ROWIP sets the direction and supports the work of the Public Rights of Way Team to make a real difference to the quality of life of Kent residents.

2. The Report

- 2.1 The first Rights of Way Improvement Plan was adopted by the County Council in 2008. Significant investment, improvements and savings to the capital liability for the Public Rights of Way network have been delivered through the objectives set out in the initial Plan.
- 2.2 The County Council is required to review its plan within 10 years of its publication. It is imperative that the Plan is kept up to date and is:
 - a) aligned to current County Council priorities
 - b) reflects the input provided by our customers,
 - c) adapts to the current economic climate, and;
 - d) provides a policy basis for securing new opportunities as they arise.
- 2.3 For these reasons a review of the ROWIP has been undertaken and a draft Plan produced for consultation; provided as Appendix 1.
- 2.4 Preparation of the Plan has involved extensive research, customer surveys and direct customer feedback. This has included; previously completed

consultations, research of business and asset management plans, review of KCC and national research and policy, obtaining information from focus groups, Parish Councils, District/Borough Councils and County Members.

- 2.5 As a statutory document there is certain information that must be contained within the Plan. Those requirements are set out in legislation contained within the Countryside and Rights of Way (CROW) Act 2000. The revision therefore contains many of the same elements as the original 2007 and 2013 versions.
- 2.6 The main elements of the Plan including those regulatory requirements are:
- a) An assessment of existing and potential use and demand.
 - b) Detailed customer profiling using Market Research, Mosaic and Countryside Access Management System.
 - c) National and local policy context. Attention has been given to aligning the Plan with 'Increasing Opportunities, Improving Outcomes: Kent County Council's Strategic Statement (2015-2020)', Local Transport Plan 4 and the Active Travel Strategy.
 - d) Operational management, asset management and budgetary information.
 - e) How to make the best of new national and local funding opportunities.
 - f) A delivery plan that includes main objectives, actions, benefits and key partners and resource implications.
- 2.7 Statutory pre-consultation is required with district/borough, parish and neighbouring councils. Natural England as the regulating body must also be informed of the proposed update. The consultation must be advertised in two local papers to enable opportunities to comment from all Kent residents and to conform with regulation.
- 2.8 The public consultation is expected to take place during June and August. The PROW Team will be distributing posters and postcards to libraries, putting out press releases and sending the plan to the database of people that expressed an interest when completing market research questionnaire. In addition, the draft plan will be sent to the list of KCC Consultees and will be available on PROW and Explore Kent webpages. An easy read version of the plan will also be produced.

3. Policy Framework

- 3.1 The proposed decision meets the objectives of 'Increasing Opportunities, Improving Outcomes: Kent County Council's Strategic Statement (2015-2020)'. Links to the delivery of the strategic objectives particularly are articulated throughout the draft plan.
- 3.2 The ROWIP aims to not only to protect and improve the public right of way (PROW) network but to make local communities aware of the opportunities it provides to access local facilities and the countryside, contribute to a thriving rural economy, improve health, wellbeing and their quality of life. The PROW network is free to all users including disadvantaged young and old people.

The links between mental health issues and the benefits from walking and cycling have been well documented and the plan will aim to promote these benefits to both young and old age groups.

4. Financial Implications

- 4.1 There is no obligation to deliver programmes and projects identified in the ROWIP. Where programmes and projects are identified they will only be taken forward if the resource is available. External funding will be sought where appropriate to enable the delivery of projects that would not be funded as core activity. Many potential projects will only be feasible if delivered through partnership working.

5. Equalities Implications

- 5.1 An initial EQIA was produced at the start of the review. This document has been updated throughout the review process and a final version of the EQIA will be submitted with the draft ROWIP document.

6. Next steps

- 6.1 The consultation process is outlined through legislation contained within the Countryside and Rights of Way (CROW) Act 2000. Should approval from this Committee be given, the Draft Plan will be subject to a full public consultation. The proposed timetable is as follows.
- a) Preparation for consultation by Corporate Communications - May 2018
 - b) Public Consultation - June - August 2018
 - c) Respond to the consultation amending the plan where appropriate - August 2018
 - d) Present to Cabinet for adoption - September 2018

7. Recommendation

- 7.1 Cabinet Committee is asked to discuss and consider the draft Rights of Way Improvement Plan and to endorse the recommendation to progress to public consultation.

8. Background documents

Appendix 1: ROWIP Draft Document

PROW Evidence Base Documents:<http://kcc-app610:9070/ecSDDisplay.aspx?NAME=SD5368&ID=5368&RPID=22030647>

9. Contact details

Report Author

Denise Roffey
Countryside Access Improvement Plan Officer
Tel: 03000 418253
E-mail: denise.roffey@kent.gov.uk

Relevant Director:
Katie Stewart
Director, Environment, Planning and Enforcement
Tel: 03000 418827
E-mail: katie.stewart@kent.gov.uk

KENT COUNTY COUNCIL'S

RIGHTS OF WAY Improvement Plan



DRAFT CONSULTATION



Foreword



Page 198

Mike Hill -
Cabinet Member for
Community and Regulatory
Services

Welcome to Kent County Council's Rights of Way Improvement Plan. The plan sets out our objectives for Kent's Public Rights of Way (PROW) network and wider public access for the next 10 years.

I have been very pleased to see how the Public Rights of Way and Access Service and partners have managed to translate the previous plan into well informed and tangible projects. I have been called upon to cut the ceremonial ribbon on a number of occasions to celebrate projects that have contributed to the health and well-being of the public, supported the rural and visitor economy of Kent and provided alternative sustainable travel options to the car. All of these projects have contributed to delivering unparalleled access to Kent's wonderful and diverse countryside and coast.

This plan is founded on detailed research, analysis and consultation with the public and stakeholders. It sets out the very positive outcomes that are delivered through having an extensive Rights of Way network and access to quality greenspace and coast. The scale of the response received reflects the great value that Kent residents and stakeholders attach to being able to access the county's countryside and coast and the passion that they hold for it. It also reflects that the work of the PROW and Access Service over the past 10 years has been in the right direction, providing extensive improvements to the network. This plan provides a mandate to continue to build on these achievements over the next 10 years.

This plan is both ambitious and realistic about the challenges that Kent and wider society face. Delivery of the plan will contribute significantly to making Kent a healthy, prosperous and enjoyable place in which to live.

Our Vision

"To provide a high quality, well maintained network, that is well used and enjoyed. The use of the network will support the Kent economy, encourage active lifestyles and sustainable travel choices, and contribute to making Kent a great place to live, work and visit "



Introduction

Kent County Council has a duty to prepare a Public Rights of Way Improvement Plan (ROWIP) under Section 60 of the Countryside and Rights of Way Act 2000 and to update the plan every 10 years. The revision of the Kent ROWIP provides an opportunity to take a more integrated view of the value of the rights of way network in fulfilling the needs of the communities of Kent.

In the period 2007 – 2017 the County Council delivered a wealth of improvements to the PROW network despite the extremely challenging financial climate. This is a plan that aims to secure the best possible outcomes with the resource that is available, accepting that the current limitations on resources are set to continue. It seeks to address the future needs of Kent's PROW users through the delivery of a range of actions over the next decade.

Kent County Council's PROW and Access Service is committed to working to deliver the positive outcomes identified in the plan and has looked for innovative ways to improve the PROW network in the face of financial challenges. We aim to create a network that not only provides a safe sustainable means of travel but also delivers the benefits that access to the network, countryside, coast and green spaces can make to improve the quality of life for Kent's residents and visitors.

The PROW network is free to all users regardless of age, race or gender and provides physical and mental health and wellbeing benefits to all. The plan will aim to encourage use of the network through the promotion of these important benefits.



The plan assesses the extent to which the PROW network meets the present and likely future need to the public in:

- **contributing towards more sustainable development;**
- **delivering active travel options;**
- **providing opportunities for exercise, leisure and open-air recreation.**

The plan will also look to address the accessibility issues and other barriers that the visually impaired, those with mobility problems and under-represented groups face when using the PROW network.

ROWIP Plan Process

The PROW and Access Service team have followed the statutory process to create the plan, following relevant guidance and advice. The plan was completed in five stages:

- 1) **Review of the ROWIP 2007 – 2017 (pages 8 – 9).**
- 2) **Review of current policy, strategies, academic studies and completion of market research (pages 10 – 17).**
- 3) **Analysis of current provision, spatial data and future demand (pages 18 – 29).**
- 4) **Identification of key themes (pages 6 – 7).**
- 5) **Statement of Actions and Delivery Plan (30 – 39).**

The plan is therefore structured around the outcomes of each of these five stages. The research and analysis completed has given us further insight into the current needs and priorities of Kent's PROW network users. Six broad themes emerged, which are set out in the next section. Each theme has a main objective and a number of actions and benefits which are detailed in the Delivery Plan – Statement of Actions.

The research and analysis has provided a strong validation for the work of the Service in delivering projects under the 2007-17 ROWIP. It tells us that the needs and priorities of Kent's PROW network users have not significantly changed since 2007.

Key Themes



1 Active Lifestyles

The health and wellbeing benefits of physical activity are well recognised especially when the activity takes place in areas of countryside and green space. This theme aims to encourage active lifestyles through making changes to the network to accommodate Active Travel and encourage leisure and recreational use.

We will aim to contribute towards tackling health issues and inequalities through improving access to the natural environment and green spaces.

We will promote use particularly in deprived areas where existing access is low and where there are poor health outcomes.



2 Evolution of the Network

The need for the PROW network to evolve to meet the future demand from Kent's growing population was identified and is well understood. Well planned new provision, including green infrastructure is required to facilitate sustainable travel patterns, with the PROW network providing an important element of this infrastructure.

The PROW network is required to evolve not to only withstand the pressures from increased use but also to provide a high quality facility to encourage a modal shift to walking and cycling; in this way the PROW network is a key contributor to getting people out of their cars to take on more active travel for everyday journeys and for recreation and leisure.



3 Knowing What's out There

Results from the market research showed that the most common barrier preventing use of the network is lack of information. People want to know where routes are and where they will take them.

We will continue to break down these barriers and encourage new users to the network as well as increasing current use, through targeting information provision, improving signage and improving provision around key leisure and recreational facilities.



4 Well-Maintained Network

Maintenance was the most common theme to emerge from our market research when we asked our customers what issues they had encountered on the PROW network. Overgrown vegetation and poor maintenance were the top answers received from stakeholders, Kent residents and online groups. Poor maintenance acted as a significant barrier, stopping people from using the network, especially for a higher percentage of the older age groups (55+), with Kent's ageing population this is a barrier we as a service will aim to reduce.

The Well-Maintained Network theme will improve and increase the current maintenance of the network through further targeted vegetation clearance, signage and surfacing to encourage and increase use. Maintenance on locally important, strategic routes will be prioritised.



5 Rights with Responsibilities

The PROW and Access Service has a statutory duty to ensure the network is recorded, protected and maintained. It is important that we work with the landowning community in ensuring statutory compliance and in delivering improvements to the network. We advise on and, where appropriate, progress applications to amend the PROW network in the interest of the public and/or the landowner.

The PROW and Access Service will continue to promote responsible use by the public when exercising their rights.



6 Efficient Delivery

The review of previous ROWIP plans and the analysis of market research has provided us with an insight of our customers' needs and priorities.

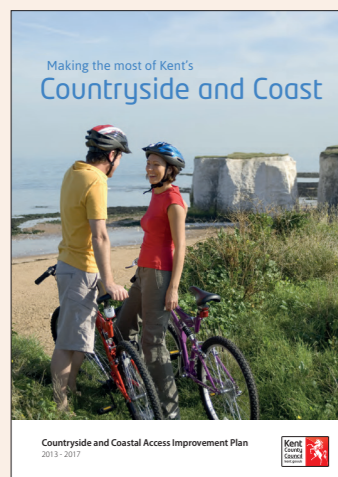
Access to new information and advances in available technology will help us build on the significant and innovative developments already made by the PROW and Access Service.

Reflections on the delivery of the plan 2007 -17

2007 – 2017

During the first phase of the production of this plan, we reviewed what had been achieved through the delivery of the award winning ROWIP 2007-2017.

[A full report 'Review of the ROWIP 2007 – 2017' providing further details of the PROW and Access Service's achievements over the last decade forms part of the evidence base and is available on request].



Adoption of asset management principles enabled better planned programmes of maintenance and resulted in lower levels of reporting for some elements of the asset.



The adoption of a policy of least restrictive access and the removal of existing stiles, where this could be negotiated, has delivered a network that is now 70% stile free. This activity could be better targeted to deliver further improvements in accessibility.



The creation of coherent networks of higher status routes for horse riders and cyclists remains a significant challenge, particularly away from economic growth areas. Greater consideration needs to be given to using existing roads and verges to reduce the fragmentation of the network of bridleways, cycle tracks and byways.



There has been some truly innovative work completed to inform the public about the network and encourage use. In terms of securing health benefits, activity must be targeted at, and communicated in a way that encourages use by those communities where poor health outcomes are prevalent. We cannot place too great a reliance on on-line communication.



Requirements attached to the regime of agricultural subsidies delivered higher levels of compliance by the agricultural community and reduced levels of reported obstructions to PROW by agricultural activity. Changes to the regime have the potential to deliver further benefits in the next plan period.



Housing and business development in the county placed significant pressure on the PROW and Access Service, but it also provided significant opportunities to secure improvements to the network, particularly connectivity, asset renewal and provision for higher rights users.



Nuisance use of PROW is an issue raised by many stakeholders and users and generally reflects wider issues within society. There is a role for the Kent Countryside Access Forum in promoting understanding between different stakeholders and responsible use of PROW by the public.



The Service will need to continue to embrace new technology and improve existing systems if it is to maintain or improve levels of customer service.

Policy Context

The importance of the PROW network, the countryside, coast, and publicly accessible green space is recognised in many national and local strategies and is afforded strong protection in law. An estimated 4000 individual statutes, regulations and judgements have a direct relevance to its protection, use and development.

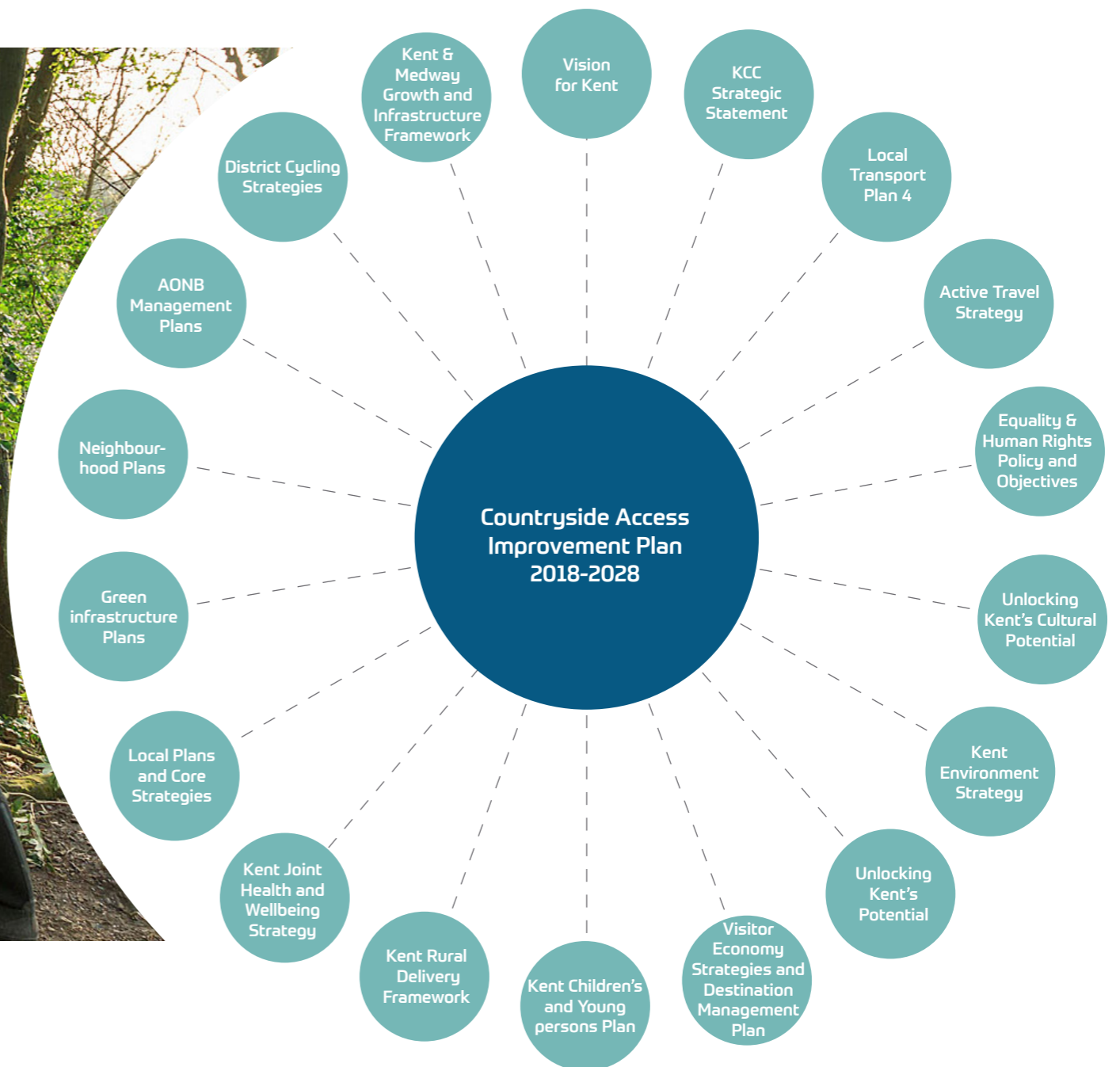


Page 202

A detailed overview of associated strategy and policy forms part of the evidence base and is available on request.

Delivering Kent's Priorities

Due to the wide-reaching work of the PROW and Access Service, the ROWIP directly contributes to the delivery of many Kent policies and strategies, some of these are Kent County Council's and others are those of partner organisations. The diagram below shows the policies and strategies that share common objectives to the ROWIP.



Benefits of Using the Public Rights of Way Network



Health and Wellbeing

- Being physically active can help towards the prevention of at least 20 different chronic health conditions, including coronary heart disease, stroke, cancer, type 2 diabetes and mental health problems¹.
- Physical inactivity costs Kent £306 million and 300 premature deaths each year².
- NHS Digital statistics show 18,442 patients had a condition where obesity was a factor during 2016/17, compared to 14,032 the previous year - a 31% increase; around half of Kent's 1.5 million population are now said to be overweight or obese, creating huge pressure on the NHS*.
- Increasing evidence suggests that one of the most efficient ways to manage mental health issues is through physical activity, especially in the natural environment which is associated with greater feelings of revitalisation, increased energy and decreases in tension, confusion, anger, and depression³.
- The benefits of exercise in the natural environment happen almost immediately: only 5 minutes of exposure improves self-esteem and mood, irrespective of gender, age and health status⁴.
- Health and wellbeing outcomes have historically been poorly integrated with spatial planning, creating places that do not support people to improve their health through regular activity such as walking or cycling, or which contribute to poor health through high levels of road pollution, for example⁵.

The ROWIP has a significant role to play in helping to deliver health and wellbeing benefits and will aim to contribute to redressing some of the spatial planning deficiencies and health inequalities throughout Kent.

There is a large and growing body of evidence about the benefits of physical activity and access to green space and coast, of which the PROW network and access land are key components. The network provides important social, recreational and sustainable travel options which support Kent's economy. This section provides a summary of the evidence gathered from the Policy and Literature Review.

The 'Policy and Literature Review' provides detailed information on the benefits of the PROW network, it forms part of the evidence base and is available on request.



Sustainable Travel Encouraging Active Lifestyles

- Walking and cycling as a means of transport to reach a destination, termed 'active travel', allows people to be physically active as part of their daily lives.
- Active travel brings a range of health and wellbeing benefits, as detailed above, reducing traffic congestion, air pollution and outputs of climate change gases.
- Physical activity is essential for healthy growth and development, it increases cognitive outcomes and school attainment, and improves social interaction and confidence⁶.
- In March 2018 the National Institute for Health and Care Excellence (NICE) published new guidance relating to the importance of physical activity in the local environment and how the PROW and cycle network and public open space can help facilitate active lifestyles.
- A lack of routes, poor availability of information about routes, concerns over safety and the speed and convenience of motorised transport can all act as barriers to people choosing active travel⁷.

The ROWIP will aim to encourage active lifestyles through:

- better promotion of the existing network;
- addressing barriers that prevent use;
- working in partnership with planning authorities and developers to create well-designed, accessible environments that encourage active travel and walking, cycling and horse riding as leisure and recreational pursuits.

Supporting Rural Economy and Economic Growth

- Kent's transport network is a vital element in facilitating economic growth and supporting the demands of a rising population.
- A well planned green infrastructure which promotes and encourages sustainable and active travel is required and the PROW network is an important element of this.
- Working with local authorities and developers in the context of the Kent and Medway Growth and Infrastructure Framework (GIF) to identify growth areas and the infrastructure needed to accommodate this growth until 2031, we can work towards more sustainable travel patterns in Kent.
- Tourism is an important industry for Kent, with the total tourism value estimated at £3.6 billion in 2015, supporting just under 52,000 full time equivalent jobs⁸.
- Kent's landscape is a key tourist attractor: it offers one of the longest coastlines in the UK, two Areas of Outstanding Natural Beauty (AONBs) and the North Downs Way and England Coast Path national trails.
- The Natural England Monitoring Engagement with the Natural Environment (MENE) data indicates an average spend when visiting the countryside of £6.44 per visit; with an estimated total spend of £20bn in England between March 2014 and February 2015⁹.

The ROWIP can help contribute towards a robust infrastructure that enables development and encourage economic growth leading to regeneration and attraction of new businesses. The ROWIP has a significant role in supporting sustainable economic growth, directly contributing to transport, green infrastructure and open spaces; three areas identified in Kent and Medway Growth and Infrastructure Framework as critical to support growth in the period to 2031.

Sustainable rural leisure and tourism is a key way to support the socio-economic well-being of rural areas, providing jobs and supporting community services. The PROW network and the ROWIP has a critical role in this.

1 (Department of Health/Chief Medical Officers, 2011)
 2 (UK Active, 2014)
 3 (Thompson Coon, et al., 2011)
 4 (Barton & Pretty, What is the best dose of nature and green exercise for improving mental health? A multi-study analysis, 2010)
 5 (Barton H., 2009), (Building Health Foundation, 2009)
 6 (All-Party Parliamentary Commission on Physical Activity, 2014)
 7 (Lee & Moudon, 2004), (Kent County Council, 2017, Active Travel Strategy (draft))
 8 Visit Kent (2016), Economic Impact of Tourism – Kent – 2015 Results.
 9 Natural England – Monitor of Engagement with the Natural Environment Technical Report, May 2017.
 * KENT MESSENGER PUBLISHED 5TH APRIL 2018

Market Research & Stakeholder Engagement



Key Findings

PROW Use

- The top two most popular reasons for using the PROW network and cycle paths were: 'To go for a walk / run / cycle, be active and healthy' and 'Visiting nature and wildlife'.
- Using PROW to take children to school or getting to work scored relatively low in our research with less than 10% using the network for this purpose.
- Our research showed that the vast majority of PROW users experienced positive feelings relating to vitality and happiness when using the network, showing how valuable the network is in improving our quality of life through health and wellbeing.

Barriers to PROW Use

- The top three issues that were stopping PROW use were: overgrown vegetation, cleanliness / unpleasant environment and poor maintenance of paths.
- Lack of information acted as a greater barrier for the younger age groups than older demographic.
- There was a lower frequency of PROW use for those who indicated that they had a disability when compared to those who did not, with only 11% with a disability using the footpaths at least once a week compared to 38% of able bodied users.
- The older age groups (55+) found poor maintenance of stiles/gates and surface, overgrown vegetation and difficult terrain the biggest barriers.
- Fragmentation of the PROW network especially for higher status routes and the volume of motorised traffic on connecting highways raises safety concerns and makes the network inaccessible.
- In line with previous Sustrans research, we found that use of cycle path / tracks was higher amongst males (33%) when compared to females (22%). Sustrans have identified the need to provide cycle paths / tracks separated from traffic to get more women cycling.

Market research was used to gather information from our customers and stakeholders to understand their priorities and needs and how the network currently meets demand. The research also helped to determine how the network must evolve to meet future requirements for residents and visitors, providing services accessible to all people within the community based on their needs and choices. Through analysis of the information gathered, common themes emerged. These themes were used to guide the ROWIP's action and delivery plans.

The 'Market Research and Stakeholder Report forms part of the evidence base and is available on request.



Encouraging PROW Use

- PROW non-users were less confident in their knowledge of PROW. In other words, there was a correlation between increased use of PROW and greenspace and the provision of information. Those with good access to online PROW information demonstrated higher levels of use for activities like horse riding, visiting viewpoints / attractions and geocaching. Findings showed that increased knowledge improved confidence and encouraged use.
- The top three answers to 'what will encourage use of the PROW network', related to information: knowing where routes will take me, knowing where routes are and improving signage and waymarking on routes.
- There was a correlation between age groups and the type of information they use; where younger age groups 16 – 44 used phone apps, older groups 55 + used maps and guides.
- Factors identified to encourage use were: cutting back vegetation and improving cleanliness (removal of litter, animal fouling and graffiti). For the non-user groups the top two responses were 'Knowing where the routes are' and 'Knowing where the routes will take me'.
- Improvements to the reporting system were highlighted through the research with 60% of the stakeholder group saying that improvements relating to customer service were needed. The top three methods chosen for reporting a problem on the network were online, by phone and using a phone app with 51% of the non-stakeholders expressing a preference for making reports by phone.

Evolution of the PROW Network

Through stakeholder engagement the following were identified as key ways in which the PROW network needs to evolve to meet future demands:

- Increase provision of traffic free routes as a safe and sustainable alternative to car travel.
- Provide links to places of work, schools and other amenities.
- Provide good circular and promoted routes for leisure and tourism.
- Remove barriers and replace stiles with gaps or gates.
- Introduce strategies and policies to ensure connectivity of the network through the consideration of PROW within new development and within transport plans.
- Protect, enhance, expand and integrate the PROW network. With the limited resources available, focus on priority routes which are promoted or provide primary access to amenities.



Blind, Partially Sighted and Limited Mobility Access

Through stakeholder engagement the following were identified as key ways in which the PROW network needs to evolve to meet future demands:

- Improvements to the physical network were identified, specifically:
 - Remove barriers where feasible.
 - Provide smoother, wider, all-weather surfaced routes with tactile entrances.
 - Use large, clear print signage on routes.
- Information facilitates informed decision making about route choice.

Improving the accessibility to woodland including for equestrians and cyclists

Through stakeholder engagement the following were identified as key ways in which the PROW network needs to evolve to meet future demands:

- Resilient surfaces are required to sustain cycle and equestrian use and to avoid conflict between users.
- A strategic overview is required to identify opportunities for cyclists and equestrians including consideration of new bridleway routes and better connections to other PROW and the wider highway network.
- The importance of well signed, well maintained routes with improved surfaces and no stiles.
- The provision of parking at accessible woodland sites is important for those that do not live close to woodlands.

The ROWIP will use the information gathered through the market research and engagement to enhance the identification of future projects most likely to deliver positive outcomes and to inform policy and design. We will continue to build on partnerships with stakeholders over the next 10 years; ensuring delivery is aligned to our customers' needs.

Page 205

Under-represented Groups

Studies have shown that people from Black, Asian and Minority Ethnic (BAME) communities, disabled people and younger age groups visit the countryside less frequently. The market research also showed an under representation for these specific groups. Details of the market research demographic results are included in 'The Current Network - Use and Provision' document.

'The Current Network – Use and Provision' forms part of the evidence base and is available on request.

People with a disability

The term disability covers a range of conditions and impairments, each condition or impairment has a different effect on the individual's confidence and ability to use the PROW network.

- The MENE research has shown that 18% of people with a disability never visit the natural environment, compared with 8% of the non-disabled population. Reasons for not visiting the countryside are related to their condition, with 'old age', 'poor health' and 'a physical disability' given by 92% of respondents.¹⁰
- Providing a network for people with different disabilities proves challenging, as different requirements often result in conflict between users. Eg where a tactile pavement required by a visually impaired user is unsuitable to a wheelchair user.
- The results from the market research showed that respondents who said they were 'confident and had a basic knowledge' were significantly lower amongst those who indicated that they have a disability.

The PROW and Access Service has a good record of working closely with disabled user groups making improvements to the network. We will continue to improve routes for different types of disabled users. Following initial contact during the analysis stage of the plan, we will keep communication open with specialist user groups to share information about newly accessible routes.

We will continue to liaise with these groups and organisations to ensure the design of schemes meets their needs. We will refine guidance for specific user groups, which we will share with planners and developers.



Under-represented Age Groups

- Other under-represented groups that are less likely to visit the countryside, are the younger and older age ranges.
- MENE research shows that those aged between 19 and 25 and those over the age of 65 were least likely to have visited the outdoors in the previous 7 days. The results from the market research also showed that the 16 – 24 age group were underrepresented.
- Market research results highlighted that younger age groups were less likely to be interested in using the PROW network or take alternative transport. It showed that a lack of information acted as more of a barrier for the younger age groups.

Breaking down barriers preventing use through better promotion, sharing of information and increasing knowledge & confidence of the PROW network will encourage these under-represented groups to visit the countryside. We will continue to provide information at gateways to the PROW network, such as country parks, to encourage wider exploration.

Black, Asian and Minority Ethnic (BAME) Groups

- MENE research has shown that BAME populations who do visit the outdoors are more likely to visit urban locations and places closer to home.
- A higher proportion of Kent's ethnic population live in urban Dartford and Gravesend where the cost of travel, time and transport issues need to be considered when accessing the countryside. There is great value in designing housing developments where access to greenspace is available, and where access to established communities, the wider countryside and coast is retained or created.
- Overcoming barriers is key to encouraging use for these under-represented groups. The DEFRA report 'Outdoors for All?'¹¹ suggests various actions which include making sure promotional material is available in a range of formats and languages, avoiding stereotypes, working in partnership with a range of organisations and establish community outreach organisations extending staff and volunteer awareness and diversifying volunteer profile.

The PROW and Access service will continue to seek improvements in making information more accessible to increase knowledge & confidence for all under-represented groups.

¹⁰ Natural England Monitoring Engagement with the Natural Environment – 2015 : 'old age' 26%, 'poor health' 42% and 'a physical disability' 34%

¹¹ Outdoors for All? Department for Environment, Food and Rural Affairs (2008)

Current Resource, Provision and Use



Rights of Way Resource

There are a range of resources that the PROW and Access Service has at its disposal including staff, allocated budget, volunteers, PROW asset and funding raised through external sources. In the case of the latter we have had success in securing funds for improvements to the network from developer contributions through requesting Section 106 Agreements, the Single Growth Fund, PASSAGE project, Tesco's Bags of Help and the Heritage Lottery Fund.

Staff and Volunteers

The PROW and Access Service has 22 full time equivalent staff members who are assisted by the Countryside Access Wardens, Kent Countryside Access Forum and various volunteers and volunteer groups who carry out a range of work from vegetation clearance, gate and step installation to completing surveys and historic research.

Volunteers are the eyes and ears in the communities of Kent and the Countryside Access Wardens are integral

A detailed overview 'The Current Network – Use and Provision' forms part of the evidence base and is available on request

	PROW Length (km)	Footpaths (km)	Bridleways (km)	Restricted Byways (km)	BOATs (km)
2007	6700	5630	700	148	222
2017	6898	5748	764	149	231

to the PROW and Access Service in helping keep the network free of obstructions and signposted. The Kent Scheme is innovative and popular in that it allows volunteers to work in their own time and report back to us on their activity and findings.

Partners

There are a wide range of organisations and services that are active in the management of Kent's countryside and coast and have much to contribute towards the improvement of the PROW network. Partnership working with these organisations and services is key to the delivery of this plan.

Some of our key partners include Natural England, Kent Downs AONB, High Weald AONB, Explore Kent, Country Parks, Countryside Management Partnerships, Forestry Commission, Woodland Trust, District, Borough and Parish Councils, English Heritage.

Rights of Way Network

Like the rest of England and Wales, Kent has a network of paths which are protected in law and known as PROW. These paths form a unique resource freely available to the public to explore the countryside and coast and provide important links between and within Kent's communities.

This section provides a summary of the current PROW network and access opportunities available to Kent's residents and visitors, looking specifically at links to areas of green space, transport hubs and growth.

Kent has a 6900km network of public rights of way. The percentage of higher status paths including Byways, Restricted Byways and Bridleways is lower than the national average, with only 16.65% of the network available to equestrians and cyclists and less still, 5.5 %, available to carriage drivers and 3.35% to motor vehicles.

Rights of Way Asset

The network asset comprises many elements, some of which are entirely the responsibility of the County Council such as surface maintenance, fingerposts, waymark posts, safety barriers and many of the bridges. Other elements are the responsibility of landowners.

The value of the asset based on current replacement costs, for those elements for which the County Council is responsible, is calculated at £108 million with an annual capital and revenue requirement of £2.4 million to maintain the asset in an optimum condition.

The County Council formally adopted asset management principles for the management of the Public Rights of Way (PROW) network on the 8 February 2008. This approach has been beneficial in establishing the resources required to meet the County Council's statutory obligations in respect of:

- maintaining the rights of way network;
- identifying priorities for expenditure, and;
- allowing procurement decisions and the standards adopted for the asset to be rigorously tested so as to achieve best value.

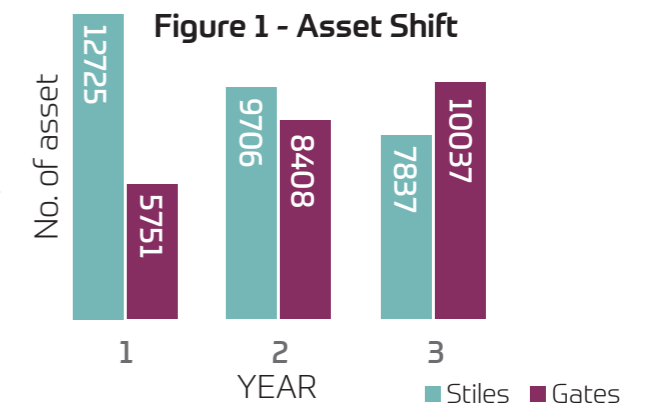
Key to the delivery of the positive outcomes set out in the ROWIP is the ability to take informed decisions about the PROW asset and where investment is best made to both comply with the County's statutory obligations and deliver the greatest return in respect of positive outcomes. It also enables informed decisions to be taken around design and investment commitments required to address pressure arising from climate change. The PROW and Access Service developed a simple cost benefit analysis tool – The Intelligent Investment Tool - to facilitate informed decision making.

The Asset Management Plan is updated on a regular basis and forms part of the evidence base, available on request.

Removing Barriers

The use of stiles on the network as a means of stock control acts as a barrier to PROW users. People with a wide range of mobility issues from wheelchairs users, ambulant disability, those who are elderly or those with young families may find stiles impassable or difficult to use.

Figure 1 highlights how this element of the PROW asset has changed over the last decade, with the number of stiles reducing and access to the network improving as a result.



Access to Green Space

In addition to the PROW network, there are approximately 12,480 hectares of publicly accessible green space in Kent. Evidence around the health and wellbeing benefits provided by access to green space are well documented. Areas of accessible green space include Country Parks, Forestry Commission land, Woodland Trust land, Village Greens, Common Land and Open Access Land.

The Kent Nature Partnership's Health and Nature subgroup produced a natural green space needs assessment, which identified those areas where there is both a low prevalence of the population being physically active and a low level of natural green space provision.¹² The Marmot Review¹³ also recognised the importance of good quality open and green space in tackling health inequality and recognised that the availability and quality of access to green space is not evenly distributed, with those in deprived urban areas often having less access to health-improving green space.



¹² Office for National Statistics (ONS)

¹³ Kent and Medway Growth and Infrastructure Framework 2015



Access to the Coast

Following the introduction of the Marine and Coastal Access Act 2009, the County Council has been working in partnership with Natural England to establish the Kent stretches of the England Coast Path. This is a new National Trail walking route that will eventually circumnavigate the entire English coastline. In addition to the creation of a linear walking route, the project secures access rights for the public to explore beaches and land along the coastline – known as ‘Spreading Room’.

When the National Trail is complete, the path will be approximately 2,700 miles long, making it one of the longest promoted coastal walking routes in the world. Due to the scale of the project, the trail is being developed in stretches around the country. The first stretches of the Coast Path in Kent, between Ramsgate and Camber, were opened to the public on the 19 July 2016. This provided a 106km (66 mile) trail, connecting coastal communities and bringing tourism opportunities to the region. Work is currently in progress to develop the remaining stretches of coast path along the North Kent coast, which are planned to be open to the public by 2020.

Current Use and Value

The PROW And Access Service often uses ‘counters’ as a crude measure of the use of a route prior to and after improvement. There are further tools that are now available that assist in gauging the likely or relative level of use and can assist in directing investment decisions.

Welfare Value

The Outdoor Recreation Valuation tool (ORVal) is a map-based web application. Although currently a pilot it provides further evidence of the value and benefits that are derived from publicly accessible space and the PROW network. ORVal shows the usage and welfare values that are generated by the accessible green space either as an individual site or as a region. The welfare refers to sense of wellbeing or utility that each person feels as a result of their experience. The welfare value for green space is the figure for the monetary equivalent of the welfare enjoyed by a person as a result of having access to the green space. The welfare value can be used when applying cost-benefit analysis to assess future planning applications and projects that impact on the PROW network and other accessible green space.

Physical Activity Data Tool

The physical activity data tool published by Public Health England in April 2018, presents data on physical activities including walking and cycling with the aim of helping to promote physical activity, develop understanding and support the benchmarking, commissioning and improvement of services. It also includes information on related risk factors and conditions such as obesity and diabetes.

These assessments and data tools combined with available mapping can be used to prioritise areas for future action and investment, based on levels of population deprivation, size and need, they can also be used by the PROW and Access Service to identify projects with potential to deliver greatest value in health and wellbeing benefits.

Identifying Future Demand



It is important to look at how Kent’s population is going to change in order to identify future demand and plan the Service’s delivery over the next 10 years. This section summarises Kent’s demographics, current travel patterns and growth and development areas and how the ROWIP intends to respond to the pressures and demands each place on the PROW network.

Further information on these areas are available in ‘The Current Network’ one of the supporting documents available on request.

Kent’s Population Demographics

“All regions of England are projected to see an increase in their population size over the next decade, with London, the East of England and South East projected to grow faster than the country as a whole. The population is also ageing with all regions seeing a faster growth in those aged 65 and over than in younger age groups.” Suzie Dunsmith, Population Projections Unit, Office for National Statistics

Kent’s population is predicted to increase at an accelerated rate to the rest of the country, with the older age groups making up a larger percentage of the population than the younger groups. There are currently estimated to be 1,541,900 people living within the Kent County Council area (as of 2016) and it has been forecast that this figure will increase by 293,300 between 2011 and 2031¹².

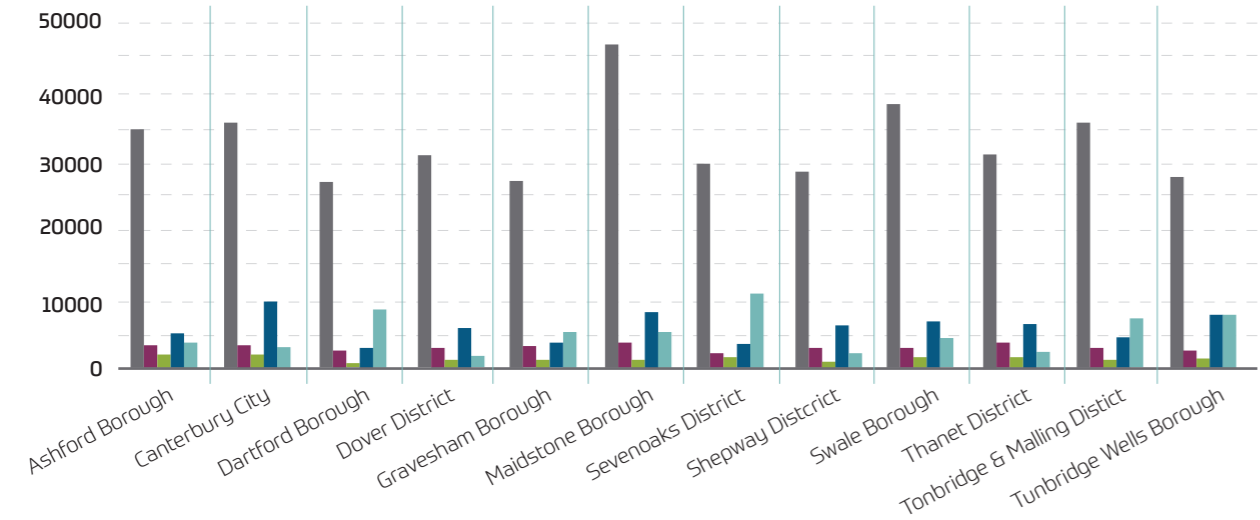
A predicted 158,500 homes are required in Kent between 2011 and 2031 to meet the housing demand¹³. A well-planned green infrastructure that protects important landscapes and access to amenities is key to creating communities. The demographics of Kent’s population will also play an important role in making future decisions, targeting limited resources to deliver the best possible service to meet our customer’s requirements and needs and deliver positive outcomes.

Current Travel Patterns

Information available from the Office for National Statistics (ONS) Statistics Census 2011 on the ways that Kent’s residents reach work, provides an important insight into travel patterns and where the Rights of Way and Access Service can help encourage more sustainable options. Figure 2 below focuses on five specific modes of transport used in Kent. Driving to work is by far the most common method used. Although walking to work is the second most popular method for seven of Kent’s districts, the remaining districts’ second choice was to travel to work by train.

The distance to work can affect the method of travel chosen; people are more inclined to choose walking or cycling for shorter distances. Figure 3 below shows the distance travelled to work in each of Kent’s districts, for a journey that is less than 10km. Encouraging people to leave their cars at home and use active travel methods for shorter journeys will not only provide health and wellbeing benefits to the participant, but will also have a positive impact on the local environment, contributing to reduced road congestion and better air quality. The provision of links that provide access to work, school and facilities is an essential element of a well-planned green infrastructure to facilitate sustainable and active travel.

Figure 2 - Method of travel to work



Source: ONS Statistics, census 2011

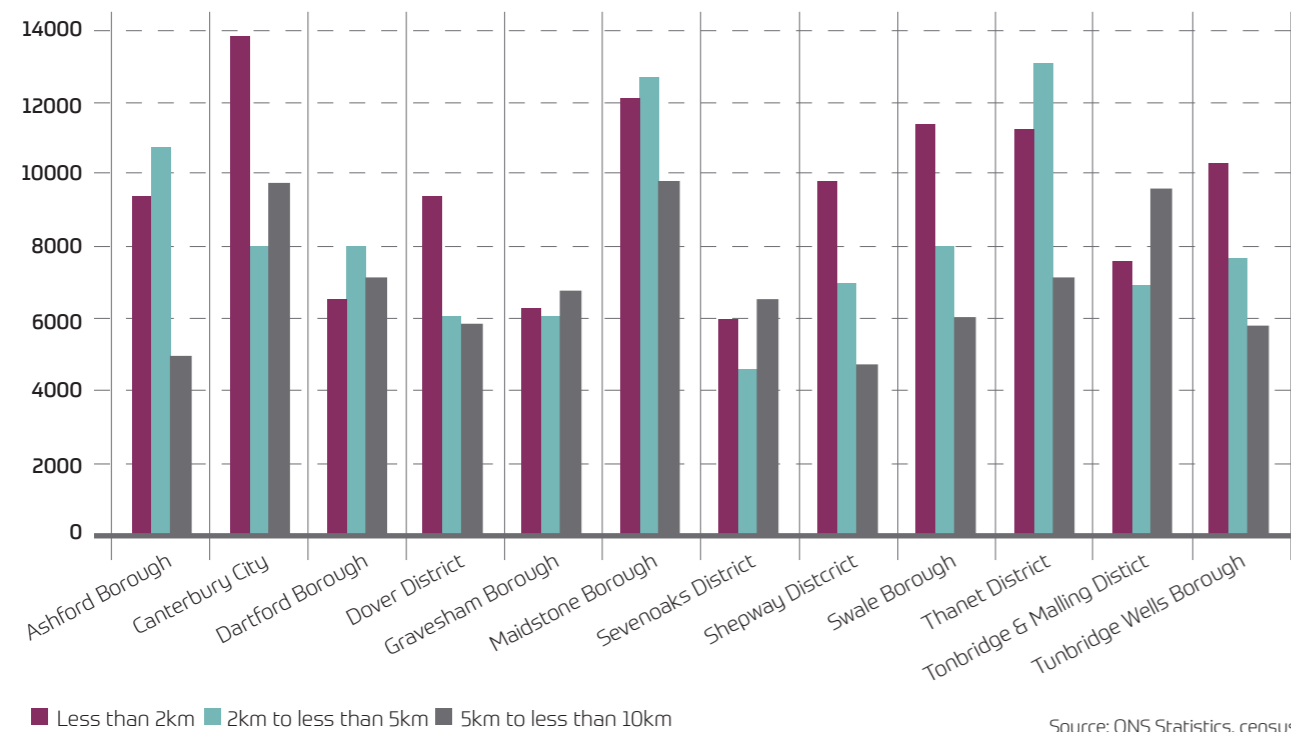
■ Driving a car or van ■ Passenger in a car or van ■ Bicycle ■ On foot ■ Train

Access to Public Transport

For longer distances, walking and cycling may not be feasible and other methods of travel including bus, car and train will need to be used. The PROW network still plays an important role in providing links to these modes of transport, such as bus and railway stations.

Through the improvement of the existing PROW network to facilitate active travel for shorter journeys and improving links to transport hubs, we can work towards more sustainable travel patterns in Kent. The Rights of Way and Access Service will use the available transport information to make informed decisions when responding to planning applications and developing provision in growth areas.

Figure 3 - Distance travelled to work



■ Less than 2km ■ 2km to less than 5km ■ 5km to less than 10km

Source: ONS Statistics, census 2011



Growth Areas

The PROW and Access Service will continue to work with planners and developers to secure PROW enhancements and improvements to the network over the next 10 years in growth areas and associated with developments including (but certainly not limited to):

Ashford: Finberry Park, Park Farm, Chilmington Green, Cheeseman's Green, M20 Junction 10A, Waterbrook Park, Repton Park, Kingsnorth, East Mountain Lane

Shepway: Otterpool Park,

Sevenoaks: Fort Halstead

Dartford: Ingress Park, Eastern Quarry, Swanscombe Peninsula

Swale: Cleve Hill Solar Park, Highsted Park, Land at South West Sittingbourne, Land at Frogmal lane

Gravesend: Springhead Park, Northfleet Embankment, Lower Thames Crossing

Tunbridge Wells: Knights Wood, Mascalls Farm, Hawkenbury Farm

Canterbury: Herne Bay Golf Club, Mountfield Park, Thanington, Highland Court Farm, Grasmere Gardens, Broad Oak, How Barracks, Strode Farm, Hillborough

Maidstone: Barty Farm, Bicknor Wood, Hermitage Lane

Dover: Whitfield and Aylesham expansions, Sholden

Sevenoaks: Fort Halstead

Tonbridge and Malling: Leybourne Chase, Aylesford Mill, Peters Pit

Swale: Cleve Hill Solar Park, Highsted Park, Land at South West Sittingbourne, Land at Frogmal lane

Thanet: Westwood Village, Thanet Parkway, Haine Road

Tunbridge Wells: Knights Wood, Mascalls Farm, Hawkenbury Farm

Use of Spatial Data

The spatial data sets available to the PROW and Access Service have increased over the last 10 years:

This includes data on:

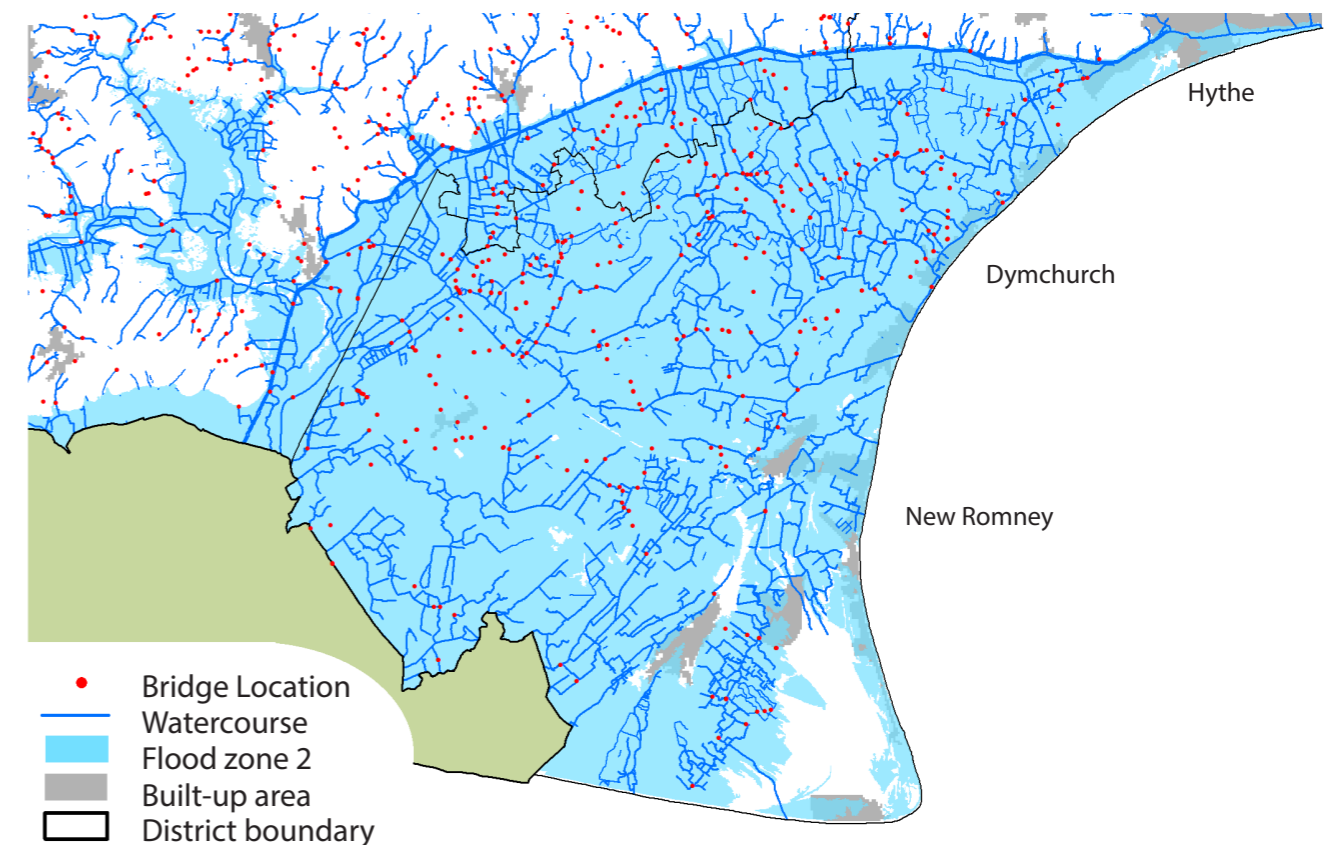
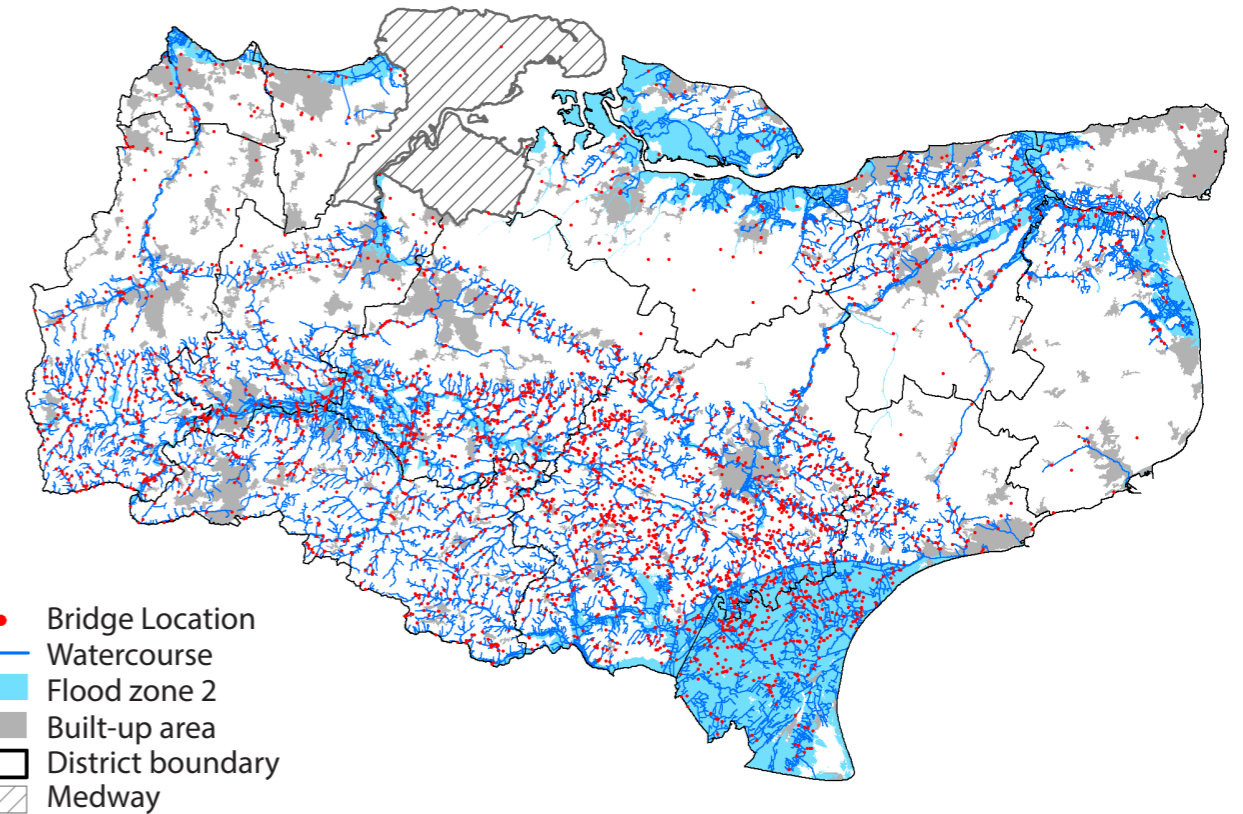
- The PROW network asset
- The PROW network
- Access Land
- Publicly accessible greenspace and coast
- Permissive access
- Highways
- Customer insight – MOSAIC.
- Health
- Multiple Index Economic Deprivation
- Travel patterns.
- Links to public transport
- Growth areas
- Flood zones
- Land use
- Points of interest
- Constraints – such as Sites of Special Scientific Interest and scheduled ancient monuments

This information can be harnessed to inform decision making about which projects are likely to deliver positive outcomes and how best to design them. Examples of how information that can be used to direct activity are as follows:



Example 1: Safeguarding the PROW Asset

Using flood zone, watercourse mapping and spatial data showing the PROW bridge asset, we can identify those structures at greatest risk and direct activity to safeguard the asset through bridge anchoring, anti-scour works and other protective measures.

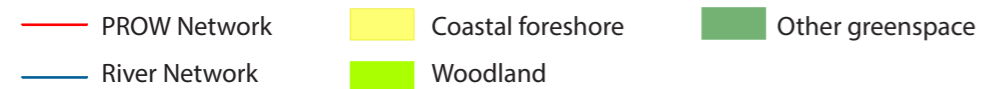
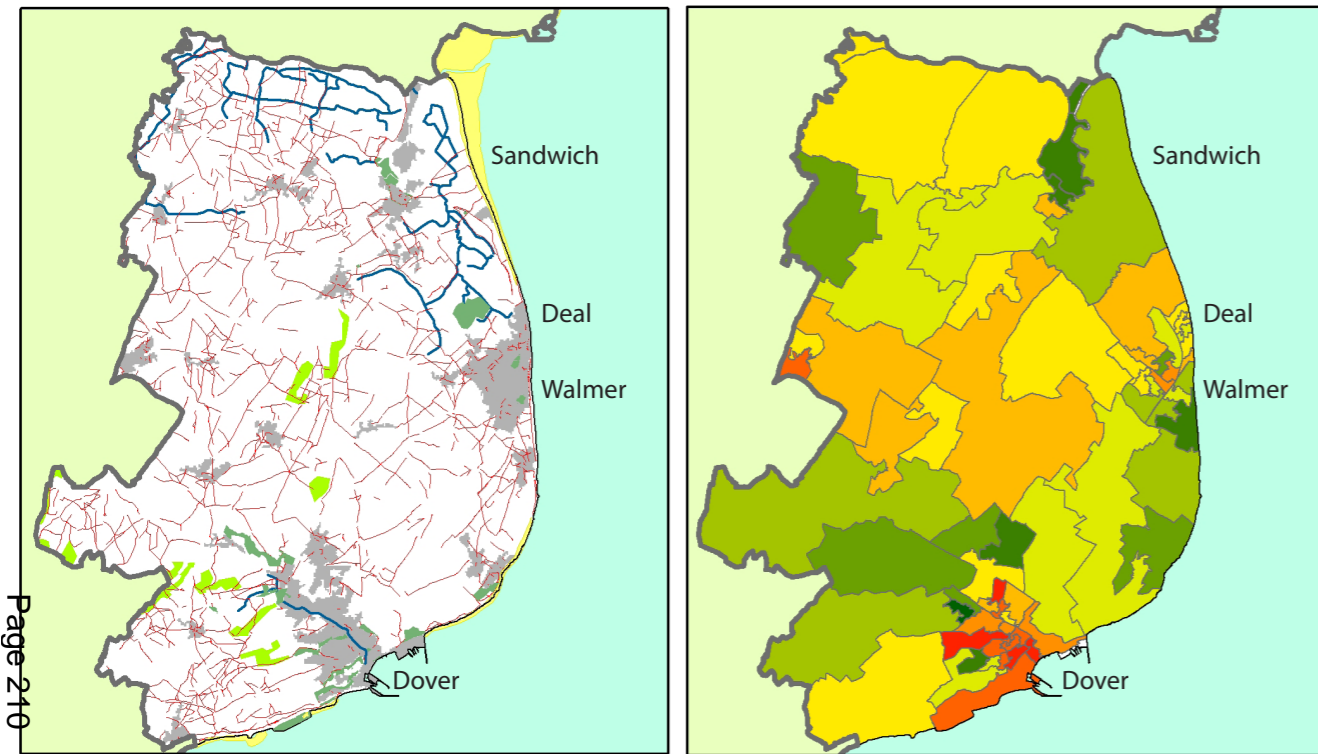


Example 2: Tackling Health Inequalities through Access to Greenspace

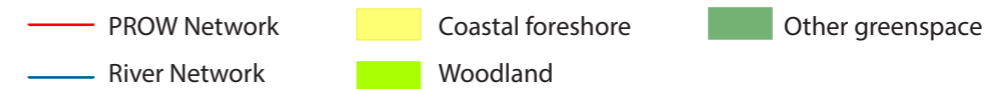
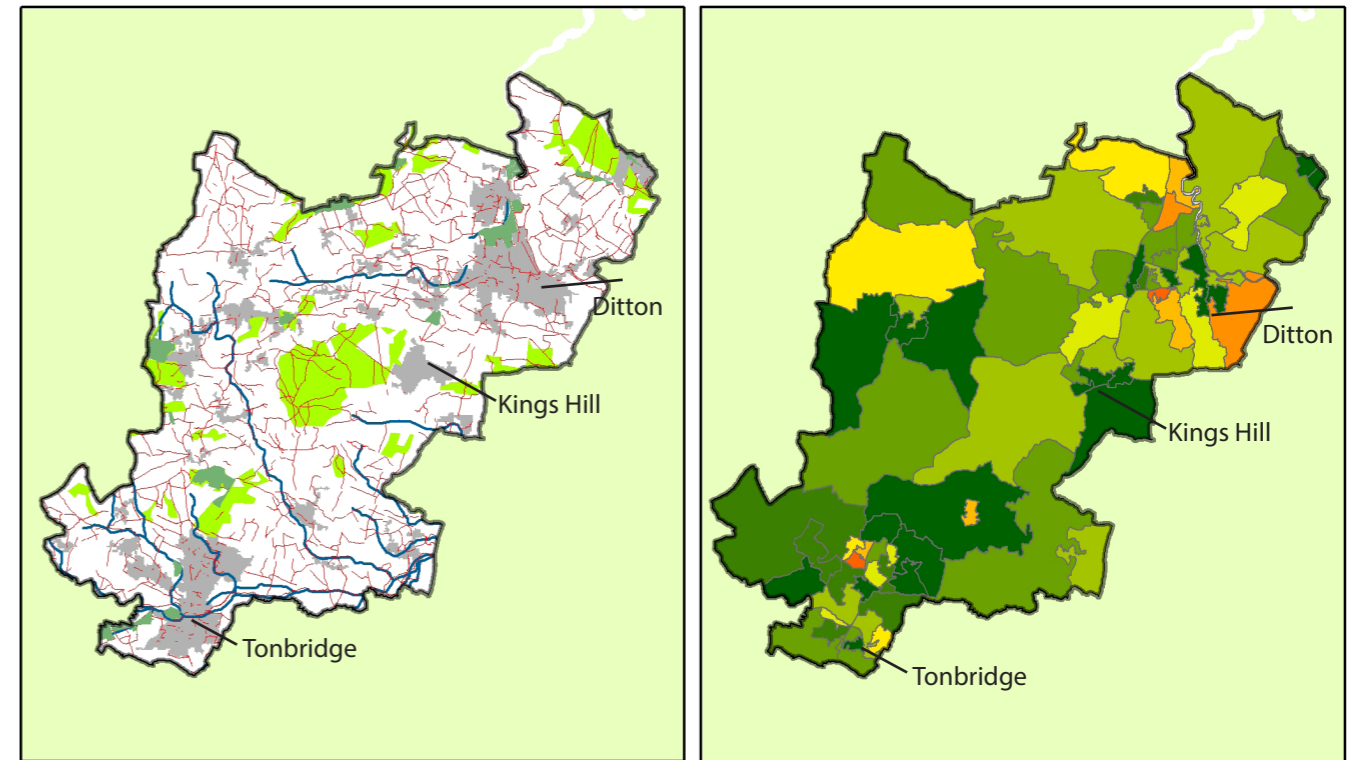
Research has identified a correlation between areas where there is a low prevalence of the population being physically active and low levels of natural green space provision. Good quality open and green space is important in tackling health inequality and it has been recognised that the availability and quality of access to green space is not evenly distributed.

Mapping showing indices of multiple deprivation, access to open and green space and areas of poor health can be compared to inform decision making for future projects, programmes and planning responses, to help encourage active lifestyles and tackle health inequality in Kent.

Dover District



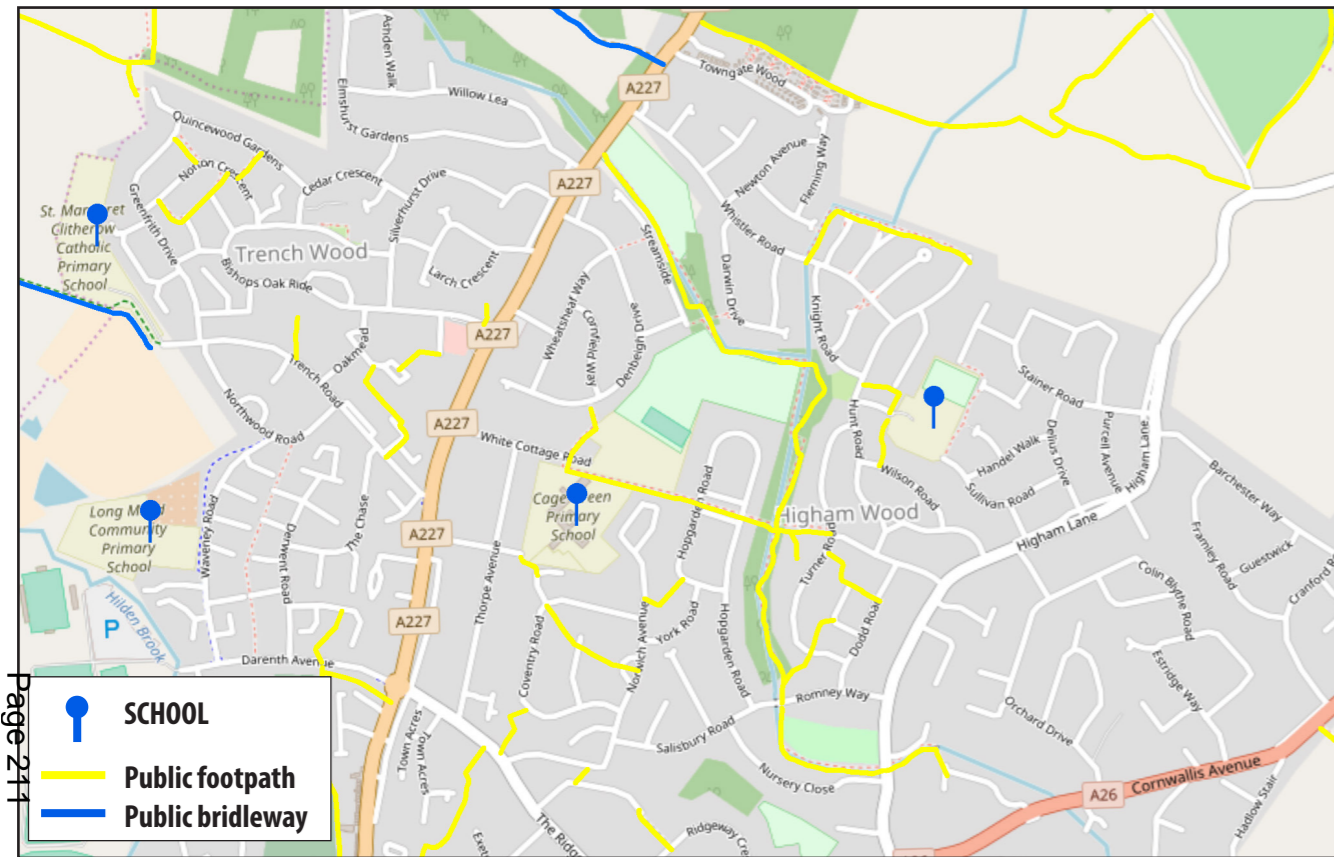
Tonbridge & Malling District



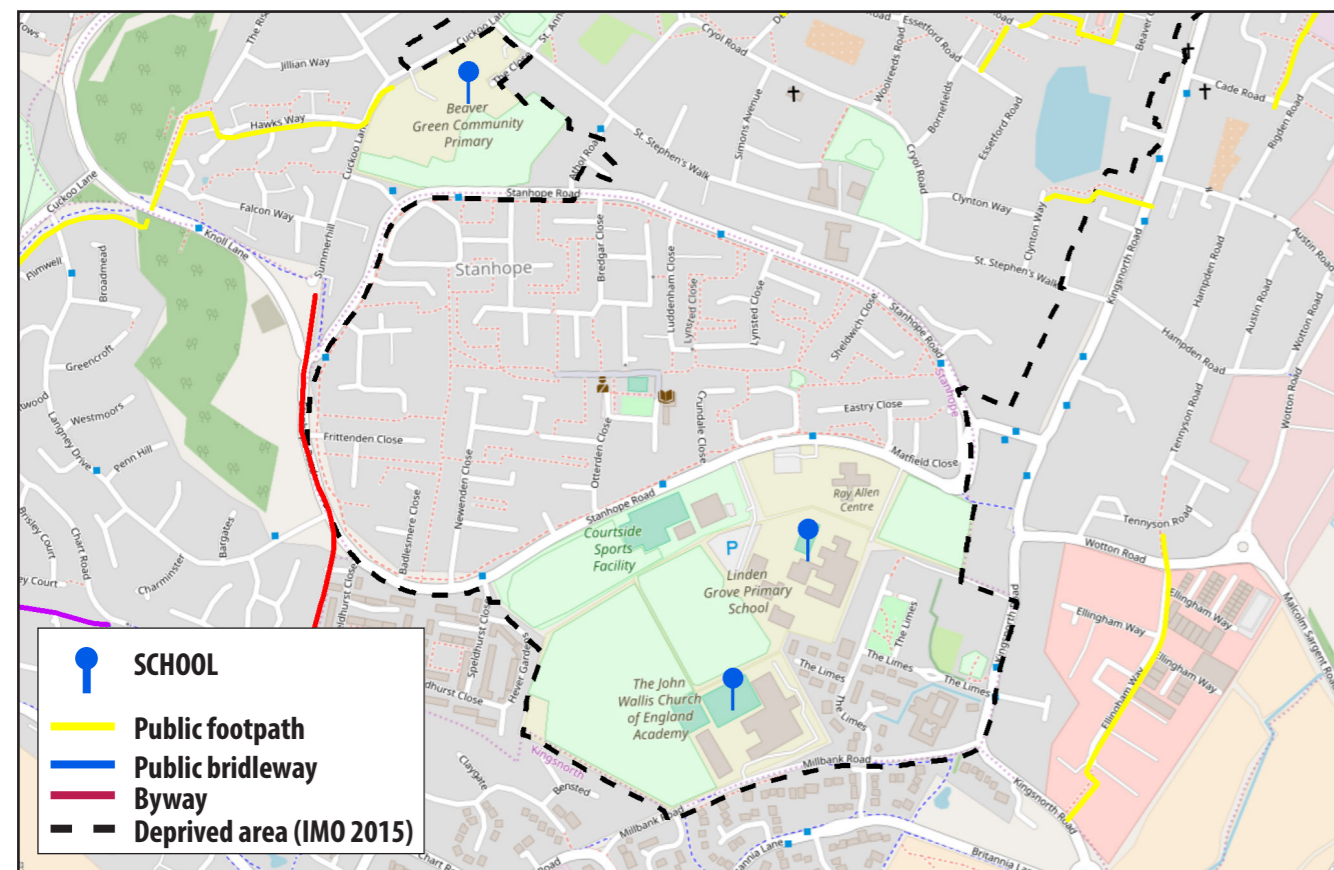
Page 210

Example 3: Encouraging Active Lifestyles

Using spatial data we can identify improvements, linking schools to the wider network. Information can be further scrutinised to target specific schools and potential links to the PROW network, encouraging active travel and healthy lifestyle choices. The provision and improvement of such links has the potential to unlock great benefits in areas of poor health outcomes.

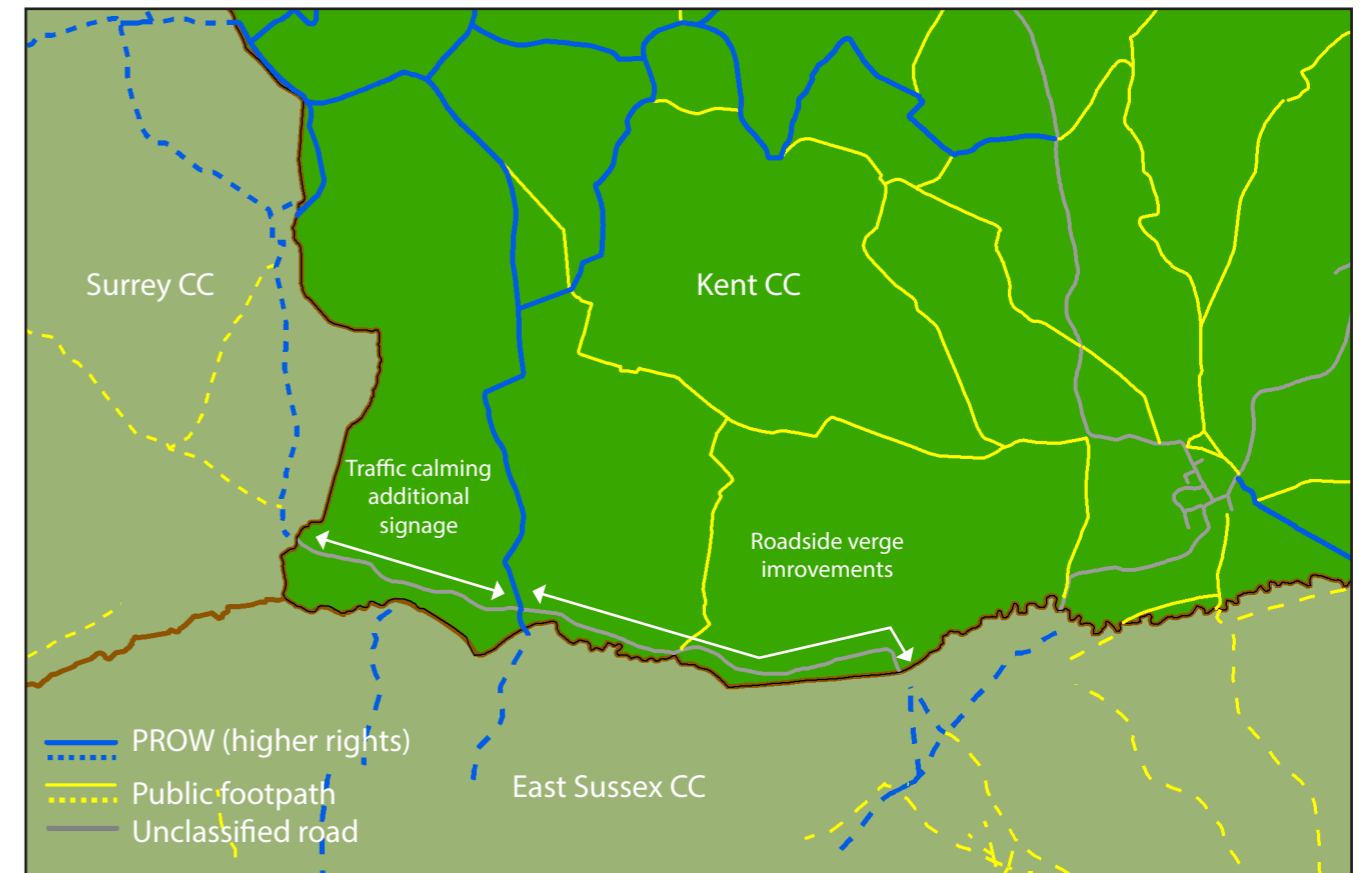


Page 274



Example 4: Reducing Fragmentation of the Network and Improving Safety





The example map below demonstrates the power of spatial data in building up a picture of the 'missing links' that could deliver maximum benefit to connectivity. Using multiple datasets e.g. road data, crash statistics, cross-border assets etc. to build up an accurate picture of the local situation, allows the most appropriate options for delivering improvements to be identified. This may be improving the roadside verge; working to improve signage and traffic calming features; trying to establish behind the hedge routes; or, working for permanent or permissive upgrades to existing lower status paths.






Delivery Plan / Statement of Actions

The ROWIP provides valuable insight into the needs and priorities of Kent's PROW network users, what they would like from the Service and how we can improve walking, equestrian and cycling opportunities in Kent. The six key themes that have emerged and the actions required to deliver them, sit well with the themes of the previous ROWIP and ensure the continuity of the service and the assurance that our previous work was well directed. The key themes and set of actions form the basis of the PROW and Access Service's 10 year delivery plan and statement of actions.

Key for Benefits

-  Supports active travel (reducing congestion, outputs of climate change gases and air pollution)
-  Increasing levels of activity leading to better physical and mental health and wellbeing
-  Supporting Kent's economy
-  Improved customer experience









Key for Resource/Limitation





-  Deliverable with existing resource levels
-  Additional Resource required
-  Potential for income generation or budget savings

















Page 21
Page 22
Page 23

Decisions need to be made around how resources will be allocated to best meet our statutory obligations and deliver the improvements that the public desire. This is particularly important when budget and staff resources are under increasing pressure. There is a need to ensure that each programme or project delivers the greatest benefit and aligns most closely with Kent's relevant strategies and policies. Through producing the ROWIP, an evidence base has been developed to support this prioritisation, delivery plan and statement of actions. Evaluation of the plan's effectiveness is also crucial in ensuring that the service is fulfilling identified priorities and needs, both overall and on a project by project basis. The PROW and Access Service will quantify the outcomes and outputs of the plan through an annual review and report throughout the 10 years of the plan.









1 Active Lifestyles

Ref Code	Objective	Action	Benefit	Resource / Limitation	Key Partners
AL01	Increase Health and Wellbeing Benefits	<p>1.1 Target priority areas and deliver improvements to the network addressing health inequalities through increasing active travel and recreational activity.</p> <p>1.2 Prioritise maintenance on those PROW providing access to natural greenspace and public open space or where providing an accessible resource for community based activities (walking groups, health walks).</p> <p>1.3 Improve connectivity to encourage recreational and leisure activity including access to country parks, honey pot sites and other facilities of high leisure use.</p> <p>1.4 Support volunteering in greenspace and on PROW network.</p> <p>1.5 Work with partners to support implementation of health improvement initiatives, such as Walking for Health and GP referrals.</p> <p>1.6 Promote schemes that will contribute to a reduction of air pollution, particularly in those areas where levels are high, and measures of deprivation and health are poor.</p>	   	<p>£g£</p> <p>£+</p> <p>£v</p>	<p>Planning Authorities</p> <p>KCC Highways Transportation and Waste Developers</p> <p>Landowners</p> <p>KCC Country Parks</p> <p>Active Travel Strategy Steering Group</p> <p>Kent Downs and High Weald AONB</p> <p>Health Care Providers and Professionals</p> <p>Local Schools</p> <p>Parish Councils</p> <p>Explore Kent</p> <p>Countryside Access Wardens</p>
AL02	Active Travel	<p>1.7 Support and influence local authority strategies and policies that integrate Active Travel into planning.</p> <p>1.8 Work with developers to ensure active travel routes are incorporated and link to PROW / cycle networks, transport hubs and greenspaces.</p> <p>1.9 Provide motorised traffic free, safe walking and cycling and routes linking to towns, urban and rural areas.</p> <p>1.10 Remove barriers to active travel and recreation and promote routes and opportunities. For example promote recreational routes to introduce people to active travel and work with KCC's Active Travel Strategy Group to support work with children to develop bike skills, build confidence and encourage use.</p>	   	<p>£g£</p> <p>£+</p> <p>£v</p>	<p>Active Travel Strategy Steering Group</p> <p>Schools</p> <p>Planning Authorities</p> <p>Developers</p> <p>Parish Councils</p> <p>KCC Highways Transportation and Waste</p> <p>Kent Countryside Access Forum</p>





















AL03	Tackling Deprivation & Disadvantage	<p>1.11 Remove barriers for economically disadvantaged communities by encouraging the use of the network as a free-at-the-point-of-use resource for active travel, recreation and leisure use.</p> <p>1.12 Tackle health disadvantage by promoting access to the natural environment and green space, beyond urban areas, providing connectivity to nature and cultural landscapes.</p> <p>1.13 Utilise information available on health inequalities, areas of deprivation poor health, high air pollution, and current access to green space to support measures to focus efforts on the areas that will have greatest impact.</p> <p>1.14 Encourage active travel to schools through promotion and enhancing PROW and cycle networks, targeting areas of childhood obesity and deprivation affecting children.</p>	   	Eg£ £+ £V	Planning Authorities Developers Health Care Providers and Professionals Schools Parish Councils Explore Kent KCC Country Parks Active Travel Strategy Steering Group Kent Downs and High Weald AONB
------	-------------------------------------	--	--	--------------------------------------	---













EN03	Safe travel	<p>2.7 Maintain the PROW network to support safe and easy travel.</p> <p>2.8 Work in partnership to provide new and upgraded routes in areas of evidenced need and to improve safety.</p> <p>2.9 Look to improve safety of railway and road crossing points where possible.</p> <p>2.10 Maintain highway verges and unsealed unclassified highways to improve the connectivity of the PROW network and increase the provision of segregated and motor vehicle free options.</p>	   	Eg£ £+ £V	KCC Highways, Transportation and Waste Network Rail Parish Councils Planning Authorities Developers
EN04	High Standard Good Design Routes	<p>2.11 Liaising with disabled user groups and organisations, use expert knowledge and experience to update existing Kent Design standards for specific user groups.</p> <p>2.12 Establish and share design standards for specialist users and incorporate these design standards where it is appropriate to do so for new and existing PROW. (A higher standard of maintenance programme will be required for such routes and can be applied when funding is available).</p>	   	Eg£ £+ £V	Specialist User Groups Health Care Providers and Professionals Planning Authorities KCC Highways Transportation and Waste Developers Parish Councils
EN05	Strategic Overview	<p>2.13 Looking at the available PROW network and the barriers preventing use, take a strategic overview to provide more relevant shared use routes and better links and access to facilities where needed.</p> <p>2.14 Strengthen partnership working with stakeholders and planning bodies to make better sense of the network and provide a well maintained safe, pleasant environment based on customers priorities, needs and choices.</p>	   	Eg£ £+ £V	Active Travel Strategy Steering Group Planning Authorities Developers Parish Councils KCC Highways Transportation and Waste Kent Countryside Access Forum
EN06	Adaption to Climate Change	<p>2.15 Identify climate change impact and mitigation measures.</p>	   	Eg£ £+ £V	KES KRPP Active Travel Strategy Steering Group Planning Authorities Developers Parish Councils KCC Highways Transportation and Waste Kent Countryside Access Forum

2 Evolution of the Network

















Ref Code	Objective	Action	Benefit	Resource / Limitation	Key Partners
EN01	Modal Shift to Cycling and Walking to reduce Road Air Pollution	<p>2.1 PROW network to provide realistic traffic free alternative to the car especially for short journeys to keep towns moving at peak flow times. Provide routes to encourage walking & cycling as a realistic mode of transport for utilitarian purposes as well as for leisure use.</p> <p>2.2 Improve and upgrade the PROW network where it links with amenities to increase the attractiveness of walking and cycling as an alternative to driving.</p> <p>2.3 Work with planners to secure PROW within green space and green corridors which actively ameliorate air pollution.</p>	   	Eg£ £+ £V	Planning Authorities Developers Parish Councils KCC Highways Transportation and Waste Active Travel Strategy Steering Group Sustrans Explore Kent Kent Countryside Access Forum
EN02	Improve Green Infrastructure	<p>2.4 Work with planners and developers to create a planned strategic green infrastructure which incorporates the PROW network to promote and encourage sustainable, active travel and provide opportunities for leisure and recreation.</p> <p>2.5 Work with stakeholders to create places where people are not impeded in undertaking physical activity, accessing nature and having low air pollution levels.</p> <p>2.6 Support improved communication with planning officers to ensure access is integrated into developments and best practice is applied.</p>	   	Eg£ £+ £V	Active Travel Strategy Steering Group Planning Authorities Developers Parish Councils KCC Highways Transportation and Waste Kent Countryside Access Forum

3 Knowing What's Out There




















Ref Code	Objective	Action	Benefit	Resource / Limitation	Key Partners
KT01	Maintain the Record	3.1 Maintain and update the county's Definitive Map and Statement of Public Rights of Way, Register of Common Land and Village Greens and their associated schedules.	   	E✓	
KT02	Better Promotion	3.2 Promote the benefits of Active travel to encourage this type of use and relate it to the most popular response when we asked why PROW are used (To go for a walk / run / cycle / be active / healthy) 3.3 Promote specific types of network use, where there are suitable equestrian and cycle routes to encourage this type of use which is currently low.	   	EgE E+ E✓	Explore Kent Parish Councils Kent Countryside Access Forum Active Travel Strategy Steering Group
KT03	Sustainable Tourism	3.4 Help to keep spend by visitors (e.g. walkers and cyclists) in the local and rural areas through linkages with local businesses, thereby supporting Kent's small business sector. 3.5 Develop access which does not conflict with nature conservation interest and support mitigation measures which may require recreational pressure to be diverted from sensitive sites. 3.6 Provide information to help support community led tourism. 3.7 Increase length of stay through packaging, linking and developing new products (e.g. new routes or new promoted routes). Promote the resource widely to target short break audiences.	   	EgE E+ E✓	Explore Kent Local Businesses Parish Councils Kent Countryside Access Forum
KT04	A Strong Brand for Kent (Encouraging visits to Kent)	3.8 Use PROW and countryside access to strengthen Kent – <i>The Garden of England brand of Kent as a whole and in local areas.</i> 3.9 Maintain primary promoted routes to a high standard to safeguard Kent's high-quality reputation for countryside access. 3.10 Developing new products (e.g. new routes or new promoted routes) taking a strategic view of Kent's needs and markets.	   	EgE E+ E✓	Explore Kent Visit Kent Local Businesses Parish Councils Kent Countryside Access Forum
KT05	Promotion of National Trails	3.11 Establish partners for England Coast Path. 3.12 Promote National Trails, North Downs Way and England Coast Path as visitor destinations.	   	EgE E+ E✓	Explore Kent Visit Kent Local Businesses Parish Councils Kent Countryside Access Forum

KT06	Grow New Markets	3.13 Improving priority routes which facilitate horse riding, cycling and walking for more targeted tourist leisure and recreational use. 3.14 Support development of growing sectors such as adventure sports and active leisure.	   	EgE E+ E✓	Explore Kent Visit Kent Local Businesses Parish Councils Kent Countryside Access Forum
KT07	More Accessible Information / Increasing Knowledge & Confidence	3.15 Tailor information to reach the widest range of customers (online, phone apps, maps and guides), including specific groups, young to old age groups and visually impaired and disabled user groups. 3.16 Reach specific groups that lack confidence and knowledge of PROW such as the non-users, under-represented age groups and those that indicate they have a disability. 3.17 Target approach to reach PROW non -users, improving accessibility of information to spark interest in walking / cycling and horse riding, increase knowledge and confidence to encourage use. 3.18 Make information more accessible for BAME groups and ensure promotional material will be appropriately targeted to BAME groups and provided in alternative formats and languages as necessary.	   	EgE E+ E✓	Specialist User Groups Explore Kent Local Businesses Parish Councils Kent Countryside Access Forum
KT08	Keep Communication Open	3.19 Retain community involvement as a key element of service delivery. 3.20 Liaise with planning authorities and developers, look at key development areas and potential gains to the network specific to each group. 3.21 Provide updates about specific improvements to user groups.	   	EgE E+ E✓	Specialist User Groups Explore Kent Local Authorities Parish Councils


4 Well Maintained Network













Ref Code	Objective	Action	Benefit	Resource / Limitation	Key Partners
MN01	Better Network for Leisure and Daily Use	<p>4.1 Further improve the performance of the Vegetation Clearance Contract across the county. (A higher standard of maintenance will be required for higher priority routes, which can be applied when funding is available).</p> <p>4.2 Work with local authorities and volunteers to target activity to improve the amenity of urban routes, remove litter, graffiti and dog fouling which acts as barrier to use.</p> <p>4.3 Target surface maintenance programmes to encourage the use of PROW for daily cycling, and walking, especially in urban areas and for short journeys. Prioritise those routes particularly suited to wider use of the network.</p> <p>4.4 Improve general fingerpost and waymarking maintenance to encourage use and build confidence, prioritising areas with high leisure use. Promote and provide better signed circular routes to increase confidence in wider use.</p>	   	£g£ £+ £V	Contractors Countryside Access Wardens Parish Councils Landowners
MN02	A Strong Brand for Kent (Priority routes include promoted routes and links to key facilities)	<p>4.5 Maintain primary promoted routes to a high standard to safeguard Kent's high-quality reputation in countryside access.</p> <p>4.6 Improve high priority routes to facilitate horse riding, cycling and walking for more targeted tourist leisure and recreational use.</p> <p>4.7 Develop new products (e.g. new routes or new promoted routes) taking a strategic view of Kent's needs and markets.</p>	   	£g£ £+ £V	Explore Kent Local Businesses Specialist User Groups Landowners Planning Authorities Developers Parish Councils KCC Highways Transportation and Waste Kent Countryside Access Forum
MN03	PROW Asset Management Plan	<p>4.8. Use the PROW Asset Management Plan approach to make informed decisions for programme and project delivery.</p> <p>4.9. Annually review and update the PROW Asset Management Plan throughout the 10 year plan.</p>	   	£V	
MN04	The Intelligent Investment Tool	<p>4.10 Use the Intelligent Investment Tool, a simple cost benefit analysis approach to make informed decisions for programme and project delivery.</p> <p>4.11 Annually review and update the Intelligent Investment Tool throughout the 10 year plan.</p>	   	£V	

5 Rights with Responsibilities

Ref Code	Objective	Action	Benefit	Resource / Limitation	Key Partners
RR01	Provide advice on PROW Network	<p>5.1 Provide advice and guidance to landowners.</p> <p>5.2 Liaise with Planning Authorities to provide PROW advice on Local Plans.</p> <p>5.3 Attend meetings and workshops for large developments getting PROW input into the overall site design at early stage.</p> <p>5.4 Provide advice on planning applications.</p> <p>5.5 Liaise with Parish Councils to provide advice on the inclusion of PROW improvement projects and provision in Neighbourhood Plans.</p> <p>5.6 Advise on, and, where appropriate, progress orders to amend the PROW network in the interest of the public and or the landowner.</p>	   	£g£ £+ £V	Planning Authorities Developers Parish Councils Land Managers KCC Highways Transportation and Waste Sustrans Kent Countryside Access Forum
RR02	Negotiate Improvements	<p>5.7 Work with landowners to deliver improvements to the PROW network to increase accessibility and encourage active travel and active recreation, leisure use and the local economy.</p>	   	£g£ £+ £V	Landowners Land Managers
RR03	Compliance	<p>5.8 Work with landowners to ensure higher levels of compliance with their obligations in respect of PROW. Take enforcement action where required to ensure PROW is open and available to the public.</p>	  	£+ £V	Landowners Land Managers
RR04	Remove Stiles and other limitations from the network.	<p>5.9 Continue to uphold our policy of least restrictive access.</p> <p>5.10 Utilise new data showing how many stiles are present on each route to target removal for the greatest impact.</p>	   	£+ £V	Landowners Land Managers
RR05	Promote Responsible use.	<p>5.11 Working with user groups to prevent conflict between different user groups.</p> <p>5.12 Work towards and support responsible use of the network to address local issues such as anti-social behaviour and dog fouling.</p>	   	£V	All Partners

6 Efficient Delivery

Ref Code	Objective	Action	Benefit	Resource / Limitation	Key Partners
ED01	Volunteers	<p>6.1 Continue to develop the Countryside Wardens Scheme expanding the roles of individual wardens.</p> <p>6.2 Link with Sustrans to ensure that the cycling network is adequately covered.</p> <p>6.3 Continue to develop volunteer programmes that support the delivery of the objectives of the ROWIP.</p>	   	Eg£ £+ £V	<p>Explore Kent</p> <p>Parish Councils</p> <p>Countryside Access Wardens</p> <p>Kent Countryside Access Forum</p>
ED02	Improved Customer Service	<p>6.4 Through feedback identify improvements relating to customer service.</p> <p>6.5 Deliver the needs of customers through developing new routes and improvements in areas of demand using data from CAMS and MOSAIC.</p> <p>6.6 Continue to make improvements to reporting system in line with customer requests identified through review process.</p> <p>6.7 Provide the customer with a range of options to report an issue on the network, ie phone apps as a method of reporting an issue on the network while out and about, similar to Country Eye with possible links.</p>	 	£V	<p>Explore Kent</p>
ED03	Increase awareness of ROWIP	<p>6.8 Raise awareness of the ROWIP to customers, non- users of the network and stakeholders</p>	   	£V	<p>Active Travel Strategy Steering Group</p> <p>Explore Kent</p> <p>Landowners</p> <p>KCC Highways Transportation and Waste</p> <p>Kent Countryside Access Forum</p> <p>Developers</p> <p>Local Authorities</p> <p>Parish Councils</p>
ED04	Working in Partnership	<p>6.9 Strengthen partnership working with key stakeholders including land managers planning bodies and local authorities to make better sense of the network and provide a well maintained safe, pleasant environment to take people where they want to go.</p> <p>6.10 Work in partnership with neighbouring County Councils' to ensure cross county boundary improvement projects take place where they provide benefits to the local communities.</p>	   	Eg£ £+ £V	<p>All Partners</p>

ED05	PROW network links to encourage Sustainable Travel	<p>6.11 Utilise the available transport information to make informed decisions when responding to planning applications and developing green infrastructure for growth areas.</p> <p>6.12 Establish potential links to the highway network. Make information available to Officers to assist with making informed decisions on planning applications and other projects.</p> <p>6.13 Use fragmentation analysis to identify where higher status routes link to quieter, less well used roads to improve network connectivity.</p> <p>6.14 Establish potential links on road verges, where quieter roads are not available.</p>	   	Eg£ £+ £V	<p>All Partners</p>
ED06	Programme and Project Assessment	<p>6.15 Consider various data tools and data sets when assessing programmes and projects and when responding to development consultations. Including ORVal Welfare Value, Physical Activity Data Tool.</p>	   	Eg£ £+ £V	<p>Developers</p> <p>Local Authorities</p> <p>Parish Councils</p>
ED07	Secure Additional Funding	<p>6.16 Seek to maintain and improve the delivery of the PROW and Access Service through charging for activity where admissible.</p> <p>6.17 Seek additional funding to maintain the current network and deliver targeted improvements to routes in line with the ROWIP.</p>	   	Eg£ £+	<p>Active Travel Strategy Steering Group</p> <p>Planning Authorities</p> <p>Developers</p> <p>Sustrans</p> <p>Parish Councils</p> <p>KCC Highways Transportation and Waste</p> <p>Kent Countryside Access Forum</p> <p>Specialist User Groups</p>

This page is intentionally left blank

From: Benjamin Watts, General Counsel
To: Environment and Transport Cabinet Committee on 15 May 2018
Subject: Work Programme 2018

Classification: Unrestricted

Past and Future Pathway of Paper: Standard agenda item

Summary: This report gives details of the proposed work programme for the Environment and Transport Cabinet Committee.

Recommendation: The Environment and Transport Cabinet Committee is asked to consider and agree its Work Programme for 2018.

1. Introduction

- 1.1 The proposed Work Programme, appended to the report, has been compiled from items in the Future Executive Decision List and from actions identified during the meetings and at agenda setting meetings, in accordance with the Constitution.
- 1.2 Whilst the Chairman, in consultation with the Cabinet Members, is responsible for the programme's fine tuning, this item gives all Members of this Cabinet Committee the opportunity to suggest amendments and additional agenda items where appropriate.

2. Work Programme 2018

- 2.1 The proposed Work Programme has been compiled from items in the Future Executive Decision List and from actions arising and from topics, within the remit of the functions of this Cabinet Committee, identified at the agenda setting meetings [Agenda setting meetings are held 6 weeks before a Cabinet Committee meeting, in accordance with the Constitution].
- 2.2 The Cabinet Committee is requested to consider and note the items within the proposed Work Programme, set out in appendix A to this report, and to suggest any additional topics to be considered at future meetings, where appropriate.
- 2.3 The schedule of commissioning activity which 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 allow Members to have oversight of significant services delivery decisions in advance.
- 2.4 When selecting future items, the Cabinet Committee should give consideration to the contents of performance monitoring reports. Any 'for information' items

will be sent to Members of the Cabinet Committee separately to the agenda and will not be discussed at the Cabinet Committee meetings.

- 2.5 In addition to the formal work programme, the Cabinet Member for Economic Development, the Chairman of the Cabinet Committee and other interested Members are intending to visit all district councils over the next two years starting with Dover, Dartford, Swale and Thanet.

3. Conclusion

- 3.1 It is vital for the Cabinet Committee process that the Committee takes ownership of its work programme 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 2018.

6. Background Documents: None

7. Contact details

Report Author:
Georgina Little
Democratic Services Officer
03000 414043
Georgina.little@kent.gov.uk

Lead Officer:
Benjamin Watts
General Counsel
03000 410466
benjamin.watts@kent.gov.uk

Environment and Transport Cabinet Committee - WORK PROGRAMME 2018

Item	Cabinet Committee to receive item
Portfolio Dashboard	At each meeting
Budget Consultation	Annually (November/December)
Final Draft Budget	Annually (January)
Annual Equality and Diversity Report	Annually (September)
Risk Register – Strategic Risk Register	Annually (March)
Winter Service Policy	Annually (September)
Directorate Business Plan	Annually (March)
Work Programme	At each meeting

Wednesday 31 January 2018				
No.	Item	Key Decision	Date added to WP	Additional Comments
1	Intro/ Web announcement (Standing Item)			
2	Apologies and Subs (Standing Item)			
3	Declaration of Interest (Standing Item)			
4	Minutes (Standing Item)			
5	Verbal Update (Standing Item)			
6	Kent Environment Strategy			Deferred from Nov to Jan
7	Country Parks Strategy Consultation	Key		Deferred from Nov to Jan
N/A	Maidstone Integrated Transport – Sutton Road/ Willington Street			Deferred from Nov to Jan Removed from Jan meeting – 19/01/2018
8	KCC response to the Department for Transport's 'Shaping the Future of England's Strategic Roads' consultation on Highways England's 'Strategic Road Network Initial Report'			
9	Approach to Highways Asset Management	Key		New to agenda
10	Agreement to manage and deliver the National Driver Offender Retraining Schemes for the Kent Police Driver Diversionary Partnership key decision	Key		New to agenda
11	Re-procurement of the Urban Grass, shrubs and hedges contract	Key		New to agenda
12	Planning, Highways, Transport and Waste Fees and Charges	Key		
13	2018/19 Medium Term Financial Plan			
14	2018/19 Financial Monitoring			
15	Work Programme (Standing Item)			

Tuesday 20 March 2018				
No.	Item	Key Decision	Date added to WP	Additional Comments
1	Intro/ Web announcement (Standing Item)			
2	Apologies and Subs (Standing Item)			
3	Declaration of Interest (Standing Item)			
4	Minutes (Standing Item)			
5	Verbal Update (Standing Item)			
6	Performance Dashboard (Standing Item)			
7	17/00137 - Growth and Infrastructure Framework	Key	19/01/2018	Deferred from Jan to March
8	Department for Transport Major Road Network Consultation			
9	Community Safety Agreement & Kent Community Safety Team Update Phase 2		16/02/2018	Combined reports
10	Keep Kent Clean Litter Strategy		07/02/2018	
11	Risk Register			
12	Directorate Business Plan			
13	The Big Bus Conversations			
14	Achieving necessary Bus budget			
15	Work Programme (Standing Item)			

Tuesday 15 May 2018				
No.	Item	Key Decision	Date added to WP	Additional Comments
1	Intro/ Web announcement (Standing Item)			
2	Apologies and Subs (Standing Item)			
3	Declaration of Interest (Standing Item)			
4	Minutes (Standing Item)			
5	Verbal Update (Standing Item)			
6	Winter service Update		30/01/2018	To include winter routes. Needs to go to CMM then to E&TCC
7	17/00025(b) - A2500 Lower Road Improvements – Phase 2, Minster, Sheppey	Key	05/04/2018	Added at agenda Setting on 05/04/2018
8	18/00027 - Sturry Road	Key	05/04/2018	Added at agenda Setting on 05/04/2018
9	18/00023 – Inter-authority Agreement - West Kent Waste Partnership	Key	15/03/2018	
10	Housing Infrastructure Fund update report		30/01/2018	Discuss marginal Viability and HIF Fund Bids Deferred from March to May
11	Consultation on the Public Rights of Way Access Improvement Plan	Will be a Key decision	21/02/2018	Deferred from Nov to Jan - agenda setting on 12/10/17. Deferred from Jan to March - agenda setting on 05/12/2017. Deferred from March to May – 21/02/2018 (Email)
12	Work Programme (Standing Item)			
	EXEMPT ITEMS			
13	Contract Management (Standing Item)			

Friday 13 July 2018				
No.	Item	Key Decision	Date added to WP	Additional Comments
1	Intro/ Web announcement (Standing Item)			
2	Apologies and Subs (Standing Item)			
3	Declaration of Interest (Standing Item)			
4	Minutes (Standing Item)			
5	Verbal Update (Standing Item)			
6	Performance Dashboard (Standing Item)			Deferred from May to July due to insufficient time to collect, collate and QA the data before formal sign off.
7	KCC's Approach to Organised Crime Group management'		16/02/2018	Deferred from March to May Deferred from May to July (05/04/18)
8	Maidstone Integrated Transport – Sutton Road/ Willington Street	Key	30/01/2018	Deferred from Nov to Jan Deferred from Jan to March Deferred from March to May Deferred from May to July (05/04/18)
9	A249 Bearsted Road Maidstone Major Infrastructure Improvement – Kent Medical Campus	Key	30/04/2018	
10	Update on Medway Flood Partnership and associated flood defences		09/03/2018	Deferred from May to July
11	HWRC Policy Changes			Deferred from March to May (agenda setting 30/01/2018) Deferred from May to July (email 24/04/18)
12	17/00135 - Pitch Allocation Policy for Gypsy and Traveller Service Charge	Key	16/01/2018	Deferred from Jan to March Deferred from March to May Deferred from May to July
13	Work Programme (Standing Item)			
	EXEMPT			
14	Contract Management (Standing Item)			

Thursday 20 September 2018				
No.	Item	Key Decision	Date added to WP	Additional Comments
1	Intro/ Web announcement (Standing Item)			
2	Apologies and Subs (Standing Item)			
3	Declaration of Interest (Standing Item)			
4	Minutes (Standing Item)			
5	Verbal Update (Standing Item)			
6	Tonbridge and Malling Transport Strategy			
7	18/00007 - Public Rights of Way Access Improvement Plan	Yes		
	Work Programme (Standing Item)			
	EXEMPT			
	Contract Management (Standing Item)			

Wednesday 28 November 2018				
No.	Item	Key Decision	Date added to WP	Additional Comments
1	Intro/ Web announcement (Standing Item)			
2	Apologies and Subs (Standing Item)			
3	Declaration of Interest (Standing Item)			
4	Minutes (Standing Item)			
5	Verbal Update (Standing Item)			
	Work Programme (Standing Item)			
	EXEMPT			
	Contract Management (Standing Item)			

Items for Consideration that have not yet been allocated to a meeting

Tonbridge and Malling Transport Strategy (was going to E&T CC on 20 March 2018 – now deferred until summer)

Community Safety Framework

Highways Term Maintenance Contract Management (going to March 2018 meeting)

Low Emissions Strategy (added at agenda setting meeting on 25 July 2017)

Winter Service Policy 2017/18 to the ETCC meeting on 21 September 2017. The policy is renewed annually (September 2018)

Thanet Parkway (Deferred from September 2017 to enable development of further funding options)

This page is intentionally left blank

Document is Restricted

This page is intentionally left blank

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted

This page is intentionally left blank

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted

This page is intentionally left blank