

**ENVIRONMENT, HIGHWAYS AND WASTE CABINET  
COMMITTEE**

**Thursday, 3rd October, 2013**

**10.00 am**

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







## AGENDA

### ENVIRONMENT, HIGHWAYS AND WASTE CABINET COMMITTEE

**Thursday, 3 October 2013, at 10.00 am**  
**Darent Room, Sessions House, County**  
**Hall, Maidstone**

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

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

#### **Membership (13)**

- Conservative (7): Mrs P A V Stockell (Chairman), Mr M A C Balfour, Mr M J Harrison, Mrs S V Hohler, Mr J M Ozog, Mr C Simkins and Mr M A Wickham
- UKIP (2) Mr M Baldock and Mr L Burgess
- Labour (2) Mr C W Caller and Dr M R Eddy
- Liberal Democrat (1): Mr I S Chittenden
- Independents (1): Mr M E Whybrow  
(Green)

#### **UNRESTRICTED ITEMS**

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

#### **Webcasting Notice**

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#### **A. Committee Business**

A1 Introduction/Webcasting

A2 Membership

Members are asked to note that Mr M Whybrow has been appointed to the Committee

- A3 Substitutes
- A4 Declarations of Interests by Members in items on the Agenda
- A5 Minutes of the meeting held on 19 June 2013 (Pages 7 - 18)
- A6 Cabinet Member's and Corporate Director's Update (Oral report)

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

- B1 Updated Policy for 20mph limits and zones on Kent County Council's roads - Decision No. 13/00063 (Pages 19 - 32)
- B2 Highways & Transportation Winter Service Policy for 2013/14 - Decision No. 13/00061 (Pages 33 - 56)
- B3 A20 Corridor Statutory Quality Bus Partnership Scheme - Decision No.12/01924 (Pages 57 - 80)
- B4 North Farm Link Road (Longfield Road) Improvement, Tunbridge Wells - Decision No.13/00031C (Pages 81 - 92)
- B5 Environment, Highways & Waste Cabinet Committee Draft Programme of Work (Pages 93 - 94)

**C. Monitoring of Performance**

- C1 Enterprise & Environment Directorate Financial Monitoring 2013/14 (Pages 95 - 116)
- C2 Medium Term Financial Outlook (Pages 117 - 126)
- C3 Enterprise & Environment Performance Dashboard (Pages 127 - 134)

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

- D1 Public Transport Ticketing - A Kent Travel Smartcard (Pages 135 - 138)
- D2 Report on KCC's representations on recent District Local Plan consultations including Canterbury City Council Local Plan Preferred Options Consultation; Thanet District Council Local Plan Issues and Options Consultation; and Swale Borough Council Local Plan Preferred Options Consultation (Pages 139 - 160)
- D3 Adoption of the Kent Downs & High Weald Areas of Outstanding Natural Beauty (AONB) Management Plans (Pages 161 - 222)
- D4 Possible Traveller Site Management Opportunities (Pages 223 - 226)

**E. Policy Framework document(s)**

- E1 Submission of the Kent Minerals and Waste Local Plan 2013-30 to the Secretary of State for Communities and Local Government (Pages 227 - 242)

**EXEMPT ITEMS**

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

Peter Sass  
Head of Democratic Services  
(01622) 694002

**Wednesday, 25 September 2013**

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**KENT COUNTY COUNCIL**

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**ENVIRONMENT, HIGHWAYS AND WASTE CABINET  
COMMITTEE**

MINUTES of a meeting of the Environment, Highways and Waste Cabinet Committee held in the Darent Room, Sessions House, County Hall, Maidstone on Wednesday, 19 June 2013.

PRESENT: Mrs P A V Stockell (Chairman), Mr M A C Balfour (Vice-Chairman), Mr M Baldock, Mr L Burgess, Mr C W Caller, Mr I S Chittenden, Dr M R Eddy, Mr M J Harrison, Mrs S V Hohler, Mr J M Ozog, Mr C Simkins and Mr M A Wickham

ALSO PRESENT: Mr D L Brazier

IN ATTENDANCE: Mr M Austerberry (Corporate Director, Enterprise and Environment), Mr P Baldock (Finance & Performance Manager), Ms A Carruthers (Transport Strategy - Delivery Manager), Mr P Crick (Director of Planning and Environment), Ms Dyson (Heritage Conservation Manager), Mr R Fitzgerald (Performance Manager), Mr W Forrester (Head of Gypsy & Traveller Unit), Ms M Gillett (Major Projects Manager), Mr D Hall (Future Highways Manager), Mr J Ratcliffe (Transport Planner), Mr T Read (Head of Highway Transport), Mrs C Valentine (Highway Manager) and Mrs K Mannering (Democratic Services Officer)

**UNRESTRICTED ITEMS**

**3. Election of Vice-Chairman**

*(Item A3)*

Mrs P A V Stockell proposed and Mr M J Harrison seconded that Mr M A C Balfour be elected Vice-Chairman.

*Carried*

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

*(Item A4)*

The following Members declared an interest in Item B2:-

Mr Balfour - as a member of the Kent Downs Area of Outstanding Natural Beauty Joint Advisory Committee and Management Committee

Mr Harrison - as his son was an English Heritage employee.

Mrs Hohler - as an occupant of a converted oast house and the owner of farm buildings which have been converted in to office units.

Mrs Stockell – as an occupant of a converted barn.

Mr Wickham - as the owner of traditional farm building.

## **5. Minutes of the meetings held on 23 April 2013 and 23 May 2013**

*(Item A5)*

(1) With reference to paragraph 19 of 23 April 2013, Mr Harrison referred to the continued lack of any reference to the Master Plan in the report later on the agenda; and the comments recorded from Mr Bullock, which should be taken into account. Mr Read stated that this remained the intention, however, the Master Plan was not yet finalised, but he would update Mr Harrison.

(2) Mr Caller sought clarification on the items that appeared in sections B and D of the agenda. The paper on KCC's response to the Lower Thames Crossing consultation was shown in the FED list but was listed under section D of the agenda, while KCC's submission to the Airports Commission, a similar item also listed on the FED, was in section B.

(3) Mr Brazier and Mr Austerberry explained that the Forthcoming Executive Decisions list was a projection of items that would be on the list when the Committee met. Initial thoughts, when the agenda went to print, were that a formal decision would be needed on Item D3, but having sought advice from the Director of Law & Governance, this was not the case. It was also unlikely that a formal decision would now be taken on Item B4.

(4) RESOLVED that the Minutes of the meetings held on 23 April and 23 May 2013 are correctly recorded and that they be signed by the Chairman.

## **6. North Farm Link Road (Longfield Road) Improvement, Tunbridge Wells - Decision No.13/00031**

*(Item B1)*

(1) Following the meeting of the Cabinet Committee on 23 April 2013, approval was granted to take the highway improvement scheme through to the next stages of development and authority was given to enter into land and funding agreements. The scheme was shown diagrammatically on a plan attached to the report. The formal Pinch Point funding offer of £3.5m had been received from the Department of Transport. The terms and conditions were typical of DfT grant funding and had been accepted on behalf of KCC by the S151 Officer. KCC had committed to contribute up to £1.5m and Tunbridge Wells had indicated a willingness to underwrite £0.5m, and there were potential opportunities for S106 contributions.

(2) The Pinch Point funding bid was predicated on an indicative overall scheme cost of £5m, and the next stage would be to produce a detailed cost estimate. However, the changes to the design were considered neutral in terms of scheme cost. Initial responses from utility companies who had provided indicative estimates of diversions costs were also consistent with what was previously assumed. The critical aspect of the scheme cost was not just the physical cost of the works but the costs associated with the buildability aspects and phasing of the works to accommodate utility diversions and to manage traffic. Longfield Road was heavily congested and it would be a careful balance of getting on with the works quickly and efficiently while seeking to avoid adverse impact upon the businesses and retail parks.



(3) The Head of Planning Applications had issued a Screening Opinion that in the view of KCC, as Planning Authority an Environmental Impact Assessment was not required and therefore a planning application was not required for the improvement scheme which was contiguous with the existing Longfield Road. Some environmental surveys would still be required to ensure that appropriate mitigation measures were taken for any protected species that might be affected by the works and loss of habitat.

(4) Some small areas of land were formally in unknown ownership. Those areas were within the overall corridor of the existing adopted public highway. On that basis, the intent was to publish Notices under S228 of the Highways Act 1980 declaring the areas of land to be adopted public highway. In addition, 11 land owners were required to dedicate land required for the scheme. They would retain ownership but the land would become public highway on completion of the scheme. Contact had been made with all landowners and meetings had been held on site.

(5) To address concerns relating to the loss of parking spaces, the scheme design had now been refined to avoid any loss of parking. The scheme had also been amended over the rural section between Knights Park and A21 to avoid the requirement for the dedication of land from a landowner who was unlikely to be supportive at this time because of objections to the A21 Tonbridge – Pembury scheme.

(6) The requirement for the scheme design to be refined had meant that achieving the full commitment to the release of land by all landowners by mid June had not been realised. However, the discussions with the landowners, leaseholders representatives and store managers to date had resulted in 5 verbally indicating full support. 5 had verbally given cautious support and should be strengthened by the revised scheme that had avoided direct impact on operational land. 1 of those and 1 other were concerned about the impact of the construction period on their businesses and were keen to see the supporting traffic assessment on both the overall scheme benefits and to their individual access to their properties. Officers perceived that there was wide support in principle to the dedication of the land required and that by having refined the scheme design and avoided impact on operational land, together with the reassurance that could be given about traffic aspects, the support could be translated into firm commitments. Officers considered that an extension of the deadline to the end of July in order to secure the land would be appropriate.

(7) RESOLVED that the Cabinet Member for Transport & Environment be recommended to:-

- (a) approve the revised scheme for the improvement of Longfield Road, shown as an outline design on Drg 4300034/000/01 for land charge disclosures and development control in substitution for Drg No. B2500600/04 Rev0;
- (b) give approval to continue to progress the scheme subject to all land required for the scheme being formally secured or committed by 31 July 2013; and
- (c) give approval for Legal Services to take a dedication, transfer or by some other appropriate legal mechanism to secure the land required to deliver the Longfield Road scheme, shown in Drg 4300034/000/01 including but not limited to any ancillary works such as drainage and environmental mitigation.

## **7. Kent Farmsteads Guidance - guidance for landowners, developers and planners to assist in understanding the character of historic farmsteads - Decision No.13/00046**

*(Item B2)*

(1) Traditional farm buildings were the most numerous type of building in the countryside, contributing to local distinctiveness and sense of place for visitors and local people alike, providing habitats for wildlife and offering a range of uses that benefited local economies and communities. The Kent Farmsteads Guidance provided landowners, planners and applicants with simple guidance for understanding the key issues to inform sustainable development including conversion, new build and the provision or restoration of habitats.

(2) The Guidance would help to achieve two of the ambitions in Bold Steps for Kent: *'To help the Kent economy grow'* and *'To put the citizen in control'*. It would also help to achieve the aims of the Kent Environment Strategy, particularly *Theme 3: Valuing our Natural, Historic and Living Environment*, by helping to find sustainable uses for historic farms.

(3) The *National Planning Policy Framework (NPPF)* emphasised the delivery of sustainable development whilst stressing the importance of understanding local character and distinctiveness in determining planning applications, plan-making and decision-taking, as well as local economic and community circumstances; it noted the importance of landscape character assessment in helping to deliver this.

(4) The Kent Farmsteads Guidance was subdivided into six parts summarised in Appendix 1 to the report. The Guidance aimed to inform and achieve the sustainable development of farmsteads, including their conservation and enhancement. It could also be used by those with an interest in the history and character of the county's landscape and historic buildings, and the character of individual places. Traditional farmstead groups and their buildings were assets which made a positive contribution to local character.

(5) It provided a framework for assessing and understanding the character of farmsteads in Kent. It was intended to speed up the planning process for proposals within historic farmsteads and to avoid wasted time and money through the submission of schemes which might be found unsuitable. In line with the NPPF it aimed to facilitate sustainable development, indicating where development might be appropriate whilst retaining and enhancing the character of the environment.

(6) Initial consultation with stakeholders took place at a workshop in January 2010. The Guidance documents were extensively redrafted and simplified following the consultation. They were also updated during 2012 to reference the new NPPF. The Guidance was adopted by the Kent Downs AONB Joint Advisory Committee in 2012. Now that the NPPF and Duty to Co-operate were fully in place it was appropriate to bring the Guidance to Cabinet Committee for endorsement. It was intended to launch the Guidance jointly with Kent Downs AONB at a stakeholder event in late June or early July 2013. A joint press release would be prepared and presentations would be made to key bodies.

(7) RESOLVED that:-

- (a) the Cabinet Member for Transport & Environment be recommended to formally endorse the Guidance by Kent County Council, in order to encourage its use by landowners, applicants and planners and to achieve the aim of promoting sustainable development; and
- (b) as KCC was no longer able to adopt supplementary planning guidance, the Cabinet Member for Transport & Environment recommends the adoption of the Guidance by the district planning authorities and Medway Council as supplementary planning guidance to their local plans.

**8. Variation of Traveller pitch allocations policy for Coldharbour Gypsy & Traveller site, Aylesford - Decision No. 13/00047**

*(Item B3)*

(1) The report proposed that the allocation of seventeen of the new pitches on the twenty-six pitch new site at Coldharbour should be allocated on a different basis to the standard allocation policy agreed by KCC last year. Nine families already lived on the site, and would remain living there. The justification for varying the standard policy was the agreement, from when the new site was first proposed, that the new pitches were primarily to meet local need, coupled with the particular local needs which existed, including from those who had established sites without prior consent, on Green Belt land and other areas of high planning constraint.

(2) The proposed variation would not prevent any other waiting-list applicants being given reasonable preference for consideration, based on the needs for accommodation which they had. It would, however, give greater priority to those with a local connection. As with any such cases, care needed to be taken that both the policy variation, and decisions made under it, complied with the various legal duties and requirements placed on one or both of the councils who were promoting the site and the proposed variation.

(3) The report set out details of the relevant history; consultations; any legal implications of the suggested action; any equalities implications of the suggested action; and options considered and dismissed – including maintaining the status quo. The Officer Scheme of Delegation was being updated so that it covered decisions on pitch allocations, as well as other matters.

(4) There was adequate justification, based on the particular planning circumstances within Tonbridge & Malling, and the history of the development of the site, for there to be a variation to the standard pitch allocation policy for the new Coldharbour pitches, and that the variation proposed was the most proportionate option available.

(5) RESOLVED that the Cabinet Member for Transport & Environment be recommended to vary the Traveller pitch allocations policy for Coldharbour site, Aylesford as set out in Appendix A to the report.

**9. Kent County Council's submission to the Airports Commission on proposals for providing additional airport capacity in the longer term in line with 'Bold Steps for Aviation'**

*(Item B4)*

(1) The report set out an overview of the proposed content of Kent County Council's submission to the Airports Commission on proposals for providing additional airport capacity in the longer term. Kent County Council's submission to the Airports Commission would be considered at Cabinet on 15 July 2013 and submitted to the Airports Commission by 19 July 2013 deadline. The submission would meet the technical requirements of the Airports Commission's Guidance Documents and would be in line with the principles of Kent County Council's discussion document 'Bold Steps for Aviation' (May 2012 with revisions July 2012).

(2) The Airports Commission would report to Government on short and medium term options for how to make the best use of existing airport capacity in an interim report in December 2013. The purpose of the report was to assist in shaping Kent County Council's submission to the Airports Commission on potential long term options. The Airports Commission had published two guidance documents for submitting proposals for additional airport; and had released a series of discussion papers and invited comments from stakeholders and interested parties to establish whether there was a need for additional airport capacity; and the nature, scale and timing of that need. At the same time, the Airports Commission had invited proposals for making the best use of existing airport capacity in the short and medium terms (next five to ten years) by 17 May 2013. Kent County Council responded with a submission that was in line with 'Bold Steps for Aviation', and the measures recommended were set out in the report.

(3) The Airports Commission was currently inviting proposals for providing additional airport capacity in the longer term by 19 July 2013. Submissions needed to follow the technical requirements specified in the two Airports Commission Guidance Documents. It was proposed that in order to oppose the likely proposals for a new hub airport in the Thames Estuary, Kent County Council submit a proposal in line with 'Bold Steps for Aviation' for an alternative solution, the details of which were set out in the report. The Airports Commission was specifically requesting proposals for providing additional airport capacity in the longer term.

(4) RESOLVED that the proposed content of Kent County Council's submission to the Airports Commission on proposals for providing additional airport capacity in the longer term, prior to further discussion at Cabinet on 15 July 2013, be supported and recommended to the Cabinet Member for Transport and Environment.

**10. Westwood Relief Strategy - widening of Poorhole Lane and associated junction improvements - Decision No.13/00049**  
*(Item B5)*

(1) Kent County Council (KCC) and Thanet District Council (TDC) had been working together to improve the local economic condition by developing employment opportunities for Thanet's residents. The growth of Westwood Town Centre with the Westwood Cross Retail Development and Canterbury Christ Church University Campus had helped the local economy and created a significant number of jobs for local people.

(2) The developments, however, had led to severe congestion at peak times during weekdays and Saturdays at the Westwood Roundabout as the intersection point of roads between Ramsgate, Broadstairs and Margate and at the heart of Westwood

Town Centre. As a result, traffic was experiencing severe delays on Westwood Roundabout and the approaching roads, and the local community and businesses had raised considerable concerns about the impact of the severe congestion on their quality of life and business

(3) KCC and TDC had developed a congestion relief strategy for Westwood and Thanet area and the proposed scheme for the improvement of Poorhole Lane was an important element of Phase 1 of that strategy. The strategy plan and the scheme for the improvement of Poorhole Lane and associated junctions, shown as an outline design together with land acquisition requirements, on Drg No. A3/KHS/PL/BID/106 Rev0 were attached to the report.

(4) Following a successful bid to the Department for Transport (DfT) for Local Pinch Point funding, the Transport Secretary had awarded £1.562m towards the overall cost of the scheme. S106 contributions had been secured for the remainder of the estimated scheme cost of £2.242m. KCC must proceed rapidly to conclude negotiations with landowners to secure the necessary land and progress the scheme design. A condition of DfT funding was that the scheme must be completed by 31 March 2015.

(5) Narrow strips of frontage land needed to be acquired. Discussions with landowners had indicated an in principle willingness to sell the land to KCC by voluntary negotiation. The very welcome support for the scheme needed to be confirmed by the completion of negotiations on purchase price and the formal transfer of the land to KCC.

(6) Margate Road and Westwood Road were likely to be key utility corridors and identifying the impacts of the proposed roundabout junctions and any required diversions or protection measures would be important aspects of scheme cost and programme. Scheme cost, construction procurement and construction period were key factors in affordability and target end date delivery and those aspects would be considered in detail in the coming months as the detailed design was progressed by Amey – the new engineering and transportation term consultant.

(7) The approval of Pinch Point funding was a welcome acknowledgement of the efforts being made by KCC and TDC to implement the traffic relief strategy for Westwood. The funding deadline was challenging and it was therefore important that KCC made urgent progress on securing the land and developing the detailed design.

(8) RESOLVED that the Cabinet Member for Transport & Environment be recommended to:-

- (a) approve the scheme for the improvement of Poorhole Lane and associated junctions shown as an outline design together with land acquisition requirements on Drg No. A3/KHS/PL/BID/106 Rev0 for land charge disclosures and development control;
- (b) give approval to progress the scheme for the improvement of Poorhole Lane and associated junctions shown as an outline design on Drg No. A3/KHS/PL/BID/106 Rev0 including any ancillary works such as drainage and environmental mitigation;

- (c) give approval for Legal Services to complete the acquisition of the land required to deliver the scheme for the improvement of Poorhole Lane and associated junctions shown indicatively on Drg No. A3/KHS/PL/BID/106 Rev0 including, but not limited to, any ancillary works such as drainage and environmental mitigation on terms to be agreed by the Director of Property and Infrastructure Support, and
- (d) give authority for the S151 Officer to formally accept the DfT Pinch Point funding other when received and subject to being satisfied with the terms and conditions.

**11. Environment, Highways & Waste Forthcoming Executive Decisions - current entry**  
*(Item B6)*

RESOLVED that the current entry in the Forthcoming Executive Decisions for Environment, Highways and Waste be noted.

**12. Enterprise & Environment 2012/13 end of year Business Plan outturn monitoring and Directorate Dashboard**  
*(Item C1)*

- (1) The Business Plan outturn monitoring provided highlights of the achievements against Business Plan priorities and actions during the financial year, and the Directorate Dashboard showed progress made against targets set for Key Performance Indicators alongside movements for Activity.
- (2) One of the roles of the Cabinet Committees was to review the performance of the services which come under the remit of the Committee. The Business Plan monitoring and Directorate Dashboard were provided to assist the Committee in its role in relation to reviewing performance.
- (3) A full monitoring exercise of priorities and actions included in Divisional Business Plans was conducted at the end of the financial year, with the aim of identifying achievements and also where actions were not completed. A summary report of the findings of the Business Plan outturn monitoring for the Enterprise and Environment Directorate was attached as Appendix 1 to the report.
- (4) The Enterprise and Environment Directorate Dashboard, attached as Appendix 2 to the report, included end of year results for the Key Performance and Activity Indicators included in the 2012/13 Business Plan. Each Key Performance Indicator is shown with a Red/Amber/Green (RAG) status, based on progress to the Target set. A Direction of Travel (DOT) was also provided for Key Performance Indicator to show whether performance had improved or not against the previous year result.
- (5) Mr Eddy queried how the rating of Green against the Business Plan Priority for Improving Customer Experience and Satisfaction could be reconciled with the detailed satisfaction results shown in Appendix 2 to the report. Mr Hall responded that the Green reflected the overall position which was generally good, but that there were some specific issues to be addressed within the detail.

(6) Mrs Hohler requested clarification why the number of schemes reported under the Member Highway Fund was different from information provided at a previous Member briefing. Mr Hall offered to find out the answer and respond in writing following the meeting.

(7) There was further discussion on the Highway Tracker survey, and Mr Hall offered to provide a more detailed briefing at a later date to those Members who were interested.

(8) Mr Chittenden asked about the Lorry Watch under the Freight Action Plan. Mr Hall confirmed that the scheme in Leeds and Langley was the only one currently in operation, but that other schemes were being looked at.

(9) Mr Baldock commented on the on-line Fault reporting tool and stated that although faults were being closed down on this system as completed, he knew of cases where no action had been taken. Mr Hall offered to provide further details on the system and the processes that support it at the same briefing previously offered in relation to the Tracker Survey.

(10) Mr Harrison commented that the number of apprenticeships in the Enterprise workforce could be higher. Mr Hall responded that numbers were likely to increase as the scheme had been very successful with good outcomes for those apprentices taken on.

(11) RESOLVED:-

(a) that a general briefing on the Highways and Transport Division be offered to the members of the Committee to explore in more detail the questions raised at the meeting; and

(b) that the report be noted.

### **13. Cabinet Member's and Corporate Director's Update (Oral report)**

*(Item D1)*

(1) Mr Brazier and Mr Austerberry gave verbal reports on the following issues:-

Mr Brazier

*Highways & Transportation* – Kent Lane Rental Scheme (KLRS) Update; Annual Resurfacing Programme (Repair & Renewal) 2013/14; Safe and Sensible Street Lighting Initiative; and Drainage

*Planning & Environment* – Local Pinch Point Fund; Aviation; Rail; and Minerals & Waste IMG

*Regeneration* – Cyclopark

Mr Austerberry

Consultations on the Local Plan Proposals; National Grid's proposal to lay a high voltage electricity cable under the sea between Zeebrugge & Richborough; Public

Inquiry into the A21 Tonbridge to Pembury dualling; Sandwich Town Tidal Flood Defence Scheme; Household Waste Recycling Centres & Transfer Stations network; Joint Waste Projects; and changes to programme of waste.

- (2) RESOLVED that the updates be noted and copies circulated to Members of the Committee.

#### **14. Pothole Find & Fix Update**

*(Item D2)*

(1) The report provided an update on the progress with the Find and Fix programme, which was tackling the pothole damage caused by the severe winter weather. Following one of the wettest years and coldest winters recorded, an increase in potholes was inevitable. Highways and Transportation therefore prepared for a pothole blitz by developing an in-house process with the term contractor to run a find and fix programme with support from local sub-contractors.

(2) The programme of works was ongoing and Enterprise had almost doubled the number of crews out fixing the County's roads with an additional 30 local sub-contractors dedicated to the Find and Fix programme. At the time of drafting the report, a total of 1823 find and fix jobs had been ordered and 1041 of those had been completed. It was estimated that more than 20,000 potholes had been fixed across the county since the programme began.

(3) The number of public enquiries received each week relating to potholes was recorded and was a good county-wide indicator of state of pothole damage. Although pothole enquiry numbers had been high this year, there were 50% fewer than in 2010/11. As well as the Find and Fix work, this year would include another round of resurfacing and surface treatment schemes to further protect the network from future winter damage. The report included a graph which compared pothole enquiry levels over the last two years, and demonstrated that the Find and Fix programme had been successful.

(4) It was always the aim to complete a first-time permanent repair, and with so much more work being carried out supervision resource had been increased to help maintain quality control.

(5) An additional £1.2M of funding was provided and spent on the pothole Find and Fix programme at the end of last financial year. A further £1.2M had been spent on the programme this financial year against a current total estimated spend for 2013/14 of £3M.

- (6) RESOLVED that the contents of the report, be noted.

#### **15. DfT Consultation on options for a new Lower Thames Crossing**

*(Item D3)*

*(Mr B J Sweetland, Local Member, was in attendance for this item and took part in the debate)*

(1) On 21 May 2013, the Department for Transport (DfT) launched a consultation on the need for, and options for, a third Lower Thames Crossing. The consultation



closed on 16 July 2013. In arriving at the decision that a new crossing option was required and the three corridor options, the DfT had drawn on a considerable number of studies that had been undertaken over the last few years as well as seeking advice from a Stakeholder Advisory Panel. KCC had been represented at director level on the Stakeholder Advisory Panel and had fully engaged throughout the early scheme feasibility stage with the prime objective of seeking delivery of the project at the earliest opportunity. The report summarised the considerable evidence issued as part of the consultation. The County Council's Cabinet would be discussing a response to the DfT's consultation at their meeting on 15 July 2013.

(2) The existing Dartford-Thurrock crossing was the only river crossing to the east of London. It had provided a vital north-south connection since the west tunnel opened in 1963 and was a key link for journeys to and from Europe, within London and the south east and to/from the rest of the UK. Government was clear that the existing Dartford – Thurrock Crossing was over capacity. It was also clear that even after the introduction of free-flow tolling in October 2014, traffic volumes and delays would continue to increase both at the crossing and its approaches, and that the cost to the UK economy in terms of reduced productivity and constrained growth would be exacerbated. Section 2 of the annex to the report set out the evidence supporting the position.

(3) The DfT had launched a consultation on three potential corridor options with one of the options having a suggested variation. The three options were set out in Appendix A to the report. Each option would provide two lanes for traffic in each direction and could be one of three structure types: bridge, immersed tunnel or bored tunnel. An immersed tunnel involved excavating a trench on the riverbed and dropping a tube structure into it. A bored tunnel was literally a circular tunnel bored at depth below the riverbed without removing the ground above it.

(4) An assessment included in the report presented an overview of the benefits and impacts likely to arise from each of the corridor options. Overall, each option was deemed feasible to build and connect into the existing road network; was likely to offer benefits in excess of the costs; and was likely to deliver the following, albeit to varying extents:

- Increase traffic levels crossing the lower Thames;
- Reduce congestion and improve journey times on the existing crossing;
- Provide large benefits to business users;
- Increase the population experiencing noise; and,
- Lead to some relocation of jobs eastwards from London.

The relative merits and disbenefits of each corridor option was summarised in Table 3 of the report.

(5) During debate officers responded to comments and questions from Members relating to the following issues:-

- the removal of tolls which should be supported
- the effects of air pollution on children's health
- in the response to Government the views of Essex County Council should be supported
- the impact on freight transport

- more detail of route

(6) Members were informed that a briefing for all Members had been arranged for Monday, 24 June between 3.45pm – 5.00pm in the Seminar Lecture Theatre, Sessions House.

(7) RESOLVED that the content of the report and appendices which summarised the current Department for Transport consultation on corridor options for a new Lower Thames Crossing, be received and noted.

From: **David Brazier, Cabinet Member – Transport & Environment**

**John Burr, Director of Highways & Transportation**

To: **Environment, Highways & Waste Cabinet Committee – 3 October 2013**

Decision No: **13/00063**

Subject: **Updated Policy for 20mph limits and zones on Kent County Council's roads**

Classification: **Unrestricted**

**Past Pathway of Paper:** EHW Cabinet Committee, 4 July 2012

**Future Pathway of Paper:** For Cabinet Member Decision

**Electoral Division:** All electoral divisions

**Summary:** This report presents national and local evidence on the benefits of 20mph schemes and recommends a new policy that the County will seek to implement 20mph schemes when there are clear road safety or public health benefits. Any locally supported schemes that cannot be justified in these terms can still be implemented via the Member Highway Fund providing they are implemented as set out in Department for Transport Circular 01/2013.

**Recommendation(s):**

The Environment, Highways & Waste Cabinet Committee is asked to comment on a new policy on 20mph schemes which the Cabinet Member for Environment, Highways & Waste is minded to introduce:

(i) implement 20mph schemes where there is clear justification in terms of achieving casualty reduction as part of the on-going programme of Casualty Reduction Schemes.

(ii) identify locations for 20mph schemes which would assist with delivering targets set out in Kent's Joint Health and Well Being Strategy.

(iii) enable any schemes that cannot be justified in terms of road safety or public health benefits but are locally important to be funded via the local County Councillors Member Highway Fund. All schemes must meet implementation criteria as set out in DfT Circular 01/2013.

## **1. Introduction**

1.1 At the 4th July 2012 meeting of this Committee an update was given on work Highways & Transportation were carrying out in developing a new policy on the implementation of 20mph schemes in Kent. This work included a trial of speed reduction measures outside schools in Maidstone which involved both formal and advisory 20mph schemes. The results of these trials were

intended to assist in the formulation of a new policy. At the meeting it was agreed that a new policy would be adopted once the trials had been evaluated. These trials have now been concluded and the results are contained within this report, along with other research and evidence.

- 1.2 As a result of this project Members are requested to agree an updated policy on the implementation of 20mph speed limits and zones. A new policy is required to respond to updated Government guidance on the setting of local speed limits which was issued in January 2013 and to campaigns both nationally and locally to introduce blanket 20mph in all residential areas.

## **2. Bold Steps for Kent and Policy Framework**

- 2.1 This policy will feed in to the new Road Casualty Reduction Strategy which is being developed by Highways & Transportation to assist with meeting targets set out in Bold Steps for Kent and delivering the priorities set out in Growth Without Gridlock (GWG). Within GWG road safety is stated as a constant priority for central and local government. The recommendations made in this report will assist in meeting targets set out in Kent's Joint Health and Wellbeing Strategy. This decision relates to Kent's Local Transport Plan which is in the Council's Policy Framework.

## **3. Background**

- 3.1 In recent years the demand for the implementation of 20mph schemes has been increasing in response to both local and national campaigns. A number of petitions have been submitted in recent years to Joint Transportation Boards requesting implementation of 20mph schemes. The Times newspaper has been running a national campaign encouraging local authorities to make 20mph the default speed limit in residential areas where there are no cycle lanes. This follows the tragic death of one of their reporters in a road traffic crash. A national campaign "20's Plenty Where People Live" actively promotes 20mph limits in residential and urban areas. In the 2011 British Social Attitudes Survey 73% of the public favoured 20mph limits in residential areas. A number of Highway Authorities have adopted policies introducing blanket 20mph limits in their town and cities.
- 3.2 KCC has been implementing 20mph schemes in Kent and has 50 schemes covering over 800 roads. In addition, all new residential developments are designed to keep traffic at 20mph although they are not always signed as such to avoid unnecessary sign clutter. The County's current policy allows the introduction of 20mph schemes at any location where such measures can be justified in crash savings terms or via the Member Highway Fund (MHF) providing they meet implementation criteria as set out in DfT Circular 01/2013.
- 3.3 In both 2006 and 2008 the County Council considered proposals to introduce a Kent-wide policy of 20mph limits outside all schools. On both occasions the County Council agreed not to adopt a county-wide policy and retained its existing policy of implementing them at specific locations where there was a clear and justifiable need.
- 3.4 The DfT published new advice on the implementation of 20mph schemes in its circular 01/2013 in January 2013. Page 20 contains guidance on the setting of

local speed limits. There are two distinctly different types of 20mph speed restrictions which are *limits*, which rely solely on signing, and *zones* which require traffic calming to reduce speeds. Highway Authorities have powers to introduce 20 mph speed limits that apply only at certain times of day. These variable limits may be particularly relevant where a school is located on a major through road that is not suitable for a full-time 20 mph zone or limit.

### 3.5 The following is a summary of the Government's guidance on the implementation of 20mph schemes

- Successful 20mph limits and zones are generally self-enforcing.
- Self-enforcement can be achieved either, by the existing road conditions or using measures such as signing or traffic calming to attain mean speeds compliant with the speed limit.
- To achieve compliance there should be no expectation on the Police providing additional enforcement unless explicitly agreed.
- The full range of options should be considered before introducing 20mph schemes.
- Zones should not include roads where motor vehicle movement is the primary function.
- While the Government has reduced the traffic calming requirements in zones they must be self-enforcing and include at least one physical traffic calming feature such as a road hump or build out.
- 20mph limits are generally only recommended where existing mean speeds are already below 24mph.

## 4. Primary School Speed Reduction Scheme Trials

4.1 In response to a petition submitted to the Maidstone Joint Transportation Board on the 28<sup>th</sup> July 2010 requesting the County Council implement blanket 20mph limits outside all schools and residential areas it was agreed to run a trial of low cost speed management schemes outside a number of Primary Schools in Maidstone. This trial, funded by local Members via their Highway Fund, included both formal and advisory 20mph schemes aiming to provide local evidence as to whether 20mph schemes near schools could provide cost effective road safety benefits. The proposed trial was limited to primary schools within 30mph speed limits. The following schemes were in operation by the end of October 2012:

- Broomfield Primary School - Experimental (up to 18 months) TRO 20mph at B2163 Leeds and (from George PH to just north of bend by the churchyard).

- Lenham Primary School - Advisory 20mph during school hours (using static signs and flashing lights) combined with a campaign to publicise this at Ham Lane, Lenham (Malt house Lane to Cherry Close).
- St. Francis Primary School - Advisory 20mph limit at school times using interactive VAS signs in Queens Road.
- Hunton Primary School - Minor signs and lines enhancements within current speed limit along West Lane.
- South Borough Primary School - Experimental (up to 18 months) 20mph TRO with four vehicle activated signs within existing 30mph limit at Postley Road, Maidstone.
- Allington Primary School - Control site included in pre and post evaluation at Hildenborough Crescent.

When the trial began it was agreed that the success criteria would be:

- change of perception of the perceived road safety danger to children on roads adjacent to schools as perceived by various groups to include Members, general road users, residents, and school users;
- change of perception of the perceived traffic speeds adjacent to schools as perceived by various groups to include Members, general road users, residents, and school users;
- influence a modal shift of journeys to schools;
- a manageable impact on traffic speed and Police enforcement requirements, and an
- increase in motorists' awareness to travel at appropriate speed outside schools.

## 5. Results of Primary School Speed Reduction Scheme Trials

5.1 Speeds outside the schools were surveyed prior to implementation, then after three and nine months. After three months the initial results were positive and in line with Government advice that 20mph limits without traffic calming generally reduce mean speeds by about 1mph.

5.2 After 9 months any benefits had mostly disappeared and perversely in most locations overall speeds had actually increased. The actual differences in speeds are very low and can be attributed to seasonal variation; both the 'before' and 3 month 'after' speeds were measured in the autumn and winter whereas 9 month 'after' speeds were measured in the summer when speeds tend to be slighter higher due to better weather. It should be noted that actual speeds during school peak periods (8am to 9am & 3pm to 4pm) are between 6% & 20% lower than the overall daily average. The mean speeds at the schools at peak periods varied between 21mph to 25mph, which would generally meet the DfT criteria for a signed, only 20mph limit at school times.

- 5.3 Before and after questionnaires to capture the perception and opinion of respondents on the schemes were devised together with a local research company. A quantitative approach was adopted to the questionnaire design to allow easy codifying, although qualitative responses were received on some surveys and, where practical, these have been incorporated in the analysis.
- 5.4 The following groups were surveyed:
- a) Year 5 pupils in Feb 2012; latterly Year 6 in May 2013.
  - b) Parents, School Staff and Governors.
  - c) Local Residents – those in the immediate vicinity of the focus school.
- 5.5 The results are very mixed. In the majority of cases the perception is that safety has been improved, albeit very slightly from the *before* levels. These schools were originally identified to be part of the trials as the school or local community had raised concerns over the speed of the traffic. However the results of the perception surveys *before* and *after* tend to indicate that the main safety concerns are not with the speed of the traffic, but with parents parking and the congestion this causes which actually contributes to keeping overall speeds low at school times.
- 5.6 No conclusions can be made with respect to the personal injury crash records at the schools. In all but one of the schools (at Lenham there was one crash recorded at school times) in the three years prior to the implementation of the trials no personal injury crashes had occurred during school times. The County currently holds validated crash data up to the end of June 2013 and no crashes have been recorded since the schemes were implemented.

## **6. Evidence of the effect of 20mph schemes**

- 6.1 Evidence shows that schemes which combine 20mph limits with traffic calming measures to reduce speeds have proved very successful in reducing casualties by around 40% to 60%. When only signing has been used the overall benefits are significantly less.
- 6.2 A report published by The Royal Society for the Prevention of Accidents on the installation of 20mph schemes concluded “The evidence supports the effectiveness of 20mph zones as a way of preventing injuries on the road. There is currently less experience with 20mph limits although they have generally been positive at reducing traffic speeds. They do not reduce traffic speeds as much as zones.”
- 6.3 The DfT states there is clear evidence of the effect of reducing speeds on the reduction of collisions and casualties, as collision frequency is lower at lower speeds; and where collisions do occur, there is a lower risk of fatal injury at lower speeds. Research shows that on urban roads with low average traffic speeds a 1mph reduction in average speed can reduce the collision frequency by around 6%. 20mph limits without traffic calming generally reduce mean speeds by about 1mph. There is clear evidence confirming the greater chance of survival of pedestrians in collisions at lower speeds. Important benefits of 20mph schemes include quality of life and community

benefits, and encouragement of healthier and more sustainable transport modes such as walking and cycling.

- 6.4 A review of the first 230 20mph zones in England, Wales and Scotland indicated that average speeds reduced by 9mph, annual crash frequency fell by 60%, reduction in child accidents was 70%, and there was a reduction in crashes involving cyclists of 20%. Traffic flow in the zones was reduced on average by 27%, but the flows on the surrounding roads increased by 12%. There was generally little measured crash migration to surrounding roads outside the zone.
- 6.5 The current safety record of the existing 20mph schemes in Kent which are a mix of both limits and zones shows that casualties recorded on 20mph roads in Kent as a proportion of all roads are 2% less than the national average.

## **7. Environmental Impact**

- 7.1 There is no direct relationship between fuel economy and posted speed limits. The impact of 20mph schemes depends entirely on changing driver's actual behaviour and speed. Research suggests that lower speeds can actually increase emissions and at best there is unlikely to be any effect. What is clear is that free flowing traffic makes for the best conditions for the lower emissions and maximum fuel efficiency. 20mph schemes that encourage modal shift to walking and cycling and encourage slower, smoother, more considerate driving should result in a reduction in carbon emissions. Schemes that introduce physical traffic calming measures are likely to reduce fuel efficiency and increase emissions as they can encourage stop / start driving.
- 7.2 The Environment Act 1995 Part IV introduced new responsibilities for local authorities relating to air quality management. The approach authorities should follow is set out in the Nation Air Quality Strategy (NAQS) published in 1997 and updated in 2000. Road transport is a major source of pollutants, therefore the reduction of emissions from traffic through implementing traffic schemes plays an important role in meeting the objectives of the NAQS.

## **8. Public Health**

- 8.1 From 1<sup>st</sup> April 2013 Kent County Council became responsible for a number of Public Health functions. One of these is the Health Improvement for the population of Kent – especially for the most disadvantaged. One of the areas identified in Kent's Joint Health and Wellbeing Strategy where Kent needs to do better and is performing worse than the national average is in obesity in adults. There is evidence that 20mph schemes do encourage healthier transport modes such as walking and cycling as in Bristol where preliminary results indicate increases in levels of walking and cycling of over 20%. An increase in the implementation of 20mph schemes could assist in the outcome of reducing obesity in adults and children in Kent and improving the overall health of the population.
- 8.2 The Department of Health asked the National Institute for Health and Clinical Excellence (NICE) to produce public health guidance on preventing unintentional injuries to those aged under 15 on the road. This guidance "NICE Public Health Guidance PH 31: Preventing unintentional road injuries among under-15" focuses on road design and modification. Recommendation



3 relates to measures to reduce speed and is targeted at Local highways authorities. In respect to 20mphs their recommendations were:-

- Introduce engineering measures to reduce speed in streets that are primarily residential or where pedestrian and cyclist movements are high. These measures could include;

speed reduction features (for example, traffic-calming measures on single streets, or 20 mph zones across wider areas);

changes to the speed limit with signing only (20 mph limits) where current average speeds are low enough, in line with Department for Transport guidelines.

- Implement city or town-wide 20 mph limits and zones on appropriate roads. Use factors such as traffic volume, speed and function to determine which roads are appropriate.

## **9. Legal implications**

9.1 The 1988 Road Traffic Act (Section 39) puts a Statutory Duty on the local authority to undertake studies into road accidents, and to take steps both to reduce and prevent accidents. This duty is currently enacted as part of our Casualty Reduction Programme where Highways & Transportation analyse all crashes that have occurred in the last three years and implement measures targeted at those locations where the maximum reduction can be achieved for the lowest cost. The current 20mph policy clearly aligns with this duty as 20mph schemes are implemented at any location where such measures can be justified in terms of crash savings.

9.2 The Equality Act 2010 (Disability Discrimination Act) sets out clear principles for the way in which public services should meet the needs of their customers, including disabled people. Specifically there is a duty to ensure that all reasonable measures have been taken to understand and accommodate their requirements inclusively and fairly. Highways play a vital part of providing the opportunities for people to move around safely and independently ensuring schemes are delivered which improve accessibility for the elderly, vulnerable road users and disabled people.

9.3 In general to avoid liability it is incumbent on the County Council to make balanced decisions on the setting of speed limits taking into account such social issues as health and obesity, environmental issues as noise and air pollution and especially have regard to the needs of disabled people, elderly people and people of all genders.

## **10. The Views of Kent Police on 20mph Schemes**

10.1 Kent Police will not support 20mph speed limits unless the average speed of vehicles is 24mph or less, as research has shown that signed only 20mph limits where natural traffic calming is absent have little or no effect on traffic speeds and did not significantly reduce accidents.

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

10.3 With regard to enforcing 20mph speed limits or zones, Kent Police policy is not to routinely enforce them as they should be self-enforcing by design. The Police will respond on an intelligence led basis if there is a particular high risk issue identified, such as a motorist who regularly drives at very high speed through the area, providing that the speed limit or zone has been implemented to the current guidance/legislation.

## **11. Financial Implications**

11.1 Currently 20mph schemes are funded either from the County's Casualty Reduction Programme or via the Members Highway Fund. The total Casualty Reduction Programme budget for 2013/14 for new schemes was £800k which goes to fund many different types of safety engineering measures across the county. The CRM programme is assessed every year, based on the annual crash cluster site reviews and route studies, and funding is allocated to those schemes which are predicted to achieve the maximum casualty reduction for the lowest cost.

11.2 Members can already fund 20mph schemes via their Members Highway Fund providing they meet with current DfT criteria. The 2013/14 budget for the MHF is £2.2m of which each member gets £25k minus fees to spend on any highway improvement scheme they deem necessary. In the last few years members have funded eight 20mph schemes at a cost of £120k.

11.3 The cost of any 20mph scheme will vary due to the location and objectives of the scheme. It is estimated that the typical capital cost of a 1km length of 20mph speed limit (signing only) is £1,400 and a 1km length of 20mph zone (including traffic calming) is £60,000. The capital cost is made up of the installation of the signs, posts and associated traffic calming measures. There are revenue costs associated with any scheme that will need to be considered which include the Traffic Regulation Orders, design, consultation, engagement, marketing, monitoring, on-going maintenance of infrastructure and enforcement.

11.4 As every scheme is unique in terms of locality issues it is very difficult to give a robust cost estimate as to how much it would be to implement a blanket 20mph limit or zone across Kent. However, a crude estimate based on the costs quoted above and the assumption that they would only apply to unclassified urban roads, the capital costs of a blanket limit across Kent could be around £3.4m. For a blanket zone across Kent (with calming measures) the capital cost could be over £146m. Assuming a typical scheme design fee of 15%, the initial revenue costs could be £510k for a limit and £22m for a zone. No estimate has been made for the on-going maintenance or monitoring of any blanket scheme and the additional enforcement costs to Kent Police.

11.5 These figures are likely to be an overestimate and would probably be spread over a number of years, but they do give an indication of the approximate overall quantum of funding required. Page 16 Members were minded to adopt a

blanket 20mph policy. If the new policy was adopted costs would continue to be borne by existing CRM, MHF and general highways maintenance funding streams and from KCC's Public Health budget.

## **12. Conclusions**

- 12.1 As with many highway issues there is no national prevailing view as to the policy a local Highway Authority should adopt regarding 20mph schemes. The issues are complex and there are many pros and cons to the various options as discussed in this report.
- 12.2 The evidence presented does give some clear indicators that the benefits of 20mph zones are much more effective than signed only limits, providing greater speed and casualty reductions. This comes at a price in that they will generally require some physical traffic calming measures which will be more expensive than signed only limits, and they can create environmental problems such as increased emissions, vibrations and noise. Experience in Kent over the last few years has shown that once traffic calming has been installed it can become very unpopular. Whilst calls for the introduction of blanket 20mph schemes are heard, the costs involved in installing blanket 20mph across Kent are prohibitive and, given current financial restraints, the existing philosophy of introducing bespoke targeted road safety schemes is a more efficient way of achieving casualty reduction.
- 12.3 The results of the trials conducted outside several primary schools in Maidstone show that speeds outside these schools at picking up and dropping off times are already low and would meet with DfT criteria for a signed only 20mph limit. However it was shown the installation of a limit has very minimal impact on actual speeds which is compatible with DfT advice on limits. Perceptions of the people affected by the schemes have been generally positive, however, the benefits were very minimal and the surveys indicated that parking and congestion were actually their greatest road safety concern. The proposal of installing 20mph limits outside all schools in Kent has been debated by the County Council in 2006 & 2008 where it was concluded on both occasions to continue implementing 20 mph schemes at locations where there was a clear and justifiable need for the scheme. Since these debates there is no clear national or local evidence which suggests a change in policy would be beneficial to Kent.
- 12.4 The County Council does receive criticism concerning its road safety intervention criteria which is based on targeting areas where there are already existing raised levels of personal injury crashes. As part of the new Road Casualty Reduction Strategy currently under development a new model is being investigated that would take into account risk factors, as opposed to simple crash statistics. This potentially will lead to road safety schemes being promoted where minimal or even no crashes have occurred and could include 20mph schemes. This Strategy will be reported to the December meeting of this Committee.
- 12.5 The benefits of 20mph schemes can also help with tackling public health issues such as obesity and asthma by encouraging more walking and cycling. They can also help people move around more safely and independently improving accessibility for the elderly, vulnerable road users and disabled people. With Kent County Council now responsible for the Health

Improvement of its population a greater use of 20mph schemes for this purpose alone should be promoted.

12.6 The DfT give clear guidance as to how 20mph schemes should be implemented and requirements for signing, lining and associated traffic calming measures in circular 01/2013. Kent Police, who are responsible for the enforcement of speed limits and a statutory consultee when implementing speed limits, clearly support this guidance, as do NICE. As part of this policy it is not recommended that Kent deviates from this national guidance when agreeing how a 20mph scheme should be implemented. In a recent High Court case it was ruled that a local Highway Authority did not have a lawful justification for departing from the relevant national guidance with respect to the use of tactile paving and based on this ruling there is no justification for Kent not adopting 01/2013 when implementing 20mph speed limits.

12.7 Taking in to account all the evidence gained from current local and national experiences there is insufficient evidence to recommend KCC adopts a blanket policy for the implementation of 20mph schemes. It is proposed that the County Council continues with its policy of implementing 20mph schemes where there is clear justification in terms of achieving casualty reduction as part of the on-going programme of Casualty Reduction Schemes. However, in addition it is now proposed to identify where 20mph schemes can be implemented that would encourage more walking and cycling notwithstanding the casualty record. This will assist with delivering targets set out in Kent's Joint Health and Well Being Strategy.

12.8 Any scheme that cannot be justified in terms of its road safety or public health benefits but is locally important can still be funded via the local County Councillors Member Highway Fund, providing they meet implementation criteria as set out in DfT Circular 01/2013.

### **13. Recommendation(s)**

The Environment, Highways & Waste Cabinet Committee is asked to comment on a new policy on 20mph schemes which the Cabinet Member for Environment, Highways & Waste is minded to introduce:

(i) implement 20mph schemes where there is clear justification in terms of achieving casualty reduction as part of the on-going programme of Casualty Reduction Schemes.

(ii) identify locations for 20mph schemes which would assist with delivering targets set out in Kent's Joint Health and Well Being Strategy.

(iii) enable any schemes that cannot be justified in terms of road safety or public health benefits but are locally important to be funded via the local County Councillors Member Highway Fund. All schemes must meet implementation criteria as set out in DfT Circular 01/2013.

### **14. Background Documents**

DfT Circular 01/2013

<https://www.gov.uk/government/publications/setting-local-speed-limits>

RoSPA Road Safety Information 20mph Zones and Speed Limits April 2012

<http://www.rospa.com/roadsafety/adviceandinformation/highway/20-mph-zones.aspx>

Speed Survey Results of School Speed Reduction Trials

<http://kent590w3:9070/documents/s42617/B1BG1part1SpeedSurveyResults.xlsx.pdf>

<http://kent590w3:9070/documents/s42618/B1BG1part2SpeedSurveyResults.docx.pdf>

Perception Survey Results of School Speed Reduction Trials

<http://kent590w3:9070/documents/s42619/B1BG2PerceptionSurveyResults.doc.pdf>

Summary of Evidence of the Effects of 20mph Schemes

<http://kent590w3:9070/documents/s42620/B1BG3SummaryofEvidence.docx.pdf>

Kent 20mph Crash Stats 2010 to 2012

<http://kent590w3:9070/documents/s42621/B1BG420mphCrashStats.xlsx.pdf>

Equality Impact Assessment

<http://kent590w3:9070/documents/s42622/B1BG5EIAScreeningGrid.docx.pdf>

## **15. Contact details**

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### **Relevant Director:**

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# KENT COUNTY COUNCIL – PROPOSED RECORD OF DECISION

**DECISION TO BE TAKEN BY:**

David Brazier, Cabinet Member for Transport & Environment

**DECISION NO:**

13/00063

**For publication**

**Subject: Updated Policy for 20mph limits and zones on Kent County Council's roads**

**Decision:**

As Cabinet Member for Transport & Environment, I agree to an updated Policy for 20mph limits and zones which will :-

- (i) implement 20mph schemes where there is clear justification in terms of achieving casualty reduction as part of the on-going programme of Casualty Reduction Schemes.
- (ii) identify locations for 20mph schemes which will assist with delivering targets set out in Kent's Joint Health and Well Being Strategy.
- (iii) enable any schemes that cannot be justified in terms of road safety or public health benefits but are locally important to be funded via the local County Councillors Member Highway Fund. All schemes must meet implementation criteria as set out in DfT Circular 01/2013.

**Reason(s) for decision:**

Evidence shows the benefits of 20mph schemes in terms of casualty reduction, but they can also help with tackling public health issues such as obesity and asthma by encouraging more walking and cycling. They can also help people move around more safely and independently improving accessibility for the elderly, vulnerable road users and disabled people.

The proposed policy promotes a cost effective way of achieving casualty reduction and assisting with delivering targets set out in Kent's Joint Health and Well Being Strategy.

**Cabinet Committee recommendations and other consultation:**

To be entered after the meeting and considered by the Cabinet Member when taking the decision.

**Any alternatives considered:**

The two alternatives considered were (1) not adopting a new policy and continuing as existing by only funding 20mph schemes where there is clear justification in terms of achieving casualty reduction or (2) blanket provision of 20mph limits and / or zones in all residential areas.

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

.....  
signed

.....  
date

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From: **David Brazier, Cabinet Member – Transport & Environment**

Agenda Item B2

**John Burr – Director of Highways & Transportation**

To: **Environment, Highways & Waste Cabinet Committee – 3 October 2013**

Decision No: **13/00061**

Subject: **Highways and Transportation Winter Service Policy for 2013/14**

Classification: **Unrestricted**

**Past Pathway of Paper:** N/A

**Future Pathway of Paper:** For Cabinet Member Decision and future Joint Transportation Board reports

**Electoral Division:** All Kent divisions

**Summary:**

Each year Highways and Transportation reviews the Council's Highways and Transportation Winter Service Policy and the operational plan that supports it in light of changes in national guidance and lessons learnt from the previous winter. This report sets out proposed amendments following the review.

**Recommendation(s):**

That the Cabinet Committee discuss and note the proposed changes to the Highways and Transportation Winter Service Policy for 2013/14.

**1. Introduction**

1 (1) The winter of 2012/13 was one of the most prolonged periods of cold weather experienced in Kent for many years. As a result of this the winter service period had to be extended for two weeks and the last salting run of the season was 27th April.

National guidance for winter service delivery by highway authorities is issued by the Department for Transport and detailed in the Code of Practice for highway authorities – Well Maintained Highways - section 13 Winter Service. The appendix to this section of the guidance –Appendix H – has been updated and amended as a result of lessons being learnt in the industry over four successive cold and snowy winters. Earlier this year a series of seminars were held across the country to publicise the new guidance and officers from H&T and Enterprise staff attended.

Much of the guidance provided has long been incorporated in the Highways and Transportation (H&T) winter service policy and plan. However some of the technical recommendations (including issues such as vehicle calibration and salt storage) will be looked at and incorporated over the next few years into the planning for the Kent winter service. Guidance on decision making for salting runs

has also been provided and a matrix has been developed for use this winter season by Winter Duty Officers.

## **2. Financial Implications**

2. (1) The allocated budget for winter service for 2013/14 is £3,299,900, £20,000 of this was allocated for the purchase of additional salt bins.

## **3. Bold Steps for Kent and Policy Framework**

3. (1) The revisions to the winter service policy meet the objectives of the Council's medium term plan for 2014/15, Bold Steps for Kent. One of the priorities of Bold Steps is to ensure that the Council gets ever greater value for money from our services and seeks more efficient provision of those services. The proposals for the winter service policy support this approach. Working in partnership with other authorities contributes towards achieving a better service and value for money for Kent residents.

3. (2) Putting the citizen in control will be achieved by continuing to provide salt bags to parishes who request them. Salt bins will continue to be provided across the county. Advice on how people in the Kent community can self help during winter conditions will also be included on the website, including road safety tips.

3. (3) The service aims to ensure a safe operational highway network thus providing access to KCC services for all.

## **4. Winter resilience**

4. (1) Well Maintained Highways recommends that local authorities identify a minimum network that would be treated continuously for a period of six days in the event of a severe winter event. Last year H&T identified the minimum network for Kent as being the main strategic network, i.e. all A and B roads and some other locally important roads as identified in the highway network hierarchy and amended the policy accordingly. Essentially, these equate to the current primary routes minus the local roads and roads that go through estates etc. H&T will always endeavour to treat the entire primary network as identified in the policy but recognise that there may be times as experienced in previous years where it will be prudent to reduce the network as stated above to maintain our salt levels and keep the main roads in Kent moving as much as possible

4. (2) Additionally H&T have identified an Operational Winter Period which is October to April and a Core Winter Period which is December to February and the stocks of salt needed during those periods to effectively treat the network in line with recommended resilience levels. The resilience levels are shown at Appendix A. H&T has 23,000 tonnes in stock so we are well within the recommended resilience level. Arrangements are in place for winter deliveries to keep us topped up during winter and 2000 tonnes are held in a strategic stockpile at Faversham Highway depot.

## **5. Collaboration with neighbouring authorities**

5. (1) In previous years good relationships have been established with the Highways Agency MAC Area 4 who manage the trunk roads and motorways in Kent. KCC shares two depots with the HA and there has been a reciprocal salt sharing arrangement for some time which has worked very well. Additionally there

is an arrangement with Medway Council in respect of the weather forecast and treating areas on the borders of Kent and Medway. We also have good working relationships with adjacent local authorities who we can work with in the event that mutual aid is required during a snow emergency.

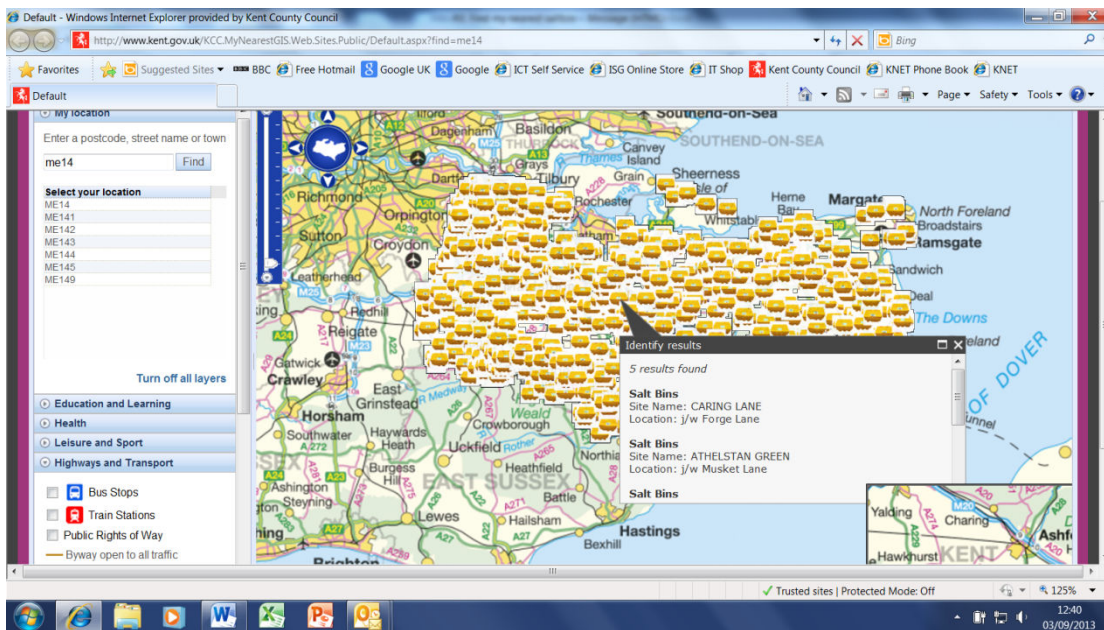
## 6. Farmers

6. (1) The farmers we currently have contracted to clear our rural areas when we have snow conditions provide an extremely valuable service. All farmers have agreed routes to clear, usually in rural areas, village centres etc. They are provided with KCC ploughs. This year as a trial we are providing a few farmers with a trailer and salt so that they can treat areas that they have in the past just ploughed. The results of this trial will be reviewed at the end of the season and decisions taken about how it can be taken forward in future years.

## 7. Media and communication

7. (1) Last year a successful winter service campaign 'We're prepared are/have you?' was run across the county. The campaign was designed to increase awareness of the service and also to encourage people to be prepared and use self-help when possible. The winter page on the website was well used with a peak of over 28,000 hits on Sunday 20<sup>th</sup> January and 64,516 hits in total for that month. This compares with 35,831 in February last year when we had a snow emergency. Additionally visits to the dedicated winter pages increased by 58%. A similar campaign has been designed for the coming year and we will continue to work closely with the media and use Twitter which proved to be a very successful communication tool this year.

7. (2) Additionally a new feature will be on the website – Find my nearest salt bin – which will enable people to identify the salt bin closest to their home or place of work (see picture below):



All KCC salt bins have been labelled as property of KCC and with a short message about how the contents should be used.

7. (3) Close working with local media organisations over the past few years has been beneficial and has increased positive coverage for the winter service. This year the media – radio, television and press – will be provided with pre prepared

media briefs in advance of the winter season detailing the basics of the winter service. Key staff in H&T are working with the press office to prepare generic statements and press releases for rapid issue at the onset of winter conditions. These will be pre approved for use during periods of severe conditions when the winter service delivery team will be busy.

## **8. Forecast and ice prediction service**

8. (1) Last year a three year contract was awarded to Meteogroup for the supply of the winter weather forecast. At the time of writing this report the ice prediction service currently provided by Vaisala was out to tender and details of the new provider will be presented verbally at the committee meeting.

## **9. Winter Service Policy and Plan 2013/14**

9. (1) The Winter Service Policy is presented at Appendix B. The Winter Service Policy is supported by an operational Plan which has been updated in line with the Policy and discussions have been had with our contractor Enterprise plc to ensure that plans are aligned. The Plan is available for Members to view on request from Highways and Transportation. In addition district plans have been developed in conjunction with district councils across the county and these will be used together with the Policy and Plan to deliver the winter service. Local district plans will be reported to the next round of Joint Transportation Boards.

## **10. Conclusion**

10. (1) The Winter Service Policy sets out Highways and Transportation's arrangements to deliver a winter service across Kent. The following revisions have been made this year:

(a) Salt bins will be identified on a map on Kent.gov – Find my Nearest..

(b) A new one year contract to provide an ice prediction service will be in place for the start of the winter service season

(c) A trial with some farmers salting key routes through villages in addition to ploughing

## **11. Recommendation(s)**

### **Recommendation(s):**

11. (1) That the Cabinet Committee discuss and note the proposed changes to the Highways and Transportation Winter Service Policy for 2013/14.

## **12. Background documents**

<http://www.ukroadsliaisongroup.org/en/utilities/document-summary.cfm?docid=C7214A5B-66E1-4994-AA7FBAC360DC5CC7>

## **8. Contact details**

### **Report Author**

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### **Relevant Director:**

**Name:** David Hall  
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# KENT COUNTY COUNCIL – PROPOSED RECORD OF DECISION

**DECISION TO BE TAKEN BY:**

David Brazier, Cabinet Member for Transport & Environment

**DECISION NO:**

13/00061

**For publication**

**Subject: Winter Service Policy 2013/14**

**Decision:**

As Cabinet Member for Transport and Environment, I agree to the Winter Service Policy for 2013/14.

**Reason(s) for decision:**

The revisions to the winter service policy meet the objectives of the Council's medium term plan for 2014/15, Bold Steps for Kent. One of the priorities of Bold Steps is to ensure that the Council gets ever greater value for money from our services and seeks more efficient provision of those services. The proposals for the winter service policy support this approach. Working in partnership with other authorities contributes towards achieving a better service and value for money for Kent residents.

**Cabinet Committee recommendations and other consultation:**

To be entered after the meeting and considered by the Cabinet Member when taking the decision.

**Any alternatives considered:**

None

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

.....  
signed

.....  
date

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## Appendix A

### Minimum Salt Stock

Minimum Stock					
Routes	Normal salting network	Minimum Winter Network (tonnes/run	Full Pre season stock (12 days/48 runs)	Core winter period 6 days/36 runs	Overall winter period Minimum Network(3 days/18 runs)
Primary	350	350	16,800	12,600	6,300
Secondary	300	0	0	1800	5400
<b>Total</b>			<b>16,800</b>	<b>14,400</b>	<b>11,700</b>

Overall winter period - 18th October to 25th April

Core winter period - 1st November to 1st March

Days resilience (overall winter period) 3 days

Days resilience (core winter period) 6 days

The minimum in season stocks are the minimum to which stocks should be allowed to fall, i.e. restocking should take place well before the minimum is likely to be reached

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Kent County Council

# Winter Service Policy

Highways and Transportation Plan for 2013/14  
Winter Service Period

H&T CV  
V10 08/2013 C.Valentine



Contents

	<u>Page No</u>
1. <u>Introduction</u>	6
1.1 Winter Service - Statutory Duties	6
1.2 Winter Service Standards	6
1.3 County Council Maintained highways	7
1.4 Motorways and Trunk Roads	7
2. <u>Winter Service Objectives</u>	7
2.1 Salting	7
2.2 Snow Clearance	8
2.3 Roadside Salt Bins	9
3. <u>Winter Service General</u>	9
3.1 Winter Service Contracts	9
3.2 Winter Service Season	9
3.3 Salt usage and alternatives to Salt	9
3.4 Winter resilience standard	9
4. <u>Weather Information</u>	10
4.1 Weather Information Systems	10
4.2 Weather Reports	10
4.3 Winter Duty Officers	10

5.	<u>Salting</u>	11
5.1	Planning of Precautionary Salting Routes	11
5.2	Precautionary Salting	11
5.3	Post Salting	11
5.4	Spot Salting	11
5.5	Instructions for Salting of Primary Routes	11
5.6	Instructions for Salting of Secondary Routes	12
6.	<u>Snow Clearance</u>	12
6.1	Instructions for Snow Clearance	12
6.2	Snow Clearance Priorities on Carriageways	13
6.3	Snow Clearance Priorities on Footways	13
6.4	Agricultural Snow Ploughs for Snow Clearance	14
6.5	Snow Throwers/Blowers for Snow Clearance	14
7.	<u>Severe Weather Conditions</u>	14
7.1	Persistent Ice on Minor Roads	14
7.2	Ice and snow emergencies	14
8.	<u>Roadside Salt Bins</u>	14
8.1	Provision of Roadside Salt Bins	14
8.2	Payment for Salt Bins	15
9.	<u>Budgets</u>	15
9.1	Winter Service Budget	15
9.2	Ice and Snow Emergencies	15

10.	<u>Public and Media Communications</u>	16
10.1	Neighbouring Authorities and Other Agencies	16
10.2	The Media	16
10.3	Pre-Season Publicity	16
10.4	Publicity during Ice and Snow Emergencies	16
	Appendix A	17

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## **1. INTRODUCTION**

### **1.1 Winter Service - Statutory Duty**

1.1.1 The statutory basis for Winter Service in England and Wales is Section 41(1A) of the Highways Act 1980, modified on 31<sup>st</sup> October 2003 by Section 111 of the Railways and Transport Act 2003

“(1A) In particular, a highway authority is under a duty to ensure, so far as is reasonably practicable, that safe passage along a highway is not endangered by snow or ice.

1.1.2 The County Council recognises that the winter service is essential in aiding the safe movement of highway users, maintaining communications, reducing delays and enabling everyday life to continue. It is very important to both road safety and the local economy. The winter service that the County Council provides is believed to be sufficient so far as is reasonably practical to discharge the duty imposed by the legislation.

1.1.3 The County Council, as highway authority, takes its winter service responsibilities extremely seriously. However, it is important to recognise that the council has to prioritise its response to deal with

1.1.4 Highways and Transportation provides the winter service through a contractual arrangement between Kent County Council and Enterprise plc.

### **1.2 Winter Service Standards**

1.2.1. In order to respond as quickly and efficiently as possible to its responsibilities Highways and Transportation has adopted policies and standards for each of the winter service activities and these are detailed within this document. The operational details for the winter service activities in Kent are detailed in the Winter Service Plan 2013/14 that complements this Policy Document.

1.2.2 Highways and Transportation provides a winter service which, as far as reasonably possible will:

- Minimise the loss of life and injury to highway users, including pedestrians, and preventing damage to vehicles and other property
- Keep the highway free from obstruction and thereby avoiding unnecessary hindrance to passage

Winter Service Policy

(As amended September 2013)



**1.3 County Council Maintained Highways**

1.3.1 KCC Highways and Transportation delivers the winter service on Kent County Council maintained highways.

**1.4 Motorways and Trunk Roads**

The Department for Transport (DfT) is the highway authority for motorways and all-purpose trunk roads in Kent and the Highways Agency acts for the DfT in this respect. Responsibility for the operational maintenance of motorways and trunk roads lies with the Highways Agency. Highways and Transportation therefore has no responsibility for winter service activities on these roads. However, close liaison exists between the Highways Agency contractors over action taken during the winter service operational period within respective areas of responsibilities.

**2. WINTER SERVICE OBJECTIVES**

**2.1 Salting**

2.1.1 •To prevent the formation of ice on carriageways (precautionary salting)

•To facilitate the removal of ice and snow from carriageways and footways (post salting).

**2.1.2 Roads to be Included within Primary Precautionary Salting Routes**

Routine precautionary salting will be carried out on pre-determined primary precautionary salting routes covering the following roads:

- Class 'A' and 'B' roads
- Other roads included in the top three tiers of the maintenance hierarchy as defined in the Kent Highway Asset Maintenance Plan. These are termed Major Strategic, Other Strategic and Locally Important roads.
- Other roads identified by Highway Managers (based on local knowledge and experience and input from relevant local stakeholders including district and parish councils), that are particularly hazardous in frosty/icy conditions

2.1.3 It would be impractical and financially draining to carry out precautionary salting of footways, pedestrian precincts or cycle ways

Winter Service Policy

(As amended September 2013)

and therefore no provision has been made. However, there will be a certain amount of salt overspill onto footways and cycle ways when precautionary salting is being carried out on adjacent carriageways. Post salting of footways and cycle ways will be carried out on a priority basis during severe winter weather, as resources permit.

#### **2.1.4 Minimum Winter Network**

In the event of a prolonged snow event or other circumstances leading to a shortage of resources including salt, sand and vehicles, precautionary salting will be limited to the main strategic network, i.e. all A and B roads and some other locally important roads as identified in the highway network hierarchy. Essentially, these equate to the current primary routes minus the local roads and roads that go through estates etc.

## **2.2 Snow Clearance**

- 2.2.1
- To prevent injury or damage caused by snow
  - To remove obstructions caused by the accumulation of snow (section 150 of the Highways Act 1980)
  - To reduce delays and inconvenience caused by snow
- 2.2.2 Snow clearance on carriageways will be carried out on a priority basis as detailed in paragraph 6.2.
- 2.2.3 Snow clearance on certain minor route carriageways will be carried out by local farmers and plant operators, who are under agreement to the County Council, using agricultural snow ploughs and snow throwers/blowers. This year a small number of farmers will be equipped with spreaders to distribute dry salt after snow clearance. Snow clearance on other minor route carriageways will be carried out as resources permit. Some minor routes and cul-de-sacs will inevitably have to be left to thaw naturally.
- 2.2.4 Snow clearance on footways and cycle ways will be carried out on a priority basis as detailed in paragraph 6.3, utilising Highways and Transportation staff and district council staff where agreements exist.
- 2.2.5 Due to current budget constraints snow fencing will only be erected in exceptional circumstances and with the approval of the appropriate Highway Manager.

### **2.3 Roadside Salt Bins**

Salt Bins are provided to give motorists and pedestrians the means of salting small areas of carriageway or footway where ice is causing difficulty on roads not covered by primary precautionary salting routes.

## **3. WINTER SERVICE GENERAL**

### **3.1 Winter Service Contracts**

3.1.1 Winter service in Kent is included within the Term Maintenance Contract awarded to Enterprise plc. This contract was awarded in 2011 and is currently in place until 2016.

### **3.2 Winter Service Season**

3.2.1 In Kent the weather can be unpredictable and the occurrence and severity of winter conditions varies considerably through the season, and from year to year. To take account of all possible winter weather the County Council's Operational Winter Service Period runs from mid-October to mid-April. This year the season runs from the 18 October 2013 to the 25<sup>th</sup> to April 2014. The core winter service operates between December and February and increased salting runs are planned for this period.

### **3.3 Salt usage and alternatives to Salt**

Rock Salt will be used as the de-icing material for precautionary and post salting. H&T uses a pre-wet system which improves the effectiveness of treatment by reducing particle distribution, increasing adherence to the surface and increasing the speed of anti-icing or de-icing action. Dry salt is also used in appropriate conditions including when there is severe snow and ice.

In cases of severe snowfall, alternatives to salt will be used including sharp sand and other forms of grit, including a salt/sand mix up to 50/50 proportion.

3.3.1 A number of alternative materials to salt are now available which can be used for the precautionary and post treatment of ice and snow. The cost of these is extremely high and there are also environmental disadvantages associated with most of them. Salt will therefore, for the time being, remain in use throughout Kent for the precautionary and post treatment of snow and ice.

### **3.4 Winter resilience standard**

Winter Service Policy

(As amended September 2013)

At the start of the winter service season H&T will have 23,000 tonnes of salt in stock in depots around the county. National guidance to local authorities suggests a resilience benchmark of 12 days/48 runs i.e. the authority would be able to continuously salt its minimum winter network during its core winter period for 12 days. The level of salt in stock ensures that this number of runs can be carried out.

#### **4. WEATHER INFORMATION**

##### **4.1 Weather Information Systems**

4.1.1 An effective and efficient winter service is only possible with reliable and accurate information about weather conditions, at the appropriate times in the decision making process. Highways and Transportation utilise the best weather forecast information currently available allied to the latest computer technology to ensure that decisions are based on the most accurate data available at the time. The current weather forecast provider is Meteogroup.

##### **4.2 Weather Reports**

4.2.1 During the operational winter service period Highways and Transportation will receive detailed daily weather forecasts and reports specifically dedicated to roads within Kent.

##### **4.3 Winter Duty Officers**

4.3.1 Experienced members of staff from KCC Highways and Transportation will act as Winter Duty Officers, throughout the operational winter service period, on a rota basis. The Officer on duty is responsible for the following:

- Receiving forecast information from the forecasting agency
- Monitoring current weather conditions
- Issuing countywide salting instructions for primary and secondary routes
- Issuing the Kent Road Weather Forecast
- Recording all actions taken

4.3.2 The Kent Road Weather Forecast will be issued daily containing information about expected weather conditions together with any salting instructions. The Winter Duty Officer will also be responsible for issuing forecast updates and any revised salting instructions when necessary. The Kent Road Weather Forecast will be sent to

KCC Highways and Transportation, contractors, neighbouring highway authorities, and other relevant agencies.

## **5. SALTING**

### **5.1 Planning of Precautionary Salting Routes**

5.1.1 Primary precautionary salting routes will be developed from those lengths of highway that qualify for treatment, whenever ice, frost or snowfall is expected. Primary routes include the roads which will be precautionary salted or cleared in most cases of wintry weather when an instruction is given by the Winter Duty Officer. Currently the primary routes comprise a third of the total length of roads in Kent which is 1597 miles, 2571 km. Each primary precautionary salting route will have a vehicle assigned which is capable of having a snow plough fixed to it, when required. In times of severe snowfall and/or extreme ice formation, dedicated vehicles will be assigned to patrol key strategic routes. Secondary precautionary salting routes will also be developed from other important highways for treatment during severe winter weather conditions. This currently equates to 15% of the total road network which is 843 miles, 1357 km.

### **5.2 Precautionary Salting**

5.2.1 Precautionary salting will take place on scheduled precautionary salting routes on a pre-planned basis to help prevent formation of ice, frost, and/or the accumulation of snow on carriageway surfaces.

### **5.3 Post Salting**

5.3.1 Post salting will normally take place on scheduled precautionary salting routes to treat frost, ice and snow that has already formed on carriageway or footway surfaces. Post salting may also be carried out on roads or sections of road beyond the scheduled precautionary salting routes.

### **5.4 Spot Salting**

5.4.1 Spot salting will normally take place on parts or sections of scheduled precautionary salting routes either to help prevent formation of ice, frost and/or the accumulation of snow or as treatment to ice, frost and the accumulation of snow that has already formed on carriageway or footway surfaces. Spot salting may also be required on roads and footways, or sections thereof, beyond the scheduled precautionary salting routes.

### **5.5 Instructions for Salting of Primary Routes**

Winter Service Policy

(As amended September 2013)

- 5.5.1 Instructions for precautionary salting of primary routes will be issued if road surface temperatures are expected to fall below freezing unless:
- Road surfaces are expected to be dry and frost is not expected to form on the road surface
  - Residual salt on the road surface is expected to provide adequate protection against ice or frost forming
- 5.5.2 Instructions for precautionary salting of primary routes will also be issued if snowfall is expected.
- 5.5.3 The Winter Duty Officer will issue routine instructions for precautionary salting of primary routes, for the whole of Kent, by means of the Kent Road Weather Forecast.

The Winter Duty Officer or Highway Manager may issue instructions for post salting and spot salting.

## 5.6 **Instructions for Salting of Secondary Routes**

- 5.6.1 The Winter Duty Officer will issue instructions for precautionary salting of secondary routes if prolonged heavy frost, widespread ice and low temperatures or snow, is expected.

## 6. **SNOW CLEARANCE**

### 6.1 **Instructions for Snow Clearance**

- 6.1.1 The Winter Duty Officer and/or the Highway Manager nominated representatives are responsible for issuing snow clearance instructions. Snow clearance will initially take place on scheduled primary precautionary salting routes, based on the priorities given in para. 6.2.1. Subsequently, snow clearance will take place on secondary salting routes and other roads, and footways, on a priority basis.
- 6.1.2 Snow ploughing shall not take place on carriageways where there are physical restrictions due to traffic calming measures, unless it has been deemed safe to do so following a formal risk assessment and a safe method of operation documented.
- 6.1.3 Where hard packed snow and ice have formed and cannot be removed by ploughing, a salt/sand mixture or other appropriate grit material will be used in successive treatments. This aids vehicular traction and acts to break up the snow and ice.

## 6.2 **Snow Clearance Priorities on Carriageways**

6.2.1 Snow clearance on carriageways should be based on the priorities given below:

- A229 between M20 and M2, A249 between M20 and M2, A299, A260 (Whitehorse Hill & Spitfire Way) and the B2011 (Dover Hill) (NB: continuous treatment & clearance will be carried out in the event of a snow emergency)
- Other “A” class roads;
- All other roads included within primary precautionary salting routes;
- One link to other urban centres, villages and hamlets with priority given to bus routes;
- Links to hospitals and police, fire and ambulance stations;
- Links to schools (in term time), stations, medical centres, doctor’s surgeries, old people’s homes, cemeteries, crematoria and industrial, commercial and shopping centres;
- With the approval of Highway Manager, other routes as resources permit.

## 6.3 **Snow Clearance Priorities on Footways**

6.3.1 Snow clearance on footways should be based on the priorities given below:

- One footway in and around shopping centres, and on routes to schools (in term time), stations, bus stops, hospitals, medical centres, doctor’s surgeries, old people’s homes, industrial and commercial centres and on steep gradients elsewhere;
- One footway on main arteries in residential areas and the second footway in and around local shopping centres;
- With the approval of Highway Managers, other footways, walking bus routes and cycle ways as resources permit;

- District council staff will be commissioned to clear agreed priority footways in their local areas. Arrangements are in place between the Director of Highways and Transportation and district council Chief Executive Officers.

#### **6.4 Agricultural Snowploughs for Snow Clearance**

- 6.4.1 Agreements are in place whereby snowploughs are provided and maintained by Highways and Transportation and assigned to local farmers and plant operators for snow clearance operations, generally on the more rural parts of the highway.

#### **6.5 Snow Throwers/Blowers for Snow Clearance**

- 6.5.1 KCC Highways and Transportation also has a number of snow throwers/blowers, which are allocated to operators on a similar basis to the arrangements for agricultural snowploughs.

### **7. SEVERE WEATHER CONDITIONS**

#### **7.1 Persistent Ice on Minor Roads**

- 7.1.1 During longer periods of cold weather Highway Managers may instruct salting action to deal with persistent ice on minor roads which are not included within the precautionary salting routes and invoke arrangements with district and parish councils to take action in their local area.

#### **7.2 Ice and Snow Emergencies**

- 7.2.1 During prolonged periods of severe and persistent icing, or significant snow fall, delegated officers may declare an ice or snow emergency covering all or part of the County. In this event Highway Managers will establish a "Snow Desk" usually within the Highway Management Centre and implement a course of action to manage the situation in either of these events.

### **8. ROADSIDE SALTBINS**

#### **8.1 Provision of Roadside Salt Bins**

- 8.1.1 Roadside salt bins can be sited at potentially hazardous locations for use by the public, to treat ice and snow on small areas of the carriageway or footway.



8.1.2 Salt bins will be filled using a mixture of sharp sand or other grit material and salt and will be refilled twice during the winter season. In the event of severe weather further refills will be carried out as time and resources permit.

8.1.3 Assessment criteria for installing a new salt bin have been devised and are shown at Appendix A. The form will be used by Highway Operations staff to assess requests from parish councils, community groups etc., A sum of money will be allocated from Highways and Transportation to provide these salt bins. All KCC salt bins are labelled.

## **8.2 Payment for salt bins**

8.2.1 Once a salt bin has been approved by the assessment criteria, the cost of installation, filling and maintenance will be borne by Highways and Transportation.

8.2.2 Additionally one tonne bags of a salt/sand mix will be provided to parish councils who request them at the start of the winter season for use in their local area.

### **8.2.3 Member Highway Fund**

Members are able to purchase salt bins using their Member Highway Fund in line with the usual application process.

### **8.2.4 Parish councils**

8.2.4.1 Parish councils are permitted to purchase salt bins and place them on the highway once a suitable location has been approved by a qualified engineer from Highways and Transportation. These salt bins ideally should not be yellow and should be clearly identified by a label as being the property of the parish council. Highways and Transportation will have no obligation to fill or maintain these salt bins. However, the Highway Manager may agree to refill parish-owned salt bins upon request, subject to availability of salt and staff resources and the payment by the parish of an appropriate charge.

## **9. BUDGETS**

### **9.1 Winter Service Budget**

9.1.1 The budget for the annual operational winter service period is based on salting the primary precautionary salting routes on 55 occasions. The main budget is managed by the Head of Highway Operations as a countywide budget.

### **9.2 Ice and Snow Emergencies**

Winter Service Policy

(As amended September 2013)

- 9.2.1 There is no specific budget allocation within Highways and Transportation for ice or snow emergencies. The cost of dealing with periods of icy conditions or significant snowfalls will be met by virement from other planned programmes of work on the highway or from special contingency funds for emergencies.

## **10. PUBLIC AND MEDIA COMMUNICATIONS**

### **10.1 Neighbouring Authorities and other Agencies**

- 10.1.1 The Kent Road Weather Forecast containing details of the winter service action for Kent will be transmitted daily to neighbouring highway authorities and other agencies so that activities can be co-ordinated regionally.

### **10.2 The Media**

- 10.2.1 Communicating with communities, businesses and emergency services during winter is essential to delivering an effective service. Local media organisations will be informed when instructions for salting of primary precautionary salting are issued. The Kent County Council Internet site will be updated regularly and the Highway Management Centre will issue road updates.

### **10.3 Pre-Season Publicity**

- 10.3.1 It is important that the public are aware of and understand the Highways and Transportation approach to winter service. The Kent County Council website will have practical advice and guidance including information on the location of salt bins and self-help for communities to encourage local action where appropriate.

### **10.4 Publicity during Ice or Snow Emergencies**

- 10.4.1 Liaison with the news media, particularly local radio stations, is of the utmost importance and links will be established and maintained particularly during ice or snow emergencies.

**Appendix A**

**SALT BIN ASSESSMENT FORM**

Location of Salt Bin	Assessment Date	Assessed by
----------------------	-----------------	-------------

Characteristic	Severity	Standard Score	Actual Score
(i) Gradient	Greater than 1 in 15	75	
	1 in 15 to 1 in 29	40	
	Less than 1 in 30	Nil	
(ii) Severe Bend	Yes	60	
	No	Nil	
(iii) Close proximity to and falling towards	Heavy trafficked road	90	
	Moderately trafficked road	75	
	Lightly trafficked road	30	
(iv) Assessed traffic density at peak times	Moderate (traffic group 5)	40	
	Light (traffic group 6)	Nil	
(v) * Number of premises for which only access	Over 50	30	
	20 - 50	20	
	0 - 20	Nil	

(vi) Is there a substantial population of either disabled or elderly people	Yes No	20 Nil	
<b>TOTAL</b>			

\* N.B. Any industrial or shop premises for which this is the only access is to be automatically promoted to the next higher category within characteristic (V).

Any site for which the summation of the weighing factors equals or exceeds 120 would warrant the siting of a salt bin.

From: **David Brazier - Cabinet Member for Transport and Environment**

Agenda Item B3

**John Burr - Director of Highways and Transportation**

**David Hall - Deputy Director of Highways and Transportation**

To: **Environment Highways & Waste Cabinet Committee – 3 October 2013**

Decision No: **12/01924**

Subject: **A20 Corridor Statutory Quality Bus Partnership Scheme**

Classification: **Unrestricted**

**Past Pathway of Paper:** None

**Future Pathway of Paper:** None

**Electoral Division:** The Scheme falls within Malling Rural North East, Malling Central and Malling North

**Summary:**

This report seeks approval for the establishment of the proposed Statutory Quality Partnership Scheme along A20 London Road. The Scheme will ensure travelling by bus is an attractive alternative to the private car, thus helping to limit congestion and air pollution in the local area. The Scheme sets out minimum service levels to be provided by bus operators and facilities and maintenance levels to be provided by KCC and Tonbridge and Malling Borough Council.

**Recommendation(s):**

The EHW Cabinet Committee is asked to consider and comment on the Consultation Report and the EqIA for the Statutory Quality Partnership Scheme, as attached at Appendix B.

The EHW Cabinet Committee is asked to consider and endorse the proposed decision to establish the Statutory Quality Partnership Scheme along A20 London Road, as attached at Appendix A.

**1. Introduction**

1.1 This report details the proposed Statutory Quality Partnership Scheme (SQPS) to be established along the A20 London Road, near Maidstone. The report gives an overview of what the Scheme involves and the respective commitments that KCC, Tonbridge and Malling Borough Council and local bus operators will sign up to.

1.2 This report seeks Cabinet Committee approval to establish the SQPS, which will become a legally binding document. The Scheme would then be sent to

the Traffic Commissioner for the local area and bus operators serving the route. An official Notice would also be published in the local press, at which point the Scheme would run for a period of 10 years.

## **2. Financial Implications**

- 2.1 There are no financial implications. S106 funds are being used to provide infrastructure improvements (£373,000 available from Holborough Lakes) and more funding will become available in the future from developments at Kings Hill and Leybourne Chase. KCC maintenance requirements are in line with existing procedures so will not necessitate any extra spending.

## **3. Bold Steps for Kent and Policy Framework**

The SQPS accords with the following policies:

To help the Kent economy grow:

- 3.1 A20 London Road is heavily congested. By improving bus travel along the corridor and attracting more people to use the bus, more people will be able to reach employment and education services without increasing congestion.

To put the citizen in control:

- 3.2 By making bus travel a more attractive offer, people will have a real choice as to how they travel in the area.
- 3.3 Real Time Information displays will inform passengers when the next bus will arrive, putting these people more in control of their journey.
- 3.4 Accessible buses and bus stops make it easier for passengers to travel by bus, particularly those with physical disabilities or pushchairs. Research has shown this leads to increased patronage.
- 3.5 Multi-operator smart ticketing will give passengers choice in how they pay for their fare, freedom to travel across operators with one ticket, and remove the hassle of carrying cash.
- 3.6 The Customer Charter will ensure passengers are recompensed by the operator should they experience significant delays.

To tackle disadvantage:

- 3.7 By setting maximum fares, good value for money and affordability can be guaranteed for all passengers.
- 3.8 The proposed multi-operator ticket will allow travel across multiple operators on one ticket.
- 3.10 The SQPS supports the aim of improving bus services which is highlighted in the Local Transport Plan 2011-16.

## **4. Statutory Quality Partnership Scheme (SQPS)**

### **Background**

- 4.1 The desire for the SQPS grew out of the Medway Valley Sustainable Transport Strategy (MVSTS). It was recognised as an important tool to lock in the benefits of investments that have been made by KCC through developer contributions and by bus operators in this area. It was also seen as an opportunity to reduce air pollution in the local Air Quality Management Areas.
- 4.2 KCC is striving to ensure the level of bus provision is able to accommodate the on-going housing and employment growth in the Medway Valley area. KCC is investing in a wealth of modern facilities for passengers, to make bus travel along this corridor a truly attractive offer. Arriva and KCC successfully bid for the Government's Green Bus Fund for grant funding to support the purchase of 11 new hybrid diesel/electric buses for Route 71 (Maidstone to Holborough and Snodland via Leybourne Lakes), which KCC also contributed to. By setting out both KCC's commitment to providing and maintaining these improved facilities and what KCC expect from the bus services which use them, we can lock in the benefits of investment (both KCC's and operators') and ensure maximum return on investment.

### **What the Scheme involves**

- 4.3 Whilst KCC is not responsible for bus services, the SQPS provides the opportunity to mandate high quality service levels and safeguard investments in bus facilities.
- 4.4 This is a legally binding partnership between Kent County Council and Tonbridge and Malling Borough Council to improve bus travel along the A20 London Road corridor. KCC will provide improvements to the bus facilities (bus stops, bus priority signals, Real Time Information) and in return bus operators will provide a specified high quality of service.
- 4.5 Any bus operator wishing to run local bus services along this route and use the facilities provided must comply with the service requirements set out in the Scheme. These requirements include how frequently buses run, the maximum amount paid for a fare and the emissions ratings of the buses.
- 4.6 The Scheme will provide all passengers will a high quality bus service. As well as benefiting current bus travellers, it is hoped these improvements will encourage more people to travel by bus and thus limit the increasing congestion on this corridor. In turn this will also help limit air pollution and contribute to the four Air Quality Management Areas nearby.
- 4.7 The Scheme area is 3 miles in length running along London Road (A20) from the Junction with Coldharbour Lane (Coldharbour Roundabout) in a Westerly Direction, to the junction with Ashton Way (A228) and Castle Way (See 13.3 map of Scheme Area)

### **4.8 Service Standards to be met by operators**

Upon signing the SQPS bus operators will meet the following standards:

- Minimum frequency
- A maximum fares cap
- Punctuality and reliability targets
- Network Stability- no short notice registrations
- Accessibility- step free access and wheelchair ramp on buses

- Emissions (Euro IV standard)
- Communication- means of communicating with the bus operator's control centre
- Passenger Information- up to date and well communicated
- Heating and Ventilation- in working order
- Route and Destination Displays- fitted and working as described in the Public Service Vehicle Accessibility Regulations (PSVAR) 2000.
- Lighting and Ancillary Equipment- fully functioning and always lit in hours of darkness
- Presentation- Clean and tidy, removal of graffiti
- Driver Training, Conduct and Appearance
- Customer Behaviour Code
- Customer Care Policy- Customer Charter Scheme to recompense passengers for delays
- Customer Satisfaction- Monitor with regular surveys
- Logo- to be displayed by all participating operators
- Ticketing Equipment and Smart Ticketing Products- ticket machines which are compliant with National ITSO standards and participation in a multi-operator ticket

#### **4.9 Facilities provided by KCC**

Upon establishing the SQPS, KCC will commit to continue to provide the facilities below. These are developer funded and have been recently installed or will be completed imminently:

- Real Time Information at bus stops (with audible announcements for the visually impaired)
- Footway- raised kerbs, hard standing at bus stops
- Carriageway- bus stop clearways and cage markings
- Service Information- timetables displayed at bus stops
- Traffic Signal Priorities and CCTV
- Bus Stop Poles, Flags, Timetable Cases

#### **4.10 Infrastructure/ Services provided by Tonbridge and Malling Borough Council**

Upon establishing the Scheme, Tonbridge and Malling Borough Council will commit to provide the following:

- Bus shelters
- Footway sweeping
- Enforcement of parking and traffic regulations

#### **4.11 Maintenance standards provided by KCC**

These are in line with existing maintenance standards; street lighting, drainage, footways, overhanging trees, verge cutting, winter maintenance and traffic signal faults.

### **5. Options considered and dismissed – including maintaining the status quo**

Maintaining the status quo:



Without the SQPS, any operator is able to make use of the improved facilities provided by KCC (instead of only operators who meet the service standards and participate in the Scheme). There is therefore no incentive for operators to invest and commit to improved services.

## **6. Any legal implications of the suggested action**

- 6.1 Establishing the SQPS will be legally binding, and require that KCC meets its obligations as laid out in the Scheme for the entire length of the Scheme (10 years).
- 6.2 After establishing the Scheme, should any changes wish to be made a Full Consultation will be necessary.
- 6.3 If a Participating Operator is concerned KCC are not meeting their obligations as laid out in the Scheme, they must formally register their concerns with KCC and seek to negotiate a mutually acceptable way forward. If one cannot be found, the operator may withdraw from the SPQS or instigate legal proceedings to force KCC to honour its responsibilities or recover any damages.

## **7. Any equalities implications of the suggested action**

The EqIA shows only positive impacts of the SQPS, consequent with the improvements in service.

## **8. Any implications for the council's property portfolio of the suggested action**

Maintenance of facilities provided will be required (Real Time Information screens, traffic signals). All property will be recorded in an asset register and where appropriate S106 funding will be sought for on-going maintenance costs.

## **9. Who is likely to inherit the main delegations via the Officer Scheme of Delegation – e.g. does a contract need signing who is likely to do it?**

KCC will be responsible for the SQPS with Tunbridge and Malling Borough Council. For the purposes of administering the scheme and providing a single contact point for operators, KCC will be the Lead Authority. The SQPS will be owned within H&T.

## **10. Any other information required in order that the Board / Committee / Cabinet Member / Cabinet is well-informed and has all the information necessary to consider / take the decision**

Tonbridge and Malling Borough Council are a partner authority to KCC and their respective responsibilities are laid out in the Scheme. These are the provision of shelters, street and footway sweeping and enforcement of parking and traffic regulations.

This SQPS is the first of its kind in Kent, and there is the possibility to establish a similar scheme for FastTrack in Dartford or in other locations across the county.

## 11. Conclusions

Establishing the SQPS will guarantee local bus operators provide a high quality bus service: one fit for a heavily trafficked, densely populated corridor in which bus travel provides a viable alternative to the private car. This will limit congestion and help to reduce air pollution. The Scheme will ensure maximum return on investments made by KCC and Arriva in improving bus travel in the area.

## 12. Recommendation(s)

### Recommendation(s):

The EHW Cabinet Committee is asked to consider and comment on the Consultation Report and the EqIA for the Statutory Quality Partnership Scheme, as attached at Appendix B.

The EHW Cabinet Committee is asked to consider and endorse the proposed decision to establish the Statutory Quality Partnership Scheme along A20 London Road, as attached at Appendix A.

## 13. Background Documents

### 13.1 Statutory Quality Partnership Scheme Document:

***Paper version will be available at the Cabinet Committee meeting.***

### 13.2 The Local Transport Act 2008; Quality Partnership Schemes:

<http://assets.dft.gov.uk/publications/local-transport-act-2008/quality-partnership-guidance.pdf>

### 13.3 Map of Scheme Area



## 14. Contact details

### Report Author

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### Relevant Director:

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- 01622 694192
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- David Hall - Deputy Director of Highways and Transportation
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- [David.hall@kent.gov.uk](mailto:David.hall@kent.gov.uk)

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# KENT COUNTY COUNCIL – PROPOSED RECORD OF DECISION

**DECISION TO BE TAKEN BY:**

David Brazier, Cabinet Member for Transport and Environment

**DECISION NO:**

12/01924

**For publication or exempt – For Publication**

**Subject:** A20 Corridor Statutory Quality Bus Partnership Scheme

**Decision:**

As Cabinet Member for Transport and Environment, I agree to establish the Statutory Quality Partnership Scheme along A20 London Road.

**Reason(s) for decision:**

The Statutory Quality Partnership Scheme will set out minimum service quality levels that bus operators in the Scheme area must provide. It will also detail facilities and maintenance levels which will be provided by Kent County Council and Tonbridge and Malling Borough Council. By setting out the above commitments we can lock in the benefits of extensive investment that has been made locally (both by Kent County Council and operators) and ensure maximum return on this investment.

The Scheme will provide all passengers will a high quality bus service. As well as benefiting all current bus travellers, it is hoped these improvements will encourage more people to travel by bus and thus limit the increasing congestion on this corridor. In turn this will also help limit air pollution and contribute to the four Air Quality Management Areas nearby.

**Cabinet Committee recommendations and other consultation:**

To be entered after the meeting and considered by the Cabinet Member when taking the decision.

A full consultation has been conducted with a variety of stakeholders. Results are contained within the Consultation Review document.

**Any alternatives considered:**

Maintaining the status quo-

Without the SQPS, any operator is able to make use of the improved facilities provided by Kent County Council (instead of only operators who meet the service quality standards and participate in the Scheme). There is therefore no incentive for operators to invest and commit to high quality services.

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

.....  
signed

.....  
date

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**KENT COUNTY COUNCIL**  
**EQUALITY IMPACT ASSESSMENT**

Please read the EqIA GUIDANCE and the EqIA flow chart available on KNet.

**Directorate:**

Enterprise and Environment

**Name of policy, procedure, project or service**

Statutory Quality Partnership Scheme

**What is being assessed?**

Statutory Quality Partnership Scheme

**Responsible Owner/ Senior Officer**

David Joyner

**Date of Initial Screening**

25<sup>th</sup> February 2013





## Screening Grid

Characteristic	Could this policy, procedure, project or service affect this group less favourably than others in Kent? YES/NO If yes how?	Assessment of potential impact <b>HIGH/MEDIUM</b> <b>LOW/NONE</b> <b>UNKNOWN</b>		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		
Age  Page 73	No	Medium	None		<p>Older people using the bus who typically may not make use of mobile/ internet devices to search for bus times will benefit from the Real Time Information screens at bus stops.</p> <p>Older people will also benefit from raised kerbs at bus stops to access/ exit the bus and the low floor buses themselves. Both younger and older people will particularly benefit from increased frequency of buses, as they often rely heavily on public transport.</p>
Disability	No	High	None		<p>All bus stops will be wheelchair accessible with a 2m x 2m-boarding/alighting zone.</p> <p>Disabled people will also benefit from raised kerbs at bus stops to access/ exit the bus and the low floor buses themselves.. This is particularly important as many disabled people rely heavily on public transport.</p> <p>Visually impaired people will benefit from smartcards as they negate the</p>

					need to carry and pay with cash. The possibility of tactile smartcards and audible announcements at bus stops will also help the visually impaired.
<b>Gender</b>	No	None	None		There is evidence to suggest that a lower percentage of women than men are car owners. This means that many women will see added benefits from the improvements to bus services delivered by the Scheme.
<b>Gender identity</b>	No	None	None		
<b>Race</b>	No	None	None		
<b>Religion or belief</b>	No	None	None		
<b>Sexual orientation</b>	No	None	None		
<b>Pregnancy and maternity</b>	No	Medium	None		Adults with pushchairs will benefit from raised kerbs at bus stops to access/ exit the bus and the low floor buses themselves.
<b>Marriage and Civil Partnerships</b>	No	None	None		

## Part 1: INITIAL SCREENING

**Proportionality** - Based on the answers in the above screening grid what weighting would you ascribe to this function

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. The SQPS will bring about only positive impacts for the travelling public, including those groups named above.

### Context

The SQPS contributes to the *Bold Steps 4 Kent* objectives of *Helping the Kent Economy to Grow* and *Tackling Disadvantage*. The scheme has been designed to ensure that the level of bus provision is able to accommodate the ongoing housing and employment growth in the Medway Valley area. It will contribute to improved air quality within four Air Quality Management Areas (AQMAs) and involve the setting of minimum service quality standards, thereby locking in the benefits of investment by all parties and ensuring maximum return on public investment.

### Aims and Objectives

The purpose of the SQPS is to improve the quality of bus services operating in the Scheme area. The Local Authorities will provide improved facilities for buses and the operators will provide improved bus services. By significantly improving bus services, the SQPS can reduce or limit traffic congestion, noise and air pollution in the area and provide inclusive access to services.

Proposed improvements will include:

- More reliable journey times
- Real Time Information at bus stops (*showing when the next bus will arrive*)
- Lower emissions
- Accessible buses
- Pay As You Go smart travel card

### Beneficiaries

The beneficiaries are primarily bus users who will receive an improved service in the Scheme area. All bus users will benefit from the variety of improvements. Local residents and all road users will benefit from reduced/ limited noise and air pollution as a result of greater bus use compared to single occupancy car traffic.

## **Consultation and data**

According to Passenger Focus study (2012) 28% of bus passengers in Kent (excluding school only routes) have a disability.

The 2011 Census data for the wards surrounding the Scheme area (Aylesford, Ditton, East Malling, Larkfield South, West Malling and Leybourne) show key statistics to be very similar to national, South East and Kent figures.

- % Ratio of males to females is around 49.1% : 50.9%
- Age Distribution: 61% are aged 17-64, 18% are aged 65+, which is similar to Kent and national average.
- Average number of cars per household is 1.5, which is higher than Kent average of 1.3. 15% of households have no access to a car/van, lower than Kent average of 26%.
- Method of Travel to Work: For those employed, 3% use the bus and 74% use the car to travel to work.
- 28% of the population over 16yrs are economically inactive, (16% retired, 3% students), which is slightly lower than the Kent average of 30%.

Equality and Diversity Profile Data for Tonbridge and Malling show:

- 21% aged 0-15 yrs. 63% aged 16-64 yrs, 17% aged 65+.
- 6.2% Black and Ethnic Minority, of which Indian is the largest group.
- 13.6% Limiting Long Term Illness, which is below the National average and the majority of whom are aged 65+.
- 6% claiming Disability Benefits, which is below the National average and the majority of whom are aged 65+.
- The main religion is Christianity.

## **Potential Impact**

There are no negative impacts on any of the groups. The SQPS will bring about positive improvements to local bus services. This will bring benefits to passengers as well as all other road users and local residents.

### **Adverse Impact:**

There are no negative impacts on any of the groups. The SQPS will bring about positive improvements to local bus services. This will bring benefits to passengers as well as all other road users and local residents.

### **Positive Impact:**

All bus users will benefit from improved services and all road users and local residents will benefit from reduced/ limited congestion, air and noise pollution. More specifically, disabled, elderly and parents with pushchairs will benefit from raised kerbs and accessible bus stops and buses. Visually impaired passengers will benefit from audible announcements.

## JUDGEMENT

Option 1 – Screening Sufficient

YES

**Following this initial screening our judgement is that no further action is required.**

### **Justification:**

There is no negative impact of the scheme. However actions have been identified to extend the positive benefits to certain groups, and these have been detailed in the Action Plan.

### **Equality and Diversity Team Comments**

***The Equality and Diversity Team to make any comments following their review.***

### **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:

Name: David Joyner

Job Title: Transport & Safety Policy Manager

Date: 17 April 2013

### **DMT Member**

Signed:



Name: Tim Read

Job Title: Head of Transportation

Date: 24<sup>th</sup> April 2013

## Equality Impact Assessment Action Plan

Protected Characteristic	Issues identified	Action to be taken	Expected outcomes	Owner	Timescale	Cost implications
All	The scheme is developed in a partnership that involves KCC and Tonbridge & Malling Borough Council	Take a partnership approach to Equality Impact Assessment, with KCC and TMBC working together	Using the “Partnership approach to EqIA” the scheme benefits from input from both authorities, working to get the best outcome for users of the bus service, taking into account the needs of people with all protected characteristics.	Charlotte Owen	Until end of Consultation- 15 <sup>th</sup> July.	None
Age/Disability	Older people using the bus who typically may not make use of mobile/ internet devices to search for bus times will benefit from the Real Time Information	Work with organisations such as Kent Association for the Blind to ensure that displayed information has good colour contrast and take advice about other	Information at bus stops is easy for all passengers to read. As a result the service is easier for older and disabled customers to use.	Charlotte Owen	Until infrastructure improvements are completed (September 2013).	Potentially higher costs of tailoring information to easier read format.

	screens at bus stops. For this to be truly effective for people with low vision, the displayed information must be easy to see.	aspects of accessible presentation.				
<b>All</b>		Amend Scheme to include requirement for bus operators to deliver Awareness Training to all drivers.	All drivers will be trained in how to communicate appropriately with passengers with learning difficulties; hearing difficulties; English as a second language; visually-impaired people (who may need to be told when they have reached their destination).	Charlotte Owen	Before Consultation Start Date 22 <sup>nd</sup> April 2013.	Bus operators may incur costs in delivering training to drivers and staff time in receiving training.

<b>Visual Impairment</b>	People with visually impairments will benefit from audible announcements at bus stops to inform them when the next bus will arrive.	New Real Time Information displays at bus stops will have audible announcements built in. These will be triggered by visually impaired people carrying an appropriate key fob.	People with visual impairments will find it easier to find out when the next bus will arrive.	Charlotte Owen	Before Scheme Commencement Date (November 2013)	Real Time Information Displays may be more expensive with audible announcements enabled.
<b>Visual Impairment</b>	People with visual impairments will benefit from tactile smartcards. A small notch or groove etc. on the card will differentiate it from other plastic cards in one's wallet, allowing visually impaired people to easily locate it amongst their other cards.	The possibility to produce tactile cards for passengers requiring them will be explored.	Visually impaired people will be able to easily discern the smartcard from their other plastic cards in their wallet, making travelling by bus and paying for journeys easier.	Charlotte Owen	As multi-operator smartcard is developed (1 <sup>st</sup> March 2014)	Producing a notch or groove on the smartcard will likely increase the cost of production.



## **A20 Corridor Statutory Quality Bus Partnership Scheme Consultation Report**

**Executive Summary:** The Consultation showed broad support for the Scheme, especially from bus user representative organisations. A number of comments relating to people with visual impairments and other protected characteristics have led to further improvements being incorporated into the Scheme. The only negative comments received were queries about the impacts of the Scheme on other local bus operators.

### **1. Introduction:**

- It is a statutory requirement to conduct a Consultation on any proposed Statutory Quality Partnership Scheme (SQPS).
- The Quality Partnership Scheme model was introduced by the 2000 Transport Act, and amended by the 2008 Act. Under such a scheme a local transport authority agrees to invest in improved facilities at specific locations along bus routes (e.g. bus stops or bus lanes) and operators who wish to use those facilities undertake to provide services of a particular standard (e.g. new buses, or driver training standards). Any local authority wishing to implement such a scheme must conduct a Consultation and publish Notices in the Press.
- Cabinet Committee are required to make a decision to publish the SQPS, following the Consultation. If the decision is to publish the SQPS, Notices will be placed in the Press and sent to all appropriate operators and the Traffic Commissioner.

### **2. Consultation process**

- 12 week Consultation 22<sup>nd</sup> April – 15<sup>th</sup> July 2013
- Total = 100 consultees directly invited to participate in consultation
- Bus Operators, Community Transport Operators, User Representatives (Passenger Focus, Campaign for Better Transport etc.), Disability Forums, Older People's Forums and Youth Forum, Kent Police, Parish Councils, Local Members, Traffic Commissioner, Local Schools, Children Centres, Gateways and Citizen Advice Bureaus, Libraries.
- Statutory Notice published in Kent Messenger (19<sup>th</sup> April) and Kent on Sunday (28<sup>th</sup> April)
- Posters displayed on route no.71 buses (22<sup>nd</sup> April)
- Information page on kent.gov.uk with online consultation form (22<sup>nd</sup> April)
- Tweets were made on Twitter Social Media Site (23<sup>rd</sup> April)
- Press Release resulted in KM article published (26<sup>th</sup> April)
- Posters displayed at bus stops (2<sup>nd</sup> May)
- An email was sent to all consultees as the basic method of communication (8<sup>th</sup> May)
- A letter with poster to display were sent to schools, gateways, libraries and children's centres (8<sup>th</sup> May)

- Community Engagement Officer visited local Forums
- On-going communication (email and telephone) to seek advice from Kent Association for the Blind
- Level Playing Field Staff Group bulletin (KCC)
- Easy Read version of the Scheme document
- Text Relay telephone line set up
- Summary version of the Scheme document

### 3. Respondents

- 10 responses received
- (4 via Online form on kent.gov.uk/A20; 1 via GovMetrics; 5 via email)
- (3 from members of the public; 2 from User Representative Organisations; 1 from local bus operator; 1 from Police; 1 from local school; 2 from Disability Forums)

### 4. Consultation responses:

- Public
  - Dissatisfied with high bus fares charged by Arriva
  - Support proposed improvements
  - Calls for higher cyclist priority on roads
- Disability Forum
  - Request Consultation be aimed at parents of certain local schools
  - Asked if smartcards will be easily distinguishable for the visually impaired
  - Asked if Real Time Information screens will be easy to read for the partially sighted
  - Asked if timetables can be made audible
  - Asked if lighting will be anti-glare
  - Kent Association for the Blind has received no complaints from their members regarding bus travel on A20 London Road, but welcomes any improvements
  - Importance of driver training in multiple aspects of protected characteristics (English as a second language, learning and hearing difficulties, visual impairment)
- School
  - Request to extend the Scheme eastwards to include the Somerfield Hospital bus stop
  - Request for children's fares on buses before 9am
  - Request to make Somerfield bus stop safer e.g. widen pavement/ erect barriers
  - Asked if more buses will be provided

- Asked why the Scheme is not extended into Leybourne or Leybourne Chase
- Police
  - No specific observations
  - Request the Scheme meets all necessary criteria, legislation and guidance and does not compromise other road users or create extra enforcement work for the Police
  - Request further information on any traffic signal priorities or changes to bus lanes
- User Representative
  - Support for the proposals
  - Passenger Focus research confirms many elements of the Scheme are core priorities for passengers (reliability, punctuality, information, real-time information, fares, multi-operator ticket, frequency, driver attitude).
  - Importance of publicising the Customer Charter for passengers to realise the benefits
  - Request for operators to publish more performance data
  - Request to include “soft” monitoring of Scheme i.e. what passengers think of the services
- Bus Operator
  - Asked if revenue support would be necessary for operators under fares capping
  - Unfair that main operator was financially assisted in purchasing hybrid bus fleet, which allows them to meet the emissions standards within the Scheme
  - Asked if would not be better to put out to contract the bus route along A20 London Road with expected services levels included in the Scheme, rather than ask these levels of any operator running on the route
  - Eager to participate in a multi-operator ticketing scheme
  - Fear that fares caps will reduce or suppress income

## **5. How Responses have been taken into account**

- Existing high bus fares will be managed by setting maximum fares that operators can charge
- Consultees included local schools, who were provided with a poster to display on their premises
- The Scheme area was carefully devised according to where most investment has taken place and with such investment which bus services could reasonably meet the requirements. The Scheme area is limited so that investments are not spread too thinly and deliver maximum return on investment.

- Reduced fares are available for children through the Kent Freedom Pass and 16+ travelcard. The opportunity to provide reduced fares for children without the above before 9am is being explored separately with the main operator.
- The Somerfield bus stop is outside of the Scheme area but the possibility of conducting improvement works is being explored separately.
- The Scheme does not mandate more buses than existing to be provided, but sets a minimum number of buses to be provided per hour which guarantees this high level of service. Monday to Saturday 9am-5pm there will be a minimum of 8 buses an hour, which equates to roughly one bus every 8 minutes.
- Punctuality data (as part of performance data) is subject to a separate agreement with operators (Punctuality Improvement Project).
- Attitudinal surveys (i.e. asking what passengers actually think) will be carried out at least once a year.
- It is not expected that the fares caps included within the SQPS scheme will mean that the existing services on the corridor will require financial support from the KCC in the future. On the contrary, the objective of the scheme is to improve the quality of services on the corridor to attract new passengers, which should more than compensate for the impacts of inflation of costs.
- The main operator successfully bid to the Government's Green Bus Fund for the majority of their funding. The funding provided the surplus necessary to purchase hybrid vehicles rather than the equivalent non-hybrid Euro IV emissions vehicles.

## 6. Equality Analysis

- As a result of the Consultation several action points have been added to the EqIA:
  - On-going communication with Kent Association for the Blind, to ensure that displayed information has good colour contrast and take advice about other aspects of accessible presentation.
  - Amend Scheme to include requirement for bus operators to deliver greater Awareness Training to all drivers.
  - New Real Time Information displays at bus stops will have audible announcements built in. These will be triggered by visually impaired people carrying an appropriate key fob.
  - The possibility to produce tactile cards for passengers requiring them (visually impaired) will be explored.

Charlotte Owen  
01622 221022

Smartcard Project Manager  
Charlotte.owen@kent.gov.uk

**From:** David Brazier, Cabinet Member – Transport & Environment  
John Burr, Director, Highways & Transportation

**To:** Environment, Highways & Waste Cabinet Committee – 3  
October 2013

**Decision No:** 13/00031C

**Subject:** North Farm Link Road (Longfield Road) Improvement,  
Tunbridge Wells

**Classification:** Unrestricted

**Past Pathway of Paper:** EHW Cabinet Committee - 19 June 2013

**Future Pathway of Paper:** Cabinet Member Decision

**Electoral Division:** Tunbridge Wells East and Tunbridge Wells North

**Summary:**

Update on discussions with landowners and scheme development. Approval sought to the amended scheme plan and authority to progress detailed design and tender documentation.

**Recommendation(s):**

Subject to the views of this Committee, the Cabinet Member for Transport & Environment proposes to:

- i) approve the scheme for the improvement of Longfield Road, shown as an outline design on Drg 4300034/000/01/Rev 2 and Drg 4300034/000/065 Rev 0, if land cannot be secured from Asda, for land charge disclosures and development control.
- ii) give approval to progress the detailed design, tender preparation and any ancillary works and approvals for the scheme for the improvement of Longfield Road.
- iii) give approval for Legal Services to take a dedication, transfer or by some other appropriate legal mechanism to secure the land required to deliver the Longfield Road scheme, shown in outline on Drg 4300034/000/01/Rev 2 including but not limited to any ancillary works such as drainage and environmental mitigation.
- iv) give approval to the Masterplan for North Farm shown in concept on the plan in Appendix C and for taking forward to the next stage of feasibility assessment.

## **1. Introduction**

1.1 At the meeting of this Cabinet Committee on 19 June 2013, approval was given to continue scheme development on the basis of progress on land assembly and with an aspiration to secure a commitment on all the land required by the end of July 2013. (Item B1 and Decision 13/00031B refers). The scheme is shown diagrammatically on the plan attached.

## **2. Funding/Finance**

2.1 The 2013/14 tranche of £600,000 of the Pinch Point funding offer of £3.5m has been received from the Department of Transport.

2.2 KCC has committed to contribute up to £1.5m and Tunbridge Wells has indicated a willingness to underwrite £0.5m, and there are potential opportunities for s106 contributions.

2.3 The Pinch Point funding bid was predicated on an indicative overall scheme cost of £5m. With the benefit of survey information, commencement of initial detailed design, initial responses from utility companies and considerations of buildability, a more informed view can be taken. Cost consultants have been retained and the current estimate is £6.3m. The detailed design and utility diversions need to be developed but the estimate of £6.3m reflects the state of current knowledge with an appropriate allowance for risk and is affordable when taking account of anticipated s106 contributions. Expenditure to date in developing the scheme and securing the land is approximately £250,000.

## **3. Bold Steps for Kent and Policy Framework**

3.1 Supports the objectives of supporting existing businesses, encouraging economic activity and job creation by improving accessibility by reducing traffic congestion and improving safety.

## **4. Land Aspects**

4.1 Land negotiations have been protracted with the main issue being that, despite most owners being supportive of the scheme, concerns were raised that they might be liable to claims from their retail tenants for any economic loss that might be attributable to disruption caused during construction of the scheme. KCC cannot provide an indemnity for economic loss and it is uninsurable. We have reassured businesses that we will do everything practical to maintain access and minimise disruption particularly during key trading periods such as December and January and stressed that any disruption will be short term compared with the wider, longer term benefits.

4.2 It has taken a while for owners and tenants, between themselves, to come to terms with this aspect but considerable progress has been made. We require 8

plots of land for the scheme and have secured a commitment to 7. The remaining plot is held by Asda.

4.3 Despite an extensive supply of traffic information and discussion that shows that the scheme will result in an improvement to journey times to and from their store, Asda have not agreed to release the land required for the scheme. Their position, given on 18 September, is that they are unable to support the scheme unless it is amended to retain all current movements to and from their store. This requirement would result in the scheme being amended to provide a dedicated left-turn in lane and a dedicated left-turn out lane from the store together with a dedicated right-turn in lane to the store from the east. In addition, Asda have asked for an additional right turn out movement to be provided from their secondary access on Dowding Way. The view is that these amendments will significantly compromise the scheme and is therefore not acceptable. Greg Clark MP is kindly making arrangements to meet Asda's CEO in a last attempt to secure their support for the scheme.

4.4 As Asda are the only firm who has not indicated support, we have investigated options to amend the scheme without their land so that the scheme can still proceed. Since Asda are located at the start of the scheme and land take is only required for road widening and not a junction improvement, we have been able to retain the dualling through this section, through slightly reducing lane widths and a narrowing of the central reservation. However, it also means that a section of shared footway/cycleway will be need to be deleted from the scheme.

4.5 This would not be an ideal situation but the overarching scheme benefits of reduced congestion and improved journey times could still be achieved. In particular, it maintains the opportunity for the scheme to proceed and avoids all the support and work done by all the other retailers and land owners being wasted.

4.6 Of the 7 plots with landowner/retailer commitment, Officers are continuing to formally agree the Deeds of Dedication. To date 3 have been executed, 2 are to be finally agreed and 2 with a verbal commitment and discussions to commence on the terms of the draft Deed. Some landowners are asking for their tenants, who have no direct legal interest, in the land to be parties to the Deed of Dedications. This is not an ideal situation but acceptable if it is a necessary means to secure the land. However, involving more parties who will be taking their own legal advice does risk a protracted period before some of the remaining Deeds may be completed. On that basis and whilst there has been considerable progress, further effort will be required to formally secure the land required to proceed with the scheme. See Appendix B for full land summary.

## **5. Design**

5.1 Further surveys continue in preparation for the detailed design stage. Geotechnical site investigation, coring of the carriageway to determine the robustness of the existing pavement construction, drainage surveys to understand the existing system and a tree survey have all been completed. Environmental surveys continue.

5.2 There has been slight refinement of the outline design particularly in the context of verges and minor earthworks and it would be appropriate as part of this Report to seek approval to the latest outline design scheme plan, 4300034/000/01 Rev 2, and including a possible alternative amendment should the Asda land not be secured, 4300034/000/065 Rev 0.

5.3 Liaison has commenced with the Highways Agency to ensure the Link Road scheme and the A21 Tonbridge – Pembury scheme and other associated interface issues such as utility diversions and any interim traffic management aspects are effectively co-ordinated and abortive work minimised.

## **6. Conclusions**

6.1 Considerable progress has been made since the June Committee meeting and commitment has been received from the landowners/retailers of 7 out of the 8 plots required. The process to complete Deeds of Dedications is protracted with 3 having been executed to date. Every effort will be made to progress the remaining Deeds where we currently have a strong commitment of support in principle. A verbal update will be given when the Committee meets.

6.2 Commitment to release the land required has not been received from Asda but we have been able to amend the scheme so that their land is not required. However, this means that a section of the shared footway/cycleway has to be deleted from the scheme and, whilst neither ideal nor desirable, allows the scheme to proceed and the wider benefits to be achieved. Of course, it is still hoped that Asda will give their full support following the intervention of Greg Clark MP.

6.3 The continued focus on securing the land means that the programme has unavoidably slipped and it is expected that it will not be possible to invite construction tenders until January 2014 with a construction start in May 2014 and completion in May 2015. Any continued significant delay in formally securing the land will cause the programme to slip further and might well prejudice the availability of the Pinch Point funding.

6.4 However, the opportunity to improve access to North Farm will not be repeated in the near future and should not be given up without making every effort although KCC continues to operate at risk.

## **7. North Farm Master Plan**

7.1 At the Cabinet Committee meeting in June, Members asked for an overview of the Masterplan for North Farm of which the Longfield Road improvement is the key catalyst, known collectively as Phase 1 & 2 in the Masterplan.

7.2 Continuing severe traffic congestion in the North Farm retail and industrial estate is inhibiting existing business and preventing further economic growth in Tunbridge Wells Borough. Intense development over the years has created enormous demand in North Farm, particularly on Longfield Road (a single carriageway) from the A21 to Dowding Way and including the two signalised junctions at King Standing Way and Great Lodge.



7.3 In April 2011, Tunbridge Wells Borough Council (TWBC) and KCC commissioned the previous term consultant, Jacobs, to undertake a traffic study for the North Farm Estate and to identify some possible solutions to the congestion issues. The brief for the study was developed in consultation with local businesses, and a meeting to discuss the draft report was held in early July 2011, chaired by Greg Clark MP. The study identified a range of short term measures as well as some medium and longer term options to ease congestion in the North Farm area.

7.4 The short term measures were implemented in 2012 funded by s106 contributions. These measures were not expected to address the continuing congestion issues in North Farm. It was clear to KCC that to tackle existing congestion issues and enable TWBC to plan for future employment and commercial growth, a Masterplan or strategy for the area was essential.

7.5 A Masterplan for North Farm was developed by KCC in September 2012, and was based on the phased implementation of independent improvement schemes. It incorporated improvement measures and priorities identified in previous studies. The Masterplan would be incorporated into the emerging Transport Strategy which would support development aspirations set out in the Tunbridge Wells Local Plan. The lifespan of the Local Plan is to 2026 and the implementation of all phases of the Masterplan is required within this time period.

7.6 The suggested phases of the Masterplan are:

Phase 1 and Phase 2 – dualling of Longfield Road between A21 and Dowding Way.

Phase 3 – one way system incorporating the southern end of Longfield Road, Lambert Road and Dowding Way.

Phase 4 – alternative route through North Farm Lane.

Phase 5 – widening of High Brooms Railway Bridge on North Farm Road to allow vehicles to pass side by side and allow access to buses, pedestrians and cyclists.

7.7 The Masterplan phases are shown indicatively on the plan attached as Appendix C.

7.8 A costed master plan will allow contributions to be collected from developer contributions, s106, Community Infrastructure Levy (CIL) and central government funding bid opportunities.

7.9 Of the remaining phases, the most problematic in terms of feasibility and cost is the improvement of High Brooms Railway Bridge which has reduced headroom, no footway and operates under shuttle traffic signal working. It is a significant constraint for access to and from the core urban north east sector of Tunbridge Wells.

7.10 Amey are being commissioned to carry out initial feasibility assessment and estimates of the remaining phases of the Masterplan and particularly for the High Brooms bridge element to better inform possible options for securing the funding and future delivery programme.

7.11 However, it is impractical to rely only on often expensive infrastructure improvements and the existing Demand Management strategy will remain a fundamental underpinning aspect of the Masterplan.

## **8. Recommendation(s):**

Subject to the views of this Committee, the Cabinet Member for Transport & Environment is proposes to:

- i) approve the revised scheme for the improvement of Longfield Road, shown as an outline design on Drg 4300034/000/01/Rev 2 and Drg 4300034/000/065 Rev 0, if land cannot be secured from Asda, for land charge disclosures and development control.
- ii) give approval to progress the detailed design, tender preparation and any ancillary works and approvals for the scheme for the improvement of Longfield Road.
- iii) give approval for Legal Services to take a dedication, transfer or by some other appropriate legal mechanism to secure the land required to deliver the Longfield Road scheme, shown in outline on Drg 4300034/000/01/Rev 2 including but not limited to any ancillary works such as drainage and environmental mitigation.
- iv) give approval to the Masterplan for North Farm shown in concept on the plan in Appendix C and for taking forward to the next stage of feasibility assessment.

## **Background Documents**

Appendix A – Draft Record of Decision

Appendix B - Land Summary

Appendix C – Preliminary Masterplan – North Farm – September 2012

## **Contact details**

### **Report Author:**

- Mary Gillett, Major Projects Planning Manager
- 01622 221857
- [Mary.Gillett@kent.gov.uk](mailto:Mary.Gillett@kent.gov.uk)

### **Relevant Director:**

- John Burr, Director of Highways & Transportation
- 01622 694192
- [John.burr@kent.gov.uk](mailto:John.burr@kent.gov.uk)

# KENT COUNTY COUNCIL – PROPOSED RECORD OF DECISION

**DECISION TO BE TAKEN BY:**

David Brazier - Cabinet Member, Transport & Environment

**DECISION NO:**

13/00031C

**Unrestricted**

**Subject: North Farm Link Road (Longfield Road) Improvement, Tunbridge Wells**

**Decision:**

As Cabinet Member for Transport & Environment, I agree to

- i) approve the revised scheme for the improvement of Longfield Road, shown as an outline design on Drg 4300034/000/01/Rev 2 and Drg 4300034/000/065 Rev 0, if land cannot be secured from Asda, for land charge disclosures and development control.
- ii) give approval to progress the detailed design, tender preparation and any ancillary works and approvals for the scheme for the improvement of Longfield Road.
- iii) give approval for Legal Services to take a dedication, transfer or by some other appropriate legal mechanism to secure the land required to deliver the Longfield Road scheme, shown in outline on Drg 4300034/000/01/Rev 2 including but not limited to any ancillary works such as drainage and environmental mitigation.
- iv) give approval to the Masterplan for North Farm shown in concept on the plan in Appendix B and for taking forward to the next stage of feasibility assessment.

**Reason(s) for decision:**

See Report to E, H & W Cabinet Committee meeting on 3/10/13

**Cabinet Committee recommendations and other consultation:**

To be entered after the meeting and considered by the Cabinet Member when taking the decision.

**Any alternatives considered:**

Not applicable

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

None

.....  
signed

.....  
date

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## North Farm Link Road Improvement

### Land Schedule & Commentary

This is a simplified schedule that generally identifies the land by business rather than the underlying freehold and leasehold ownerships.

#### South Side – A21 towards Dowding Way

Plot No's	Business/Retail Park	Commentary
25	Dft/HA	<b>Support</b> – part of existing highway and lagoon area but unlikely to be required because of temporary interface pending delivery of A21 Tonbridge – Pembury scheme anyway
21, 23, 24	Dandara (Invertay Limited)	<b>Deed of Dedication Executed</b>
15	Tunbridge Wells Shopping Park (Royal London Mutual Assurance Society Limited)	<b>Deed of Dedication Executed</b>
3, 11, 12, 13, 14	Big Yellow Storage, Dandara, Daejan and some unknown ownerships	<b>Secured by S228 Notice</b> - to formally confirm land is adopted public highway
5	BMW/Mini (Inchcape)	<b>Support. Finalising discussion on draft Deed of Dedication.</b>
4	Tunbridge Wells Borough Council	<b>Support Presumed</b>

#### North Side – A21 towards Dowding Way

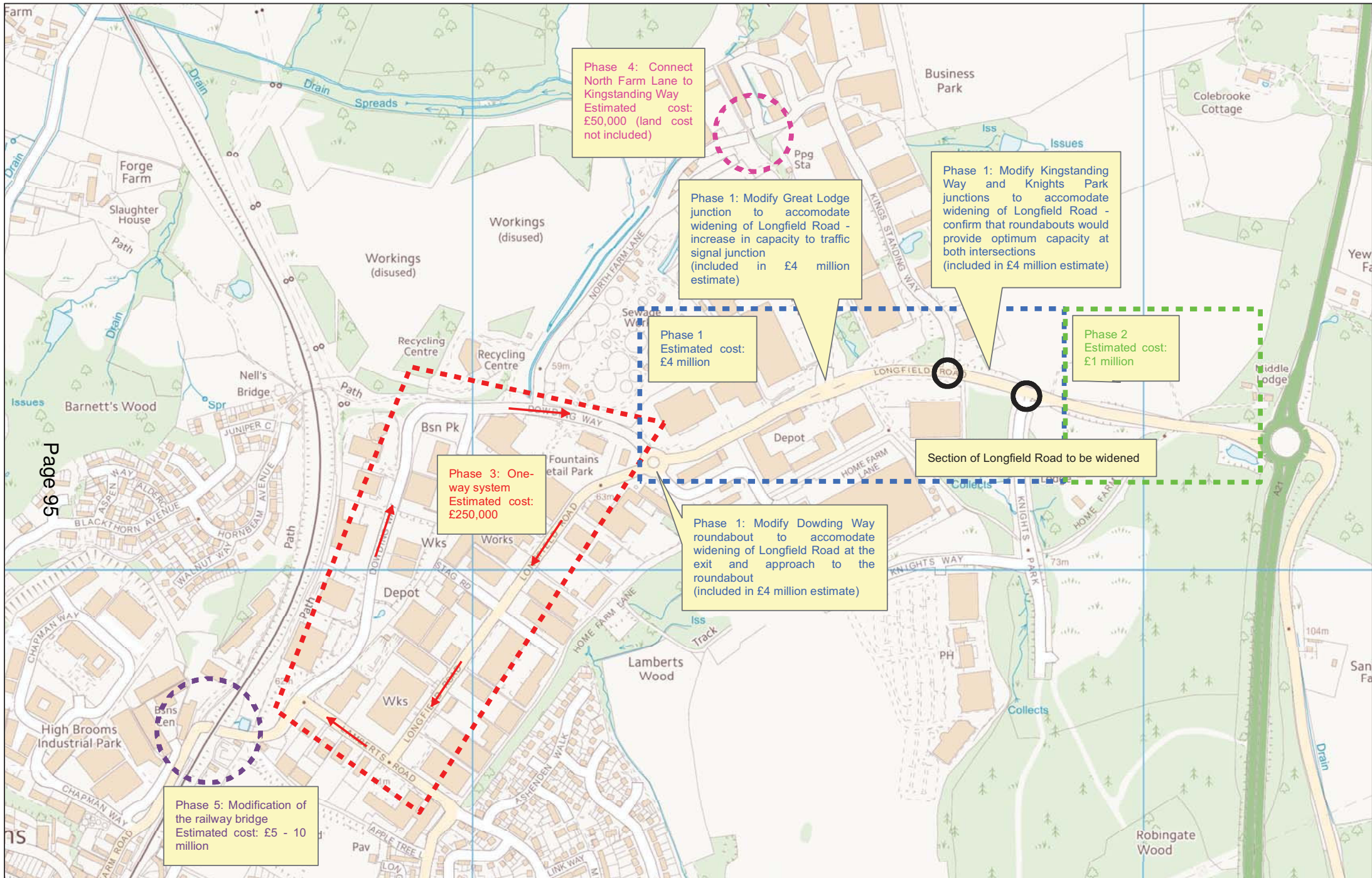
20	Carpetright & State Street Trustees Limited	<b>Deed of Dedication Executed</b>
19	John Lewis & Prudential Assurance	<b>Support. Finalising discussion on draft Deed of Dedication.</b>

	Company Limited	
8, 16, 17,18	Croudace and unknown ownerships	<b>Secured by S228 Notice</b> - to formally confirm land is adopted public highway.
7, 7A & 10	Great Lodge Retail Park (Ingnis Asset Management Ltd act for UK Commercial Property Estates Limited))	<b>Support. Solicitors recently instructed and discussion started on draft Deed of Dedication.</b> Ignis expected to formalise support following Board meeting in w/b 16/9/13. Expected that owner will want their three retail tenants – Dixons, B&Q and DfS to be a party to the Deed.
6, 6A	Hobbycraft, Magnet, Oak Furniture Land (DTZ act for Beegas Nominees Limited)	<b>Support. Solicitors instructed and discussion continues on draft Deed of Dedication.</b> Expected that owner will want their three retail tenants – Hobbycraft, Magnet and Oak Furniture Land to be a party to the Deed.
2	Asda (owners are Messrs Wood, Morrison, Hales & Docherty)	<b>No Support.</b> Asda will only support if scheme amended to give them a direct right turn entry from Longfield Road together with nearside lane of improved Longfield Road utilised for dedicated left in and left out entry movements. Asda also require improvements to secondary exit access on Dowding Way. Greg Clark MP arranging to meet Asda CEO.

**Note:**

Some Plot No's not used because land is highway or no longer required.

Intent is to hold executed Deeds and date and complete when all land is secured.



# Preliminary Masterplan - North Farm

## September 2012

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## **Environment, Highways & Waste Cabinet Committee Draft Programme of Work**

### **December 2013**

#### **13/00025 - Bold Steps for Aviation**

Decision maker: Cabinet Member for Transport & Environment

Lead officer: Ann Carruthers

Notice of proposed decision first published: 01/03/2013

Anticipated restriction: Open

#### **13/00062 - Member Highway Fund Scheme - Review**

Decision maker: Cabinet Member for Transport & Environment

Lead officer: Andy Corcoran

Notice of proposed decision first published: 25/07/2013

Anticipated restriction: Open

#### **13/00038 - Joint Transportation Boards - Agreement and Governance**

Decision maker: Cabinet Member for Transport & Environment

Lead officer: David Hall

Notice of proposed decision first published: 16/02/2013

#### **Making Kent's Roads Safer**

Decision maker: Cabinet Member for Transport & Environment

Decision due: December 2013

Lead officer: David Joyner

Notice of proposed decision first published:

#### **Growth without Gridlock update**

Decision maker: Cabinet Member for Transport & Environment

Decision due: December 2013

### **Cabinet Member Decisions - dates to be confirmed**

#### **Local Transport Strategies - Various**

Decision maker: Cabinet Member for Transport & Environment

Decision due: Between Monday, 3 Dec 2012 and Tuesday, 3 Dec 2013

Lead officer: Sally Benge, Chad Nwanosike, Ruth Goudie, Peter Rosevear, Paul Lulham, James Hammond

**For information/comment items – dates to be confirmed**

**Maidstone Borough Council Core Strategy Submission (Regulation 27) consultation**

Decision maker: Cabinet Member for Transport & Environment

Decision status: Information Only

Notice of proposed decision first published: 31/12/2012

DRAFT

From: David Brazier, Cabinet Member for Transport & Environment  
Mike Austerberry, Corporate Director for Enterprise & Environment

To: Environment, Highways and Waste Cabinet Committee – 3rd  
October 2013

Subject: Enterprise & Environment Directorate Financial Monitoring 2013/14

Classification: Unrestricted

**Summary:**

The Cabinet Committee is asked to note the first quarter's full budget monitoring report for 2013/14 reported to Cabinet on 16<sup>th</sup> September 2013.

**1. Introduction**

1.1 This is a regular report to this Committee on the forecast outturn for Enterprise & Environment Directorate/Portfolio.

**2. Background**

2.1 A detailed quarterly monitoring report is presented to Cabinet, usually in September, December and March and a draft final outturn report in either June or July. These reports outline the full financial position for each portfolio together with key activity indicators and will be reported to Cabinet Committees after they have been considered by Cabinet. These quarterly reports also include financial health indicators, prudential indicators, the impact on revenue reserves of the current monitoring position and staffing numbers by directorate. In the intervening months a mini report is made to Cabinet outlining the financial position for each portfolio. The first quarter's monitoring report for 2013/14 is attached..

2.2 The attached relevant annex from the Cabinet report is presented in the pre-election portfolio format. The Cabinet Member for Finance and Procurement is currently assessing the resource implications of mapping the information to the post-election portfolio structure, in light of the current change programme. An update on this position will be reported verbally at this meeting.

**3. Recommendation(s)**

**3.1 The Environment, Highways and Waste Cabinet Committee** is asked to note the revenue and capital forecast variances from budget for 2013/14 for the Enterprise & Environment Directorate based on the first quarter's full monitoring to Cabinet.

#### **4. Contact details**

##### Report Author

- Anthony Kamps , Finance Business Partner
- Telephone number: 01622 694035
- Email address: Anthony.kamps@kent.gov.uk

**ENTERPRISE & ENVIRONMENT DIRECTORATE SUMMARY**  
**JUNE 2013-14 FULL MONITORING REPORT**

**1. REVENUE**

1.1		Cash Limit	Variance Before Mgmt Action	Management Action	Net Variance after Mgmt Action
	<b>Directorate Total (£k)</b>	<b>+150,523</b>	<b>+2,418</b>	<b>-</b>	<b>+2,418</b>

1.2 **Table 1** below details the revenue position by A-Z budget:

Budget Book Heading	Cash Limit			Variance	Explanation		Management Action/ Impact on MTFP
	G	I	N	N			
	£'000	£'000	£'000	£'000	£'000		
<b>Environment, Highways and Waste portfolio</b>							
Strategic Management & Directorate Support budgets	4,869.9	-21.0	4,848.9	-283	-233	Saving on contractor annual management charge	
					-50	Other minor variances	
<u>Community Services:</u>							
- Gypsies & Travellers	714.0	-430.0	284.0	-29			
<u>Environment:</u>							
- Environment Management	3,878.9	-1,526.0	2,352.9	-1			
<u>Highways:</u>							
- Highways Maintenance							
- Adverse Weather	3,299.9	0.0	3,299.9	+376	+222	Costs of April salting runs	
					+147	Balance of 12/13 costs including snow emergency costs for which insufficient provision was made	
					+7	Other minor variances	
- Bridges & Other Structures	2,588.1	-182.0	2,406.1	0			
- General maintenance & emergency response	13,616.0	-487.0	13,129.0	+3,759	+3,830	Find and fix repair of pot holes	
					-112	Underspend on depot maintenance	
					+41	Other minor variances	
- Highway drainage	3,265.8	0.0	3,265.8	0			
- Streetlight maintenance	3,895.3	-154.0	3,741.3	0			
	26,665.1	-823.0	25,842.1	+4,135			

Budget Book Heading	Cash Limit			Variance	Explanation	Management Action/ Impact on MTFP
	G	I	N	N		
	£'000	£'000	£'000	£'000	£'000	
- Highways Management:						
- Development Planning	2,110.9	-1,310.0	800.9	-53		
- Highways Improvements	1,875.3	-82.0	1,793.3	-446	-200 Temporary staff no longer required for Member Highway Fund as the backlog has been cleared -168 An historic budget for a revenue contribution to capital remains but there is no requirement within the capital programme for 2013-14 for this funding. -78 Other minor variances	
- Road Safety	3,257.6	-2,234.0	1,023.6	+44		
- Streetlight energy	4,795.0	0.0	4,795.0	0		
- Traffic management	5,874.2	-3,421.1	2,453.1	-88		
- Tree maintenance, grass cutting & weed control	3,252.8	0.0	3,252.8	+260	+180 Additional weed control treatment required following complaints from District Councils in particular concerning weeds causing a trip hazard +180 Additional expenditure in respect of bus route clearance -192 Savings on the transfer of the contract to a new contractor +80 Removal of tree stumps +12 Other minor variances	Part of this saving is expected to be ongoing and will be reflected in the 2014-17 MTFP
	21,165.8	-7,047.1	14,118.7	-283		
<u>Planning &amp; Transport Strategy:</u>						
- Planning & Transport Policy	1,392.9	0.0	1,392.9	-3		
- Planning Applications	1,079.9	-600.0	479.9	+27		
	2,472.8	-600.0	1,872.8	+24		
<u>Transport Services:</u>						
- Concessionary Fares	16,672.0	-27.0	16,645.0	-385	-385 Fewer replacement bus passes expected to be issued in 2013-14 than budgeted	

Budget Book Heading	Cash Limit			Variance	Explanation	Management Action/ Impact on MTFP	
	G	I	N	N			
	£'000	£'000	£'000	£'000	£'000		
- Freedom Pass	14,843.0	-2,459.0	12,384.0	+70	+70	Higher than budgeted number of journeys travelled using the Freedom Pass (as illustrated in the activity section 2.3 below)	There is an underlying pressure on this budget which will need to be addressed in the 2014-17 MTFP as the £800k funding provided from the 2012-13 roll forward is one-off and there will also be the impact of the change in education transport policy on the next cohort of students transferring to the secondary sector.
- Subsidised Bus Routes	9,035.1	-1,454.0	7,581.1	-435	-517	Funding awarded for price rises has proved to be in excess of what is required and contracts re-tendered in year have generally not increased	This pressure is expected to be ongoing and will be reflected in the 2014-17 MTFP
					-133	Staff vacancies	
					+218	Reduced income from ELS due to fewer entitled scholars using the subsidised bus routes	
					-3	Other minor variances	
- Transport Operations	1,127.4	-214.5	912.9	+32			
- Transport Planning	484.6	-228.0	256.6	-19			
	42,162.1	-4,382.5	37,779.6	-737			
<b>Waste Management</b>							Impact of the current Waste forecast on the 2014-17 MTFP: Until the Joint Waste Projects have been operating for a while it is difficult to predict with any certainty the impact of these on the 2014-17 MTFP. A view will be taken at the time of setting the budget based on the most up to date data available.
- Waste Operations	1,864.0	0.0	1,864.0	-28			
- Recycling & Diversion from Landfill:							
- Household Waste Recycling Centres	8,241.0	-1,982.0	6,259.0	-262	-244	Forecast lower volumes of materials managed at sites resulting in reduced haulage fees	
					+205	Management and contract fees for Richborough site expected to be closed for 2013/14 but remains open	
					-106	Reduced recycling bonus payments due to reduced waste volumes at HWRCs	

Budget Book Heading	Cash Limit			Variance	Explanation	Management Action/ Impact on MTFP
	G	I	N	N		
	£'000	£'000	£'000	£'000	£'000	
					-146	Additional income from the sale of metal as prices remain stable and high
					+29	Other minor variances
- Partnership & Waste Co-ordination	504.0	-168.0	336.0	-22		
- Payments to Waste Collection Authorities (DCs)	6,068.0	-102.0	5,966.0	-250	-153	Reduced tipping away payments (which are determined by distance travelled) to Waste Collection Authorities due to new arrangements to manage waste closer to where it is collected
					-109	Reduced recycling credit payments to Waste Collection Authorities
					+12	Other minor variances
- Recycling Contracts & Composting	9,030.0	-1,571.0	7,459.0	+1,063	+520	Price increases for hardcore due to changes in legislation
					-318	Forecast reduction of 15,500 tonnes in hardcore, wood, garden waste and other materials offset by an increase in food waste
					+471	Under recovery of sales income from the East Kent Contract due to changes in market prices
					+184	East Kent Contract: Forecast reduction of 4,100 tonnes of saleable material, (together with an increase of 6,400 tonnes of co-mingled materials due to changes in collected services, at zero cost)
					+176	Income expected to be generated from the new Mid Kent Contract has not materialised
					+30	Other minor variances
	23,843.0	-3,823.0	20,020.0	+529		



Budget Book Heading	Cash Limit			Variance	Explanation	Management Action/ Impact on MTFP	
	G	I	N	N			
	£'000	£'000	£'000	£'000	£'000		
- Waste Disposal:							
- Closed Landfill Sites & Abandoned Vehicles	864.0	-180.0	684.0	-152	-115	Net saving on the termination of the Operation Cubit contract	This saving is expected to be ongoing and will be reflected in the 2014-17 MTFP
					-37	Other minor variances	
- Disposal Contracts	28,836.0	-156.0	28,680.0	+1,097	-283	Forecast reduced tonnage of residual waste to be managed (-17,700 tonnes)	
					+1,899	Forecast increase of tonnage throughput at the Allington Waste to Energy Facility (resulting in reduction sent to Landfill) (+21,000 tonnes)	
					-403	Decrease in waste disposed of through the Shelford contract as waste from Canterbury City Council is being processed at the Allington Facility	
					-117	Saving on managing hazardous and clinical waste	
					+1	Other minor variances	
- Haulage & Transfer Stations	9,579.0	-75.0	9,504.0	+933	+345	Delays in the closure of the Hawkinge transfer station	
					-197	Reduced expenditure at the Ashford transfer station due to the delays in the closure of the Hawkinge site	
					-119	Forecast reduced tonnage managed at sites	
					+148	New arrangements at Allington transfer station to enable the receipt of food and dry recyclable waste	
					+547	East Kent Contract Haulage fee budget set only for January to March but payments are being incurred for the whole financial year	

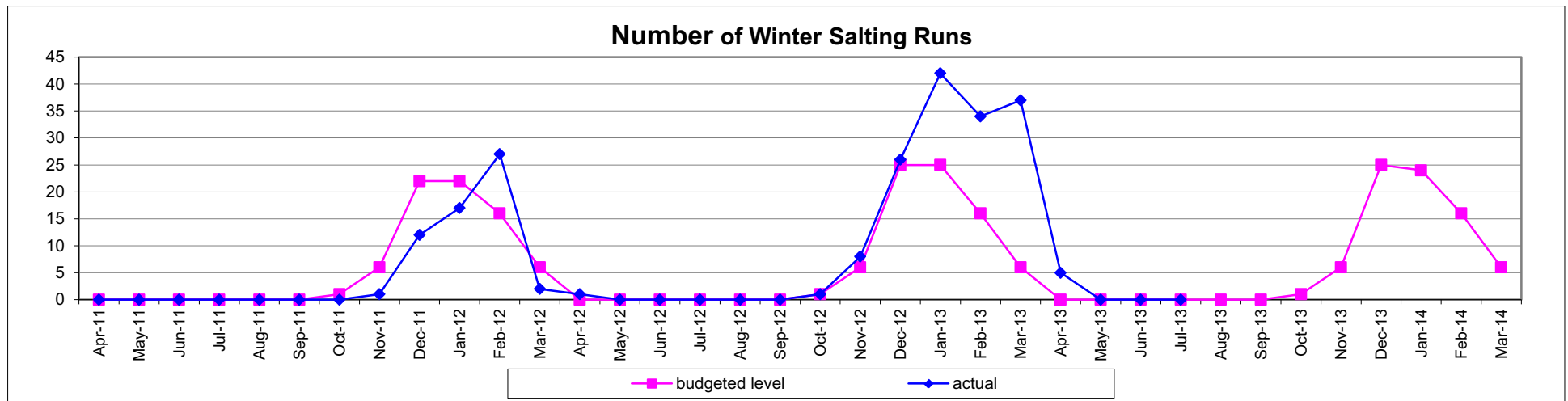
Budget Book Heading	Cash Limit			Variance	Explanation	Management Action/ Impact on MTFP
	G	I	N	N		
	£'000	£'000	£'000	£'000	£'000	
					+285	Extra contract payments for managing waste in Thanet and Canterbury under the East Kent Contract as the new service is being rolled out
					-76	Other minor variances
- Landfill Tax	7,571.0	0.0	7,571.0	-2,787	-2,787	Forecast reduction in the volume of waste sent to landfill due to an overall reduction in waste (-17,700 tonnes) and an increased diversion of waste to be processed at the Allington Waste to Energy Facility (-21,000 tonnes)
	46,850.0	-411.0	46,439.0	-909		
- Commercial Services	0.0	-4,899.0	-4,899.0			
<b>Total E,H &amp; W portfolio</b>	<b>174,485.6</b>	<b>-23,962.6</b>	<b>150,523.0</b>	<b>+2,418</b>		
<b>Regeneration &amp; Enterprise portfolio</b>						
Development Staff & Projects	656.6	-656.6	0.0	0		
<b>Total E&amp;E controllable</b>	<b>175,142.2</b>	<b>-24,619.2</b>	<b>150,523.0</b>	<b>+2,418</b>		
<b>Assumed Mgmt Action</b>						
- EHW portfolio						
- R&E portfolio						
<b>Total Forecast <u>after</u> mgmt action</b>	<b>175,142.2</b>	<b>-24,619.2</b>	<b>150,523.0</b>	<b>+2,418</b>		

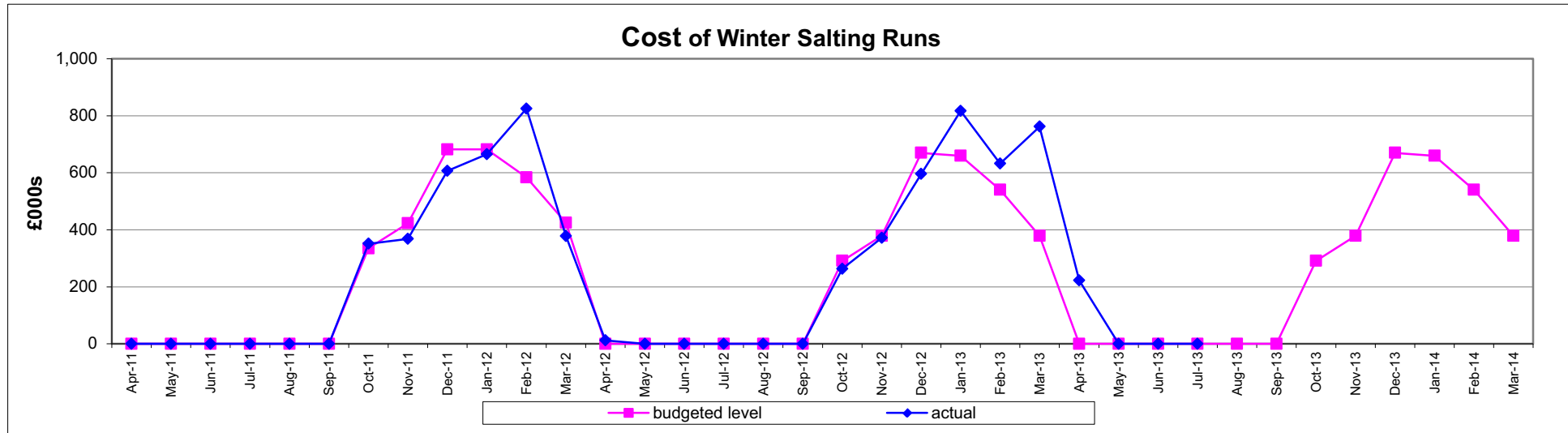
2. KEY ACTIVITY INDICATORS AND BUDGET RISK ASSESSMENT MONITORING

2.1 Number and Cost of winter salting runs

	2011-12				2012-13				2013-14			
	No. of salting runs		Cost of salting runs		No. of salting runs		Cost of salting runs		No. of salting runs		Cost of salting runs	
	Budgeted level	Actual	Budgeted level £'000	Actual £'000	Budgeted level	Actual	Budgeted level £'000	Actual £'000	Budgeted level	Actual	Budgeted level £'000	Actual £'000
Apr	-	-	-	-	-	1	-	12	-	5	-	222
May	-	-	-	-	-	-	-	-	-	-	-	-
Jun	-	-	-	-	-	-	-	-	-	-	-	-
Jul	-	-	-	-	-	-	-	-	-	-	-	-
Aug	-	-	-	-	-	-	-	-	-	-	-	-
Sep	-	-	-	-	-	-	-	-	-	-	-	-
Oct	1	-	335	351	1	1	291	263	1	-	291	-
Nov	6	1	423	368	6	8	379	372	6	-	379	-
Dec	22	12	682	607	25	26	670	596	25	-	670	-
Jan	22	17	682	665	25	42	660	817	24	-	660	-
Feb	16	27	584	825	16	34	540	632	16	-	540	-
Mar	6	2	425	378	6	37	379	762	6	-	379	-
	<b>73</b>	<b>59</b>	<b>3,131</b>	<b>3,194</b>	<b>79</b>	<b>149</b>	<b>2,919</b>	<b>3,454</b>	<b>78</b>	<b>5</b>	<b>2,919</b>	<b>222</b>

Page 107





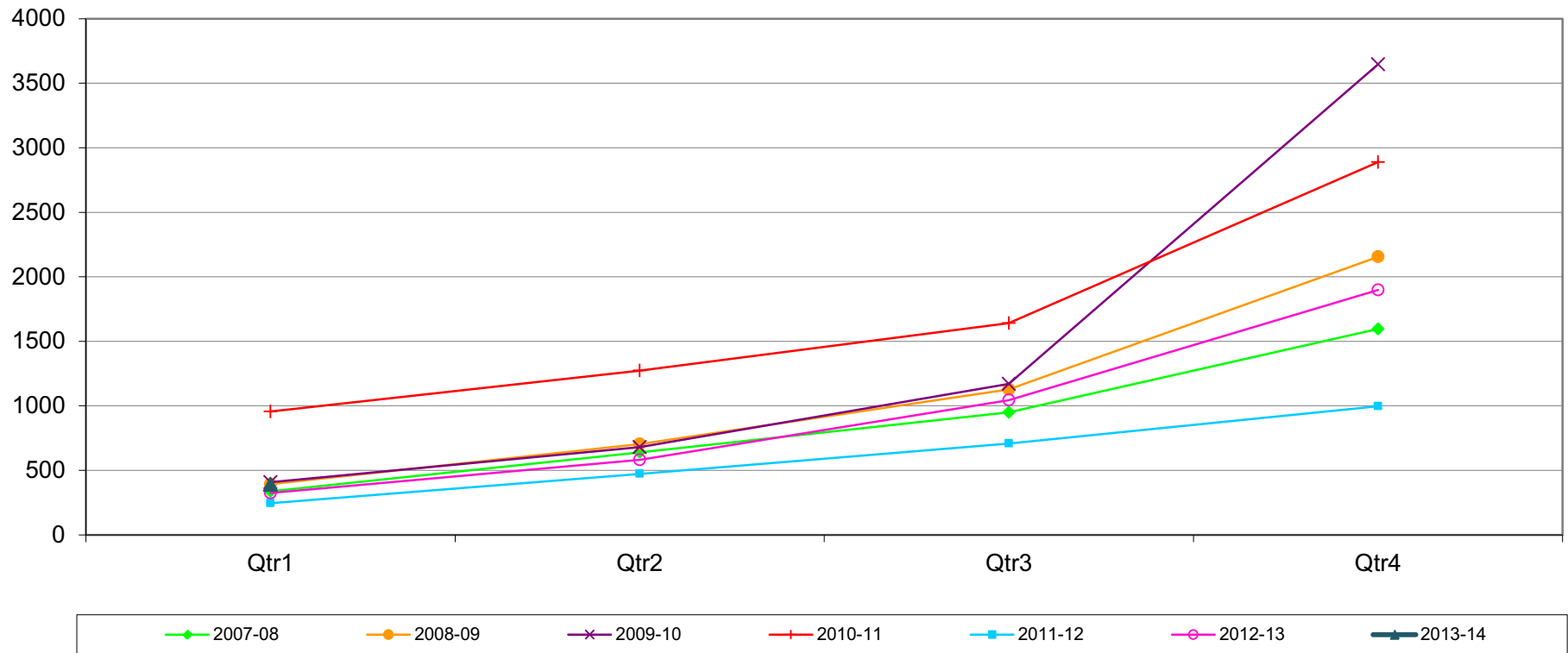
#### Comments:

- As a result of the prolonged hard winter which extended into April 2013, unbudgeted salting runs were required at the start of this financial year, resulting in a forecast pressure against the adverse weather budget of £0.222m, as shown above and in table 1.
- Although the budgeted number of salting runs is higher in 2012-13 than in 2011-12, the budgeted cost is lower because 2011-12 was a transition year due to the change in contractor from Ringway to Enterprise and 2012-13 included the full year efficiency savings, hence the reduction in the budgeted costs.
- It had been anticipated that the generally mild winter in 2011-12 would mean that the number and cost of salting runs would be below budget. However, the snow emergency in February 2012 required emergency salting runs, which were more expensive than the routine salting runs due to a higher rate of spread of salt than originally budgeted. Also, additional costs were incurred as part of the new Winter Policy introduced for 2011-12, as smaller vehicles needed to be leased in order to service parts of the routes that were inaccessible to the larger vehicles (approx £140k) and some of the salting routes were extended in order to meet local needs. This resulted in outturn expenditure of £3.194m against a budget of £3.131m, despite the number of salting runs being below the budgeted level.
- The actual number of salting runs in 2012-13 was above the budgeted levels, however, the budgeted cost of salting runs was calculated using the worst case scenario in terms of the rate of spread of salt. As the actual spread of salt was at a lower rate than assumed, this resulted in the costs of salting runs not being as high as the number of salting runs may suggest. Overall there was a net overspend of £1.669m on the adverse weather budget in 2012-13, which was due to an overspend of £0.535m on winter salting runs (as shown in the table above) and an overspend of £1.134m of other costs associated with adverse weather, not directly attributed to salting runs, such as costs of snow clearance, maintenance costs of farmers' ploughs, salt bins & weather stations.

2.2 Number of insurance claims arising related to Highways

	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14
	Cumulative no. of claims	Cumulative no. of claims	Cumulative no. of claims	Cumulative no. of claims	Cumulative no. of claims	Cumulative no. of claims	Cumulative no. of claims
Apr to Jun	337	393	408	956	245	325	391
Jul to Sep	640	704	680	1,273	473	581	
Oct to Dec	950	1,128	1,170	1,641	708	1,044	
Jan to Mar	1,595	2,155	3,647	2,889	997	1,898	

Cumulative Number of insurance claims relating to Highways

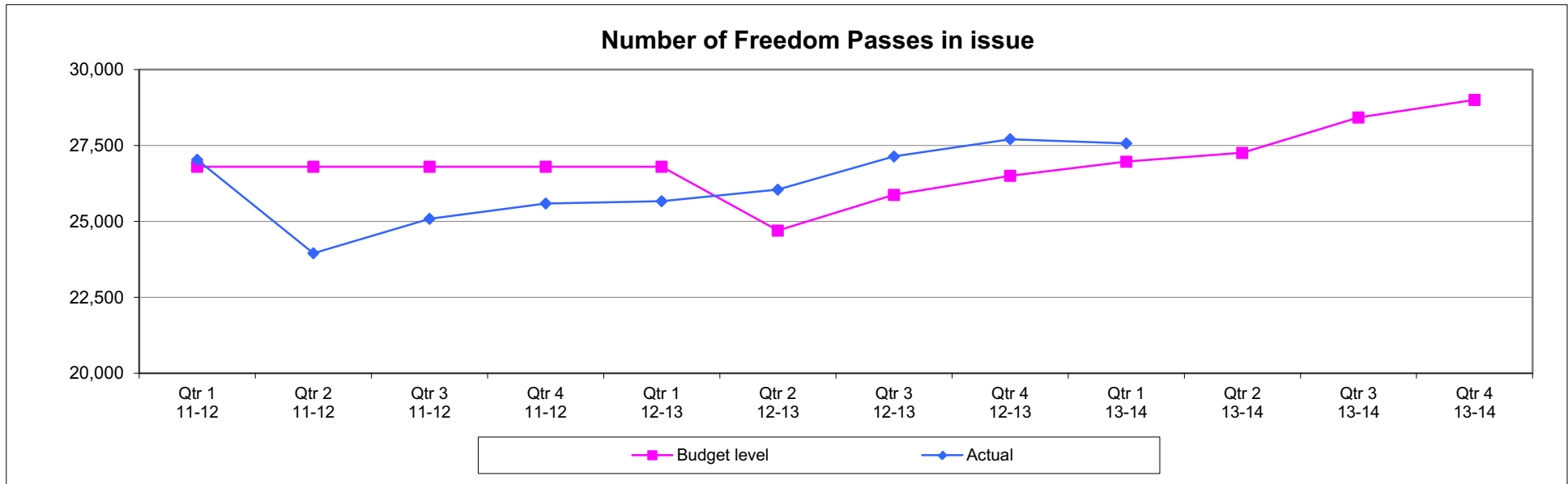


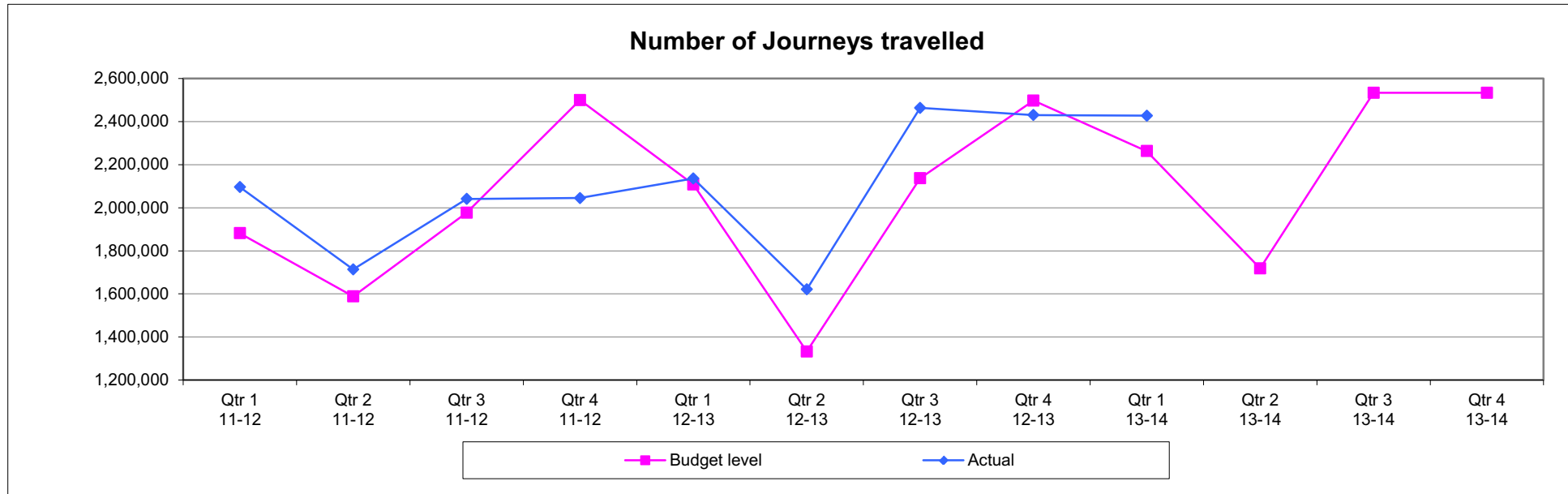
## Comments:

- Numbers of claims will continually change as new claims are received relating to incidents occurring in previous quarters. Claimants have 3 years to pursue an injury claim and 6 years for damage claims. The data previously reported has been updated to reflect claims logged with Insurance as at 30th June 2013.
- Claims were high in each of the years 2008-09 to 2010-11 largely due to the particularly adverse weather conditions and the consequent damage to the highway along with some possible effect from the economic downturn. These claim numbers are likely to increase further as more claims are received for incidents which occurred during the period of the bad weather.
- Claims were lower in 2011-12 which could have been due to many factors including: an improved state of the highway following the find and fix programmes of repair, an increased rejection rate on claims, and a mild winter. However, claim numbers increased again in 2012-13, which was likely to be due to the prolonged hard winter and the consequent damage to the highway, but claim numbers did not increase to the levels experienced during 2008-09 to 2010-11, probably due to the continuation of the find and fix programmes of repair. It is likely that claim numbers for both 2011-12 and 2012-13 will increase as new claims are received relating to incidents occurring during these two years, as explained above.
- The Insurance section continues to work closely with Highways to try to reduce the number of claims and currently the Authority is managing to achieve a rejection rate on 2013-14 claims where it is considered that we do not have any liability, of about 85%.

2.3 Freedom Pass

	2011-12				2012-13				2013-14			
	Passes		Journeys travelled		Passes		Journeys travelled		Passes		Journeys travelled	
	Budget level	Actual	Budget level (000's)	Actual (000's)	Budget level	Actual	Budget level (000's)	Actual (000's)	Budget level	Actual	Budget level (000's)	Actual (000's)
Qtr 1	26,800	27,031	1,882	2,096	26,800	25,668	2,108	2,136	26,970	27,571	2,263	2,428
Qtr 2	26,800	23,952	1,589	1,714	24,703	26,051	1,333	1,621	27,260		1,719	
Qtr 3	26,800	25,092	1,977	2,041	25,877	27,141	2,137	2,464	28,420		2,534	
Qtr 4	26,800	25,593	2,499	2,045	26,500	27,711	2,498	2,431	29,000		2,534	
			<b>7,947</b>	<b>7,896</b>			<b>8,076</b>	<b>8,652</b>			<b>9,050</b>	<b>2,428</b>





Comments:

- As predicted the number of Kent Freedom Passes was lower in the first quarter of 2012-13 compared to the same quarter in 2011-12 probably due to the fee increase. Applications have steadily increased since Q1 2012-13, due in part to changes in education transport policy, and the continued popularity of the scheme resulting in a pressure on this budget in 2012-13, hence Cabinet, at the 15 July 2013 meeting, agreed to allocate £0.8m of rolled forward 2012-13 underspending to support this budget in 2013-14.
- The figures for actual journeys travelled are regularly reviewed and updated as further information is received from the bus companies, so may be subject to change
- The above figures do not include journeys travelled relating to free home to school transport as these costs are met from the Education, Learning & Skills portfolio budget and not from the Kent Freedom Pass budget.



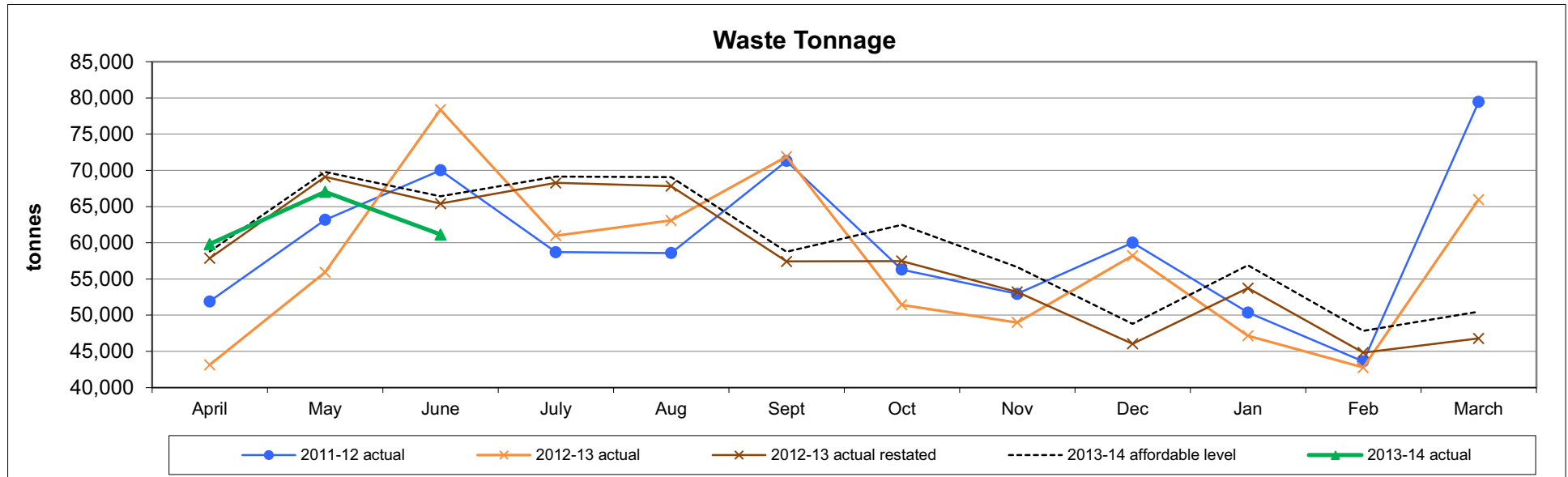
2.4 Waste Tonnage

	2011-12	2012-13	# 2012-13 restated	2013-14	
	Waste Tonnage	Waste Tonnage	Waste Tonnage	Affordable Level ^	* Waste Tonnage
Apr	51,901	43,150	57,863	58,775	59,816
May	63,168	55,931	69,093	69,765	67,024
Jun	70,006	78,391	65,401	66,407	61,144
Jul	58,711	60,977	68,261	69,141	
Aug	58,581	63,070	67,825	69,067	
Sep	71,296	71,894	57,428	58,745	
Oct	56,296	51,423	57,476	62,465	
Nov	52,942	48,992	53,201	56,638	
Dec	60,009	58,221	46,052	48,812	
Jan	50,366	47,153	53,730	56,898	
Feb	43,607	42,767	44,823	47,816	
Mar	79,468	65,976	46,792	50,471	
	<b>716,351</b>	<b>687,945</b>	<b>687,945</b>	<b>715,000</b>	<b>187,984</b>

^ Historically contracts with service providers have been on the basis of a four/four/five week cycle of accounting periods (with weeks ending on a Sunday), rather than on calendar months, and reported waste tonnages have reflected this. From April 2013, due to changes in managing waste contracts, all service providers have transferred on to a calendar month basis and this is reflected in the monthly affordable levels for 2013-14, hence why the line on the graph representing the affordable level for 2013-14 reflects a different profile to the actuals/affordable level for previous years.

# The 2012-13 actual waste tonnage data has been restated on a calendar month basis to ease comparison with 2013-14.

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



## Comments:

- These waste tonnage figures include residual waste processed either through Allington Waste to Energy plant or landfill, recycled waste and composting.
- To date, the cumulative tonnage activity for the first three months of the year is approximately 7,000 tonnes less than the affordable level for the same period, and this reduction is reflected in the current forecast in table 1 of this annex.
- Overall waste volumes are currently 2% lower for quarter 1 when compared with the same period for last year (based on the restated 2012-13 figures). Waste volumes at Household Waste Recycling Centres continue to show a reduction in waste volumes as a result of implementing new operating policies at these sites.
- Based on the actual waste tonnage for quarter 1 of 2013-14 and forecasts for quarters 2 to 4, the overall volume of waste to be managed this financial year is expected to be approximately 684,100 tonnes, which is 30,900 tonnes below the affordable level and equates to a saving of £2.249m. However this saving on waste volumes is offset by other pressures within the service, as detailed in table 1, giving an overall saving against the waste management budget of £0.408m. The risk is that the current forecast underspend could reduce during the year as market prices for recyclable materials fall.

### 3. CAPITAL

3.1 The Enterprise & Environment Directorate has a working budget for 2013-14 of £76,755k. The forecast outturn against the 2013-14 budget is £67,470k giving a variance of - £9,285k.

3.2 **Table 2** below details the EE Capital Position by Budget Book line.

Budget Book Heading	Three year cash limit (£000)	2013-14 Working Budget (£000)	2013-14 Variance (£000)	Variance Break-down (£000)	Rephasing / Real Variance and Funding Stream	Explanation of In-Year Variance	Project Status <sup>1</sup>	Explanation of Project Status	Actions
<b>Rolling Programmes</b>									
Commercial Services Vehicles Plant and Equipment	3,900	1,300	0	0			Green		
Highway Major Enhancement / Other Capital Enhancement / Bridge Assessment and Strengthening	94,872	38,909	-3,400	-3,400	Rephasing	Highways capital funding to be reviewed in detail as part of 2014-17 MTFP process.	Green		
Integrated Transport Schemes under £1m	12,513	5,354	-400	80	Real - External funding	Westwood improvement was originally included as s106 IT scheme. This scheme is now being partly funded by DfT to deliver a larger scheme. The larger scheme budget now includes all s106 contributions. Some of the s106 schemes are at outline design stage with the likelihood of delivery in 14-15.	Green		Increase cash limit by £80k
				-140	Real - developer contributions				Reduce cash limit by £140k
				-340	Rephasing				

Budget Book Heading	Three year cash limit (£000)	2013-14 Working Budget (£000)	2013-14 Variance (£000)	Variance Break-down (£000)	Rephasing / Real Variance and Funding Stream	Explanation of In-Year Variance	Project Status <sup>1</sup>	Explanation of Project Status	Actions		
Land compensation and Part 1 claims arising from completed projects	2,834	2,348	0	0			Green				
Major Schemes - Preliminary Design Fees	400	350	0	0			Green				
Members' Highway Fund	6,600	2,472	0	0			Green				
<b>Individual Projects</b>											
<b>Environment and Waste:</b>											
Capital Plant and Equipment	0	0	9	9	Real - Revenue		Green				
Coldharbour Gypsy Site	672	439	449	489	Real - HCA grant	Additional funding has been given for extra 8 pitches and some towards the increased utilities costs.	Amber	Scheme delayed due to significant utility problems during construction period, adverse weather conditions and increased site security.	Increase cash limit by £489k		
					60 Real - Ex other					The reduction is for the reduced expectation of external funds.	Increase cash limit by £60k
					-100 Real - Ex other						
Energy and Water Efficiency Investment Fund - External	481	328	-75	-75	Rephasing		Green				
Energy Reduction and Water Efficiency Investment - KCC	241	140	-29	-29	Rephasing		Green				
North Farm Development	3,000	125	475	475	Rephasing	The award of grant and the funding deadline has accelerated the spend on scheme development and detailed design.	Green				

Budget Book Heading	Three year cash limit (£000)	2013-14 Working Budget (£000)	2013-14 Variance (£000)	Variance Break-down (£000)	Rephasing / Real Variance and Funding Stream	Explanation of In-Year Variance	Project Status <sup>1</sup>	Explanation of Project Status	Actions
Sandwich Sea Defences	2,328	656	-203	-203	Rephasing	Contribution profile has been revised.	Green		
<b>Household Waste Recycling Centres (HWRCs) and Transfer Stations (TSs)</b>									
East Kent Joint Waste Project	1,576	1,593	0	0					
HWRC - Tonbridge and Malling	1,300	0	0	0			Green		
HWRC - West Kent	600						Green		
Mid Kent Joint Waste Project - Invest to Save	4,440	4,440	0	0			Green		
TS/HWRC - Ashford	500	1,715	0	0			Green		
TS/HWRC - Swale	3,530	1,880	0	0			Green		
<b>Kent Highway Services:</b>									
Ashford Ring Road - Major Road Scheme	91	93	0	0			Green		
East Kent Access Phase 2 - Major Road Scheme	3,958	1,317	-608	-608	Rephasing	Rephasing is due to delay in dealing with Part 1 claims due to mobilisation of the new term consultant. Overall on the project there is a forecast underspend of £476k which relates to a review of residual risk contingency.	Green		Decrease cash limit by £476k in 2015-16
Growth without Gridlock initiatives	5,000	2,750	-2,550	-2,550	Rephasing	Delay in the development work for Thanet Parkway and other schemes.	Green		
Cyclopark initiative	0	176	0	0			Green		
Kent Thameside Strategic Transport Programme	11,764	2,243	0	0			Green		

Budget Book Heading	Three year cash limit (£000)	2013-14 Working Budget (£000)	2013-14 Variance (£000)	Variance Break-down (£000)	Rephasing / Real Variance and Funding Stream	Explanation of In-Year Variance	Project Status <sup>1</sup>	Explanation of Project Status	Actions
Kent Highway Partnership - Co-location Depots	40	29	19	19	Real -External other		Green		Increase cash limit by £19k
Rushenden Link (Sheppey) - major road scheme	635	490	-388	-388	Rephasing	Delayed progress in dealing with LCA Part 1 claims due to mobilisation of the new term consultant.	Green		
Sittingbourne Northern Relief Road - major road scheme	2,799	814	-100	-100	Rephasing	Delayed progress in dealing with LCA Part 1 claims due to mobilisation of the new term consultant.	Green		
Street Lighting Column - Replacement Scheme	3,750	1,250	0	0			Green		
Street Lighting Timing - Invest to Save	2,906	2,131	0	0			Green		
A228 Leybourne & West Malling Corridor	0	19	-19	-19	Real - External Other		Green		Decrease cash limit by £19k
<b>Ashford's Future Schemes</b>									
A28 Chart Road	7,600	1,800	-1,800	-1,800	Rephasing	Original budget profile assumed on Growing Places funding support and this has not materialised. Project will only proceed if external funding is secured.	Green		
Drovers Roundabout junction	220	370	0	0			Green		
Orchard Way Railway	15,000	0	0	0					

Budget Book Heading	Three year cash limit (£000)	2013-14 Working Budget (£000)	2013-14 Variance (£000)	Variance Break-down (£000)	Rephasing / Real Variance and Funding Stream	Explanation of In-Year Variance	Project Status <sup>1</sup>	Explanation of Project Status	Actions
Victoria Way	239	424	-185	-185	Rephasing	Delayed progress in dealing with LCA Part 1 claims due to mobilisation of the new term consultant.	Green		
Westwood Relief Strategy-Poorhole Lane	0	800	-480	-480	Rephasing	Rephasing to reflect revised profiling of project.	Green		
<b>Total</b>	<b>193,789</b>	<b>76,755</b>	<b>-9,285</b>	<b>-9,285</b>					

## 1. Status:

Green – on time and within budget

Amber – either delayed completion date or over budget

Red – both delayed completion and over budget

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From: **John Simmonds – Cabinet Member for Finance & Procurement**      Agenda Item C2  
**Andy Wood – Corporate Director Finance & Procurement**

To: **Environment, Highways & Waste Cabinet Committee 3<sup>rd</sup> October 2013**

Subject: **Medium Term Financial Outlook**

Classification: **Unrestricted**

**Past Pathway of Paper:** N/A

**Future Pathway of Paper:** N/A, this report provides background information to recent government consultations about future funding settlements.

**Electoral Division:** All

**Summary:** This report is to keep members informed of the latest funding estimates for the next four years and the implications for KCC's financial planning. The report includes information on two key government consultations launched over the summer and the likely timetable for setting the 2014/15 Budget and Medium Term Financial Plan

**Recommendation(s):**

The Cabinet Committee is asked to note the potential implications on future funding settlements and the council's Budget/Medium Term Financial Plan and the likely timetable for setting the 2014/15 budget.

**1. Introduction**

1.1 The Government has recently launched 3 consultations which provide more information about the final settlement for 2014/15 and indicative settlement for 2015/16. The purpose of this report is to provide committee members with summary of the potential implications for KCC in advance of consideration of the forthcoming Budget and Medium Term Financial Plan (MTFP).

1.2 The estimated funding settlement figures included in this report are speculative at this stage. The figures will become more definitive following the outcome of Government's consultations and the publication of funding settlements. Members are reminded that the local government funding settlement from the Department for Communities and Local Government (DCLG) is only part (albeit a significant part) of the overall resource equation for the council. The total resources available to the council will also be influenced by grants from other government departments, Council Tax and Business Rates tax bases.

**2. Financial Implications**

2.1 The proposals in the government consultation will have a significantly detrimental impact on future funding settlements. Future budgets are likely to continue to require significant year on year savings of a similar magnitude to those that have been made in each of the last three year's budgets.

2.2 The council's proposed response will emerge when the draft Budget and MTFP are published for consultation later in the year. The final Budget and MTFP will be presented to County Council on 13<sup>th</sup> February 2014.

### **3. Bold Steps for Kent and Policy Framework**

3.1 The financial outlook was included in Bold Steps for Kent. This predicted that we would be facing a reducing resource base over the period of the current Spending Round (2011/12 to 2014/15). As it has transpired this prediction has proved remarkably accurate although the requirement for savings due to reduced resource base is likely to carry on for longer than anyone could have foreseen at the time.

### **4. Background**

4.1 Prior to the Spending Review 2010 (SR2010) we forecast that KCC would need to make savings of £340m in real terms over the forthcoming four year spending review period. We predicted this would arise from the combination of reduced government grants (in response to tackling the budget deficit), freezing/limitations on increasing Council Tax, and increasing spending demands (mainly due to inflation and population related demands). So far this forecast has proved to be remarkably prescient as over the last 3 years we have had to make savings of between £80m to £100m per annum.

4.2 These savings have come from a variety of efficiency and service transformations which have largely been achieved with minimal impact on front line services. We have also had to balance the budget by taking one-off savings such as utilising reserves and in-year under spends due to the late announcements on changes to the funding arrangements. These measures are only a short term solution and need to be replaced with long term sustainable savings.

4.3 SR2010 covered the four years from 2011/12 to 2014/15. The next spending review has been deferred until after the 2015 General Election. In the meantime the Government has announced its spending plans for 2015/16 in the June Spending Round 2013. This paper explores the indicative funding for the last year of the current SR2010 period, the implications of the 2015/16 announcement (including consultation on specific details) and speculation on potential funding settlements for 2016/17 and beyond.

### **5. 2014/15 Indicative Funding Allocations**

5.1 The provisional indicative allocations for 2014/15 were included in section 3 of the MTFP. These were based on the provisional settlement announced in December and showed an overall reduction in KCC's Start-up Assessment Funding Assessment (SUFA) from £411.9m to £378.3m (£32.6m reduction). The indicative settlement was subsequently updated to £378.7m (£32.2m reduction) but this was not considered significant enough to change the final version of the published MTFP.

5.2 The Chancellor's Budget Statement in March announced a further 1% reduction in local authority funding for 2014/15 as part of revised spending plans. At the time we had no indicative figures but we estimated this would equate to a further £3.3m reduction on top of the £32.2m set out in final indicative allocations. This estimate has subsequently been borne out in the illustrative funding allocations included in the technical consultation for 2014/15 and 2015/16 (see section 7 below) which show a revised Settlement Funding Assessment (SFA) for 2014/15 of £375.4m as a result of the additional 1% reduction and revised RPI forecast for Business Rate uplift.

- 5.3 The full impact of the 1% reduction is proposed to be taken from the Revenue Support Grant (RSG) component of the funding methodology, and within RSG the Council Tax Freeze element is to be protected. This means the remaining RSG would be reduced by an average of 1.78%. The impact of this protection on the Council Tax Freeze element is marginal but nonetheless welcome. The Business Rate element of the funding methodology has been updated for the latest Retail Price Index (RPI) forecast.
- 5.4 The technical consultation also includes a proposal to top-slice an additional £95m from the amount allocated to local authorities in order to fund the safety net protection for those authorities with reduced Business Rate yield. Originally it was intended that the safety net would be funded from the levy on authorities with large increases supported by a £25m top-slice as prudent provision should the two not balance. Business Rate forecasts submitted by billing authorities indicate that £25m will not be enough and the Government proposes to increase this to £120m for 2014/15. The consultation also considers whether this additional top-slice for the safety net should be partially offset by reducing the top-slice for capitalisation by £50m. If agreed these top-slice changes would equate to a further £0.7m reduction in KCC's baseline allocation.
- 5.5 The impact on the indicative allocations for 2014/15 of all the proposals in the consultation is set out in table 1 below. Overall this shows the reduction in funding for KCC has worsened from 7.8% to 8.8% as a consequence of the changes.

Table 1	Kent County Council				England				
	RSG		Business Rates	Total	RSG		Business Rates	Total	
	CT Freeze £m	Balance £m	£m	£m	CT Freeze £m	Balance £m	£m	£m	
Final 2013/14 settlement	8.613	238.120	164.145	410.878	356.308	14,819.093	10,898.554	26,073.956	
Final 2014/15 indicative settlement	8.437	201.081	169.179	378.697	349.038	12,275.003	11,232.825	23,856.866	
Impact of 1% Reduction		197.496		375.429		12,056.140		23,659.095	
Impact of RPI forecast			169.497				11,253.917		
Impact of Safety Net topslice		196.794				12,011.140			
Revised proposed SFA	8.437	196.794	169.497	374.727	349.038	12,011.140	11,253.917	23,614.095	
Original Reduction				-32.181				-2,217.090	-8.5%
Revised Reduction				-36.150				-2,459.861	-9.4%

- 5.6 The KCC total of £374.7m for 2014/15 represents the estimated SUFA. The actual funding available to the council will depend on the local share of the Business Rate yield as SUFA will not equate to actual funding beyond 2013/14. We will not know the local share of Business Rates until billing authorities calculate the tax base, this will be at the same time the Council Tax base is calculated.
- 5.7 We are developing a monitoring system with district councils so that we can more accurately forecast both the Business Rate and Council Tax bases (including the impact of Council Tax Support Schemes and collection rates). We anticipate that variations between the Business Rate tax base and the assumptions in SUFA will be marginal for 2014/15 but will become more significant in future years. At this stage £374.4m is included in the updated MTFP i.e. £36.15m reduction on 2013/14.

## 6. 2015/16 Settlement

- 6.1 The Spending Round 2013 announced a 10% reduction in the overall funding for local government in real terms (8.2% in cash terms). This was demonstrated by the reduction in the departmental "Resource DEL" for local government from £25.6bn in 2014/15 to £23.5bn in 2015/16. Resource DEL

is the approved Departmental Expenditure Limit and represents the amount of revenue spending delegated to individual Government Departments.

- 6.2 The technical consultation published on 25th July included a proposed SFA for local government in 2015/16 of £20.519bn, this compares to the revised SFA for 2014/15 of £23.614bn described in section 5, and represents a 13.1% reduction in cash terms. Table 2 shows the breakdown for KCC and nationally.

Table 2	Kent County Council			England		
	RSG	Business Rates	Total	RSG	Business Rates	Total
	£m	£m	£m	£m	£m	£m
2014/15 Revised Indicative Allocation	205.231	169.497	374.727	12,360.178	11,253.917	23,614.095
2015/16 Proposed Indicative	151.354	174.253	325.607	8,949.809	11,569.678	20,519.487
Year on Year Change	-26.3%	2.8%	-13.1%	-27.6%	2.8%	-13.1%

- 6.3 The consultation does not include an explanation of how an overall 10% reduction in real terms (8.2% in cash) has translated into a 13.1% reduction (in cash) to the main source of funding allocated to local authorities. To understand this we need to look more closely at the funding included within Resource DEL. This is not as straightforward as it may seem as the detail of what is included in Resource DEL is not published and we have had to make some assumptions. Table 3 shows these assumptions for 2013/14 and the provisional figures for 2014/15 and 2015/16.

Table 3	2013/14 £m	2014/15 £m	Change	2015/16 £m	Change
<b>Local Government Settlement</b>	<b>26,074</b>	<b>23,614</b>	<b>-9.4%</b>	<b>20,519</b>	<b>-13.1%</b>
<b>Held Back</b>					
NHB contribution	506	800		1,100	
Capitalisation	100	50			
Safety Net	25	120		50	
<b>Other Grants</b>					
	916	774		774	
<b>New Grants</b>					
Collaboration and Efficiency Fund				100	
Fire Transformation Fund				30	
Social Care New Burdens				335	
Independent Living Fund				118	
Troubled Families				200	
<b>Sub Total</b>					
	27,621	25,358		23,226	
<b>Transfers</b>					
	-3,884				
<b>Rough Total</b>					
	23,700	25,400		23,200	
<b>Published Resource Del</b>					
	23,900	25,600	<b>7.1%</b>	23,500	<b>-8.2%</b>

- 6.4 If our assumptions about the "Resource DEL" are correct it would appear that what has been presented as new funding for local authorities in 2015/16 has actually been funded at the expense of the main SFA for local authorities i.e.

money local authorities would have otherwise received through RSG/Business Rates mechanism. The reduction in the main SFA funding is also greater due to increased holdbacks (this is the case for 2014/15 and 2015/16). These changes explain why the reduction in SFA is greater than the overall 10% reduction for local government in real terms. This means local authorities will have to make greater savings on existing spending than 10% implied by Spending Round announcement. This has taken most authorities by surprise and the 13.1% reduction has already attracted an adverse reaction within local government circles when it was announced.

- 6.5 The Government launched a separate consultation on 25th July regarding the funding for the new Local Growth Fund (LGF). The Government has already determined that the LGF should be created by redirecting existing funding from education and skills, transport, and housing. This consultation deals with the proposal that £400m would be pooled from New Homes Bonus (NHB) between authorities within each Local Enterprise Partnership. In essence legislation would be passed requiring local authorities to pass on a fixed % of NHB to the LEP. The consultation considers two options:
- A standard % for all authorities (35.09% based on forecast value of NHB in 2015/16)
  - An alternative in two tier areas with the upper tier transferring 100% of its NHB and lower tier councils a lower % (estimated around 18%) to deliver the same overall amount for the whole authority area as option 1.
- 6.6 The estimated impact on KCC would result in the loss of NHB of between £2.8m to £8.2m. The NHB in 2013/14 is worth £4.5m to the county council and £17.9m to district councils. Some of the transfer would in effect come from projected growth in NHB over the next two years which could be worth between £3m to £3.7m to KCC. District councils are predicted to lose between £5.7m to £11.1m under the proposals. NHB is a significant source of funding for district councils.
- 6.7 The Spending Round 2013 also included an announcement that the Education Services Grant (ESG) would be reduced by £200m as part of the spending changes for DfE. ESG was introduced in 2013/14 by transferring just over £1bn from the local government settlement to DfE. DfE allocates the grant to academies and local authorities as un-ring-fenced funding for central services on a per pupil basis. The amount allocated to academies is more per pupil than the amount allocated to local authorities. This arrangement replaced the previous Local Authority Central Share Equivalent Grant (LACSEG) adjustment which had been challenged.
- 6.8 We have previously recognised that it is not unreasonable that local authority funding for central services should reduce as more schools convert to academy status. The logic of this is incontrovertible. However, we have challenged both the LACSEG and the ESG methodologies for taking too much from local authorities and creating a two tier funding between academies and local authority maintained schools. We have no detail on how the latest reduction in ESG will be applied but the impact for KCC could equate to a loss of between £4m to £5m in addition to any reductions as a consequence of further academy conversions.
- 6.9 Overall we are estimating that we could lose between £56m to £64m of funding in 2015/16 as a result of the Spending Round 2013. This is significantly more than we have faced in the last two years, and similar to the reduction in 2011/12 when local government bore the brunt of the first round of funding reductions following SR2010. These predicted funding reductions

together with the inevitable additional spending demands arising from inflation and population growth means we are likely to need to find savings in excess of £100m in 2015/16. This would be the fifth consecutive year of making savings of this magnitude.

- 6.10 Some of this reduction will be offset by the new funding streams. The government stated that these would significantly reduce the impact and the total package equates to a 2.3% reduction in overall local authority spending. We remain sceptical of this calculation, particularly if the new funding streams bring with them additional spending obligations. The new streams (with national funding amounts) include the following
- £3.8bn pool for integrated health and social care
  - £330m fund for transforming services (including an additional £200m for troubled families)
  - £335m to invest in 2015/16 in advance of changes to social care in 2016/17
  - Support for further Council tax freezes in 2014/15 and 2015/16
  - A joint programme with Department for Education to review pressures on children's services
  - Flexibility to use capital receipts to fund one-off revenue costs of service reform
- 6.11 At this stage we have very little information about how these funding streams will be allocated and what strings will be attached to them.

## **7. Technical Consultations**

- 7.1 We have already referred to the technical consultations. Three consultations were published towards the end of July. Each has a different deadline for responses (shown in brackets):
- New Homes Bonus and the Local Growth Fund (19th September)
  - Local Government Finance Settlement 2014/15 and 2015/16 (2nd October 2013)
  - Proposals for the use of capital receipts from asset sales to invest in reforming services (24th September 2013)
- 7.2 As these are largely technical consultations the response will be agreed by the Cabinet Member for Finance and Procurement (Deputy Leader) following discussion with the Leader and relevant Cabinet Members. Where timing allows we will include the draft response/final response as background documents to this report.
- 7.3 The main issue in the NHB consultation is the differential arrangements proposed in two tier areas. Whilst we recognise the significance of NHB grant to district councils we should not underplay the role the county council plays in promoting housing growth or that NHB has been used to underpin the council's overall budget. The rest of the consultation deals with enforcement, accountability, arrangements for London, authorities which are part of more than one LEP and committed expenditure.
- 7.4 The main issue in the finance settlement consultation is the unexpected reductions for 2015/16 dealt with in section 6 of this report. The consultation itself seeks views on technical changes to the formula used to determine individual authority shares. The consultation also deals with integrating the existing Council Tax Freeze grants into the main funding arrangements and adjustments for Carbon Reduction scheme.

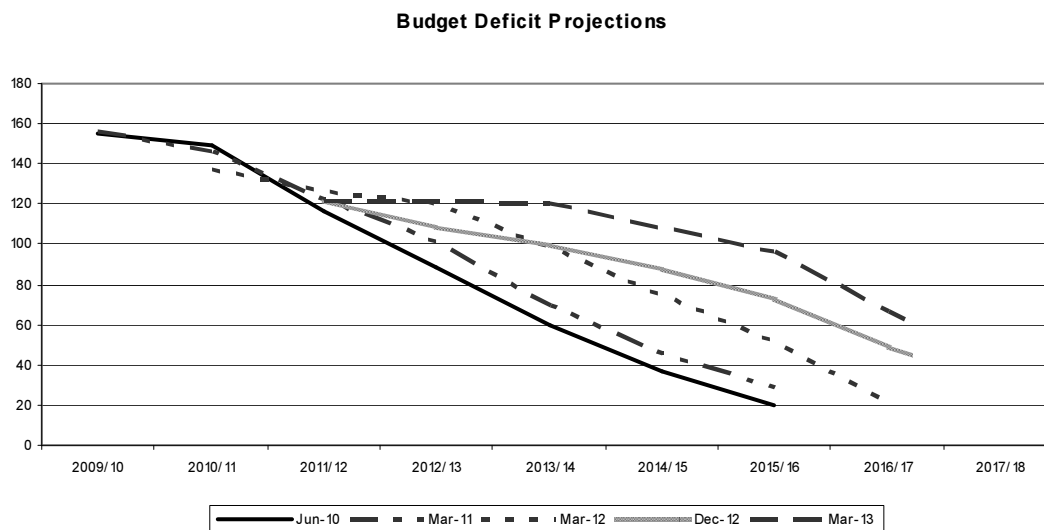
7.5 The consultation on use of capital receipts for asset sales is largely self explanatory. Currently receipts from asset sales can only be used to fund new infrastructure projects. Under the proposals in the consultation we would also be able to use receipts to fund one-off revenue purposes to stimulate organisational change. The consultation deals with the practical implementation and potential scope of alternative arrangements.

**8. 2016/17 and Beyond**

8.1 The Chancellor of the Exchequer has already indicated that there are likely to be further public spending reductions needed in 2016/17 and 2017/18 if the objective of eliminating the structural deficit is to be achieved. He has indicated that reductions will be of a similar magnitude to SR2010 and Spending Round 2013. We have no detail where these reductions might fall and whether the protected departments (schools, health and overseas development) will continue to be protected.

8.2 Some independent analysts are predicting that spending reductions may have to carry on until 2020 if current trends continue. Certainly it has been the case that in spite of spending reductions the projections for eliminating the budget deficit have progressively been extended. This is represented in graph 1 below which shows that each year projections in the Autumn Statement and annual Budget Statement have got worse.

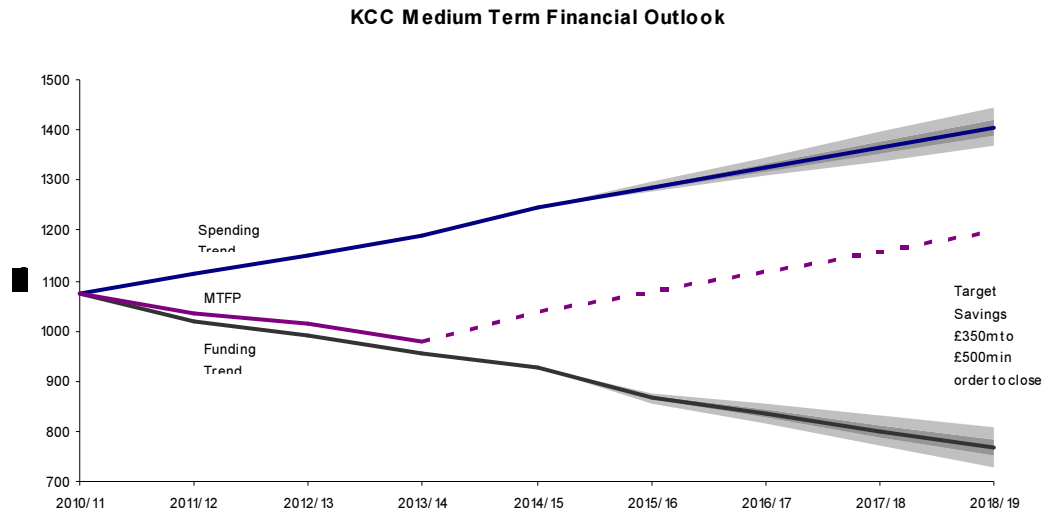
Chart 1



8.3 We have plotted the funding and spending changes for KCC since 2010/11 on a like for like basis. This includes the impact of changes in grant mechanisms e.g. transfer from specific to un-ring-fenced grants; and the transfer of responsibilities e.g. learning disability, public health, Council Tax support, etc. We have then projected funding and spending on similar basis forward to 2018/19. This gives us the most plausible picture over the longer term, although inevitably as we look beyond more than 2 years the estimates become vague with greater likelihood of variation.

8.4 The graph also shows our progress to date in balancing the budget. This shows that each year we have nearly reached the underlying spend necessary for a balanced budget but each year there has been a small element of one-offs. Chart 2 shows the projections for KCC up to 2018/19 and progress to date.

## Chart 2



8.5 Chart 2 exemplifies the challenge we face. This was referred to in the County Council paper on 18th July “Facing the Challenge” and officers have already embarked on a transformation programme for the council to meet this challenge. As previously indicated the scope of the savings and the long period of year on year reductions are unprecedented.

### 9. Timetable for 2014/15 Budget

9.1 As indicated in section 5 the reductions for 2014/15 are largely as we anticipated. We are developing plans how savings can be achieved without compromising the longer term objectives for the whole council transformation. We will be looking to issue a draft budget for consultation in November. Whilst we would have liked to carry out consultation earlier the uncertainty over the recent technical consultations and Business Rate/Council Tax base means this isn’t advisable without excessive caveats.

9.2 We aim to report feedback from consultation to Cabinet and Cabinet Committees in January. Whilst the timing for this is tight it will still enable us to publish a final draft budget and MTFP in time for County Council papers for the 13th February meeting when the budget will be discussed and resolved.

### 10. Conclusions and Recommendations

10.1 The purpose of this report is to provide members with more information about the latest funding projections for future years. As in previous years decisions on the level of Council Tax and how we cover unavoidable spending demands and local policy/service initiatives will also have to be factored into the budget. What is clear is that we will not be able to balance the budget without making further substantial savings over the next 4 to 5 years.

10.2 What is also clear is that announcements on grants for further Council Tax freezes are likely to be around 1%. Referendum levels for excessive increases are also likely to be around 2%. This leaves very little room for manoeuvre on Council Tax

10.3 Members are asked to NOTE the potential implications on future funding settlements and the council’s Budget/Medium Term Financial Plan and the likely timetable for setting the 2014/15 budget.

### 11. Background Documents

- KCC Budget Book 2013/14 and Medium Term Financial Plan 2013/15



- New Homes Bonus and the Local Growth Fund – DCLG Technical Consultation Document
- Local Government Finance Settlement 2014-15 and 2015-16 – DCLG Technical Consultation Document
- Proposals for the use of capital receipts from asset sales to invest in reforming services – DCLG Technical Consultation Document

## **12. Contact details**

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**From:** David Brazier, Cabinet Member for Transport & Environment  
Mike Austerberry, Corporate Director for Enterprise & Environment

**To:** Environment, Highways & Waste Cabinet Committee – 3 October 2013

**Subject:** Enterprise & Environment Performance Dashboard

**Classification:** Unrestricted

**Summary:**

The Enterprise and Environment Performance Dashboard provides Members with progress against targets set in business plans for Key Performance Indicators.

**Recommendation(s):**

The Environment Highways and Waste Cabinet Committee is asked to REVIEW the Performance Dashboard.

**1. Introduction**

- 1.1 One of the roles of the Cabinet Committee is to review the performance of the services which come under the remit of the Committee.
- 1.2 Performance Dashboards are provided to assist the Committee in its role in relation to reviewing performance.
- 1.3 The first Performance Dashboard for the Enterprise and Environment Directorate for 2013/14 is attached at Appendix 1. This includes data up to the end of June 2013.
- 1.4 The 2012/13 end of year Performance Dashboard was reviewed at the last meeting of the Cabinet Committee in June 2013.

**2. June Performance Dashboard**

- 2.1 The Enterprise and Environment Performance Dashboard, attached at Appendix 1, includes results up to the end of June 2013 for the Key Performance Indicators (KPIs) included in this year's Divisional business plans.
- 2.2 Key Performance Indicators are presented with RAG (Red/Amber/Green) alerts to show progress against business plan targets. Details of how the alerts are generated are outlined in the Guidance Notes, included with the Dashboard in Appendix 1.
- 2.3 Activity Indicators generally relate to external demand and are not shown with alerts in the same way as Key Performance Indicators. Instead an assessment is made as to whether activity is within an expected range or not.

- 2.4 All Key Performance Indicators are either ahead of target or are at acceptable levels above the floor standard for the year to date position. There are no indicators rated as Red.
- 2.5 Within the activity indicators the work in progress is higher than expected for Highways and Transportation due to additional demand in the previous quarter, although is now on a reducing trend. The tonnage of waste collected at Household Waste recycling centres has also been lower in the last 12 months than expected, primarily related to policy changes implemented in October 2012.

### **3. Recommendation(s)**

**Recommendation(s):**

The Environment, Highways and Waste Cabinet Committee is asked to REVIEW the June Performance Dashboard.

### **4. Background Documents**

KCC Business Plans 2013/14:

[http://www.kent.gov.uk/your\\_council/council\\_spending/financial\\_publications/business\\_plans\\_2013-14.aspx](http://www.kent.gov.uk/your_council/council_spending/financial_publications/business_plans_2013-14.aspx)

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# **Enterprise & Environment Performance Dashboard**

## **Financial Year 2013/14**

### **Data up to June 2013 (Quarter 1)**

**Produced by Business Intelligence, Business Strategy**

**Publication Date: 30 August 2013**

## Guidance Notes

Highways and Transportation indicators are reported with monthly frequency.

Waste Management indicators are reported with quarterly frequency and on the basis of rolling 12 month figures, to remove seasonality.

### RAG RATINGS

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

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

### DOT (Direction of Travel)

↑	Performance has improved in the latest month/quarter
↓	Performance has fallen in the latest month/quarter
↔	Performance is unchanged this month/quarter

### Activity Indicators

Activity Indicators representing demand levels are also included in the report. They are not given a RAG rating or Direction of Travel alert. Instead they are tracked within an expected range represented by Upper and Lower Thresholds. The Alert provided for Activity Indicators is an **In Tolerance** rating. Activity which is within the expected range is In Tolerance (**Yes**). Activity which is above the Upper Threshold is (**High**) and when below the Lower Threshold is (**Low**). Expected activity Thresholds are based on previous year trends.

## Highways & Transportation – Director: John Burr

Ref	Indicator description	Latest Month	Month RAG	DOT	Year to date (YTD)	YTD RAG	Target	Floor Standard	Previous year
HT 01	Average time to repair a pothole (calendar days)	14.4	GREEN	↑	15.9	GREEN	28	35	13.4
HT 02	Potholes repaired in 28 calendar days	94.0%	GREEN	↑	91.4%	GREEN	90%	80%	94.4%
HT 03	Routine faults/enquiries reported by the public completed in 28 calendar days	94.0%	GREEN	↑	92.0%	GREEN	90%	80%	94.9%
HT 04	Streetlights repaired in 28 calendar days	97.0%	GREEN	↑	96.2%	GREEN	90%	80%	90.2%
HT 05	Streetlights on (working)	99.5%	GREEN	↑	99.4%	GREEN	98%	90%	98.8%
HT 06	Customer satisfaction with routine service delivery (Call back survey)	81%	GREEN	↑	84.5%	GREEN	75%	60%	73.5%

Page 135

Activity Indicators	Year to date	In Tolerance	Expected Activity		Prev. yr YTD
			Upper	Lower	
Number of contacts received (by quarter)	43,601	Yes	55,000	40,000	43,704
Number of enquiries raised (by quarter)	23,514	Yes	27,500	20,000	22,166
Work in Progress (Routine customer enquiries)	1,608	High	1,500	1,100	1,333
Work in Progress (Programmed customer enquiries)	5,251	High	4,500	3,400	4,811
Number of pothole repairs completed	5,025	High	3,000	2,200	2,501
Number of streetlight repairs reaching completion due date (28 days)	6,314	Low	9,000	7,000	9,598

## Waste Management – Director: Roger Wilkin

All indicators for Waste Management are reported as rolling 12 month figures to remove seasonality

Ref	Indicator description	Latest quarter	RAG	DOT	Previous quarter	Target	Floor Standard	Previous year
WM 01	Municipal waste recycled and composted	43.8%	AMBER	↓	44.2%	44%	42.6%	44.2%
WM 02	Municipal waste converted to energy	37.6%	GREEN	↑	35.0%	35.4%	34.1%	35.0%
WM 03	Kg of residual household waste per household	596	AMBER	↔	596	594	608	596
WM 04	Waste recycled and composted at Household Waste Recycling Centres	71.8%	AMBER	↓	71.9%	71.9%	70.8%	71.9%

Page 136

Activity Indicators	Latest quarter	In Tolerance	Expected Activity		Previous year
			Upper	Lower	
Total Municipal waste tonnage collected	683,000	Low	715,000	685,000	688,000
Waste tonnage collected by District Councils	525,000	Yes	535,000	505,000	522,000
Waste tonnage collected at KCC Household Waste Recycling Centres	158,000	Low	183,000	160,000	166,000

The difference between Municipal waste and Household waste is accounted for by beach cleansing, fly-tipping and hardcore which are including in Municipal waste but are not included in Household waste.



**Planning & Environment – Director: Paul Crick**

Ref	Indicator description	Latest Quarter	Quarter RAG	DOT	Year to date (YTD)	YTD RAG	Target	Floor Standard	Prev. yr YTD
PE 01	Business mileage by KCC staff (in millions)	3.14	GREEN	↑	3.14	GREEN	3.42	3.49	3.46

This indicator reflects part of the overall target to reduction carbon emissions from the council's operations. Targets reflect annual reductions of 5% compared to the baseline year of 2010/11. Actual reductions being achieved each year have been much higher at 8.9% and 9.5% putting us well ahead of target.

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**From:** David Brazier, Cabinet Member – Transport & Environment  
John Burr – Director of Highways & Transportation

**To:** Environment, Highways & Waste Cabinet Committee

**Date:** 3 October 2013

**Subject:** Public Transport Ticketing - A Kent Travel Smartcard

**Classification:** Unrestricted

**Summary:**

A commercial multi-operator smartcard for Kent and Medway will make travelling by public transport easier and more attractive. As well as enhance the experience of existing passengers, this will generate new users and grow patronage. The smartcard will provide better intelligence on journeys, enabling more sophisticated targeting of services and marketing. It will also help with work towards a future KCC Kent Card.

**Recommendation:**

Members are asked to note and endorse the contents of this report.

**1. Introduction & Background**

It is proposed to develop a new Travel Smartcard for use on bus and rail services across Kent and Medway. The Vision is to provide a convenient and cost-effective way to access transport services, making it easy to travel on different routes, with multiple operators, across both bus and rail. The Kent Travel Smartcard is an important part of our work to improve access to services and deliver a viable alternative to the car journey, tackling congestion and supporting the regeneration of the Kent economy.

**2. Bold Steps For Kent and Policy Framework**

The Travel Smartcard accords with the following policies:

Grow the Kent economy- Making public transport more attractive will divert more journeys away from the private car and increase capacity on the road network, allowing people to reach employment and education more easily.

Put the citizen in control- multi-operator ticketing allows passengers to travel with different operators on one ticket. This gives people value for money, simplicity and choice in how they travel.

Tackle disadvantage- multi-operator ticketing will give passengers value for money, and increase affordability of public transport.

### **3. Smart Ticketing- Progress and Next Steps**

KCC has invested in Smart Ticketing since 2008 through facilitating new ticket machines as well as smart Older Persons', Disabled Persons' and Freedom Pass Travel cards. We are now in a position to extend the benefits of this investment. We are currently working in partnership with Arriva to launch a pilot project on Arriva bus services in Maidstone during the beginning of 2014. The Maidstone Arriva pilot Smartcard will comprise Pay-As-You-Go (credit stored on card) and Period Pass tickets (unlimited day, weekly and 4 weekly travel). It is intended that the pilot project will then lead to an extension to other operators in Maidstone (target date spring 2014), and then extension across Kent and Medway (target date autumn 2014).

Benefits to passengers include:

- No need to carry cash and the correct fare
- Automatic top-ups- no need to remember to add credit
- Use across different operators
- Credit is protected if card is lost/stolen
- Keep track of journeys/top-ups online

The pilot scheme will be developed in the longer term to offer the following additional benefits:

- Multi-operator day, weekly and monthly tickets
- Automatic fare capping - never pay more than the equivalent Period Pass ticket, regardless of distance or number of trips
- Allow use on the rail network, which will deliver bus and rail integration with seamless journeys and no need for multiple tickets and payments
- Introduce payment by contactless bank card (EMV) and Mobile Phone (NFC) to attract new customers to bus travel
- Move away from cash fares on bus to speed up boarding times
- Include access to other transport initiatives including cycle hire (such as Brompton Docks) and car club schemes (such as Zipcar)

#### **4. Engagement with Operators**

All bus and train companies have been approached to discuss possibilities for extending the scheme countywide and across transport modes. Bus operator Arriva is committed to the Maidstone pilot and the development of multi-operator tickets. We are working closely with both their local operations managers and national smartcard managers. Stagecoach is interested in principle in the scheme and the opportunity to develop multi-operator tickets. All smaller bus operators are extremely keen to join the scheme.

Southeastern Rail are keen to work with us to ensure bus and rail ticketing are integrated. This will take considerably longer than bus alone due to the complexity and high ticket values associated with rail. Southeastern are also committed to rolling out some smart tickets on rail first before launching integrated rail-bus products. Smartcards are an agenda item at liaison meetings between KCC and Southeastern, to ensure current developments allow for integration at a future date.

#### **5. Relationship with Kent Card**

H&T officers continue to liaise closely with the project manager of the 'Kent Card' (the Corporate Smartcard), who is fully aware of the Travel Smartcard proposals. Significant developments are needed to progress the Kent Card, which are likely to take 2-3 years. The technical developments being delivered for the Travel Smartcard will be of use to the Kent Card project and the Travel Smartcard will be able to become part of the Kent Card when it is ready for launch.

#### **6. Financial implications**

The initial costs of the trial and development will be funded primarily by KCC and Medway Council from existing budgets. Such costs are estimated to be £60,000. It is expected that the scheme becomes self-funding in the longer term through a commission out of the revenue apportioned to operators. This will mean that KCC will hold the revenue from ticket sales and re-apportion the revenue as appropriate based on the journeys made with each operator. The cost of the on-going running of the scheme will be taken out of this revenue pot before it is divided amongst operators.

Without KCC's and Medway's involvement, operators would begin to run their own discrete smartcard schemes. These would not allow travel between operators and would not incorporate the proposed multi operator Period Pass. Smaller operators would not be able to afford their own scheme and thus their competitiveness would reduce (in a bus market which already lacks competition). Instead, together we can deliver a scheme which involves all operators and allows travel between them on one ticket.

Some concerns have been raised over a potential risk associated with protecting a passenger's credit on their lost or stolen smartcard. Our consultant advice, from experience in other schemes, is that the financial risk with protecting credit on lost/stolen cards is very low. This facility will also be tested as part of the Maidstone pilot, enabling us to ensure the financial implications are satisfactory before extending across a larger area. The facility will involve a message being sent to ticket machines to cancel the card. This will be available to registered card holders only (protects against misuse). However commercial arrangements such as paying a deposit for the card will build a buffer to balance any possible funds used for lost credit. Any remaining risk will be built into fare commissions.

The DfT have made £15m available for bus ticketing development and it is intended to approach the DfT for funding to deliver the rollout of new technologies such as paying with contactless bank card (EMV) and mobile phone (NFC).

## **7. Recommendations**

Members are asked to note and endorse the contents of this report.

### **Contact details**

#### **Report Author:**

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**From:** David Brazier, Cabinet Member – Transport & Environment  
Paul Crick Director of Planning & Environment

**To:** Environment, Highways & Waste Cabinet Committee

**Date:** 3 October 2013

**Subject:** Report on KCC's representations on recent District Local Plan consultations including

- Canterbury City Council Local Plan Preferred Options consultation,
- Thanet District Council Local Plan Issues and Options consultation
- Swale Borough Council Local Plan Preferred Options consultation

Classification: **Unrestricted**

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**Summary:**

This report summarises KCC representations on the following Local Plan consultation documents;

*Canterbury City Council Local Plan Preferred Options (June – Aug 2013)*

The City Council proposes that a minimum of 15,600 dwellings will be built over the plan period 2011-2031. The Local Plan also includes 118,000 sq m of business space on eight strategic sites and proposes that the Wincheap Retail Area will be developed as a satellite centre of Canterbury City, focused on retail and leisure provision.

*Thanet District Council Local Plan Issues and Options consultation (July – Aug 2013)*

TDC are at an earlier stage of the Local Plan process and consider three job growth options ranging from a Lower Growth option of 1,200 jobs, an economic baseline based on historic trends of 3,100 jobs and a Higher Growth scenario of 5,100 jobs. TDC have taken a similar approach to housing and matching this to job growth to produce a series of scenarios including zero migration of 3,714 homes and trend migration up to 11,648 homes. Manston Airport is considered separately, and could provide an additional 2,420 jobs. The Plan aims to strengthen and diversify the local economy and focus investment at the coastal towns and at Westwood.

*Swale Borough Councils Local Plan Preferred Options consultation (August - September 2013).*

SBC plan to keep its housing target at 540 dwellings per annum leading to a housing target of 10,800 dwellings for the years 2010/11-2031. Sittingbourne continues to be the main focus for development and concentration of public services and facilities. The Plan provides employment land targets of 545,614m<sup>2</sup> floorspace and 7053 jobs (353 per annum) between 2011 and 2031. Kent Science Park, Sheerness Port and the Sittingbourne Southern Relief Road are identified as 'Areas of Future Change' which could trigger a partial review of the Local Plan.

**Recommendation(s):**

That the Cabinet Committee notes the representations submitted from KCC by the Cabinet Member for Environment and Transport as set out in Part 2, 3 and 4 of this report and summarised in the conclusions at Part 5.

**Financial Implications**

The decisions to be taken by Canterbury City Council may have long term financial implications for KCC as the provider of infrastructure and services to support development. Thanet District and Swale Borough are both at an earlier stage in their processes and as such there will be no direct financial implications for the County Council from decisions taken at this part of their process.

**Bold Steps for Kent and Policy Frameworks**

The submitted responses by KCC to the consultations support the County Council's ambition to grow the economy, and the following priorities of *Bold Steps for Kent*.

- Priority 5: Deliver the Kent Environment Strategy
- Priority 8: Respond to key regeneration challenges, working with partners
- Priority 9: Support new housing growth that is affordable, sustainable and with the appropriate infrastructure
- Priority 10: Deliver 'Growth without Gridlock'

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**1, Introduction**

1.1 The District and Borough Councils consult KCC as a statutory consultee at the formal consultation stages in pursuance of Regulation 18 (Issue and Options and Preferred Options) and Regulation 19 (Pre submission) of The Town and Country Planning (Local Planning) (England) Regulations 2012.



1.2 The Planning Policy Team co-ordinates the KCC response by consulting internally with officers, members of the EHW Committee and KCC Local Members, who represent wards in the relevant Borough or District to ensure their views are provided to the Cabinet Member for consideration when making KCC's response to each Local Authority. An overview of KCC's response for all three of these Local Plans consultations is presented in this report.

## **2. Canterbury Local Plan (CLP) Preferred Options Draft Consultation 2013**

### *Introduction*

2.2 Canterbury City Council (CCC) consulted on their Local Plan Preferred Option Draft Consultation between 20<sup>th</sup> June 2013 and 30<sup>th</sup> August 2013. The KCC Planning Policy Team circulated the Local Plan Consultation Document to all relevant officers, Local Members and EHW Cabinet Committee members and requested comments by 22<sup>nd</sup> July. A single Plan will be produced which will set out policies and proposals that will be used to guide decisions and investment on development and regeneration over the period up to 2031.

2.3 Following this consultation CCC will consider the comments made by individuals and organisations, and will prepare a final draft Plan. It is anticipated that this will be consulted on in Winter 2013/Spring 2014 and considered by an independent Inspector, appointed by the Government at a public inquiry expected to take place summer 2014. Further comments can be made at the Submission stage and KCC may also be invited by the Inspector to attend the public hearings.

### *The Local Plan Draft Consultation*

2.4 The emerging plan has four Objectives, they are:

- To provide sufficient housing to meet local housing need and support economic growth.
- To strengthen and broaden the local economy.
- To protect the built and natural environment.
- To develop sustainable communities, and seek to ensure that adequate community facilities are provided.

### *Housing*

2.5 The South East Plan target for housing for Canterbury City Council's area was 10,200 dwellings over 20 years. This was deemed (by NLP<sup>1</sup> consultants) to lead to virtually no net increase in local workforce to support the broadening and strengthening of the local economy. Therefore to

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<sup>1</sup> Nathaniel Litchfield and Partners

implement the Council's vision for the area it was considered that there would need to be a significant increase above the historic levels of the rate of development both for housing and employment space.

2.6 Accordingly Policy SP2 states that land is allocated to meet the identified development requirements for the period 2011-2031 and in total these are as follows:

- Dwellings 15,600 (53% increase on SEP although increase now relates to the period to 2031 rather than 2026 as for the South East Plan)
- Business 138,000 sq m
- Retail 50,000 sq m for comparison goods at Canterbury and 3,250 sq m at Whitstable

2.7 In order to strengthen and broaden the local economy, development will be permitted at 8 strategic sites listed in Policy SP3, the main provisions of the policy are:

Site	Dwellings	Employment Floorspace sq m	Other	Infrastructure
South Canterbury	4,000	70,000 sq m	Local Community "Hub", primary school; doctors surgery, extended park & ride	New junction on to the A2 and modifications to the existing junction arrangement; new fast bus link from the site to Canterbury City centre;
Sturry, Broadoak	1,000	local	Community facilities to be determined with parish council	New Sturry Crossing bridge, closure/partial closure of existing crossings at Broadoak and Sturry, closure of existing rail foot crossings, provision of new car park at Sturry Station
Hillborough, Herne Bay	1,000	33,000 sq m	Doctor's surgery, community facilities	New link to Thanet Way via Altira Park and limited access to Sweechbridge road, provision of new west-facing on slip to Thanet Way at the Heart-in-Hand road; proportionate contribution towards the provision of Herne Relief route and new Sturry Crossing.
Herne Bay golf club	400	1 ha	8ha of sports and leisure facilities, 1.25	Proportionate contribution towards the provision of Herne Relief route and new Sturry

Site	Dwellings	Employment Floorspace sq m	Other	Infrastructure
			ha set aside for Herne Bay High School, doctors surgery, care home	Crossing.
Strode Farm, Herne Bay	800	15,000	Community facilities, including new parish hall and local needs housing	Provision of new relief route for Herne, proportionate contribution towards the provision of Herne Relief route and new Sturry Crossing.
Greenhill, Herne Bay	600	-	Community facilities to be determined; recreation and leisure facilities, new allotment provision	Proportionate contribution towards the provision of Herne Relief route and new Sturry Crossing.
Thanet Way, Whitstable	400	-	Extension to Duncan Down Country park	-
North of Hersden	800	1 ha	New community building, play areas and allotments, multi-use games area	Proportionate contribution towards the provision of Herne Relief route and new Sturry Crossing.

2.8 In addition to the strategic sites listed above as identified in Policy SP3, the Council also believes that land to the south of the A28 at Hersden could be considered further, in the light of ongoing investigations as to its suitability as a development site under the Habitat Regulations requirements. Also the Ministry of Defence has recently announced that Howe Barracks is regarded as surplus to requirements and that many elements of the site will be closing in the near future. The Council considers that the main area potentially suitable for housing development is that which is currently within the 2006 Local Plan urban boundary. The MoD land also offers the opportunity to provide enhanced transport links.

#### *Economic Growth*

2.9 Policy SP3 includes 118,000 sq m of business space on three of the strategic sites. In addition to this quantum, sites identified in Policy EMP1

are to be allocated in conjunction with housing and other uses to ensure that employment land is appropriately located so as to be delivered as part of mixed-use development schemes. These allocations provide 21.55 ha at 9 locations.

- 2.10 The City Council has cooperated with Kent County Council in respect of the impact of proposed new development in the Plan on the need for new or improved school provision and Policy EMP9 commits CCC to work with KCC *‘to ensure that provision is made for educational needs arising from new development and that appropriate mechanisms are secured through legal agreements to deliver this provision’*.

#### *Town Centre Retail Development*

- 2.11 Consultants for CCC (DTZ) conclude that demand for new capacity for both central and non-central retail space might rise to as much as 31,000 sq m by 2021. The local plan suggests that given the constraints of the historic city, the need for significant comparison retail capacity and the lack of suitable City centre sites to accommodate this need, CCC needs to make a significant retail allocation in a suitable location.

- 2.12 Higher quality and specialist retail and leisure operators should be within the City centre and a satellite centre in an edge or out of centre location should be identified. Policy TCL7 proposes that The Wincheap Retail Area will be developed as a satellite retail centre of Canterbury City, focused on retail and leisure provision. It will *“substantially accommodate the large format retail and leisure floorspace”* and *“contribute towards a package of transport improvements”*.

- 2.13 This should have a complementary retail function, catering for more mass-market and large format retailers. There is already substantial retail floorspace on the estate and the local plan proposes a target retail floorspace of 50,000sqm.

- 2.14 Large format stores now include clothing and other comparison goods that will compete directly with retail function within the historic core. The local plan will have to demonstrate that there are no smaller sites available within the historic core that should be developed first (such as the former County hotel site). It should also specify the leisure, convenience and replacement retail space that would be provided, and thus clarify the additional comparison goods space to be provided at the satellite location for full consideration of its potential impact.

#### *Transport Strategy*

- 2.15 KCC are working closely with the City Council on the Canterbury Transport Strategy and are playing a key role in its development. This must be recognised in the CLP and our support for the CLP is conditional upon a workable and deliverable Transport Strategy being agreed.

2.16 Para 5.57 refers to a study into a full eastern bypass linking the A28, A257 and A2. KCC consider that this is not a scheme that would remove a pinch point, in the way that would be the case for a Sturry bypass, but would provide a considerable length of new road which would be likely to alter all of the traffic patterns in the city. This scheme will require detailed traffic modelling and will need to be funded by development.

### *Tourism*

2.17 Policy TV2 states planning permission will be granted in or on the edge of town centres for proposals to provide new tourism development including hotels, guesthouses, bed and breakfast, self catering accommodation and new visitor attractions. The lack of identified sites in the plan is questionable.

### *The Historic Environment*

2.18 Canterbury City centre is perhaps the most critical place in terms of its character and the impact of new developments on views and vistas. An Area of High Landscape Value has been identified to protect the historic setting of the City and World Heritage Site. Within this area, any development that causes unacceptable harm to the local landscape character or the setting of the City and / or WHS should not be permitted.

### *Infrastructure Planning and Delivery to Support Planned Growth*

2.19 The Council is developing an Infrastructure Plan for the key investments required to support the development being proposed in the Plan. It is seen as "...critical that the necessary infrastructure (whether physical or social) is delivered in a timely way, to ensure that the development programme is not delayed significantly". Key elements of infrastructure include:

- Provision of fast bus links into Canterbury
- Road improvements at Sturry and Herne
- Additional Park & Ride provision to serve Canterbury
- Completion of bus lanes in key areas
- New/improved A2 junction at Bridge
- New utilities infrastructure
- New schools/extensions to existing schools
- New medical facilities
- New employment floorspace
- New green infrastructure

2.20 CCC is proposing to use Section106 Agreements, bonds and other mechanisms to deliver key infrastructure on strategic development sites. Accordingly Policy SP7 states that an Implementation Plan will be prepared which will *set out its proposals for the use of S106 Agreements and similar mechanisms, and community infrastructure levy. It will identify the scope and phasing of infrastructure.*

### *Other Comments*

2.21 KCC noted that there was no mention of the Richborough Connection and CCC's approach to assessing its impact and ensuring the delivery of their local plan proposals.

## **3. Thanet District Council Local Plan Issues and Options Consultation Document.**

### *Introduction*

3.1 Thanet District Council (TDC) published their Local Plan Issues and Options consultation document on 4<sup>th</sup> June 2013 and the consultation closed on 14<sup>th</sup> August 2013. This is the first of three consultations that are proposed to take place. A further consultation on the Preferred Strategy is expected to take place early 2014 with a Submission to the Secretary of State due late 2014 with the Plan being adopted in 2015.

### *Economy*

3.2 The Local Plan aims to create additional employment and training opportunities, to strengthen and diversify the local economy and improve local earning power and employability. Also to facilitate the continued regeneration of the coastal town centres, developing their individual and niche roles, whilst also consolidating the role and function of Westwood as Thanet's primary retail centre, ensuring retail expenditure is retained within the district.

In order to achieve this, the following objectives are proposed:-

- Support the diversification and expansion of existing businesses in Thanet,
- Retain and attract skilled people.
- Support the sustainable growth of Manston Airport and Ramsgate Port.
- Support additional improvements to the high speed rail links
- Provide a supply of land to accommodate expansion and inward investment by existing and new business.
- Facilitate the provision of accessible, modern and good quality schools, as well as higher and further education and training facilities
- Facilitate the tourism economy taking advantage of the area's unique coast, countryside, its townscape and cultural heritage
- Support a sustainable rural economy,
- Reshape Margate town centre and seafront to achieve a sustainable economic heart celebrating its traditions as a place of relaxation, leisure and seaside fun and growing reputation as a cultural destination.
- Assist Ramsgate to achieve its full potential capitalising on its historic and nautical heritage and visitor economy.
- Enhance Broadstairs as a popular location for visitors and residents.

- Enable Westwood to consolidate and evolve as an accessible, successful and sustainable residential and business community.

3.3 TDC consider the options for the level of employment growth, these are set out below.

OPTIONS	NUMBER OF JOBS	FACTORS TO CONSIDER
Based on past patterns of growth 'Economic Baseline'	3,100	Jobs would be provided for local people. There would be growth in the visitor economy. There would be growth in sectors that will attract a younger working age population. Skills of local people will need to be developed to take advantage of these jobs. There is competition for labour supply within East Kent, due to our ageing population. There would need to be additional housing to accommodate in-migration of workers.
Additional growth in visitor and green economy 'Economic higher growth'	5,100	Further job opportunities would be provided for local people. Strong growth in the tourism and green sectors would have a knock-on effect for the rest of the economy. Significant intervention and support likely to be required from the Council and its partners making this level of growth more challenging to deliver. There would be a need to plan for a higher level of housing. However there is a risk that, if the jobs are not delivered, more housing will attract economically dependent migrants.
Based on economy returning to recession 'economic lower growth'	1,200	Limited opportunities for local people. Socio-economic deprivation in Thanet would be unlikely to improve significantly. Pessimistic approach not supported by national policy.

3.4 These job growth scenarios do not take into account any potential growth at Manston Airport. A separate assessment considers two scenarios a) that the airport will grow in line with the current owners Masterplan creating an additional 2,421 jobs by 2031 b) lower growth scenario related to other similar sized airports of 240 jobs by 2031. The targets in the Masterplan have not currently been met and there is uncertainty regarding Government's future policy for aviation. Although a new domestic flight service commenced in April 2013 to Amsterdam.

3.5 Much of Thanet's allocated employment land is located around Manston (46ha) and Westwood (26ha) and the majority of growth is likely to be in offices (B1) and storage and distribution (B8), with a net loss in industrial floorspace (B2).

The consultation considers the employment land needed

Method	Approx Area Needed to 2031 (ha)
Based upon the employment growth scenarios determined by Experian	Range between 3 and 15 (ha)
Based upon past take up rates	26 (ha)
Maintain the existing supply of employment land as identified in Thanet Local Plan 2006	74 (ha)

3.6 TDC will be reviewing the existing allocations and deciding where to locate employment land and whether the existing allocations are in the appropriate location. TDC are preparing a Strategic Plan for the Port which will guide future development and investment.

3.7 A Parkway station located to the west of Ramsgate on the existing railway line serving HS1 is being explored by KCC and is a proposal in the Local Transport Plan and Growth without Gridlock. The Plan also suggests that funding is also in place to improve both Margate and Ramsgate railway stations.

#### *Town Centres*

#### **Vacant floorspace compared to floorspace need (constant market share) by 2031 in the Town Centres (2012)**

Town	Current Vacant Floorspace sq.m	Total Floorspace Need to 2031 sq.m
Westwood	480	36,280
Margate	2,970	3,119
Broadstairs	600	6,104
Ramsgate	3,230	1,200

3.8 Margate and Ramsgate have a high level of vacant commercial premises in their town centres, there is nearly enough vacant floorspace to meet the retail need identified for these towns until 2031. This is not the case at Westwood and Broadstairs where vacancy rates are much lower so consideration will need to be given to the allocation of sites to accommodate the need.



## Housing

3.9 The aim of the Plan is to provide homes that are accessible to, and suited to the needs and aspirations of, a settled and balanced community.

3.10 The South East Plan, required TDC to plan for at least 7,500 extra homes in Thanet over the 20 year period to 2026. Since the South East Plan was abolished, TDC now need to decide how many additional homes will need to be provided for over the Local Plan period to the year 2031.

3.11 Five scenarios have been developed as a starting point for considering the number of homes that should be provided. These are based upon potential changes in future population and households taking into account changes to the existing population, assumptions about economic growth and the number of people coming in to Thanet.

### Dwelling Forecast Scenarios

Scenario	Explanation	Extra homes needed 2011-2031 (annual average required)
<b>1. Zero Migration</b>	Theoretical illustration of how Thanet's population would change if in and out migration were assumed to be equal. This is useful in order to understand how the existing population is expected to change.	<b>3,714 (186)</b>
<b>2. Economic Lower Growth</b>	Based on predicted employment growth of, 1229, 3082 and 5071 jobs respectively. The economic scenarios assume that any shortfall in the resident workforce will be met by people coming to live in Thanet. However, such incomers will include some non-economically active migrants which may include elderly people but also for example children of economically active migrants.	<b>7,600 (380)</b>
<b>3. Economic Baseline</b>		<b>9,639 (482)</b>
<b>4. Economic Higher Growth</b>		<b>11,791 (590)</b>
<b>5. Trend Migration</b>	Assumes past migration levels continue at the same rate as over the past five years.	<b>11,648 (582)</b>

3.12 The Zero Migration scenario would result in the loss of young and working age people. The Migration Trend and Economic Higher Growth scenarios would result in the highest level of increase in young people and working age people.

3.13 The need for affordable housing in Thanet and its neighbouring areas is very high. A study of market viability suggests that delivery of housing schemes may be compromised if TDC were to require an element of more than 30% affordable housing. TDC are currently reviewing their evidence for affordable housing.

3.14 TDC are working with the bodies responsible for delivering and regulating infrastructure such as transport, utilities and community facilities. This work will help identify the infrastructure that would need to be provided alongside different levels of future housing. An infrastructure delivery plan will be prepared which will provide information on the infrastructure available and required to accommodate future housing site options.

3.15 TDC are aiming to prioritise a mix of affordable and market homes and re-balance the stock to incentivise provision of family homes, support retention of young families to supply the future labour force as well as meeting the needs of an ageing population.

3.16 TDC are obtaining an updated assessment on Gypsy and Travellers, it may be appropriate however to solely set out a criteria by which to judge any planning application that might come forward.

#### *Environment and Quality of Life*

3.17 The Local Plan aims to safeguard local distinctiveness and promote awareness, responsible enjoyment, protection and enhancement of Thanet's environment, including the coast, countryside, rich seaside heritage, historic environment, diverse townscapes and landscape, biodiversity and water environment.

3.18 TDC consider that the planning policies protecting the green wedges are still relevant and applicable and they form an important part of Thanet's green infrastructure network which could be enhanced and made more accessible. A number of valued landscape character areas are identified in Thanet, and it is considered that these should be protected and enhanced through policy.

3.19 It is recognised that Richborough Power Station site is included in KCC's Waste Local Plan for waste to energy development.

3.20 The Local Plan will ensure that all new development respects and understands the heritage of the District balancing the need for growth against the need to protect and enhance the historic environment. A Heritage Strategy is being prepared for the District, assisted by KCC. The Local Plan will ensure preservation and enhancement of existing and new Conservation Areas, listed buildings, historic parks and gardens and scheduled monuments and identification and where appropriate protection of the Districts archaeological heritage.

### *Community Facilities*

3.21 The need for new community facilities, and more detail about how they can be provided, will be addressed once the number and location of homes that will be built in the district has been decided.

3.22 A Planning Obligations and Developer Contributions SPD, was adopted in 2010, this will be re-written in conjunction with the Community Infrastructure Levy.

3.23 Sufficient community facilities can be provided through new developments, existing facilities being protected and allowing new facilities to be developed.

3.24 The Plan needs to ensure that any policy is specific and strong enough to protect existing community facilities, and can ensure the delivery of replacement alternative community facilities where there is a local need.

### *Transport*

3.25 The Local Plan aims to provide an efficient and effective transport system, delivering the transport infrastructure required to support existing communities and new development.

3.26 The Plan identifies projects in KCC's Growth without Gridlock which include rail line speed improvements between Ramsgate and Ashford and a Thanet parkway station in the vicinity of Manston Airport.

3.27 TDC are preparing a Transport Strategy which will involve detailed assessment of transport issues, including dealing with significant congestion and delays in the transport network. It will consider a strategy for the Westwood area to avoid future traffic congestion and enable safe and convenient travel to and within the area and it will identify the major infrastructure required and guide delivery of future transport improvements.

3.28 Ramsgate Port and Manston Airport are identified as significant pieces of transport infrastructure supporting an international gateway function for Thanet.

## **4 Swale Borough Council Local Plan Preferred Options**

4.1 The Swale Borough Local Plan, sets out the strategic planning framework to guide development and investment in the Borough over the period 2011 to 2031.

4.2 Following this consultation a Submission Draft Local Plan (Reg 19) will be prepared by Swale Borough Council, and the document will then be

submitted to the Secretary of State for public Examination, and if found by the Inspector to be 'sound', it will be adopted by the Borough Council.

#### *The Number of New Dwellings*

4.3 Swale Borough Council (SBC) previously set a housing target of 13,500 homes (540 dwellings per annum) for the period 2006 to 2031 (25 years) which KCC supported. This number was expected to meet the future needs of the existing population and to ensure adequate local labour. The Council has decided to keep its housing target at 540 dwellings per annum which means a housing target for a plan period between the years 2010/11-2031 of 10,800 dwellings. The Council has anticipated that this is likely to present tensions with the development industry and have therefore indicated that should economic conditions improve an urgent review of the Local Plan will take place that will re-examine their ability to meet higher housing targets in the longer term.

4.4 KCC's submission supported SBC's target of 10,800 as a minimum with a view that this will be reviewed if economic conditions improve.

#### *Economy Development Targets*

4.5 The draft Local Plan provides employment land that will give flexibility to the market, and targets of 545,614m<sup>2</sup> floorspace (previously 343,269m<sup>2</sup>) and 7053 jobs (353 per annum) (previously 8,500) between 2011 and 2031. SBC consider that this should more realistically meet the likely needs and demands for economic growth in the Borough. Although the job target has fallen, the range of employment sites has remained very similar. SBC is planning for a flexible choice of sites and a range that will meet the needs of specific sectors or local strengths.

4.6 Additional material has been added from the Council's review of its employment evidence and now specifically addresses economic needs and more fully includes tourism and retail. More clarity has also been added to the policy to make clearer the locations where economic development may be permitted outside allocations and what comprises existing strategic employment locations.

4.7 KCC's submission supported the approach to employment for Swale, and its floorspace and job targets.

#### *The Location of New Development*

4.8 Sittingbourne continues to be the main focus for development and concentration of public services and facilities. Development proposed on the Isle of Sheppey is to enable the economic regeneration of Sheerness Port and sites along the A249. There is also a strategic opportunity for regeneration at Queenborough and Rushenden primarily for housing and employment with associated social and community provision although SBC has had to be more realistic about the numbers that these areas are likely to

achieve. See the Key Diagram Appendix A. KCC's submission supported the location of new development mainly at the urban areas, notably Sittingbourne and Sheerness and Queenborough & Rushenden.

4.9 Policy ST4 below summarises the targets for new dwellings, employment and retail/leisure provision.

**Policy ST4 Meeting the Local Plan development targets**

Source of Supply for development	Number of new dwellings to meet target of 10,800	B Class Employment (m <sup>2</sup> ) <sup>(1)</sup>	Retail/Leisure (m <sup>2</sup> )
Completions 1 <sup>st</sup> April 2011 to 31 <sup>st</sup> March 2012	397	Minus 22,048	<b>Minus 239</b>
Sites with planning permission as 1 <sup>st</sup> April 2012 yet to commence	2192	318069	<b>0</b>
Windfall sites	1,449	N/A	<b>N/A</b>
<b>Allocations (inc allocations from the 'saved' Swale Borough Local Plan 2008) at</b>			
Sittingbourne	3519	82,733	<b>750</b>
Sheerness	0	0	<b>0</b>
Faversham	538	41,000	<b>0</b>
Minster/Halfway	1521	0	<b>0</b>
Queenborough Rushenden	909 <sup>(2)</sup>	151,011	<b>0</b>
Boughton	39	0	<b>0</b>
Eastchurch	15	0	<b>0</b>
Iwade	42	0	<b>0</b>
Leysdown	10	0	<b>0</b>
Newington	14	0	<b>0</b>
Teynham	338	26,840	<b>0</b>
Sites for Gypsies and Travellers to be identified within Part of the Local Plan	82 <sup>(3)</sup>	N/A	<b>N/A</b>
<b>Total</b>	<b>11,065</b>	<b>597,605</b>	<b>511</b>

1. Excludes 55,442sqm of future floorspace losses at Queenborough and Sittingbourne Industrial Park

2. Plus 45 dwellings beyond the plan period

3. As at 1 April 2013. Future provision to include an element of pitches to be provided on qualifying housing allocations

4.9 Three 'Areas of Future Change' have been identified which could trigger a full or partial review of the Local Plan and an increase in dwelling numbers. These are:

- Land reclamation proposals for 2,000 houses at the Port of Sheerness including the former steel mill site and Blue Town (Policy AFC1).
- Major expansion of the Kent Science Park beyond the current highways capacity of the area; (Policy AFC2)
- Sittingbourne Southern Relief Road (SSRR) connecting the A2 and M2 east of Sittingbourne; (Policy AFC3)

#### *The Port of Sheerness*

4.10 SBC supports proposals for major regeneration at the Port of Sheerness. A major opportunity is provided by the planning application for the manufacture and assembly of wind turbines, although the previously planned operator can no longer proceed with its plans, the Port, Borough and County Councils are working hard to secure a new site operator. KCC's submission supported this policy approach to the Port of Sheerness although consider that a partial review could delay schemes and the potential for economic growth and would like to see this site taken forward as soon as possible.

#### *Kent Science Park*

4.11 SBC supports the principle of major expansion, but the means of delivering the infrastructure necessary to support this growth are felt to be too uncertain for this proposal to progress as a strategic land allocation at this time. KCC's submission supported continuing support for the approach to further expansion of Kent Science Park, and works with SBC and the park operators to bring forward a partial Review of the Local Plan, considering in parallel the Sittingbourne Southern Relief Road and linked development (Policy AFC2 and Policy ACF3).

#### *Faversham*

4.12 The Core Strategy proposes an emphasis on the conservation and enhancement of the historic and natural environment of Faversham with new development and services focused in the town. In response to the previous consultation the Council has brought forward the Oare gravel workings site as a mixed use allocation (150 homes, 20,000sqm of B use class). KCC's submission supported the policy emphasis for Faversham, and the allocation of a new employment site at Oare gravel workings.

#### *Gypsy and Travellers*

4.13 A Gypsy and Traveller Accommodation Assessment has now been undertaken which KCC supported and there is a now a target of 85 pitches to 2031 included in the Plan these sites will be allocated in by a separate Part 2 Local Plan which is due to start soon. SBC also need to maintain a 5 year supply of such sites. SBC are bringing forward a requirement for larger housing developments (50 dwellings or more) to include provision within their schemes for pitches for Gypsies and Travellers or to provide a commuted sum. KCC supports the SBC approach to Gypsy and Traveller sites and

offered continuing support in meeting needs for well-managed, socially-rented sites.

#### *KCC Infrastructure and Service Provision*

4.14 A draft Implementation and Delivery Plan and Schedule will be included as part of the Plan, including a list of infrastructure that will be funded by Section 106 agreements and the proposed Community Infrastructure Levy. This will be finalised when the Local Plan reaches submission stage when the spatial strategy and allocations have been confirmed. KCC acknowledges that given the current viability assessment SDC has, there is a likelihood that CIL revenue will be significantly less than the cost of the infrastructure that is identified as necessary to support growth in the district. KCC is willing to assist the Borough Council in its preparation of its CIL and final Infrastructure Delivery Plan and consideration of how infrastructure can be funded. The KCC submission to SBC therefore requested that the Borough Council include in policy, and make clear in the CIL charging schedule that:

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

#### *Education*

4.16 KCC has made an interim assessment of the need for new school capacity, but this needs to be refined to take into account the location of dwellings now proposed. This includes expansion of existing primary schools at Sittingbourne Faversham, Minster, Rushenden Eastchurch. The Local Plan has allocated land for a new secondary school in north west Sittingbourne.

When SBC provide a revised housing trajectory KCC will be able to list and cost new school capacity more confidently.

4.17 The KCC submission to SBC requested a continuation of the dialogue on the implications for KCC services of development in the Borough, and to reflect the outcome in the Infrastructure Delivery Plan and CIL charging schedule.

#### *Transport*

4.18 A Local Transport Strategy is being prepared in partnership with Kent County Council with measures to reduce car use and manage transport demand more sustainably. Transport modelling has not yet been undertaken to see the cumulative effect of the development sites in this Local Plan strategy, although a considerable amount of modelling was undertaken for the

previous Local Development Framework and demonstrated the parts of the network that would become stressed by the proposed development. This is likely to be similar for the sites in the current Local Plan as the main premise of the quantum and location of development have not changed significantly.

4.19 The Local Plan recognises that longer term measures to relieve Junction 5 of the M2 and to improve the distribution of traffic into Sittingbourne could be achieved by a Sittingbourne Southern Relief Road (SSRR), but there are no clear means of delivering this at the current time. If the context for the delivery of the road becomes favourable an immediate partial review of the Local Plan would be triggered.

4.20 An 'area of search' has now been identified for the Bapchild sections of the Sittingbourne Northern Relief Road (SNRR) (Policy AS1), joining the A249 with the A2 east of Sittingbourne. Unlike the SSRR the SNRR is likely to be deliverable within the plan period, and the route of the road will be sought and allocated either by Part 3 of the Local Plan or via its own SPD. Funding will be sought both from any suitable sources of public funding and from developer funding.

4.21 The Plan suggest that the interim access arrangement of a partial J5a and spur to Kent Science Park (KSP) is agreed and deliverable within the next 5 years. KCC do not agreed with this statement. The Plan states that the Local Enterprise Partnership (LEP) have "formally endorsed this as a strategic priority" however neither scheme (partial or full J5a) was put forward as part of the "long list" of schemes for funding via Local Transport Body and LEP.

4.22 KCC's response to the SBC consultation advocated that KCC as Highway Authority continues to work closely with the Borough Council in preparing the Transport Strategy which will be incorporated into the SBC Implementation Delivery Schedule and that transport modelling is undertaken to fully understand the cumulative impacts of the proposed development sites.

### *Environment*

4.23 A number of changes have been made to the environment section since the previous consultation, KCC welcomed the amended sections of the Local Plan and supports the approach taken by the Borough Council to energy, water, ecology landscape, heritage and green infrastructure.

### *Property*

4.24 Two potential housing sites owned by KCC do not appear in the Draft Local Plan, although one of them appears to be in the SHLAA. These include Halfway Houses Primary School and Old Danley Middle School. One of these sites will house a replacement school for Halfway Houses but a decision has not been made on which site yet, that is in the hands of the Education Funding Agency. KCC requested that these sites are included in the allocations section of the Local Plan.



4.25 There are five additional sites that have been identified by KCC currently in the use of Families and Social Care Directorate for service delivery or office use which will potentially be released from these uses within the next five years. These are Kiln Court, Osborne Court and Faversham SEC offices at Avenue of Remembrance, Sittingbourne. KCC would like to highlight that if released, we would want these sites considered for potential residential development. Finally, KCC are proposing to relocate Tunstall Church of England Primary School onto greenspace within the village.

## **5. Recommendations**

5.1 That the Cabinet Committee notes the representations submitted from KCC by the Cabinet Member for Environment and Transport as set out in Part 2, 3 and 4 of this report and summarised in the conclusions at Part 5 below.

### *Canterbury*

- (a) support the level of development proposed in Policy SP2 for housing, employment and retail
- (b) support the target of 15,600 dwellings to 2031, which will assist the City in broadening and strengthening the local economy
- (c) welcome the specification of the highway schemes necessary to support each of the strategic sites identified in Policy SP3
- (d) request that the required provision for schools is specified for each site in Policy SP3, and regarded as essential infrastructure
- (e) request that the Local Plan should state the number of jobs that could reasonably be accommodated on each of the allocated sites
- (f) question the proposed allocation of a large scale satellite retail space near to the City Centre, as the primary objective of the Local Plan should be to sustain the economic functions of the historic core. Canterbury City Coun
- (g) support the allocation of new sites for hotels within the Local Plan
- (h) welcome and support the commitment in Policy SP7 to produce an Infrastructure Plan, and the proposed use of S106 Agreements to delivery key infrastructure on strategic development sites
- (i) welcome and support the commitment in Policy QL5 to agree funding prior to planning permission being granted but should suggest that this principle is established early in the plan as part of Infrastructure Planning & Delivery
- (j) support Policy SP6 and the intention to prepare a green infrastructure strategy

### *Thanet*

- a) support the approach for strengthening and diversifying the local economy and focusing investment at the coastal towns and Westwood.
- b) support the 'Economic baseline' option as a minimum which would result in an additional 3,100 jobs and 9,639 extra homes by 2031.

- c) support further growth at Manston Airport and the Port of Ramsgate
- d) request that TDC clarify what funding has been secured for Margate and Ramsgate railway stations.
- e) support the green wedge policy to retain separation between Thanet's towns and villages.
- f) generally support the approach set out in the Environment and Quality of life section.
- g) request that KCC Property and Education team work with TDC to explore the potential for new school or expansion of existing sites.
- h) submit six sites in response to the call for sites to be included in the site allocation document.
- i) broadly support the approach taken in relation to transport.

### *Swale*

- a) support the target of 10,800 new dwellings and the distribution as a minimum with a view that this will be reviewed if economic conditions improve.
- b) support the approach to employment for Swale, and its floorspace and job targets.
- c) continue to support the policy approach to further expansion of Kent Science Park, Port of Sheerness and the approach to development of the main urban areas of Sittingbourne, the Isle of Sheppey and Queenborough & Rushenden. Ensuring that any partial review of a Local Plan does not delay schemes and future economic growth.
- d) support the policy emphasis for Faversham, and the allocation of a new employment site at Oare gravel workings.
- e) support approach to Gypsy and Traveller sites and offer continuing support in meeting needs for well-managed, socially-rented sites.
- f) requests the Borough Council include in policy, and make clear in the CIL charging schedule that:
  - KCC services to support new development must be funded by developer contributions, and that it will be necessary for the Borough Council to pass CIL revenue to KCC for schools, highways and other services.
  - site(s) for schools and other services will be allocated in the appropriate Development Plan Document, and where they are located on development sites the developer should provide land, fit for development, at no cost to KCC.
- g) continue the dialogue on the implications for KCC services of development in the Borough, and to reflect the outcome in the Infrastructure Delivery Plan and CIL charging schedule.
- h) as Highway Authority continues to work closely with the Borough Council in preparing the Transport Strategy to be incorporated into the Implementation Delivery Schedule
- i) welcome the amended sections of the Local Plan and supports the approach to energy, water, ecology, heritage, landscape and green infrastructure.

- j) requests that Halfway Houses Primary School and Old Danley Middle School site are included in the allocations section of the Local Plan.

## **6 Background Documents**

- 1) Canterbury City Council Local Plan Preferred Options Consultation Document (June 2013) -  
[http://canterbury-consult.limehouse.co.uk/portal/preferred-options-2013/cdlp\\_preferred\\_option\\_2013?pointId=2360239](http://canterbury-consult.limehouse.co.uk/portal/preferred-options-2013/cdlp_preferred_option_2013?pointId=2360239)
- 2) Thanet District Council Local Plan Issues and Options Consultation Document (June 2013) -  
<https://consult.thanet.gov.uk/gf2.ti/f/1346/3461.1/PDF/-/Annex%201%20Local%20Plan%20Issues%20and%20Options%20Consultation%20Document%20FINAL%20for%20Consultationx.pdf>
- 3) Swale Borough Council Local Plan Preferred Options Consultation Document (August 2013) –  
<http://www.swale.gov.uk/bearing-fruits-2031-the-draft-local-plan/>

## **7 Contact details**

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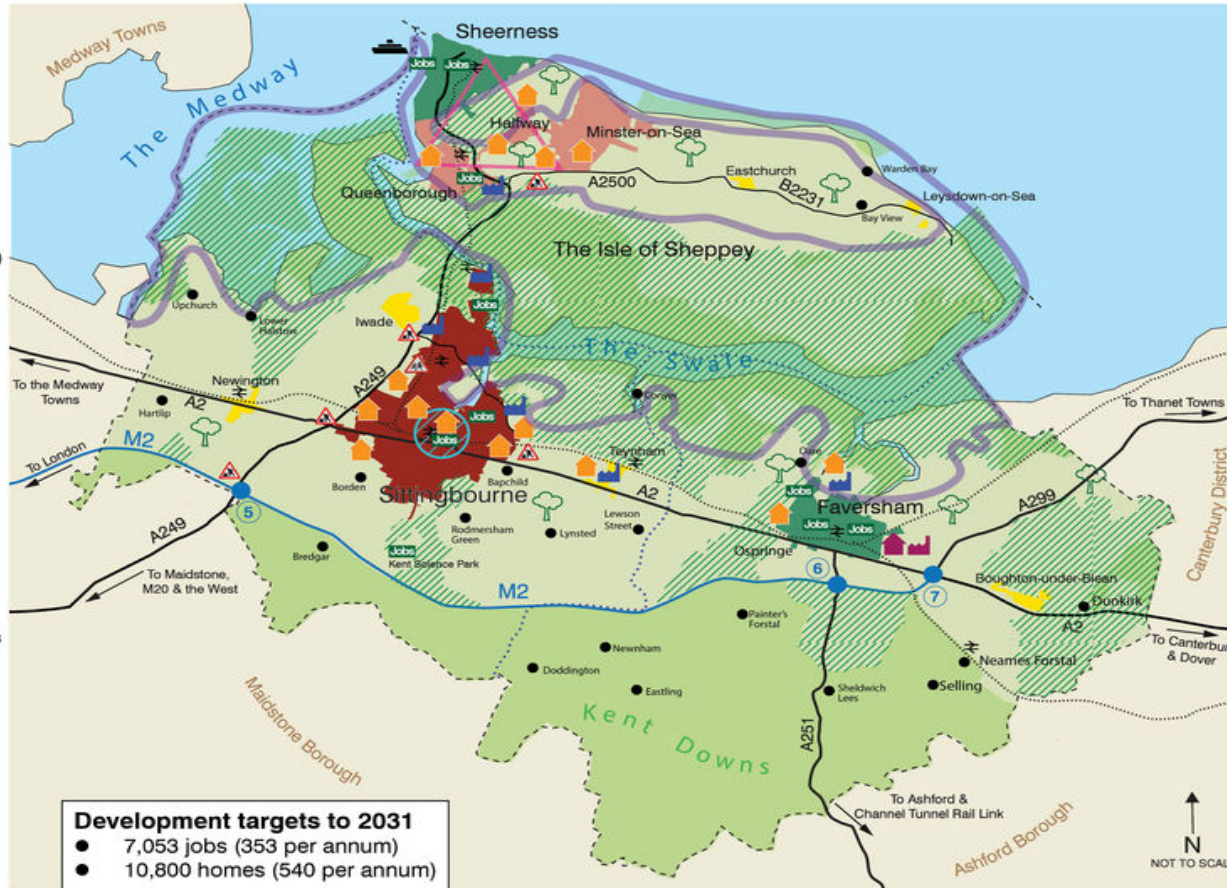
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# Appendix A

**Key Diagram: Consultation Draft Swale Borough Council Local Plan Part 1 August 2013**

## Key

- Principal Natural Asset (DM24,27)
- Areas of High Landscape Value (DM24)
- Protection of wider countryside (ST3)
- Main Borough Urban Centre (ST3 Primary Growth Focus)
- Other Borough Centres (ST3 Secondary, constrained growth focus)
- Other Urban Local Centres (ST3 Supporting growth focus)
- The West Sheppey Triangle (ST3 Main Sheppey growth focus)
- Rural Local Service Centres (ST3 Main focus in rural areas)
- Other Villages (ST3 Minor focus for development)
- Coastal Change Management Area
- Strategy area boundary (ST5-7)
- Housing locations greater than 100 dwellings (A1-A11)
- Main proposed employment locations (A1-4, A7-8, A10)
- Town Centre Regeneration
- Existing Strategic Employment Site (CPI)
- Reserve housing and employment site (A8)
- Proposed transport improvement
- Proposed secondary school
- Main areas for landscape enhancement (DM24, 29)



**Development targets to 2031**

- 7,053 jobs (353 per annum)
- 10,800 homes (540 per annum)



From: **David Brazier, Cabinet Member for Transport & Environment**

Agenda Item D3

**Mike Austerberry, Corporate Director for Enterprise & Environment**

To: **Environment, Highways & Waste Cabinet Committee – 3 October 2013**

Subject: **Adoption of the Kent Downs and High Weald Areas of Outstanding Natural Beauty (AONB) Management Plans.**

Classification: **Unrestricted**

**Past Pathway of Paper: N/A**

**Future Pathway of Paper:** To Cabinet for formal adoption – unless Cabinet Committee choose to see the final draft again in January.

**Electoral Division:** County-wide with the exception of all electoral divisions within Dartford Borough & Thanet District administrative areas.

**Summary:**

This paper provides an overview of the revised Area of Outstanding Natural Beauty (AONB) Management Plans for the Kent Downs and High Weald and seeks recommendations on their progress towards formal adoption by Kent County Council.

Kent County Council (KCC) has a statutory duty, along with other local authorities within the boundaries of the AONB, to act jointly to prepare and review the Management Plans. This is the second review of the AONB Management Plans, originally adopted by KCC in 2004 – this iteration strongly reflects the original adopted plan. The statutory deadline for adoption is the 31<sup>st</sup> March 2014.

**Recommendations:**

The Environment, Highways and Waste Cabinet Committee is asked to make recommendations to the Cabinet Member for Transport and Environment on the Kent Downs and High Weald Area of Outstanding Natural Beauty Management Plans proceeding to adoption. They are asked to consider and endorse the Management Plans proceeding for approval or advise if the Committee would like to receive a subsequent paper, following finalisation of the plans, prior to adoption by Kent County Council.

**1. Introduction**

This report provides an overview of the statutory review of the Kent Downs and High Weald Areas of Outstanding Natural Beauty (AONB) Management Plans. Its purpose is to inform Cabinet Committee Members of the background and process and highlight any significant changes, in order to inform a decision on the Plans' adoption.

## **2. Financial Implications**

The adoption of the revised Management Plans does not incur any additional costs for the Kent County Council.

## **3. Bold Steps for Kent and Policy Framework**

The Kent Downs and High Weald AONB Management Plans support Bold Steps for Kent by helping to achieve a sustainable rural economy, supporting (through education, access and experiences) both visitors and residents alike and using the landscape to help to tackle disadvantage in rural Kent.

In addition, the AONBs and policies of the Management Plans support the achievement of the aims within theme three of the Kent Environment Strategy: valuing our natural, historic and living environment, in particular helping to achieve improved landscape condition and through advising on the care of the nationally significant landscapes that form the backdrop to popular long distance trails such as the North Downs Way and High Weald Landscape Trail.

### **To Help the Kent Economy Grow**

Both AONB Management Plans include targets and/or policies that support sustainable rural businesses - these contribute directly to Kent's rural economy.

### **To Put the Citizen in Control**

Through the Management Plans, targets and policies are included which deliver support for volunteering, training and education.

Unusually the creation and review of AONB Management Plans takes a truly 'bottom-up' approach – using detailed local knowledge, expertise and values to create a national policy document. The partnerships AONBs create work closely with communities and individuals to further the aims of the Management Plan.

### **To Tackle Disadvantage**

The rural disadvantaged are often forgotten, and both AONBs work hard to find ways to tackle issues such as fuel-poverty and transport, exemplified in their sustainable development aims.

## **4. The Report**

### **4.1 Relevant History & Background to Areas of Outstanding Natural Beauty Management Plans**

The High Weald and Kent Downs are landscapes of national and international importance. Areas of Outstanding Natural Beauty (AONB) were originally borne out of the 1949 National Parks & Access to the Countryside Act, which are now further supported in UK legislation by the Countryside and Rights of Way Act (CRoW, 2000) and recognised internationally via the International Union for Conservation of Nature (IUCN).

25% of the High Weald AONB is in Kent, and all of the Kent Downs is within the county (see Appendix 1 for a map of the landscape boundaries) – 34.3% of the county is covered by the AONB designation.

AONBs are a partnership and the Management Plans they produce are adopted by and belong to all authorities within their boundaries. They are unique in that they take a landscape-scale, partnership approach to delivering a wide range of shared objectives.

As required by the CRoW Act, 20-year Management Plans for the Kent Downs and High Weald AONBs were prepared and adopted in 2004, with a subsequent review and adoption in 2009. The deadline for the publication of the Plans' second review is 31<sup>st</sup> March 2014, by which time all local authorities need to have adopted the revised Plans.

Kent County Council, and all the other participating local authorities, has committed resources to the production and review of the Management Plans. This includes Member participation (Members sit on the Joint Advisory Committee), officer involvement and funding. Funding for the Management Plan is shared between the Government (funds delivered direct from Defra) and the local authorities.

#### 4.2 Management Plan Review

The Management Plans are revised following the Guidance for the Review of Area of Outstanding Natural Beauty (AONB) Management Plans (CA 221, 2006). The revised Plans remain fundamentally based upon the original Management Plan and both have been through a careful and thorough review process. Both AONBs gathered expert opinion (including from KCC officers) and this year have carried out online consultations to reach as wide an audience as possible. Assessed by peers, government agencies, utility companies, landowners and members of the public, these Plans have both a wide remit and audience.

Looking far ahead and making judgments about changing policies and then translating these into potential impacts upon our national landscapes is a skill unique to AONB Units.

Neither Plan has brought forward any major changes, although a few amendments and occasionally new policies have been included to tackle policy changes:

- The publication of the National Planning Policy Framework (NPPF)
- Common Agricultural Policy (CAP) Reforms
- Localism Act (2011) and the role of the Big Society
- Energy security
- Threat of pests and diseases affecting the natural environment
- Potential increased development pressures through changes to the Planning System
- The need for a wider understanding of ecosystem/landscape services

These changes are detailed in Appendix 2.

From June 2013 to September 2013 the Plans underwent a formal consultation and work is now underway to finalise the documents ready for the adoption deadline. KCC's responses to the two consultations are provided in Appendix 3.

#### 4.3 Implications for Kent County Council

Kent County Council (KCC) is already committed to providing resources, both funding and officer time, to the two AONBs. It is not anticipated that the revised Management Plans will place any additional obligations on the County Council in terms of resources, although relevant units within the County Council will need to consider the revised Management Plans in relation to their operations. The revised

plans support the objectives of Bold Steps for Kent and the Kent Environment Strategy.

The plans wider implications have been assessed through a Strategic Environmental Assessment, Sustainability Appraisal and Equalities Impact Assessment.

## 5. Conclusions

The revision of the two Management Plans has successfully reacted to shifting policy, and the rapidly changing social and economic climate of recent times in addition to environmental pressures. Whilst some minor changes have been made, both Plans are fundamentally the same as the original adopted Plan.

None of the amendments deliver any implications for KCC; on the contrary they are often complementary with KCCs agenda, supporting Bold Steps for Kent and the Kent Environment Strategy.

The Plans are not anticipated to alter extensively from those published for consultation.

## 6. Recommendation(s)

### Recommendation(s):

The Environment, Highways and Waste Cabinet Committee is asked to make recommendations to the Cabinet Member for Transport and Environment on the Kent Downs and High Weald Area of Outstanding Natural Beauty Management Plans proceeding to adoption. They are asked to consider and endorse the Management Plans proceeding for approval or advise if the Committee would like to receive a subsequent paper, following finalisation of the plans, prior to adoption by Kent County Council.

## 7. Background Documents

- Kent Downs AONB Management Plan. 2009-2014 (May 2008)  
<http://www.kentdowns.org.uk/guidance-management-and-advice/management-plan>
- High Weald AONB Management Plan. 2<sup>nd</sup> edition 2009-2014 (March 2009)  
<http://www.highweald.org/management-plan/aonb-management-plan-2009-2014.html>
- Guidance for the Review of AONB Management Plans. Countryside Agency (August 2006)  
<http://publications.naturalengland.org.uk/publication/40023>

## 8. Contact details

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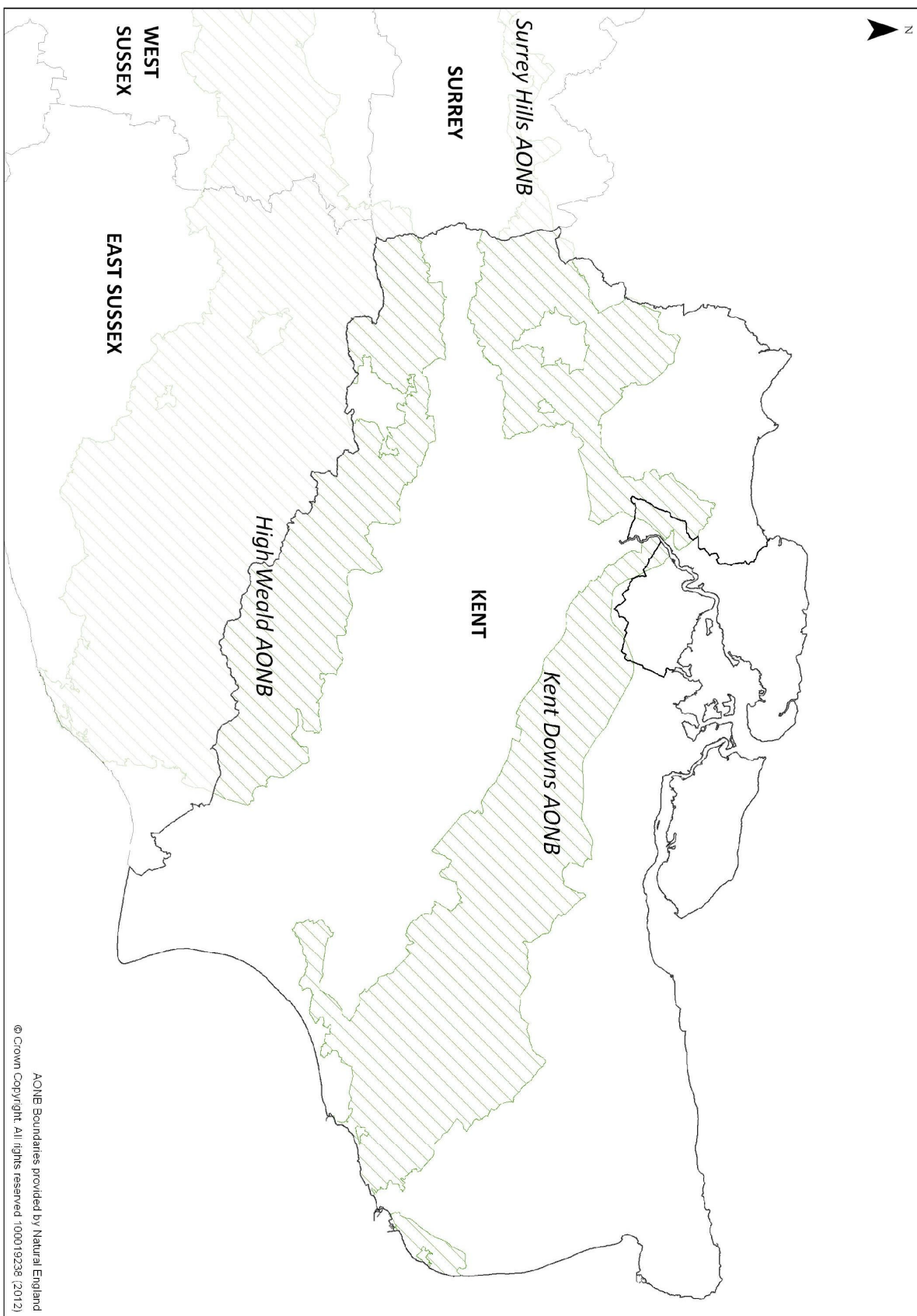
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# APPENDIX 1 – Map of AONBs within and neighbouring Kent County



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## APPENDIX 2 – Key Changes to AONB Management Plans

### Kent Downs AONB

The Kent Downs Area of Outstanding Natural Beauty (AONB) Management Plan has been strengthened through the following changes:

- Addition of a new section on Heritage Coast – reflecting how much people value the White Cliffs coastline and the desire to designate the Dover Strait a World Heritage Site. Policies associated with heritage coasts focus upon coastal erosions, coastal town regeneration, positive management for habitats along the coast and improved access. All of these are currently supported by KCC.
- Biodiversity
  - **BD2** – Local, regional and national biodiversity targets and spatial priorities for habitats and species distinctive to the Kent Downs will be supported; a Kent Downs response to Biodiversity 2020 targets will be pursued.
- Farmed Landscape
  - **FL10** – A collaborative, ‘cluster farm’ approach to achieving the farming and landscape objectives of the AONB will be pursued.
- Woodlands & Trees
  - **WT7** – Activities and developments causing damage to woodlands, such as disease, illegal and harmful recreation, an expanding deer population, poorly managed use for game rearing and development associated with wood lotting, will be resisted and/or opposed and positive, strategic management interventions pursued.
- Geology & Natural Resources
  - **GNR6** – a strategic collaborative approach will be taken to the management of water resources in the Kent Downs AONB to secure a more resilient supply, achieve good ecological status and the conservation and enhancement of the landscape.
- Sustainable Development
  - **SDT4** – A collaborative approach will be pursued to secure the provision of appropriate ecosystem services and green infrastructure, which supports the landscape character of the Kent Downs, for the benefit of the community and economy.
  - **SDT10** – A strategic, evidence-led approach to both the adaptation to and mitigation of the impacts of climate change on the character, qualities and ecosystem services of the Kent Downs will be pursued.

### High Weald AONB

The High Weald Area of Outstanding Natural Beauty (AONB) Management Plan has been strengthened through the following changes:

- Geology, Landform, Water Systems and Climate
  - **G1**: New targets focus upon an ecosystem services approach to water management and an AONB-wide assessment to identify potential to use naturally functioning rivers and floodplains to reduce flood risk.
  - **G2**: A new target included recognising sandstone as a resource for crafts and heritage conservation.
- Settlement

- **S1:** Biodiversity initiatives associated with rural communities.
- **S2:** Additional targets relating to planning decisions and strategies taking account of the High Weald's unique settlement pattern.
- **Routeways**
  - **R1 & R2:** Additional targets which focus upon community-led, and partnership initiatives and understanding.
- **Woodland**
  - **W1:** Importance of woodland network identified in targets.
  - **W2:** Targets covering pests and disease understanding in the Weald and improved planning decisions around sensitive woodland sites.
  - **W4:** Targets for specific skills training and the need for a partnership approach to tackle affordable housing and yard spaces for active forestry workers in the Weald and better deer management.
- **Field & Heath**
  - **FH1:** Targets relating to creating more support for graziers and small-scale businesses/infrastructure and collaborative farming projects.
  - **FH2:** Target relating to hedgerow recording and support for management.
  - **FH3:** New targets relating to connectivity and Green Infrastructure (GI) related targets. Improved conservation management training.
- **Understanding & Enjoyment**
  - **UE1:** Improved communication of the AONB and continued focus on primary education through the High Weald Heroes scheme.
  - **UE2:** More focused land management advice and training for residents and landowners.
  - **UE5:** Targets reflecting the need for improved consultation with public, understanding how people value the landscape.

## High Weald AONB Management Plan Review General Comments

*These comments, received from Kent County Council Teams, relate to parts of the Plan **outside** of the Character Components Section.*

- There's a need to make it clearer to key staff within local authorities/NGOs etc. how the targets relate to their own roles and work. There's a lack of clarity for some about how exactly this plan relates to their own work.
- Targets lack ownership within organisations so how can we make them more clearly relevant to people. How can people pick out key targets and run with them in their day to day work.
- Capacity study for heritage stone extraction.
- Ancient woodland buffers – there's a need for some evidence. A Proper study on buffers to ancient woodland from developments. Natural England provides a minimum distance through their planning guidance. But given the High Weald's large amount of ancient woodland and the small size of woodlands and fragmentation might influence the results of such a study, is a national standard sufficient.

### **FRNE (WM)**

Overall this is a good plan which needs a bit of fine tuning.

Where possible the plan needs to be SMART to be able to measure its progress. I understand that the Objectives are very qualitative but there is no reason why the targets have more quantitative measures.

There needs to be a reference to the Sussex & Kent LNPs and say how this plan will work alongside (and with) both organisations. Also there needs to be a mention/recognition of the LEP importance in terms of being the people who will hold the EU Growth Funds purse.

### **Heritage Conservation (LD)**

#### **1 One of England's Finest Landscapes**

We were pleased to see the discussion of historic character but would suggest a couple of minor additions/amendments. It would be helpful to mention on page 4 that the surviving hedges and shaws are often remnants of ancient woodland rather than planted field boundaries. On page 6 the prehistoric use of the area is treated in a very cursory way. The sentence starting 'Woodland clearance was ...' is confusing as it seems to link Bronze Age barrows with Neolithic clearance. There is also no mention of Mesolithic activity or of Iron Age hillforts which are an important feature of the area. There is increasing evidence for Bronze Age and Iron Age use of the High Weald for resources e.g. wood, charcoal, iron ore and trade/exchange routes, and also indications

that Iron Age routeways connect into the Weald. Roman use of the High Weald is quite well known but not mentioned in this section. The apparent medieval character of the area may be of much earlier origin or may be superimposed on earlier contrasting patterns of landscape organisations. Further research would be helpful to understand the origins of the landscape character better. Mention could also be made of the numerous architect designed rural houses and the influence of the Arts and Crafts movement.

## **2 Statement of Significance**

We would query whether the reference in paragraph one to the 'largely immutable character' is what was intended – perhaps it is more that the character has changed little rather than is unchangeable in the future?

## **3 The Vision for 2024**

We were pleased to see the goal of accommodating population growth 'without compromising the historic settlement pattern' included in the Vision. The settlement pattern of the High Weald contributes greatly to its distinctive character and it is essential that the pattern and associated network of tracks, paths, lanes and historic features, is conserved for future generations. The Kent Historic Landscape Characterisation (2001) and additional projects undertaken by the AONB can play an important role in this. The existing HLC has identified the broad character of the historic landscape of the High Weald. To be fully effective in policy, local planning and development control, the broad scale Historic Landscape Characterisation should be backed up by more detailed case-by-case analysis, to add greater detail through secondary sources.

Development can often be accommodated within existing settlement patterns without damaging the character of the area. KCC has been working with English Heritage and the Kent Downs and High Weald AONBs to prepare guidance on how historic farmsteads in Kent can be assessed for their suitability for new development or change of use. It is intended that the guidance is adopted by land management authorities as part of their policies and development control functions. Where such development is permitted it is important that it is in keeping with the existing character in terms of size, layout, massing and materials and that any archaeological remains associated with former phases of use are treated appropriately in the development control process. We would suggest that reference is made to the Kent-wide guidance and we welcome the intention to produce further guidance tailored to the High Weald.

The adoption of river restoration policies needs to take into consideration the historic uses of the rivers, particularly for cloth and iron-working. Historic structures and features related to water management and use should be conserved and enhanced.

We welcome the final aim regarding a well understood cultural heritage but would suggest that the action part of the plan may need to be strengthened to achieve this by 2024. We would be happy to work with the unit as appropriate on this aim. It would be helpful to know how the historic environment is represented on the JAC.

#### **4 Approach and principles**

Box on Time Depth analysis – it is inaccurate to describe the whole High Weald as ‘unpopulated’ 10,000 years ago.

The list of locally distinctive features will always be partial but should probably include bathing sites and rock features.

In 2.8 – the term ‘pockmarked’ may give a misleading and negative impression – it’s more that the landscape has been moulded or created; periods may be a better term than eras with its geological connotations.

#### **5 Profile of the High Weald**

##### Historic Environment (page 26)

It should be noted that in addition to the Designated assets listed there are many thousands of non-Designated historic buildings, archaeological sites and other heritage assets. Information about these can be found in the relevant Historic Environment Records for the High Weald.

#### **12 Monitoring and evaluation of the AONB**

##### **Objective S2 development schemes respecting and reinforcing the historic settlement pattern**

For this objective to be met it must be incorporated in the various Local Plans in the AONB area. We are aware that there was originally some resistance among LPAs to accepting the guidance relating to dispersed settlement patterns that arose from the AONB Farmsteads project and wonder if this has been resolved? It would be interesting to see an assessment of the degree to which Local Plans have adopted the recommendations of the AONB Management Plan more generally.

##### **Objective S3 improvement in condition and setting of historic environment**

We note from the detailed monitoring assessment information presented on the AONB website that in part the monitoring score for this objective derives from “recognition and inclusion of historic rural buildings in the HER and heritage designations.” In Kent at least it is true to say that there is only very partial representation of historic buildings from the AONB area. All Listed Buildings are included and a number of others but the representation could not be described as in any way comprehensive. Many barns and other agricultural buildings remain to be identified and added. We would be happy to discuss this further with the HWAONB team.

As noted above there is scope for joint working here in relation to the Kent Environment Strategy themes and English Heritage’s Heritage at Risk work.

#### **13 Charter for residents and visitors**

Please add “Get involved – support local historic environment conservation and heritage organisations”.

### **Business Strategy & Support (AR)**

The document should pay greater recognition to the value of the AONB to the local and national economy and the importance of protecting it in economic and social terms.

### **FRNE (SB)**

While I recognise the good intentions of the majority of the targets, I do have some reservations as to whether some of them are realistic and achievable, particularly where there is an (unstated) requirement for the targets to be delivered by local authorities. While the Management Plan does effectively become part of local authority policy once adopted, I believe there is a disconnect between the strategic acceptance of the Plan and the on-the-ground contribution to delivery of the objectives and targets. Some of these will be being delivered as part of the local authorities' ongoing activities, but for others there is a need for better communication of the Plan to local authority officers, targeting specific areas e.g. planning, or community engagement.

I note the provision within the Plan for the JAC to be ambassadors promoting the plan through the three-year business plan and consider that this needs to be strengthened and for wider communication of the Plan with local authority officers to be undertaken and promoted by AONB Unit officers - perhaps a combined approach with neighbouring AONBs could be considered?

### **Explore Kent (SL)**

Vision 2024 (p9)

I am very concerned by the complete lack of vision with regards to access and enjoyment of the AONB landscape. There is little human benefit from having an area of outstanding natural beauty just to protect it. It needs to be enjoyed and understood by locals as well as the wider community.

The last bullet point touches on this but goes nowhere near encouraging the active enjoyment of this amazing natural resource.

Most residents and visitors enjoy informal and sensitive open-air use of the AONB and benefit from a rich, protected, well understood and celebrated cultural heritage.



## Geology, Landform, Water Systems & Climate

		Objectives		
Team	Top 5 issues	G1	G2	G3
FRNE (RC)	2) Managing multiple interests at sandstone outcrops; 'the sandstone is used for climbing, it supports rare cryptogams and many are also heritage assets. This makes managing sites in the face of, damage from climbing, their humid microclimate, invasive species and climate change all the more challenging.' This issue just needs to be re-worked (perhaps something like this), just to make it clearer.	g) Land use measures – should this be land management? Not sure what land use measures are?	To protect important geological features in the AONB, particularly sandstone outcrops. d) Stick to sandstone or sandrock. Needs a target about improving management at these sites and communicating their complexities/sensitivities to land owners and/or managers. More integration with English Heritage.	
FRNE (RC)	1) <i>A lack of</i> understanding.... (this is the issue – just needs to be more explicit).		Suggest inclusion of something about the coastline – exposed sandstone in its own right.....	
FRNE (WM)				Target g), should also extend to informing land management.
FRNE (MT – RC pers comm.).		SUDS will become a requirement so this should be pre-empted in the next 5 years of this Plan period. Integrated SUDS in the High Weald, which deliver multiple benefits for landscape character and wildlife as well as delivering high quality drainage. We strongly recommend a target about SUDS be included here. (FRNE happy to help with wording.)		

Heritage Conservation (LD)	Top five issues, second issue – please add need for conservation of calligraphs.		Add recording and interpreting of calligraphs and ‘iconic’ rock forms to G2 targets for 2019.	Please add ‘at least’ in front of 2852 in the last bullet point on page 27.
FRNE (LM)		Objective G1 target d) - should probably also include Surface Water Management Plans.		As before concern that rates of change cannot be controlled – and a reworking of the rationale here to create the objective may make it stronger. f) Should the guidance be more proactive and identify ‘suitable mitigation measures’?
Minerals & Waste (JP)	The issue identified in the top five issues for geology, landform, water systems and climate on page 28 about small scale mineral extraction which is just left hanging as there are no objectives which develop the issue or a solution any further.			
Minerals & Waste (KB)				

### General Comments:

#### Planning Strategy (BG)

The Geology section does indeed make reference to the need to 'understand' small scale mineral extraction for conservation purposes and how it can be managed, though again I would have thought this needs to be more developed. Please see The Strategic Stone Study, A Building Stone Atlas of KENT 2011 (English Heritage).

#### Minerals & Waste (JP)

The continuation of quarrying building stone of the correct character for the AONB would support objectives for settlement of S2 and S3 on page 32 but no solution is offered for matching the building stone. Over all the objectives for the AONB will do a good job of safeguarding this mineral resource for future

generations. However, in detail the geological map shows that there are five different types of sandstone in the Kent part of the AONB and it is therefore likely that different areas might need to be quarried to ensure that the matching type of building stone can be provided to restore existing buildings or to blend in any new development.

The High Weald has resources of building stone, and some sand and gravel deposits.

## Settlement

		Objectives		
Team	Top 5 issues	S1	S2	S3
FRNE (RC)	Vision: suggest remove 'land use' just call them planning policies. Second para needs to have shorter sentences. These read in an apologetic way – need to be more precise and have the threat identified first. e.g. <i>Reduction in (lack of) the amount of affordable housing and workspace provision for rural workers....</i>			Rationale needs amending. <i>The use of local materials as a means....</i>
Highways & Transportation (BW)				Objectives, and respective supporting text, all include aspects relevant to Highways and Transportation. They are consistent with the approaches adopted in the Kent Downs AONB, and reflect our desire to work with relevant agencies to avoid the harmful effects of insensitive highway works.
FRNE (WM)		- It would be useful to include something around SUDs- in the ideal world this section would make some reference to the now defunct Kent Design Guide. - I don't really understand point a)		

		Surely a needs analysis would make sense if there was a massive, funded, drive for establishing land base & traditional craft business which isn't the case nowadays. Also if target is included, it'll be useful to say <b>how</b> is the analysis is going to be used.		
Heritage & Conservation	The final bullet point is a particularly difficult issue to address as although there are established mechanisms available for the assessment of development proposals in terms of impacts on buildings and archaeological sites, less work has been done on establishing impacts on landscapes. As noted above, this is an area where a detailed (as opposed to the existing broad-brush) historic landscape character characterisation can play an important role and we would urge the AONB team to consider developing such a data-set. We would be happy to discuss this further.	The rationale for this objective does not at present mention the historic aspect of the landscape. Just as there will be a symbiosis with 'the surrounding countryside and wild species' so there is, perhaps an even closer symbiosis with the historic environment. The modern pattern of settlement and many aspects of the local economy and society derive from the historic development of the AONB area and if the Plan is to succeed in its goal of reconnecting settlements with the landscape then it will be essential to work with the grain of existing development. This will help ensure that new development complements rather than conflicts with what is already there. As mentioned above, the Kent Farmsteads Guidance will be helpful. It could be useful to mention connections with the major	We very much welcome Objective S2. This will be essential to preserving the character of the AONB which will contribute significantly to preserving and enhancing the beauty of the area.  <u>Indicators of Success</u> We would be happy to work with the AONB team on the development of schemes that respect and reinforce the historic settlement pattern.  As mentioned above one of the keys to this would be an enhanced historic landscape characterisation of the High Weald area. This would help to identify where key features remain and suggest ways in which elements in the landscape can be linked more effectively to complement existing landscape character.  <u>Targets for 2019</u> We support the stated targets. Target b) could make reference to the Kent Farmsteads Guidance which was initially	<u>Targets for 2019</u> Target a) commits the AONB team to "a review of listed buildings in the Weald; all historic rural and farm buildings included on the Historic Environment Register(HER)". Please note that the HER is a historic environment <u>record</u> , not register. Although it is not clear what is meant by 'a review' this target will clearly involve the relevant HERs and we would request that the AONB team discuss the work with us at an early stage. It will be important that the HERs are involved in discussions about any recording programmes so that the information can be most easily incorporated and we would be happy to advise further. We have produced guidance for local authorities and others preparing recording programmes which can be obtained from the KCC website. ( <a href="http://www.kent.gov.uk/leisure_and_culture/heritage/heritage_publications/guidance_documents.aspx">http://www.kent.gov.uk/leisure_and_culture/heritage/heritage_publications/guidance_documents.aspx</a> )  This area could contribute usefully to the Kent Environment Strategy Theme of protecting

		<p>population centres which are not actually in the AONB but whose residents use the area for leisure and or exercise.</p>	<p>based on research in the High Weald and can be used as the base for the AONB guidance. We were particularly interested in target “c) The preparation of local settlement form and building design studies facilitated for villages and small settlements without an Extensive Urban Survey”. The original EUS studies were produced (in Kent) by KCC and we would be keen to work with the AONB in the studies that are envisaged to see how similar principles can be extended into the small settlement context and given a design dimension. The post-medieval aspects of the settlements in the Kent EUS could also be usefully enhanced. Similarly, the target “d) incorporation of character as a dimension within assessments of sustainable development” would be an important contribution to the conservation of the AONB character and as an approach may have wider ramifications. We would be keen to work with the AONB on this. Potential for buried archaeological remains should also be mentioned in this section.</p>	<p>heritage assets at risk and it would be useful to discuss this further with the unit. We would also encourage the AONB team to consider the role of Local Listing in addressing this target. Tunbridge Wells BC have recently issued a Local Heritage Assets SPD that would help this.</p> <p>Targets should also include i) use of and access to traditional building materials and ii) encouraging small scale extraction of local stone for repair to historic buildings.</p>
PRoW (GR)				<p>Target’s b) and d) closely aligned with Kent’s Countryside and Coasts Access Improvement Plan – “Well maintained countryside access”.</p>

**General Comments:****PRow (GR)**

Firstly and perhaps most importantly there is a strong correlation between the broad aims of the AONB as expressed in the Management Plan Consultation Draft and the Countryside and Coast Access Improvement Plan (CCAIP) Draft 2013-17, for which the consultation period has only recently closed. The CCAIP is the Rights of Way Improvement Plan for Kent. Please see link below:

<https://shareweb.kent.gov.uk/Documents/environment-and-planning/public-rights-of-way/countryside-access-improvement-plan.pdf>

Page 33 of the Draft CCAIP identifies areas where the PRow and Access Service may contribute to the delivery of the AONB Management Plan through joint working. The Draft CCAIP reflects policies in the 2<sup>nd</sup> Edition of the AONB Management Plan and if anything I think there are increased opportunities for partnership working if the policies in the current draft are retained.

**Heritage Conservation (LD)**

We welcome the Vision for the Settlement theme as currently presented. It should be noted, however, that although the settlement pattern in the AONB today probably derives largely from the later medieval period there are numerous sites from earlier periods in the AONB, and as noted earlier there are many research questions still to be answered. Other aspects of the historic environment also have had a role in establishing the character of the region that we see today. In the post-medieval period leisure farming and major houses have played a role. Sites from later periods, eg Second World War structures, also tell the story of the High Weald and are equally important.

**Business Strategy & Support (AR)**

Businesses relocate to Kent because of its attractive countryside e.g. based in Country Houses or converted redundant farm buildings which offer kudos for clients/investors. Quote a few successful examples of Successful/International Companies based in AONB. The AONB (and villages within it) also offer a high quality living environment which is important for companies wishing to recruit, retain or relocate staff.

Through careful planning and sensitive design the AONB should be capable to accommodating the modest changes necessary in order to fulfil its economic role for example farm diversification, bringing buildings into economic use or offering visitors a better experience.

## Routeways

		Objectives	
Team	Top 5 issues	R1	R2
Transport (BW)		Objectives, and respective supporting text, all include aspects relevant to Highways and Transportation. They are consistent with the approaches adopted in the Kent Downs AONB, and reflect our desire to work with relevant agencies to avoid the harmful effects of insensitive highway works.	Objectives, and respective supporting text, all include aspects relevant to Highways and Transportation. They are consistent with the approaches adopted in the Kent Downs AONB, and reflect our desire to work with relevant agencies to avoid the harmful effects of insensitive highway works.
FRNE (WM)	Good that species road verges are mentioned here and their management mentioned as a concern. I would add as an indicator of success something around routeways managed sympathetically to important ecological features such as overstood coppices. OR all ecologically important routeways designated as RNRs		
Heritage Conservation (LD)		We strongly support this objective. The High Weald AONB team have carried out considerable research into historic routeways and we would encourage them to deposit any reports or GIS data with the Kent HER so that it can be used for development control purposes. All of the targets associated with this objective will involve recording or mapping projects. In general we would urge that any mapping or data gathering work be carried out as far as possible in conjunction with the HERs so that we can advise on recording structures or systems and contribute such information as we hold. This	



		will also make sure that information is easily transferrable back into the HERs and avoid creating parallel recording systems.	
PROW (GR)		I welcome the recognition of “routeways” as an integral part of the character and landscape of the High Weald. Many of the routeways are now recorded as public rights of way and as such are maintainable public highways. I recognise that intervention in respect of maintenance while often necessary can actually be detrimental to the character of these routes. Work to establish standards in respect of maintenance with the aim of preserving the character of the routes would be welcome.	
PROW (GR)		Although processing approximately 25 Public Rights of Way diversions a year I am not aware the Kent have diverted any ancient routeways. It would be helpful to have a tighter definition of ancient routeway or the baseline mapping for the network to assist in decisions relating to diversions.	
PROW (GR)		Target’s a), e), g) and h) closely aligned with Kent’s Countryside and Coasts Access Improvement Plan “knowing what’s out there”, “a more sensible network” and “delivering the customer service strategy”.	

## **General Comments:**

### **Heritage Conservation (LD)**

We would support the assertion that the origin, function and archaeology of ancient routeways remain under-researched. Routeways are key elements in the historic landscape and road improvements or other works have the potential to impact significantly on archaeological remains. The cab-cards and guidance produced recently by the Weald Forest Ridge project may help land managers avoid such damage.

### **Explore Kent (SL)**

The last paragraph of the vision mentions the promotion of selected walking, cycling and horse riding routes to better manage the effects of users on trackways. However where these routes are or will be is not mentioned and their development is not within the targets for 2019.

## Woodland

		Objectives			
Team	Top 5 issues	W1	W2	W3	W4
FRNE (SB)			W2 target k - is there evidence (beyond the example of good practice given in the NE Standing Advice) that this amount of minimum buffer is sufficient? Could the Unit support, or carry out research into the impacts on ancient woodland from existing and/or new developments?		Target f) is completely unrealistic and unachievable, and would be a waste of time and money.
FRNE (WM)	How about including not having a sustainable coppice labour force with appropriate skills as an issue?		I would have a separate target for managing pests, diseases & disorders. Perhaps adhere to county (Kent resilience forum-ash dieback strategy) or national action plans. Implement (or translate) national/county guidance at AONB level.	e) Shouldn't this be under W2? h) I would add 'subsidise' training/ apprenticeships here.	f) The campaign to eradicate grey squirrel may prove difficult to achieve.
Heritage Conservation (LD)				The targets identified for this objective will be significantly helped by the work that the Weald Forest Ridge project carried out and the products (cab-cards and guidance) they generated. The Woodland Archaeology Forum will also play a significant role and we would	

				<p>encourage the AONB team to continue the excellent work that the WFR project began.</p> <p>HERs will have a key role in this theme, as confirmed by the indicator “i) increase in HER records for woodlands.” We would request that the Kent HER be consulted at an early stage on any projects that are likely to generate HER information so that appropriate methodologies can be worked out and resource issues fully considered.</p>	
PRoW (GR)					Target c), closely aligned with Kent’s Countryside and Coasts Access Improvement Strategy “Well maintained countryside access.”
FRNE (LM)			Objective W2 - not sure if Kent Downs AONB have put the ash tree recording work in their plan but should there be something like this in High Weald? Would be good to have a consistent picture across Kent.		Target f) - is this achievable and despite conservation benefits would it be publicly acceptable?

## Field & Heath

		Objectives			
Team	Top 5 issues	FH1	FH2	FH3	FH4
FRNE (WM)	I would include here working with the Kent & Sussex LNPs to ensure that Growth Funds (to be managed by the LEP) help to support a working countryside or at least pay attention to the issues/challenges in the AONB			i. The Kent Habitat Survey has data on unimproved grassland for the Kent side and in the next few months, we will have change analysis data for this habitat. Need to ensure that if any further surveys are done the same methodology is followed at the same standard.	
Heritage Conservation (LD)			We strongly support this objective but there is a need to improve the understanding of historic landscapes within agri-environment schemes and boost communication between heritage professionals and landowners.		The High Weald AONB team have recently participated in a review of the parks and gardens of Tunbridge Wells Borough that may act as a model for how thematic research can be carried out in a way that uses both professionals and community groups and which produces high quality information suitable for HERs and land management purposes. If supported by local authorities and integrated into HERs and local planning policies, including local lists,

					<p>this can be an effective and flexible way to understand and conserve the heritage of the AONB. We would be happy to work with the AONB team on initiatives of this kind.</p> <p>Note that extraction sites are just as likely if not more so to be in woodlands.</p>
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**General Comments:**

**Heritage Conservation (LD)**

As discussed previously, the successful management of field and heath can be significantly helped by an enhanced historic landscape characterisation. This would help to chart the development of the landscape, identify areas of particular significance and sensitivity and suggest places where landscape restoration can most profitably be employed. We would be happy to discuss this further.

**Business Strategy & Support (AR)**

Agriculture is a key economic land use within the AONB and its adaptability/resilience to world and local markets is crucial. Initiatives to support livestock, woodland management and sensitive timber production etc should be encouraged.

## Understanding & Enjoyment

		Objectives				
Team	Top 5 issues	UE1	UE2	UE3	UE4	UE5
Heritage Conservation (LD)		Targets could also include the adjacent urban areas – could also feed in to supporting the economy of the rural areas.	Targets here could include a programme of volunteer heritage/environment wardens to improve the reporting of heritage and environment crime.			<p>We support the target (to produce) ‘Information on valued locally distinctive features generated by communities’. Tunbridge Wells Borough Council has recently introduced a List of Local Heritage Assets that has the potential to include landscape features as well as buildings and archaeological sites. There is potential for the AONB Unit to work with its volunteers and stakeholders to identify key heritage assets and prepare information on their history and significance that makes it possible for them to be easily included on the Local List. KCC and the HWAONB teams have recently carried out exactly such a project in partnership with the Kent Gardens Trust and we would be happy to discuss any similar project targeted at similar themes.</p> <p>We also support the objective to prepare ‘guidance on the conservation and management of special qualities and local valued features’, ‘such as historic features – abbeys, hop gardens etc’. In order to develop meaningful guidance, however it is first necessary to understand the resource and as mentioned above we would encourage the HWAONB team to develop a detailed historic landscape character assessment that goes beyond the existing</p>

						<p>2001 historic landscape character assessment. We would also be happy to help the AONB team prepare the conservation guidance mentioned and would be happy to discuss further.</p> <p>Locally valued features should also include the natural landscape features such as the rock forms.</p>
PRoW (GR)					<p>I recognise that furniture used in respect of access to public rights of way or preventing nuisance use can be visually intrusive or not maximise the use of local materials. I would happily see further guidance developed on the use of local materials, however against a backdrop of significant revenue budget pressures the adoption of such standards would only be possible if additional resource were found to meet any increase in cost.</p>	
PRoW (GR)		Targets a) and d) closely aligned with Kent's				



		Countryside and Coasts Access Improvement Plan – “Knowing what’s out there”.				
PRoW (GR)					a), b), c), d), e), f) and k) closely aligned with Kent’s Countryside and Coasts Access Improvement Plan “well maintained countryside access”, “knowing what’s out there”, “a more sensible network”, “education and respect for the countryside” and “delivering the customer service strategy”.	
Explore Kent (SL)	The second point seems a little unclear as to its meaning – These are 2 separate things enjoyment of views (which is enjoying the maintained landscape) and the management of the	This needs to be customer focused at present it seems to be focused on what the AONB want people to know and learn and not what people want to learn and how.				Love it, these targets fit in with many of Explore Kent’s aims for rural tourism in Kent and hopefully we can work together.

	landscape.					
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**General Comments:**

**Heritage Conservation (LD)**

The community participation projects discussed in my comments on FH4 also apply to this theme and particularly to objective UE2 and UE3.

**Business Strategy & Support (AR)**

Tourists (local and international) visit Kent because of the AONB and attractions within it e.g. Country Houses, pubs (Golf Courses?), sailing, outdoor activity centres, etc. Again useful to quote a few examples where new attractions have been accommodated.

The AONB has an important role to play in promoting health and wellbeing but access may need to be improved. Not everyone is confident in using the PRW Network and opportunities to enjoy the AONB informally should be promoted e.g. way marked routes/picnic areas in woodlands, along rivers, reservoirs etc (again mention good examples)

**Visit Kent (RW)** *Not strictly KCC* <http://www.visitkentbusiness.co.uk/index/about-us/team/>

Tourism is worth £3.4 billion to the local economy and supports 65,000 jobs.

Our research consistently shows the countryside is a key motivator for visitors. Our 2012 Visitor survey showed that 28% of our visitors were motivated by our countryside to visit Kent coming second after our heritage. This goes up to 34% when just looking at overnight visitors who by staying longer spend more. 10% were motivated by our country pubs!

Is it worth referring to the new accord signed last week - **Working Towards Sustainable Tourism in England’s AONBs** which recognises;

- that there are opportunities for the growth of sustainable tourism within AONBs;
- the contribution that tourism makes to rural economies;
- and the benefits of raising visitor and businesses awareness in ensuring the continued protection of England’s finest landscapes.

The accord is intended to complement and work with the England Strategic Framework for Tourism 2010 - 2020, and its Rural Tourism Action Plan which addresses tourism across all of England's rural areas and which Visit Kent is signed up to.

The accord recognises that there is now an opportunity for AONB partnerships and Destination Organisations such as Visit Kent to work together to consider more comprehensively how sustainable tourism can be further encouraged and supported through the delivery of AONB Management Plan objectives.

We are of course familiar with and supportive of your innovative Our Land project and feel this is the perfect mechanism to help us together deliver this and continue to look forward to working in partnership with you on this.

We are also interested in supporting the link between local food production and tourism – this helps create and support local supply chains while also giving us a competitive tourism edge. We have been working with PINK on Food Trails and more recently the Kent Breakfast scheme and feel further work on this should be encouraged.

**FRNE (WM)**

Understanding & Enjoyment needs to mention the benefits that the natural environment can bring/provide to the health agenda. Perhaps there should be reference to working with the Health & Wellbeing Boards to identify mutually beneficial projects/programmes.

**Explore Kent (SL)**

I like the vision – leans towards experiential tourism.

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## Kent Downs AONB Management Plan Review General Comments

*These comments, received from Kent County Council Teams, relate to parts of the Plan **outside** of the Character Components Section.*

### **FRNE (RC)**

There needs to be very careful use of language around landscape as so often words and their meaning are misapplied or misunderstood. The heading 'Landform & Landscape Character' – I think it would be better to put landform with geology as the two are so closely linked.

Landscape Character then might be better placed at the end of the document. Ultimately the Kent Downs' character is made up of the Components. And character in its own right isn't a component – character is the end result – the natural beauty that people see and experience, which is explained in the Plan, by breaking that character down into 'components'.

Landscape Character in a LCA sense is descriptive and doesn't systematically identify components. The dual component and character-led approaches are confusing – and could make it difficult to apply in terms of planning. Getting this distinction clearer could help users of the Plan understand better which *part* of landscape they're involved in and could have ownership of.

General comments regarding the Plan;

- Separation of opportunities, issues and threats under separate headings would make it much clearer, some are obvious but others not so.
- Policies are often quite wordy with long sentences – this makes their ultimate meaning difficult to grasp, could be more succinct.
- Sometimes the threats and issues aren't then addressed in the policies. Is there potential to demonstrate better links between identified problems and a way of targeting that problem?

### **Heritage Conservation (LD)**

#### ***1.2.1 The Components of natural beauty.***

The text rightly identifies the strong 'time-depth' to the Kent Downs and the main heritage asset types that contribute to it. To prioritise conservation needs and resource allocation it is necessary to first understand the historic landscape better. The Kent Historic Landscape Characterisation (2001) can play an important role in this. The existing HLC has identified the broad character of the historic landscape of the Kent Downs. To be fully effective in policy, local

planning and development control, the broad scale Historic Landscape Characterisation should be backed up by more detailed case-by-case analysis, to add greater detail through secondary sources.

#### **2.2.4 The role of the Kent Downs AONB partnership.**

It would be helpful to know how the historic environment is represented on the JAC.

#### **FRNE (HF)**

There is a need to ensure that it is clear what the issues, opportunities and threats are. Currently they are all included in one section.

#### **PRoW (CF)**

I welcome the inclusion of the section referencing the above mentioned Improvement Plan which demonstrates the clear correlation.

I also welcome the very relevant reference to the “England Coast Path” within the section on Coastal Access, although it may be appropriate to mention it by its title and that it will provide a Coastal Access margin on the seaward side of the trail, similar to “Open Access” land. This will arguably provide significantly more access than the trail itself.

Finally, a meeting with the AONB Team would be beneficial once the plan policies are adopted to identify specific projects where joint working would assist delivery.

#### **FRNE (WM)**

Under Implementation, monitoring & review it would be worth monitoring LWSs under positive conservation management annually.

### **Management of the AONB**

No comments were received regarding this section of the Plan.

## Landform & Landscape Character

Team	Vision/Overview	Issues, Opportunities & Intro	Aims	Policies
FRNE RC	<b>3.1.1</b> Talks about 'components' but these are different to components of character – suggest re-wording to avoid confusion.	<b>b)</b> Remove 'in certain landscape character areas'.		LLC1 – takes a component-led and character-led approach. It's confusing to use both! "The protection, conservation and enhancement of natural beauty components, the historic character they create and the setting of the Kent Downs AONB will be supported and pursued."
FRNE (RC)				LLC7 – What's the difference between landscape character areas and local character areas? It's confusing, suggest sticking to one.
FRNE (RC)	In my view, landscape character as a component of natural beauty – it is the result of the combination of components that delivers a unique Downs character – it's the result not one of the elements.			LLC8 – Suggest removing 'landscape character' as per earlier comments.
Minerals & Waste (JP)		<b>3.1.3 a)</b> There is nothing in Section 2 that provides any justification or context about the role of the AONB management plan outside the designated area. <b>3.1.3 e)</b> The way that this is worded, it is neither a main issue, an opportunity, nor a threat. As 3.1.3 a deals with the perceived threat, this clause needs to be		There is nothing in Section 2 that provides any justification or context about the role of the AONB management plan outside the designated area. Moreover, there is nothing in the earlier in section 3.1 which provides any context for the importance of views into or out of the AONB.  Furthermore, it would be much more positive and specific if this policy were to

		<p>written to establish the main issues or opportunities which are probably the same. I would suggest the following alternative wording:</p> <p><i>The opportunity to work with Local Planning Authorities to develop planning policy protection to the setting of the Kent Downs and to ensure that consideration of the setting of the Kent Downs is taken into account when Local Planning authorities determine planning applications.</i></p>		<p>include measures to work with local planning authorities to develop planning policies that seek to protect the setting of the Kent Downs and views in out of the AONB.</p>
Heritage Conservation LD	<p>A critical element in landscape character is the historic aspect of this character. Although Landscape Character Assessment is a useful start point it cannot assess historic aspects of the landscape in enough detail to be useful for understanding significance. Our comments in relation to 1.2.1 above also apply to this section (see General Comments).</p>			



## Biodiversity

Team	Vision/Overview	Issues, Opportunities & Intro	Aims	Policies
FRNE – RC	Suggest ‘Recognise and support the importance of the Kent Downs landscape to biodiversity.’ Also suggest written in a way which explains that the unique landscape of the Downs has habitats (created and managed by people over millennia) which support a distinctive biodiversity. E.g. “the special components of natural beauty support the Kent Downs’ rich and distinctive biodiversity.” 3.2.1 The sentence ‘rare arable field wild flowers’ is stated twice.	A) Could this be linked to landscape condition decline? Ultimately it’s the same thing. C) Lack of awareness of the links between landscape condition, management and biodiversity. g) Kent Downs <i>Landscape</i> is sensitive to climate change, causing impacts upon biodiversity...		BD1 – GI and connectivity should be informed by and reinforce/restore landscape character.
FRNE – LM		It may be worth reviewing the condition statements and risks in line with what was reported in the KHS analysis.		The biodiversity chapter recognises the issue of climate change on the ecology of the AONB and notes the UK Climate Change Risk Assessment has identified key risks to Kent Downs’ biodiversity but there doesn't seem to be an explicit policy to address these risks; nor is it tackled within a policy. I wonder if there should be something included to address these risks.
FRNE - HF	3.2.3 - it’s not clear what is an issue, opportunity and threat – they should be	Opportunity – It should not just be large scale projects to secure the biodiversity objectives . There	It’s not clear how the aims will be achieved. Ideally they should have clear targets attached to them or how	

	separate bullet points	should be ways to encourage LPAs to get applicants to incorporate enhancements/landscaping plans which link in to the aims of the KD management plan.	information about how they should be measured.	
FRNE WM	The vision should be more modest. Although there has been an increase in some habitats (chalk grassland), can you really say that there as been a net gain in biodiversity (incl species) across the downs?? If so, please provide or point to the evidence	- I would be advantageous to pay special attention to LWSs as they are an important component in conservation at landscape scale and are highlighted in the White Paper and Lawton Review- as well as being one of Defra's SDL indicators. - Another main issue: change in farming practices? Poly tunnels		- Include something around actively engaging with the LNP and contributing towards their targets

## Farmed Landscape

Team	Vision/Overview	Issues, Opportunities & Intro	Aims	Policies
FRNE (RC)	Farming creates the <i>character</i> of the landscape, shaping its natural beauty.		4) “And <i>sustainable</i> food...”	
Heritage Conservation (LD)		Add comment on farm buildings being the category of historic buildings which are most at risk – cf Kent Farmsteads Guidance. Add the problem of the loss of historic farm buildings/historic character of farmsteads as an issue/threat.	Again add reference to enhancing and conserving historic character of farmsteads and securing sustainable re-use of farm buildings which are unsuitable for modern agricultural practices.	Add policy of conserving and enhancing historic character of farmsteads and promoting sustainable re-use of farm buildings no longer suitable for agricultural purposes.  FL11 – replace archaeology with historic environment.
FRNE HF	Need to be a clear distinction in the main issues, opportunities and Threats		Why does the page include the following quote: <i>The Kent Downs AONB is principally a farmed landscape, with 74% of its land classed as agricultural.</i> It’s not an aim and it’s been included elsewhere in the document.	

## Woodland & Trees

Team	Vision/Overview	Issues, Opportunities & Intro	Aims	Policies
FRNE (RC)		Deer - could they be a potential threat in the future?	2) <i>"It is recognised that..."</i>	
Heritage Conservation (LD)		<p>Should the legend explanation for fig 10 last entry for H91EO say 'and ash'?</p> <p>The text does not at present make any mention of the role that woodlands have played in the historic development of the Kent Downs, not of the wealth of historic features that survive within woodlands. We would suggest that an issue be added:</p> <p><i>p. Woodlands contain a wealth of historic features both related to historic woodland management practices and other historic processes. There is a need to ensure that they are conserved during woodland management operations.</i></p> <p>This will be significantly helped by the work that the Weald Forest Ridge project carried out and the products (cab-cards and guidance) they generated. The Woodland Archaeology Forum will also play a significant role and we would encourage the AONB team to continue the excellent work that</p>	Add to 4. – 'and taken into account in management plans'.	Add a policy or amend one of the existing to reflect need to manage woodlands in a way which conserves and enhances the historic environment – particularly in relation to felling and coppicing activities which are likely to have greatest impact.

		the WFR project began.		
FRNE (LM)				For woodlands and trees chapter, in the introduction it talks about ash dieback but doesn't specifically refer to it in the main issues/threats section - given the potential for this disease to significantly change the wooded landscape of the AONB should it not be specifically mentioned? Otherwise it could be viewed as an oversight. Should there also be a coordinating policy which links to this?
FRNE (WM)	Table 7. What's "assumed woodland"? What's the point of including this? Please stick to recognised land/habitat class/use descriptions	<ul style="list-style-type: none"> <li>- Include tree pests, diseases &amp; disorders a main issue. i.e Chalara.</li> <li>- Include new approach to creating plantations as a way to adapt to climate change- avoid single tree plantation in favour of a 'mixed' tree stands where economically viable.</li> </ul>	Under sustainable management, there should be something about tackling the increasing tree pests, diseases and disorders problem through appropriate monitoring and tree management	

## Cultural Heritage

Team	Vision/Overview	Issues, Opportunities & Intro	Aims	Policies
FRNE (RC)	Historic and cultural heritage. Suggest removing 'historic' as heritage states all that is needed in the title. P58 – Map could be a clearer...spots aren't distinguishable.		Integrating heritage understanding into wider decision-making.	
Heritage Conservation (LD)	<p>Our Vision: I would suggest that the first sentence be replaced by "In 2034...the rich heritage of historic landscape, buildings, settlements and sites..." and also that the phrase "reflect their local character" be replaced by "reflect their local character and significance".</p> <p><b>Table 8</b> – contains two lines for 'Registered Parks and Gardens at Risk'. Presumably the first line should be 'Registered Parks and Gardens'.</p> <p>'Total Number of Heritage Assets'. The number presented for this</p>	<p><b>b.</b> Add damage to archaeological features caused by motorcycle and other illegal off road vehicles, and also by inappropriate woodland management techniques.</p> <p><b>c.</b> One way of recognising and reinforcing the special landscape character of the AONB is to carry out formal assessments of key assets and then try to secure their protection through Local Listing. The High Weald AONB team have recently participated in a review of the parks and gardens of Tunbridge Wells Borough that may act as a model for how thematic research can be carried out in a way that uses both professionals and community groups (in this case the Kent Gardens Trust) and which produces high quality information suitable for HERs and land management purposes. If supported by local authorities and integrated into HERs and local planning policies, including local lists, this can be an effective and flexible way to understand and conserve the heritage of the AONB. We would be happy to work with the AONB team on initiatives</p>	<p>1. The text currently limits itself to "the principal components of the historic character of Kent". We do not see any particular advantage to limiting the aim in this way and would suggest that the text be re-phrased such that the first sentence begins "The historic character of the Kent Downs landscape...is recognised, valued, conserved and enhanced." We would also suggest that this paragraph needs to say who the target audience is for this aim – presumably residents, stakeholders and visitors?</p> <p>We think the phrase "and actively supported" is somewhat vague. What does 'active support' mean in this context?</p>	<p>HCH1 We suggest that this policy, which underpins all the others, could be presented in a more definitive form? We suggest "Activities will be pursued where they protect, conserve and enhance the historic character of the Kent Downs."</p> <p>HCH2 We suggest the phrase "inspiration from" be replaced with "importance of" as this is perhaps easier to understand. Any inspirational aspect will fit within the definition of "importance".</p> <p>As mentioned above an enhanced historic landscape character assessment will be an essential contributor to this wider understanding.</p>

	<p>category at present is simply the number of Grade I and II* listed buildings, Scheduled Monuments and Registered Parks and Gardens added together. This is incorrect. Heritage assets include heritage sites of all types and periods, whether designated or not. The Kent HER contains more than 11,000 heritage records in the Kent Downs AONB (plus any from the London Borough of Bromley). These include both designated and non-designated assets. The non-designated assets include buildings such as farmhouses, pillboxes and oast houses and archaeological sites such as Roman villas, prehistoric monuments and moated manor houses. There is in fact no real point in trying to present the number of Heritage Assets as they are being identified all the</p>	<p>of this kind.</p> <p><b>c.</b> The Farmsteads guidance recently produced by English Heritage, KCC and the Kent Downs and High Weald AONBs will be an important tool to show how historic farmsteads in Kent can be assessed for their suitability for new development or change of use. It is intended that the guidance is adopted by land management authorities as part of their policies and development control functions. Where such development is permitted it is important that it is in keeping with the existing character in terms of size, layout, massing and materials and that any archaeological remains associated with former phases of use are treated appropriately in the development control process.</p> <p><b>c.</b> Targets related to this issue should also include i) use of and access to traditional building materials and ii) encouraging small scale extraction of local stone for repair to historic buildings.</p> <p><b>e.</b> Another threat to both above and below ground heritage assets comes from changing water levels in the ground. As the introduction makes clear the AONB provides a large proportion of Kent’s drinking water and this, together with climate change and the introduction of SuDS schemes, risks altering the moisture level in the ground. This can have a very harmful effect on archaeological sites and so the needs of the heritage must be taken into account when</p>	<p>Add aim of providing sources of traditional building materials.</p>	<p>HCH4 We suggest the second bullet point be changed to “be complementary to the existing character in form, setting, scale and use of materials”.</p> <p>HCH6 It should be noted that in 2008 (revised in 2012) English Heritage produced guidance “Climate Change and the Historic Environment” that will be useful for helping produce the guidance referred to. As mentioned above KCC is also producing guidance for those developing SuDS schemes that will help them incorporate the needs of the historic environment.</p> <p>Add policy of encouraging small-scale extraction to provide sources of traditional building materials.</p>
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	<p>time. I would suggest deleting the 'Total Number of Heritage Assets' lines from the table and adding a statement in the text that in addition to the many designated heritage assets the Kent Downs contains many thousands of non-designated heritage assets that contribute strongly to the character and identify of the AONB.</p> <p>3.5.1 In terms of the 'time depth' referred to in this paragraph please see my comments under 1.2.1 above.</p> <p>The term 'standing stones' is inappropriate in this context as it refers to free-standing stones such as monoliths and stone circles which are so far unrecognised in Kent – could change to 'megalithic burial monuments and structures'. Add 'earthen' in front of long barrows and remove 'particularly'</p>	<p>planning any developments or works that could affect moisture levels. KCC is in the process of developing guidance for SuDS developers to help them manage the impact of their schemes on the historic environment more effectively.</p> <p>KCC is also working with Kent Police to develop a methodology for assessing the potential for heritage crime and defining actions to reduce it. We would encourage the AONB team to support such an initiative and would be happy to discuss the matter further.</p> <p>f. In terms of First and Second World War projects we wonder if the AONB team are aware of a number of umbrella groups that have been set up in Kent to help share information on relevant projects.</p> <ul style="list-style-type: none"> <li>• <b>First World War Kent.</b> A steering group set up for museums and other heritage organisations across Kent to co-ordinate the First World War commemorations through next four years. This involves a wide number of organisations and has established three specific working groups so far: <ul style="list-style-type: none"> <li>• <b>Marketing &amp; PR Working Group</b> – have established a calendar of events and have established a Blog - <a href="http://fwwkentmedway.wordpress.com/calendar/">http://fwwkentmedway.wordpress.com/calendar/</a></li> </ul> </li> </ul>		
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	<p>and 'Medway and'. This section should discuss the onset of small scale woodland clearance in the Neolithic and the intensification of clearance and changes to landscape organisation in the later prehistoric period. Although the text states correctly that Kent was probably the scene of the Roman invasion in AD 43 it should be noted that Kent was also the location of the earlier raids by Julius Caesar of 55 and 54 BC.</p> <p>In the paragraph beginning 'The commons or 'minnises'' it would probably be better to replace 'Saxon' with 'Anglo-Saxon' as this is recognised as a term encompassing all the early Germanic groups who settled in England.</p> <p>The development of urban forms and defences in the Roman period should be mentioned.</p>	<ul style="list-style-type: none"> <li>• <b>Research Working Group</b> – focusing on research including producing a timeline for the county that links to the Imperial War Museum national one. The timeline is being led by KCC libraries.</li> <li>• <b>Kent Education Working Group</b> – led by Lyn Palmer of Maidstone Museum. Group focuses only on the education aspects of the First World War. Only met once.</li> </ul> <p>We are sure that the AONB team would find it useful to join these groups if it develops First or Second World War projects.</p> <p>Although the issues a) to g) capture the major opportunities and threats We would suggest that an additional issue should be the promotion of the historic nature of the AONB to its residents and visitors. For the heritage of the AONB to play a full role it must be known, understood and enjoyed by the public, not just the decision-makers (which is the audience for understanding as currently stated in a) and c)).</p>		
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	<p>We would be happy to advise further on the text of this section.</p> <p>Fig 12 – the buildings key is hard to distinguish and also may contain overlapping categories.</p>			
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**General Comments:**

**Heritage Conservation (LD)**

We were pleased to see such importance accorded to Historic Landscape Characterisation as a method of understanding and mapping the development of the AONB’s historic environment. The text is right to say that the Kent HLC was one of the first county surveys but this has disadvantages. The method used in more recent HLCs is much more detailed than the Kent approach and has significantly greater potential as a research and interpretive tool. To offer more than broad brush guidance the Kent HLC needs to be refined so that greater detail and resolution can be added. We would recommend that the Kent Downs AONB team engage on such a project as has been done in parts of the High Weald AONB area. We would be happy to discuss such a project further.

## Geology & Natural Resources

Team	Vision/Overview	Issues, Opportunities & Intro	Aims	Policies
Minerals & Waste JP				<p>GNR3: This policy does not comply with the NPPF and the phrase in the first sentence, “and its setting” should be removed. Paragraph 115 of the NPPF only refers to giving great weight to conserving landscape and scenic beauty <u>in</u> AONBs. Draft Policy SDT5 in section, Sustainable Policies adequately describes a methodology relating to developments that are in the setting of the AONB and this policy does not require the additional consideration of exceptional circumstances.</p> <p>The phrase, “in the national interest” should be removed from the second sentence as it is not in the best interest of the AONB. Paragraph 116 of the NPPF includes three considerations which should be taken into account when determining an application in designated areas and national interest is only one of them. The other two are:</p> <ul style="list-style-type: none"> <li>(i) the cost and scope of developing outside the designated area or meeting the need in some other way;</li> <li>(ii) any detrimental effect on the environment, the landscape and recreational opportunities, and the extent to which that could be moderated.</li> </ul> <p>Both of these two other considerations could also be important reasons for not developing in the AONB.</p>
FRNE (RC)	<p>Purple quote “<i>Kent Downs landscape provides vital services to the population of Kent &amp; beyond.</i>”</p> <p>Personally I would put tranquillity in with enjoyment – as it’s an experiential thing and is related to people’s impact upon the landscape.</p>			

Heritage Conservation (LD)	Add drift deposits of Pleistocene gravel containing important Palaeolithic remains.			Add Promote small-scale extraction for traditional building materials.
Planning Strategy (BG)				There is the current ongoing debate over oil/gas exploration and the use of 'fracking' but much less likely that in the Wealden Formation areas and also the Chalk is still potentially a strategic resource for cement manufacture on an industrial scale.
Heritage Conservation (AC)				Small quarries may need to be opened for specific historic building repairs, to a church or a historic building. These are not like commercial quarries but allow local stone to be won for a specific repair projects, for a limited time period only and for very small quantities of stone.

## Heritage Coast

Team	Vision/Overview	Issues, Opportunities & Intro	Aims	Policies
FRNE (CD)	This is a comprehensive overview of the area, which takes useful information from the NOSTRA pilot SCA for Dover Strait ( <a href="http://www.nostraproject.eu/News/NOSTRA-Workshop-n-1-Seascapes-Report-Available">http://www.nostraproject.eu/News/NOSTRA-Workshop-n-1-Seascapes-Report-Available</a> ) and is up to date in terms of programming under the Marine and Coastal Access Act 2009 (but see MCZ comments to the right)	Potential MCZ designation is mentioned as “thought to be likely to have a negative impact on local fishing communities.” This is quite a leading statement. While for inshore sites such as Hythe Bay (just outside the AONB area) there is a lot of concern from local fishermen about the type of conservation management measures which will be	We support the collaborative approach and hope to continue to contribute through collaborative working with Pas-de-Calais and Dover Strait stakeholders.	Same as left.

		<p>implemented (if it becomes an MCZ); the site will not be a “no take zone” and KCC is supportive of MCZ designations, while recommending that “when Natural England carries out work identifying conservation measures for the new MCZ’s in 2014, that Hythe Bay receives a comprehensive assessment of trawling and full engagement of the local fishing fleet to determine management measures.” Two other MCZ’s may be designated within the Heritage Coasts in the coming years (Dover area) and KCC would take the same position. Maybe the section should be rewritten as</p> <p><i>“Proposed Marine Conservation Zones, while protecting wildlife, will impact on local fishing communities and management measures need to be carefully considered to avoid unnecessary disruption of livelihoods.”</i> “ KCC completed a response to “Marine Conservation Zones: Consultation on proposals for designation in 2013” which can</p>		
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		be made available.		
Heritage Conservation (LD)	In the paragraph beginning “Arising from conflict and seagoing transport” mention might usefully be made of the Dover Boat that was found in Dover in 1992 and which remains the oldest sea-going boat in the world.			

### Vibrant Communities

No comments were received regarding this section of the Plan.

### Sustainable Development

Team	Vision/Overview	Issues, Opportunities & Intro	Aims	Policies
Minerals & Waste (JP)				SDT5: This policy would be much more positive and specific if it were to include measures to work with local planning authorities to develop planning policies that seek to protect the setting of the Kent Downs and views in out of the AONB.
FRNE (RC)			Integrated decision making is needed to achieve sustainable development – considering social, economic and environmental issues <i>together</i> – as set out in the NPPF. This sort of decision making in the AONB should be an aim.	
Transport	Page 89 - refers to the Local Transport Plan for			

<p>Planning (JR)</p>	<p>Kent 2006-11. This is now out of date and has been replaced by the Local Transport Plan for Kent 2011-16. This can be accessed at <a href="https://shareweb.kent.gov.uk/Documents/roads-and-transport/road-policies/local-transport-plan-3/final-ltp3.pdf">https://shareweb.kent.gov.uk/Documents/roads-and-transport/road-policies/local-transport-plan-3/final-ltp3.pdf</a></p> <p>It also refers to Medway's Local Transport Plan 2006-11. I presume Medway Council also has an in date new Local Transport Plan, although it would be best to check with them.</p> <p>This paragraph may need to be re-written to correspond with the aims of the current Local Transport Plans and whether they think this supports the AONB aims for sustainable travel. I can't speak for Medway, but the Local Transport Plan for Kent 2011-16 (LTP3) objectives of safer roads, protecting communities, active transport, supporting independence for all, reducing emissions, smarter travel, accessing life's opportunities, enjoying the journey, sociable streets and protecting Kent's natural and man-made environment (page 45 of LTP3) all seem to support the AONB aims.</p> <p>Page 89 sets the context for transport infrastructure challenges that affect the AONB. It may be useful to add in the significance of flows along the M20/A20 and M2/A2 corridors to and from the Channel Ports (Channel Tunnel and Port of Dover). With cross channel traffic forecast to increase, it will add further pressures on these transport corridors which pass adjacent to or at the edge of the AONB. HGV traffic to and from</p>			
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	<p>the ports creates problems such as Operation Stack when the ports are temporarily closed and the ongoing problem of overnight lorry parking in lay-bys etc. Solutions to both Operational Stack and overnight lorry parking are being actively pursued by Kent County Council.</p>			
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### Access, Enjoyment & Understanding

Team	Vision/Overview	Issues, Opportunities & Intro	Aims	Policies
Transport Planning (JR)	<p>Page 96 - 'Road Users' states that there have been significant reductions in the number of walking and cycling trips surveyed. The data that is referred to is from Urban Cordon Counts (entering an urban area) over a single 12 hour period; therefore I think it is misleading to quote this "trend" for walking and cycling in a document about an AONB when the data refers to urban areas.</p>			
PRoW (CF)		<p>Cycling : I believe there is an omission by not referencing the "Pilgrims Cycle Trail" between Rochester and Canterbury Cathedrals. The route provides an arterial route right through the heart of the Downs AONB.</p>		<p>Policies AEU4, 5, 6 and 10 support the theme 'Well Maintained Countryside Access' in the Countryside and Coast Access Improvement Plan (CCAIP).'</p>



PRoW (CF)				Policy AEU2 supports the Growth and Development theme of the CCAIP.
PRoW (CF)				AEU3, AEU7, AEU12, support 'A more sensible network' theme of the CCAIP.
PRoW (CF)				AEU1, AEU8, support the 'knowing what's out there' theme of the CCAIP.
PRoW (CF)				AEU9 supports the Education and respect for the countryside theme of the CCAIP.
PRoW (CF)				It would be useful if Policy AEU10 were extended to include the "England Coast Path" thereby covering the two National Trails through the Downs.
PRoW (CF)				Policy AEU4 – With the loss of the Open Access Management Grant from Natural England it is increasingly difficult to fund enhancements, let alone maintain, "Open Access". I would like to see this Policy significantly bolstered to try and include wording that would secure some of the highly valuable Landscape Grants that have been awarded from the National lottery. Although in some may covered by AEU8 it would assist the CAIP objectives if a co-ordinated plan were developed for the collective Access Land sites with a view to draw some of the honey pot visitors mentioned further East. This would support a number of opportunities and aims earlier identified in the plan.

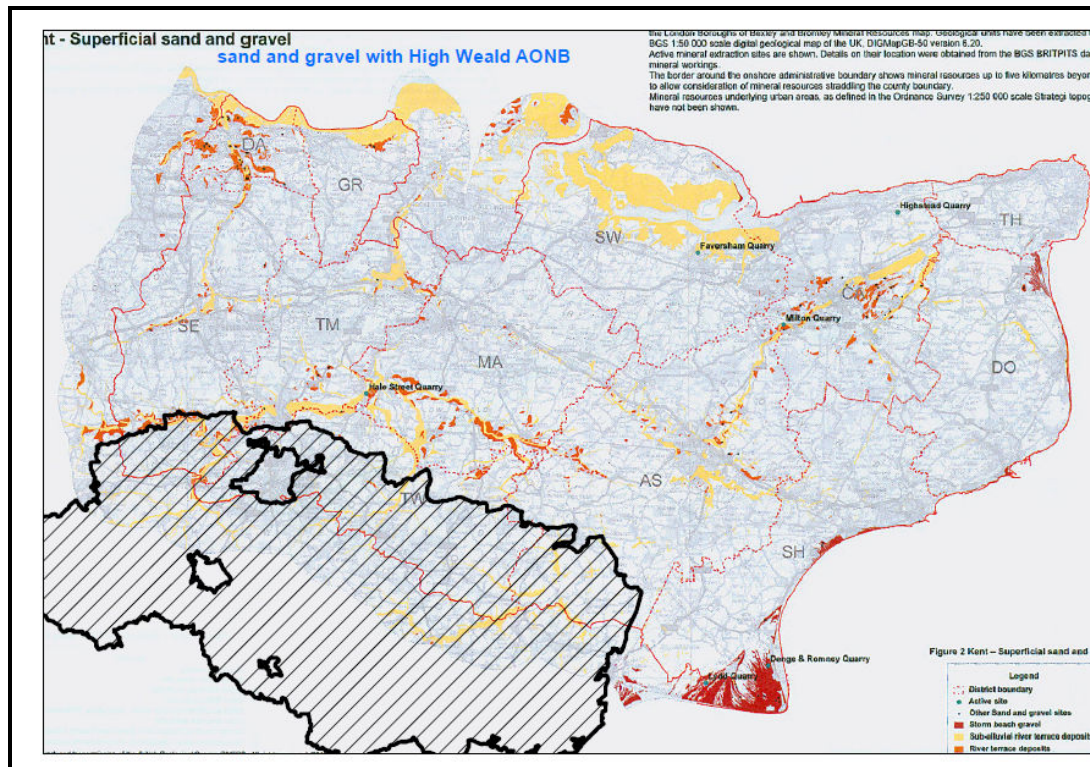
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## **Mineral Safeguarding in Areas of Outstanding Natural Beauty (AONB)**

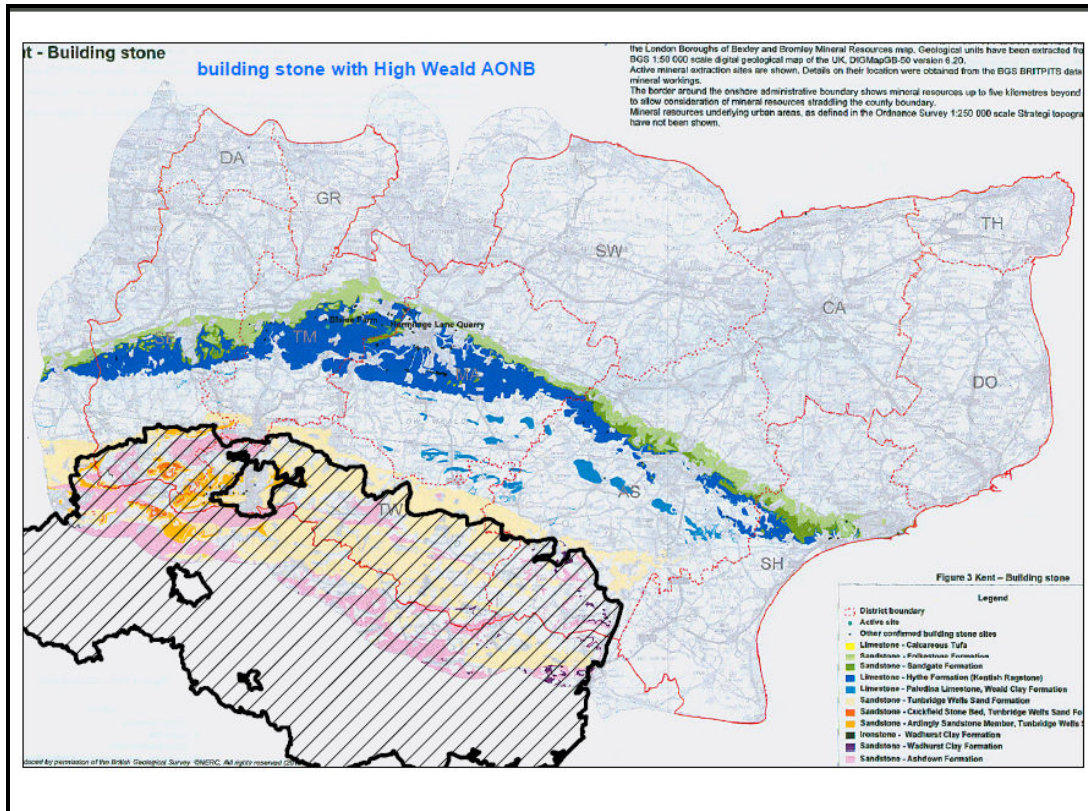
Mineral safeguarding is a national planning policy requirement to protect a finite resource for future generations. Kent is mineral rich with economic minerals located throughout the county. The aims and objectives of AONBs will in the main protect the identified economic minerals from being sterilised by other developments, However, development does occur within AONBs and the safeguarding of economic minerals within the AONBs is necessary to ensure that considerations about the protection of a finite resources are taken into account when planning applications are determined. The designation of a mineral safeguarding area simply identifies a geological resource and in no way earmarks an area for quarrying.

1. **Sand and Gravel within High Weald:** There are pockets of this across the AONB. The north/north western area of the High Weald (southern part of Sevenoaks District and around Tunbridge Wells/Tonbridge urban area).
2. **Building Stone within High Weald:** There are many areas with sandstone.
3. **Silica Sand within High Weald:** There are no areas in High Weald with silica sand.
4. **Crushed Rock within High Weald:** There are no areas in High Weald with crushed rock.
5. **Brickearth within High Weald:** There are no areas in High Weald with brickearth.
6. **Sand and Gravel within Kent Downs:** Areas affected are mid Sevenoaks District, north/north east of Ashford Town and some small pockets elsewhere.
7. **Building Stone within Kent Downs:** Areas affected by Ragstone/Sandstone are mid Sevenoaks district and western part of Tonbridge & Malling and Shepway district near Folkestone/Channel Tunnel line.
8. **Silica Sand/Construction Sand within Kent Downs:** Areas affected are mid Sevenoaks, mid/north Tonbridge & Malling and construction sand around Folkestone/Channel Tunnel.
9. **Crushed Rock within Kent Downs:** Area in Kent Downs affected is a section in eastern Tonbridge and Malling.

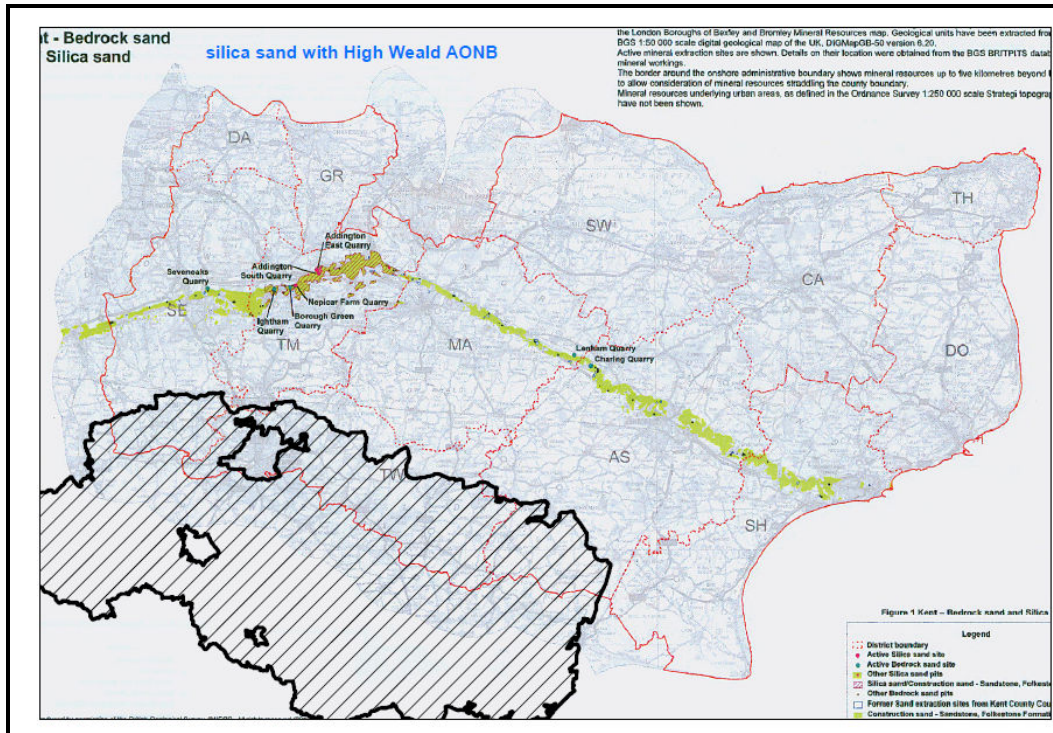
**10. Brickearth within Kent Downs: Areas affected are the mid Downs (north Ashford Borough and southern Swale) and eastern (Canterbury, Dover and Shepway District)**



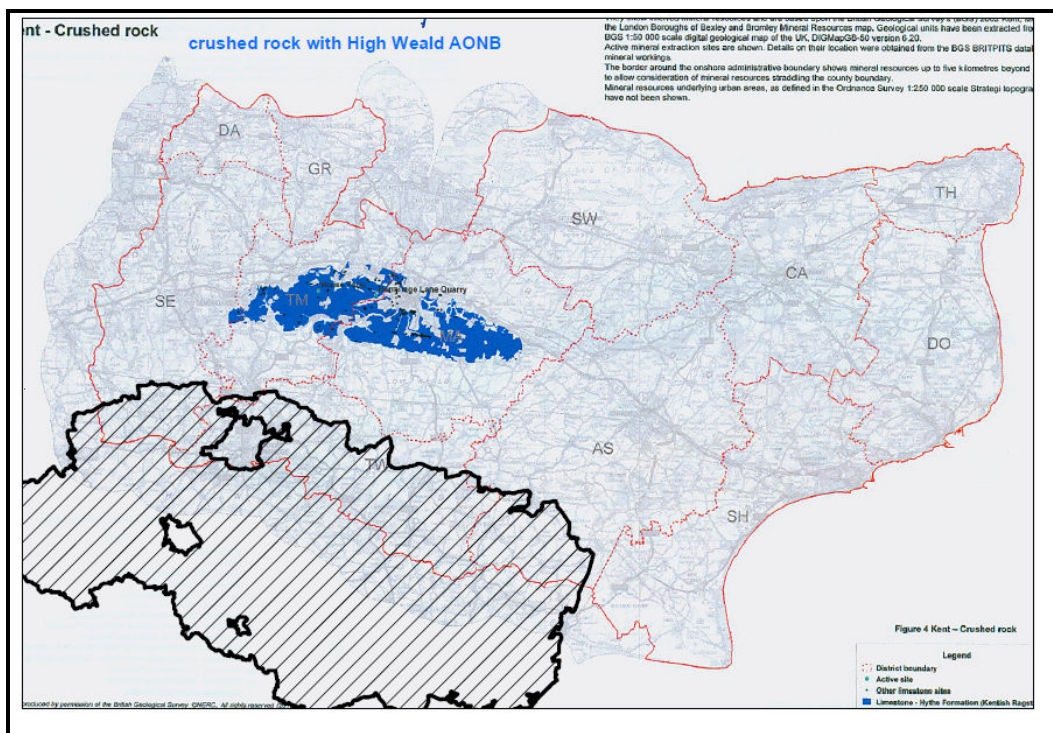
**1. Sand and Gravel – High Weald (hatching)**



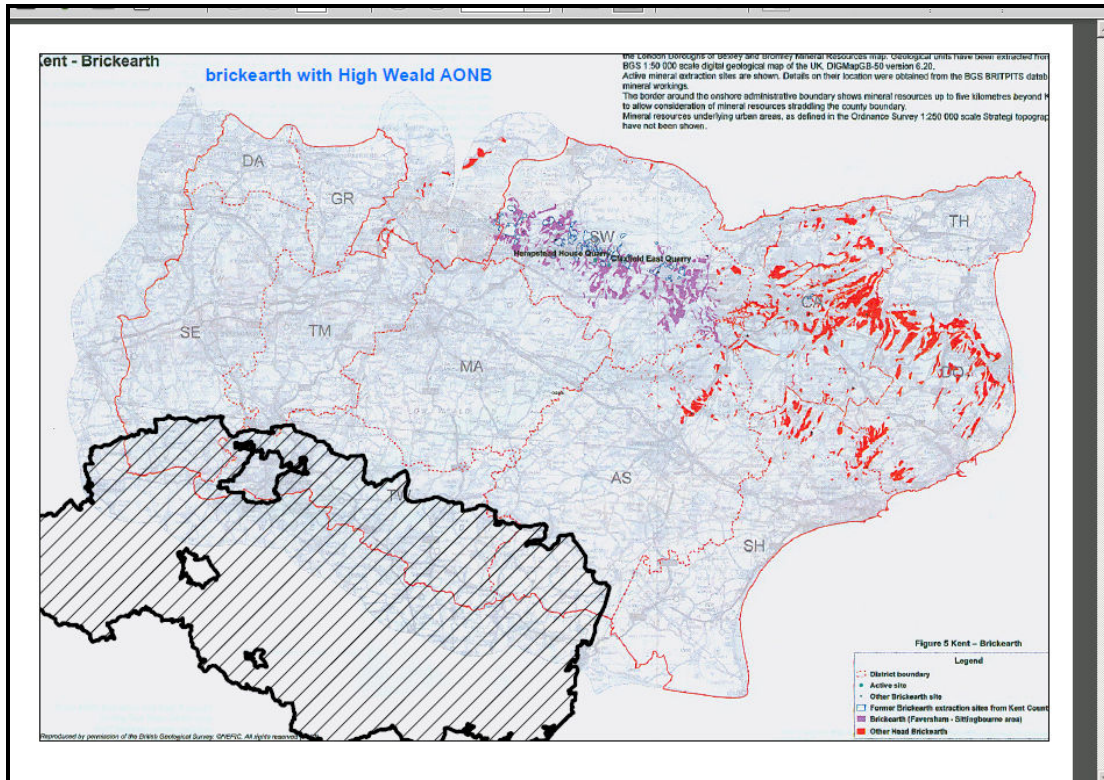
## 2. Building Stone – High Weald (hatching)



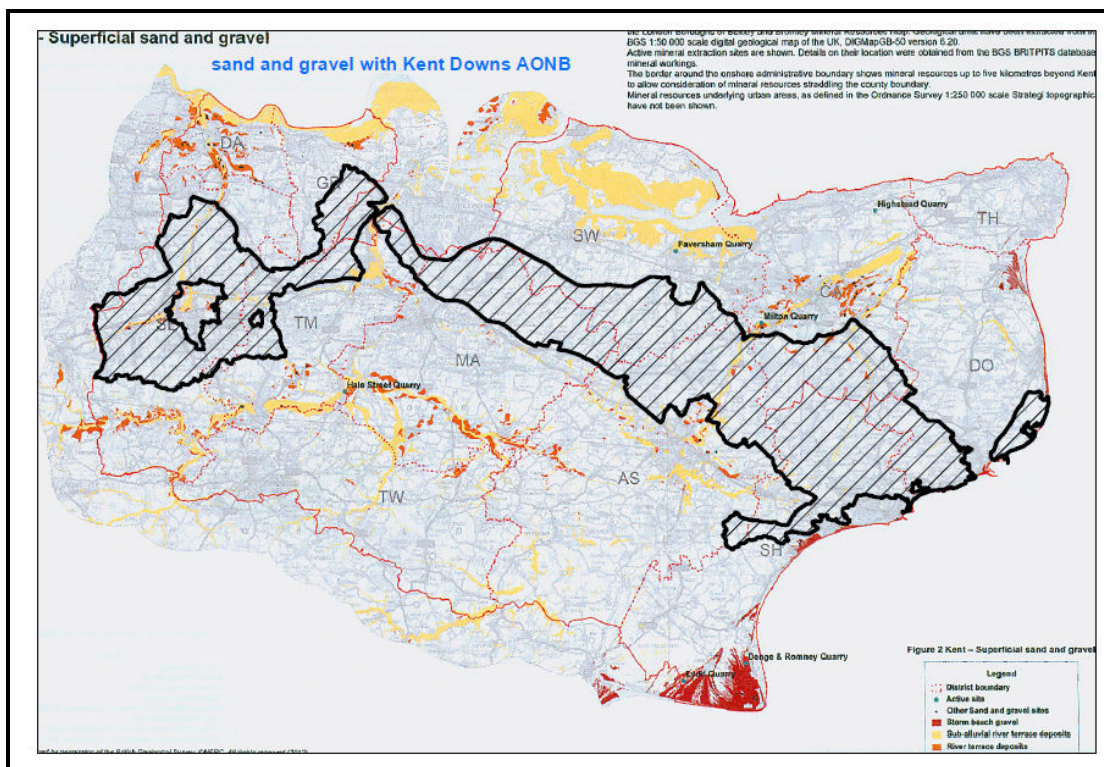
### 3. Silica Sand – High Weald (hatching)



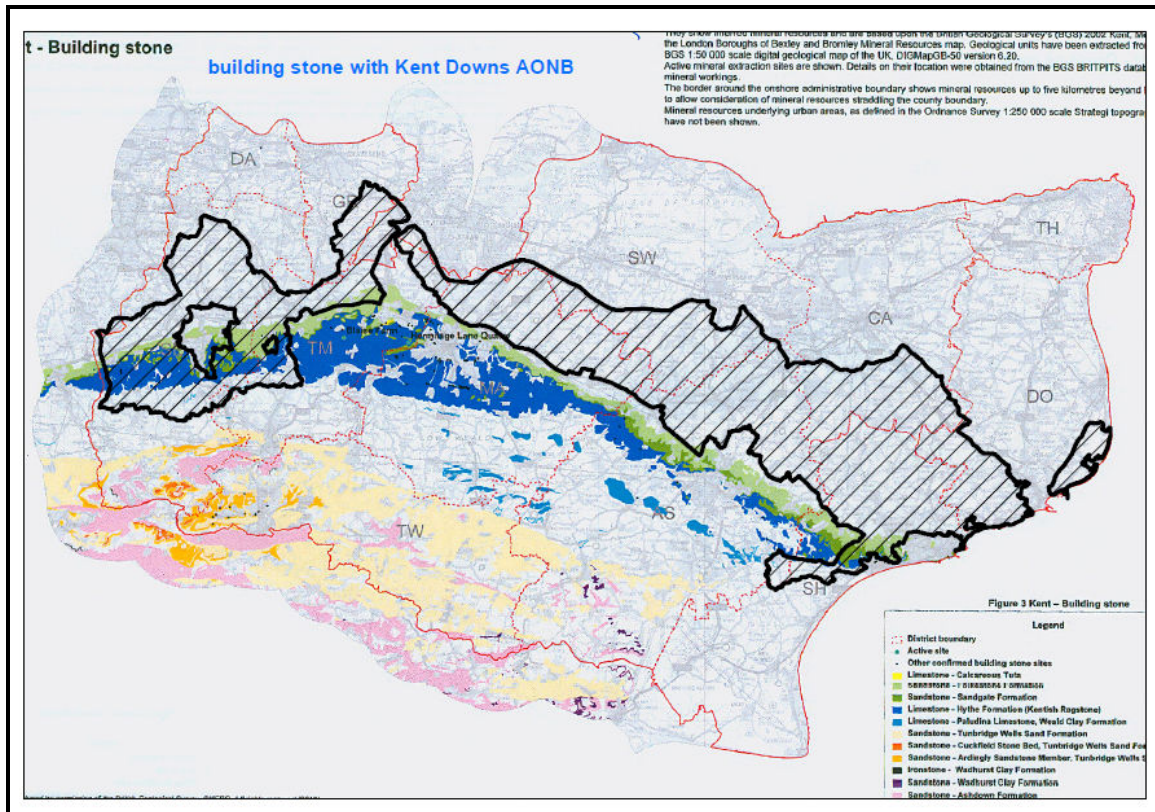
### 4. Crushed Rock within High Weald (hatching)



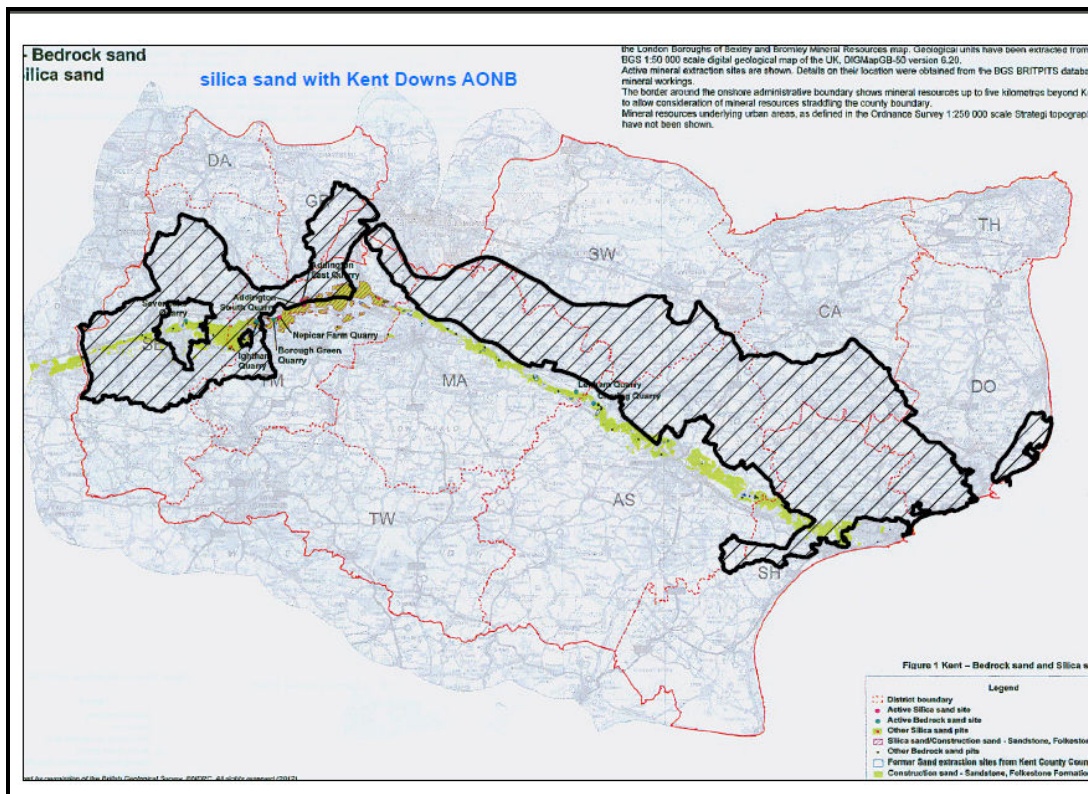
5. Brickearth within High Weald (hatching)



6. Sand and Gravel – Kent Downs (hatching)

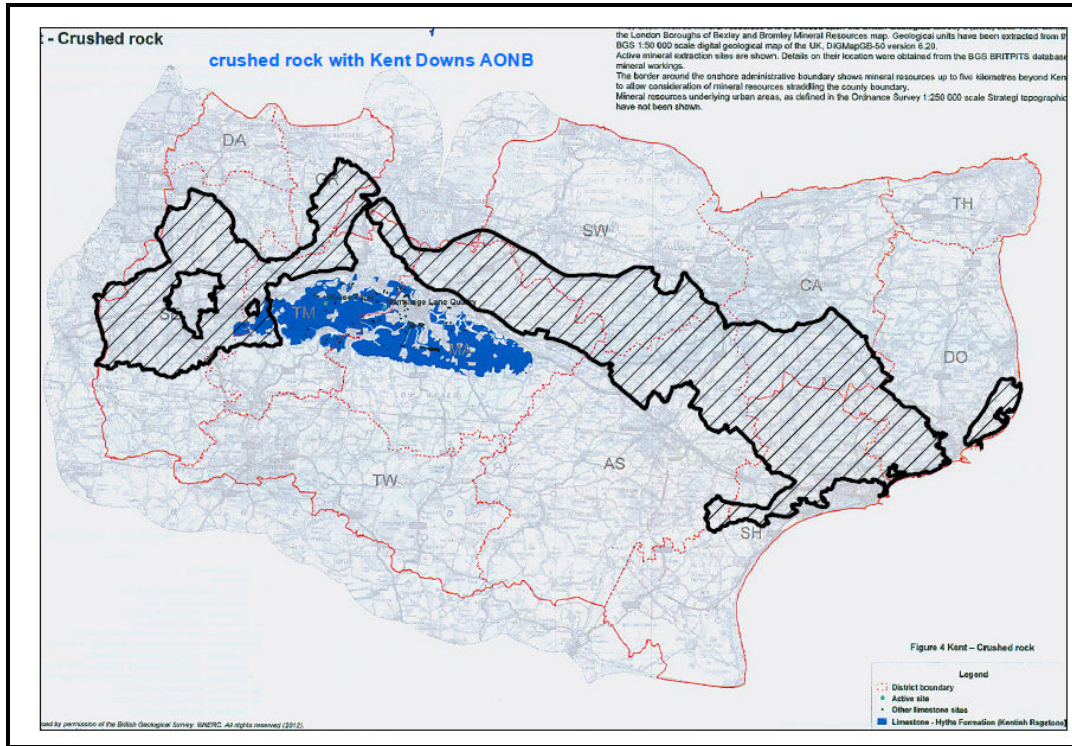


### 7. Building Stone – Kent Downs (hatching)

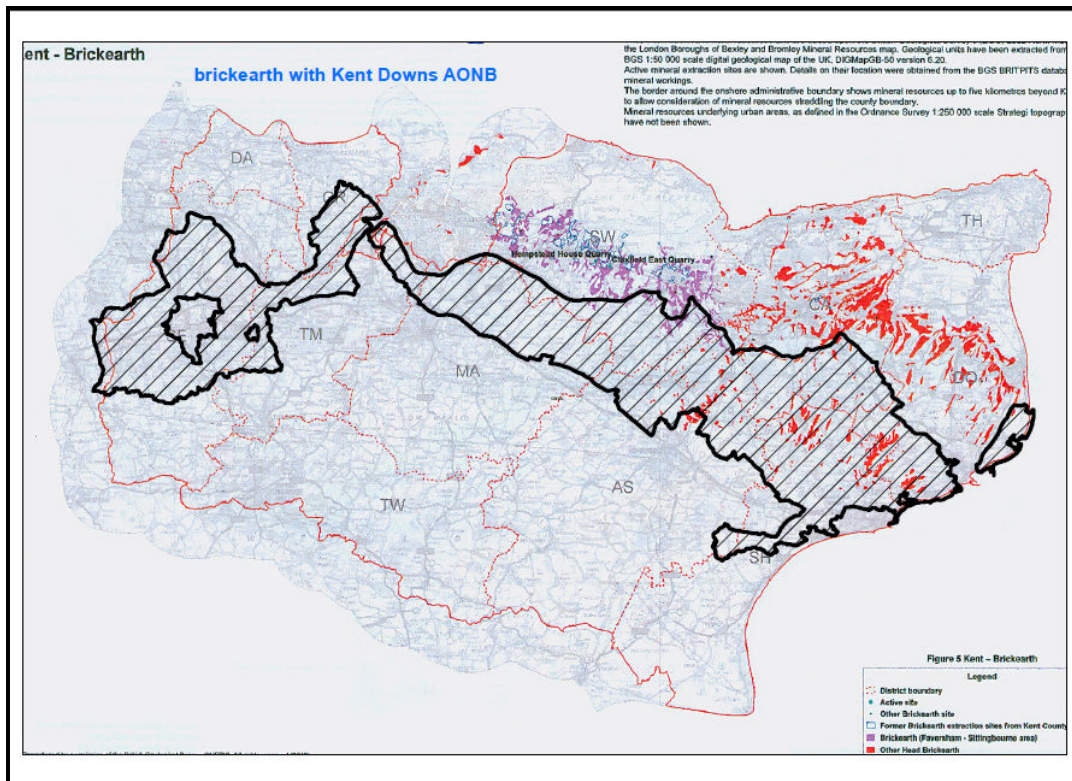


### 8. Silica Sand – Kent Downs (hatching)





**9. Crushed Rock within Kent Downs (hatching)**



**10. Brickearth within Kent Downs (hatching)**

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**From:** David Brazier, Cabinet Member – Transport & Environment  
Paul Crick – Director of Planning & Environment

**To:** Environment, Highways & Waste Cabinet Committee

**Date:** 3 October 2013

**Subject:** Possible Traveller Site Management Opportunities

**Classification:** Unrestricted

**Summary:** An outline of possible future opportunities for the Gypsy and Traveller Unit, and consideration of how they might reflect the transformation agenda, help improve quality and economy, and generate income.

**Recommendation:**

The views of the Committee are sought on the opportunities outlined in this paper, and whether they should be further explored.

## 1. Introduction & Background

1.1 The KCC Gypsy and Traveller Unit was created in 1989, primarily to ensure that sufficient sites were established for “gipsies”, as was KCC’s duty then under the Caravan Sites Act 1968.

1.2 Under that Act, district councils had the duty to manage public sites, and county councils were obliged to pay the “reasonable losses” of district councils in managing them.

1.3 The Unit became involved in site management because of the scale of some of those losses.

1.4 Once the law changed in 1994, ending the duties mentioned above, site management generally followed freehold ownership of sites.

1.5 Today, the Gypsy and Traveller Unit manages seven KCC freehold sites, plus one Tonbridge & Malling BC site, and manages two further sites, under contract, with Maidstone BC. Ten sites in all are managed.

1.6 In addition, Unit staff have helped and advised other councils in Kent with site management issues.

1.7 The Unit also manages unauthorised encampments on KCC land (mainly highway land) across Kent, on behalf of KCC as Corporate Landlord.

## **2. “Facing the Challenge: Delivering Better Outcomes” – Whole-Council Transformation Plan”**

2.1 Although this service is not one of those listed under the first Market Engagement and Service Reviews, the principles of identifying the most appropriate provider, to deliver the best possible service for our customers, apply to all services.

2.2 It would seem to be appropriate to explore possibilities which could tackle duplication, repetition and remove low value or no value activity, and which encourage creativity and innovation.

2.3 Innovations since 2008 within the Gypsy and Traveller Unit have led to much greater competition for maintenance work on sites, maximising of income for pitch fees and utilities, and reduction of administration and other costs. The quality of service and experience for customers has also improved. Other innovations are in the pipeline.

## **3. Approaches from other Councils**

3.1 Within the past eighteen months, a number of councils outside Kent have approached the Unit with a variety of requests and proposals over site management.

3.2 One is a tender process for the long lease or freehold transfer and management of 11 sites in another county.

3.3 Another concerns restoring good management on two sites with a history of challenges. That could also involve a contract to manage unauthorised encampments.

3.4 Most recently, there has been an invitation to discuss joint opportunities, along with a number of county councils in the East and South East of England. That meeting is due to have taken place between the printing of this item and the Committee date, so any outcomes will be reported orally.

3.5 It is clear that other Councils have different ways of managing these services, and some are integrated with other services, so there are other models which we can consider.

## **4. The challenges**

4.1 It is understandable, in the current climate, that all authorities are looking for arrangements which are as economic and effective as they can obtain.

4.2 The risks of taking on any new arrangement depend on the nature of what is being offered. A contract to manage sites, like the one with Maidstone BC, has few financial risks to KCC, but is for a fixed fee and there are no extra financial benefits when site income exceeds costs.

4.3 However, transfer of a site long lease or freehold, with the long-term responsibility to manage the site or sites, involves careful consideration of a whole range of risks connected with land ownership, and consideration of whether the benefits that could reasonably be expected would be worth the potential risks.

## **5. Recommendation(s)**

The views of the Committee are sought on the opportunities outlined in this paper, and whether they should be further explored.

### **Contact details**

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From: David Brazier Cabinet Member for Transport & Environment  
Mike Austerberry Corporate Director for Enterprise & Environment

To: Environment, Highways & Waste Cabinet Committee – 3 October 2013

Subject: Submission of the Kent Minerals and Waste Local Plan 2013-30 to the Secretary of State for Communities and Local Government

Classification: Unrestricted

**Past Pathway of Paper:** None

**Future Pathway of Paper:** Cabinet on 14 October 2013 and County Council on 12 December 2013

**Electoral Division:** All of the Kent County Council authority area

**Summary:** This report covers the submission by the County Council of the Kent Minerals and Waste Local Plan to the Secretary of State. This will enable the adoption of this planning policy document for use in the determination of planning applications for proposed mineral and waste management developments. This will also allow the formal stages of the Minerals and Waste Sites Plans to be commenced as the Minerals and Waste Local Plan includes policies on the locational criteria for new sites

### **Recommendations**

The Cabinet Committee is asked to note and make comments upon the Pre-Submission Draft Kent Minerals and Waste Local Plan (MWLP), prior to its submission to Cabinet for endorsement and onward transmission to the County Council for approval to submit the Plan to the Secretary of State, subject to:

1. A six week period of public consultation on the plan;
2. No material objections being received during the public consultation; and
3. The Director of Planning & Environment being given delegated powers to approve any non-material changes to the MWLP in consultation with the Cabinet Member for Transport & Environment following on from the public consultation and to agree any amendments to the MWLP during the Examination in Public for submission to the appointed planning inspector, if these amendments are likely to resolve objections.

## **1. Introduction**

### **1.1. The Kent Minerals and Waste Local Plan**

The purpose of this report is to ensure that the County Council submits its Minerals and Waste Local Plan (MWLP) to the Secretary of State. After an Examination in Public into the soundness of the plan has been held and reported upon by an

appointed planning inspector, the County Council will be able to adopt the MWLP as its planning policy for minerals and waste management.

The production of a Minerals and Waste Local Plan (MWLP) is a statutory requirement for the County Council. When adopted, along with Local Plans produced by District Councils and Government Planning Policy, it will form the policy basis for decision making by the County Council when determining planning applications for proposed minerals and waste developments. Its preparation is separate from KCC's role as Waste Disposal Authority (WDA) for household (municipal) waste. It is also a distinct function from KCC's role as Planning Authority in determining minerals and waste planning applications.

The MWLP is one of three plans that are being prepared to make planning for minerals and waste development in Kent more transparent. When it is adopted, the policies in the MWLP will be used to identify and allocate sites for future development for minerals or waste management development in a Minerals Sites Plan and Waste Sites Plan.

The MWLP is an important planning policy document for the Council as it will assist business and future economic development in Kent by giving a clear steer on where minerals and waste development would be acceptable in the future. It also provides safeguarding of viable mineral reserves and safeguarding of both current and any allocated mineral and waste sites from other forms of development. It contains planning policies and proposals for economic minerals and waste streams arising in Kent for the next 20 years. It provides the planning policy base for:

- the locational criteria for site allocation in the Minerals and Waste Sites Plans;
- the need for new minerals and waste development up to 2030;
- two strategic sites, one for mineral development and one for waste which are essential to the delivery of the objectives of the MWLP;
- a development management policy framework against which minerals and waste planning applications will be determined.

It also provides safeguarding through protection from other forms of development for:

- viable mineral reserves;
- mineral import wharves and railheads;
- all current permanent minerals and waste sites;
- any site allocated in the Minerals and Waste Sites Plans.

A list of all the planning policies in the MWLP can be found in Appendix B.

## **2. Financial Implications**

Hosting the Examination in Public and paying for the appointed planning inspector is the County Council's responsibility. It is estimated that this will cost up to £250,000 and a budgetary provision for this has been made.



### **3. Bold Steps for Kent and Policy Framework**

3.1 The MWLP links with the Bold Steps for Kent County Council by supporting and facilitating new growth in the Kent economy and tackling disadvantage by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well being.

3.2 Throughout the plan period to 2030, minerals and waste development will make a positive and sustainable contribution to the Kent area and assist progress towards a low carbon economy. The main aims of the plan are to drive waste up the waste hierarchy enabling waste to be considered as a valuable resource, rather than simply disposing of it, whilst at the same time providing a steady supply of minerals to allow sustainable growth to take place.

3.3 The plan contributes to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth and innovation; and by identifying and co-ordinating development requirements, including the provision of infrastructure and employment opportunities.

3.4 It will support needs arising within the major growth areas and through collaborative working with local people, communities, landowners, the minerals and waste industries, the environmental sector and local planning authorities, deliver cost effective, sustainable solutions to Kent's future needs for minerals and waste.

### **4. The Report**

#### **4.1 Background**

Since 2010, two major public consultations have been conducted on the Draft Minerals and Waste Plan in order to shape its development. The first consultation was the 'Issues' stage document (carried out in autumn 2010) and the second was the Strategy and Policy Directions stage (carried out in summer 2011). The comments received were reviewed and where possible have been used to inform the next stage of the plan making process. See Table 1 for further information.

**Table 1: Previous consultation on the Kent Minerals and Waste Local Plan 2013-30**

<b>Consultation</b>	<b>Number of consultees</b>	<b>Number of comments</b>
Issues document	85	1180
Strategy and Policy Directions document	80	655

The Pre-Submission Draft has been prepared following two public consultations on issues (in 2010) and on strategy and policies directions (in 2011). A public consultation specifically on mineral safeguarding was also carried out earlier this year. Two consultations on the issues and preferred options for the Minerals and Waste Sites Plans (in 2011 and 2012) have also assisted in the development of policies in the MWLP. Throughout this process, the work has been guided by an Informal Members Group, chaired by Cllr David Brazier.

The MWLP has been assessed by independent consultants who have carried out in parallel with all stages of its preparation, sustainability appraisals and assessments under the Habitats Regulations. Assessments for landscape, transport and equalities have also been carried out by officers. The results of these assessments have all contributed to the development of the policies in the MWLP. A list of these documents along with reports on the consultations and topic papers on minerals and waste issues can be found in Appendix A.

**4.2 Programme**

The future programme for the MWLP is set out in the following table:

**Table 2: Future Programme for the Minerals and Waste Local Plan**

Stage	Dates
The Pre-submission draft of the Minerals and Waste Local Plan 2013-2030 will be published for consultation	January 2014
Submission of the Minerals and Waste Local Plan to the Secretary of State.	May 2014
An Examination in Public on the submitted Minerals and Waste Plan 2013-2030 will take place before an appointed planning inspector.	September 2014
Receipt of the appointed planning inspector’s report	January 2015
Adoption of the Minerals and Waste Local Plan 2013-2030.	April 2015

When the Minerals and Waste Plan 2013-2030 is adopted, the County Council can then proceed with the formal stages of production of the Minerals and Waste Sites Plans. It is estimated that these documents can be finished, consulted upon and submitted to the Secretary of State such that they could be adopted by the County Council during April 2016.

**4.2. Public Consultation**

The intention is to publish the pre-submission draft for public consultation from 17 January 2014 for six weeks. Previous engagement and promotion of the Plan at earlier stages in the development of the document has culminated in a stakeholder database of nearly 3,000 names and contact details of residents, organisations and companies interested in the development of the Minerals and Waste Local Plan. The public consultation will be initiated through direct contact with these stakeholders, and a notice in the local press immediately after the County Council on 12 December has received the report on the MWLP.

Any late representations will be still be considered and included in the consultation commentary report until report is completed. The length of the consultation period has been designed to reflect the next formal stage of the plan making process which will involve a statutory six week period for any representations to be lodged which are then submitted to the Secretary of State along with the MWLP.

The January 2014 public consultation will be primarily web based with the access to the consultation documents and the ability for submission of comments direct into an online system. Printed copies of the documents will be made available at all Kent libraries and Kent Gateways. CD ROMs with electronic copies of the consultation documents will be sent to any member of the public who requests one. Comments

are also accepted by post and email. Notices about the consultation will be provided to all Parish Clerks, libraries and the Kent Gateways for display.

#### **4.3 Submission**

Upon completion of the consultation and assessment of the representations, it is only intended that the MWLP would be amended with any significant changes (i.e. removal of a policy or the inclusion of a new policy) if it is considered that the representations might lead to the MWLP being found unsound by the appointed planning inspector.

Minor amendments might be carried out to provide greater clarity or to reference to any new national planning policy (the Government has currently issued a draft of a revised Planning Policy Statement on Sustainable Waste Management and a draft of the Waste Management Plan for England). However, the Pre-Submission Draft is the finished version of the MWLP and it is intended that this should be the document that is submitted to the Secretary of State subject to any serious issues developing from the consultation.

Prior to the submission of the MWLP to the Secretary of State, a statutory period of six weeks is provided for public representations. These representations are then submitted to the Secretary of State along with the MWLP. The Secretary of State will then appoint a planning inspector who will hold an Examination in Public. The Examination in Public will be held regardless of any objections being received as the planning inspector is appointed to examine the soundness of the plan. Soundness is defined in national planning policy as:

- Positively prepared
- Justified
- Effective
- Consistent with national policy

The planning inspector will prepare a report on the Examination in Public for the County Council which can include recommendations to adopt or not, along with suggested amendments.

#### **4.4. Options**

Various different options were considered at Strategy and Directions Consultation Document Stage of the Minerals and Waste Local Plan during 2011 for both the delivery strategies for minerals and waste. This covered both the choice of any strategic sites and the basis upon which the need for new development for minerals or waste management would be defined. The commentary report on the Strategy and Directions Consultation can be viewed online and a link is provided in Appendix A.

#### **4.5 Legal implications**

There is a risk that, if timely progress is not made with the adoption of MWLP and Waste Sites Plan, fines could be incurred by the County Council because of a failure by the Government to meet EU Waste Framework Directive requirements. The Government has determined that Waste Local Plans form part of the national Waste

Management Plan which it is required to produce under the Waste Framework Directive.

The fines would result from possible infraction proceedings arising from the European Commission taking a member state to the European Court of Justice for breach of its obligations under the EC Treaty. The Localism Act contains provisions for the Government to recoup such fines from any local authority that has caused the infraction. Therefore, Kent could be fined a proportion of the total infraction costs, the levels of which would depend upon the number of waste planning authorities which fail to have site specific waste local plans in place at the time of the breach of European Law.

#### **4.6 Equalities Implications**

An initial Equalities Impact screening of the Kent Minerals and Waste Plan 2013-30 has been carried out and finalised. The results of the screening recognise that the Kent Minerals and Waste Local Plan's policies are unlikely to have any specific, adverse or positive impacts upon the nine protected characteristics<sup>1</sup>. However, this assumption will be tested during the scheduled public consultation on the Draft Plan due to commence in January 2014. A full impact assessment will therefore be carried out after the consultation has taken place to assess any unexpected equalities issues as part of the reporting on the overall consultation outcomes.

#### **4.7 Delegated Powers**

In order to prevent any delay in the submission of the MWLP to the Secretary of State, the Cabinet member for Transport & Environment will need delegated powers to agree non material changes to the MWLP following the consultation on the Pre-Submission Draft. Furthermore, the Cabinet member will also need delegated powers to agree changes to be put before the appointed planning inspector which might resolve any objections that occur during the Examination in Public.

### **5. Conclusions**

The purpose of this report is to ensure that the County Council submits its Minerals and Waste Local Plan to the Secretary of State. After an Examination in Public into the soundness of the plan has been held and reported upon by an appointed planning, the County Council will be able to adopt the MWLP as its planning policy for minerals and waste management.

The Pre-Submission Draft Minerals and Waste Plan has been prepared following public consultations and assessment of its implications for sustainability, effects upon habitats, landscape, transport and equalities. It is suitable for submission to the Secretary of State but will first undergo a further period of public consultation. It is not anticipated that any material changes to the MWLP will be necessary before submission.

The adoption of the MWLP will enable the commencement of the formal stages of the Minerals and Waste Sites Plans (i.e. consultation on the Pre-Submission Drafts, and their submission to the Secretary of State).

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<sup>1</sup> The characteristics are: Age, disability, gender, gender identity, race, religion or belief, sexual orientation, pregnancy and maternity, marriage and civil partnerships and carer's responsibilities.

## **6. Recommendations**

The Cabinet Committee is asked to note and make comments upon the Pre-Submission Draft Kent Minerals and Waste Local Plan (MWLP), prior to its submission to Cabinet for endorsement and onward transmission to the County Council for approval to submit the Plan to the Secretary of State, subject to:

1. A six week period of public consultation on the plan;
2. No material objections being received during the public consultation; and
3. The Director of Planning & Environment being given delegated powers to approve any non-material changes to the MWLP in consultation with the Cabinet Member for Transport & Environment following on from the public consultation and to agree any amendments to the MWLP during the Examination in Public for submission to the appointed planning inspector, if these amendments are likely to resolve objections.

## **7. Background Documents**

Appendix A is the full list of background documents – attached

Appendix B is the list of all the planning policies in the MWLP – attached

Appendix C is the Kent Minerals and Waste Local Plan – this is printed separately

## **8. Contact details**

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## Appendix A: Background Documents

Reference/Title	Date	Author
Pre-Submission Minerals and Waste Local Plan 2013-2030 <a href="http://kent590w3:9070/documents/s42706/Pre-Submission%20Minerals%20and%20Waste%20Local%20Plan%202013-2030.pdf">http://kent590w3:9070/documents/s42706/Pre-Submission%20Minerals%20and%20Waste%20Local%20Plan%202013-2030.pdf</a>	September 2013	KCC Minerals and Waste Policy Team
Sustainability Appraisal <a href="http://kent590w3:9070/documents/s42719/Sustainability%20Appraisal.pdf">http://kent590w3:9070/documents/s42719/Sustainability%20Appraisal.pdf</a>	August 2013	URS
Habitat Regulations Assessment <a href="http://kent590w3:9070/documents/s42708/Habitat%20Regulations%20Assessment.pdf">http://kent590w3:9070/documents/s42708/Habitat%20Regulations%20Assessment.pdf</a>	September 2013	URS
Strategic Flood Risk Assessment <a href="http://kent590w3:9070/documents/s42709/Strategic%20Flood%20Risk%20Assessment.pdf">http://kent590w3:9070/documents/s42709/Strategic%20Flood%20Risk%20Assessment.pdf</a> Part 1 <a href="http://kent590w3:9070/documents/s42709/Strategic%20Flood%20Risk%20Assessment.pdf">http://kent590w3:9070/documents/s42709/Strategic%20Flood%20Risk%20Assessment.pdf</a> Part 2	June 2013	Barton Willmore
The 1st Local Aggregate Assessment for Kent <a href="https://shareweb.kent.gov.uk/Documents/environment-and-planning/planning-and-land-use/annual-monitoring-reports/laa-12.pdf">https://shareweb.kent.gov.uk/Documents/environment-and-planning/planning-and-land-use/annual-monitoring-reports/laa-12.pdf</a>	December 2012	KCC Minerals and Waste Policy Team
Kent's 8th Annual Minerals and Waste Monitoring Report <a href="https://shareweb.kent.gov.uk/Documents/environment-and-planning/planning-and-land-use/annual-monitoring-reports/amr-220113.pdf">https://shareweb.kent.gov.uk/Documents/environment-and-planning/planning-and-land-use/annual-monitoring-reports/amr-220113.pdf</a>	December 2012	KCC Minerals and Waste Policy Team
MWTR1 Spatial Overview of Kent <a href="https://shareweb.kent.gov.uk/Documents/environment-and-planning/planning-and-land-use/Preferred%20Options%20consultation/Evidence%20base/MWTR1%20Spatial%20Overview%20-%20updated.pdf">https://shareweb.kent.gov.uk/Documents/environment-and-planning/planning-and-land-use/Preferred%20Options%20consultation/Evidence%20base/MWTR1%20Spatial%20Overview%20-%20updated.pdf</a>	May 2011	KCC Minerals and Waste Policy Team
MWTR2 District Sustainable Community Strategies and their Local Plans <a href="https://shareweb.kent.gov.uk/Documents/environment-and-planning/planning-and-land-use/Preferred%20Options%20consultation/Evidence%20base/MWTR5%20District%20LDFs%20and%20SCSs%20-%20new.pdf">https://shareweb.kent.gov.uk/Documents/environment-and-planning/planning-and-land-use/Preferred%20Options%20consultation/Evidence%20base/MWTR5%20District%20LDFs%20and%20SCSs%20-%20new.pdf</a>	May 2011	KCC Minerals and Waste Policy Team
MWTR3 Climate Change and the Kent MWLP	December	KCC Minerals and

Reference/Title	Date	Author
<a href="http://kent590w3:9070/documents/s42711/MWTR3%20Climate%20Change%20and%20the%20Kent%20MWLP.pdf">http://kent590w3:9070/documents/s42711/MWTR3%20Climate%20Change%20and%20the%20Kent%20MWLP.pdf</a>	2012	Waste Policy Team
MWTR6 Strategic Transport Assessment <a href="http://kent590w3:9070/documents/s42712/MWTR6%20Strategic%20Transport%20Assessm ent.pdf">http://kent590w3:9070/documents/s42712/MWTR6%20Strategic%20Transport%20Assessm ent.pdf</a>	September 2013	KCC Minerals and Waste Policy Team
MWTR7 Strategic Landscape Appraisal <a href="http://kent590w3:9070/documents/s42713/MWTR7%20Strategic%20Landscape%20Apprais al.pdf">http://kent590w3:9070/documents/s42713/MWTR7%20Strategic%20Landscape%20Apprais al.pdf</a>	September 2013	KCC Natural Environment and Flood Risk Policy Team
MTR2 Secondary and Recycled Aggregates <a href="https://shareweb.kent.gov.uk/Documents/environment-and-planning/planning-and-land-use/Preferred%20Options%20consultation/Evidence%20base/MTR2%20Secondary%20and%20Recycled%20Aggregates%20-%20updated.pdf">https://shareweb.kent.gov.uk/Documents/environment-and-planning/planning-and-land-use/Preferred%20Options%20consultation/Evidence%20base/MTR2%20Secondary%20and%20Recycled%20Aggregates%20-%20updated.pdf</a>	May 2011	KCC Minerals and Waste Policy Team
MTR3 Other Minerals <a href="https://shareweb.kent.gov.uk/Documents/environment-and-planning/planning-and-land-use/Preferred%20Options%20consultation%20-%20May%202012/trm3-other-min.pdf">https://shareweb.kent.gov.uk/Documents/environment-and-planning/planning-and-land-use/Preferred%20Options%20consultation%20-%20May%202012/trm3-other-min.pdf</a>	May 2012	KCC Minerals and Waste Policy Team
MTR4 Mineral Safeguarding <a href="https://shareweb.kent.gov.uk/Documents/environment-and-planning/planning-and-land-use/Mineral%20safeguarding/mineral-safeguarding-feb13.pdf">https://shareweb.kent.gov.uk/Documents/environment-and-planning/planning-and-land-use/Mineral%20safeguarding/mineral-safeguarding-feb13.pdf</a>	Feb 2013	KCC Minerals and Waste Policy Team
MTR5 Interchangeability of Construction Aggregates <a href="http://kent590w3:9070/documents/s42714/MTR5%20Interchangeability%20of%20Constructi on%20Aggregates.pdf">http://kent590w3:9070/documents/s42714/MTR5%20Interchangeability%20of%20Constructi on%20Aggregates.pdf</a>	September 2013	KCC Minerals and Waste Policy Team
MTR7 Kent and Medway Imports Study <a href="https://shareweb.kent.gov.uk/Documents/environment-and-planning/planning-and-land-use/Preferred%20Options%20consultation/Evidence%20base/MTR7%20Kent%20and%20M edway%20Imports%20Study%20-%20new.pdf">https://shareweb.kent.gov.uk/Documents/environment-and-planning/planning-and-land-use/Preferred%20Options%20consultation/Evidence%20base/MTR7%20Kent%20and%20M edway%20Imports%20Study%20-%20new.pdf</a>	May 2011	KCC and Medway Policy Planning Teams
MTR9 Mineral Sites Assessment Process <a href="https://shareweb.kent.gov.uk/Documents/environment-and-planning/planning-and-land-use/Preferred%20Options%20consultation%20-%20May%202012/trm9-min-assessment.pdf">https://shareweb.kent.gov.uk/Documents/environment-and-planning/planning-and-land-use/Preferred%20Options%20consultation%20-%20May%202012/trm9-min-assessment.pdf</a>	May 2012	KCC Minerals and Waste Policy Team
WTR1 Municipal Solid Waste <a href="https://shareweb.kent.gov.uk/Documents/environment-and-planning/planning-and-land-">https://shareweb.kent.gov.uk/Documents/environment-and-planning/planning-and-land-</a>	May 2012	KCC Minerals and Waste Policy Team



Reference/Title	Date	Author
<a href="#">use/Preferred%20Options%20consultation%20-%20May%202012/trw1-msw.pdf</a>		
WTR2 Commercial and Industrial Waste <a href="https://shareweb.kent.gov.uk/Documents/environment-and-planning/planning-and-land-use/Preferred%20Options%20consultation/Evidence%20base/WTR2%20Commerical%20and%20Industrial%20Waste%20-%20issues%20paper.pdf">https://shareweb.kent.gov.uk/Documents/environment-and-planning/planning-and-land-use/Preferred%20Options%20consultation/Evidence%20base/WTR2%20Commerical%20and%20Industrial%20Waste%20-%20issues%20paper.pdf</a>	May 2011	KCC Minerals and Waste Policy Team
WTR3 Municipal Solid Waste and Commercial and Industrial Waste combined <a href="https://shareweb.kent.gov.uk/Documents/environment-and-planning/planning-and-land-use/Preferred%20Options%20consultation/Evidence%20base/WTR3%20MSW%20and%20CI%20Combined%20-%20updated.pdf">https://shareweb.kent.gov.uk/Documents/environment-and-planning/planning-and-land-use/Preferred%20Options%20consultation/Evidence%20base/WTR3%20MSW%20and%20CI%20Combined%20-%20updated.pdf</a>	May 2011	KCC Minerals and Waste Policy Team
WTR4 Construction, Demolition and Excavation Wastes <a href="https://shareweb.kent.gov.uk/Documents/environment-and-planning/planning-and-land-use/Preferred%20Options%20consultation/Evidence%20base/WTR4%20Construction,%20Demolition%20and%20Excavation%20Waste%20-%20new.pdf">https://shareweb.kent.gov.uk/Documents/environment-and-planning/planning-and-land-use/Preferred%20Options%20consultation/Evidence%20base/WTR4%20Construction,%20Demolition%20and%20Excavation%20Waste%20-%20new.pdf</a>	May 2011	KCC Minerals and Waste Policy Team
WTR5 Hazardous Waste Management <a href="https://shareweb.kent.gov.uk/Documents/environment-and-planning/planning-and-land-use/Preferred%20Options%20consultation/Evidence%20base/WTR5%20Hazardous%20Waste%20Management%20-%20new.pdf">https://shareweb.kent.gov.uk/Documents/environment-and-planning/planning-and-land-use/Preferred%20Options%20consultation/Evidence%20base/WTR5%20Hazardous%20Waste%20Management%20-%20new.pdf</a>	May 2011	KCC Minerals and Waste Policy Team
WTR6 Nuclear Waste <a href="https://shareweb.kent.gov.uk/Documents/environment-and-planning/planning-and-land-use/Preferred%20Options%20consultation/Evidence%20base/WTR6%20Nuclear%20Waste%20-%20updated.pdf">https://shareweb.kent.gov.uk/Documents/environment-and-planning/planning-and-land-use/Preferred%20Options%20consultation/Evidence%20base/WTR6%20Nuclear%20Waste%20-%20updated.pdf</a>	May 2011	KCC Minerals and Waste Policy Team
WTR7 Wastewater <a href="https://shareweb.kent.gov.uk/Documents/environment-and-planning/planning-and-land-use/Preferred%20Options%20consultation/Evidence%20base/WTR7%20Wastewater%20-%20updated.pdf">https://shareweb.kent.gov.uk/Documents/environment-and-planning/planning-and-land-use/Preferred%20Options%20consultation/Evidence%20base/WTR7%20Wastewater%20-%20updated.pdf</a>	May 2011	KCC Minerals and Waste Policy Team
WTR8 Assessment of Need for Energy from Waste for Non-Hazardous Waste <a href="https://shareweb.kent.gov.uk/Documents/environment-and-planning/planning-and-land-use/Preferred%20Options%20consultation%20-%20May%202012/trm8-efw.pdf">https://shareweb.kent.gov.uk/Documents/environment-and-planning/planning-and-land-use/Preferred%20Options%20consultation%20-%20May%202012/trm8-efw.pdf</a>	May 2012	KCC Minerals and Waste Policy Team
WTR9 Waste Sites Assessment Process <a href="https://shareweb.kent.gov.uk/Documents/environment-and-planning/planning-and-land-">https://shareweb.kent.gov.uk/Documents/environment-and-planning/planning-and-land-</a>	May 2012	KCC Minerals and Waste Policy Team

Reference/Title	Date	Author
<a href="https://shareweb.kent.gov.uk/Documents/environment-and-planning/planning-and-land-use/Preferred%20Options%20consultation%20-%20May%202012/trw9-waste-assessment.pdf">use/Preferred%20Options%20consultation%20-%20May%202012/trw9-waste-assessment.pdf</a>		
A Study of Silica Sand Quality and End Uses in Surrey and Kent <a href="https://shareweb.kent.gov.uk/Documents/environment-and-planning/planning-and-land-use/Issues%20consultation/Topic%20papers/TSMW2%20silica-sand-gwp.pdf">https://shareweb.kent.gov.uk/Documents/environment-and-planning/planning-and-land-use/Issues%20consultation/Topic%20papers/TSMW2%20silica-sand-gwp.pdf</a>	March 2010	GWP
Waste Needs Assessment <a href="https://shareweb.kent.gov.uk/Documents/environment-and-planning/planning-and-land-use/Issues%20consultation/Topic%20papers/TSMW1%20Jacobs%20Needs%20Assessment.pdf">https://shareweb.kent.gov.uk/Documents/environment-and-planning/planning-and-land-use/Issues%20consultation/Topic%20papers/TSMW1%20Jacobs%20Needs%20Assessment.pdf</a>	May 2010	Jacobs
Waste Needs Assessment Update Report <a href="https://shareweb.kent.gov.uk/Documents/environment-and-planning/planning-and-land-use/Preferred%20Options%20consultation%20-%20May%202012/waste-needs-assessment-2011-update.pdf">https://shareweb.kent.gov.uk/Documents/environment-and-planning/planning-and-land-use/Preferred%20Options%20consultation%20-%20May%202012/waste-needs-assessment-2011-update.pdf</a>	January 2012	Jacobs
Kent Minerals and Waste Core Strategy Issues Consultation <a href="https://shareweb.kent.gov.uk/Documents/environment-and-planning/planning-and-land-use/Issues%20consultation/Issues%20consultation%20paper.pdf">https://shareweb.kent.gov.uk/Documents/environment-and-planning/planning-and-land-use/Issues%20consultation/Issues%20consultation%20paper.pdf</a>	September 2010	KCC Minerals and Waste Policy Team
Kent Minerals Issues Consultation Commentary Report <a href="https://shareweb.kent.gov.uk/Documents/environment-and-planning/planning-and-land-use/issues-and-options/kcc-issues-response-minerals.pdf">https://shareweb.kent.gov.uk/Documents/environment-and-planning/planning-and-land-use/issues-and-options/kcc-issues-response-minerals.pdf</a>	December 2010	KCC Minerals and Waste Policy Team
Kent Waste Issues Consultation Commentary Report <a href="https://shareweb.kent.gov.uk/Documents/environment-and-planning/planning-and-land-use/Issues%20consultation/kcc-response-waste.pdf">https://shareweb.kent.gov.uk/Documents/environment-and-planning/planning-and-land-use/Issues%20consultation/kcc-response-waste.pdf</a>	December 2010	KCC Minerals and Waste Policy Team
Kent Minerals and Waste Core Strategy and Policy Directions Consultation <a href="https://shareweb.kent.gov.uk/Documents/environment-and-planning/planning-and-land-use/Preferred%20Options%20consultation/Core%20Strategy%20-%20Strategy%20and%20Policy%20Directions%20consultation.pdf">https://shareweb.kent.gov.uk/Documents/environment-and-planning/planning-and-land-use/Preferred%20Options%20consultation/Core%20Strategy%20-%20Strategy%20and%20Policy%20Directions%20consultation.pdf</a>	May 2011	KCC Minerals and Waste Policy Team
Kent Minerals and Waste Core Strategy Commentary Report on the Strategy and Policy Directions Consultation <a href="https://shareweb.kent.gov.uk/Documents/environment-and-planning/planning-and-land-use/Preferred%20Options%20consultation/cs-commentary071211.pdf">https://shareweb.kent.gov.uk/Documents/environment-and-planning/planning-and-land-use/Preferred%20Options%20consultation/cs-commentary071211.pdf</a>	October 2011	KCC Minerals and Waste Policy Team

Reference/Title	Date	Author
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**Appendix B: List of Policies in the Pre-Submission Kent Minerals and Waste Local Plan**

*[The policies can be found in full, in Appendix B of the document – Appendix C to this report]*

<b>Delivery Strategy for Minerals</b>	
Policy CSM1	Sustainable Development
Policy CSM2	Supply of Land-won Minerals in Kent
Policy CSM3	Cement Mineral Extraction and Manufacture In Kent
Policy CSM4	Exceptions Policy for Land-Won Minerals
Policy CSM5	Land-Won Mineral Safeguarding
Policy CSM6	Secondary and Recycled Aggregates
Policy CSM7	Building Stone
Policy CSM8	Oil, Gas and Coal Bed Methane
Policy CSM9	Underground Limestone
Policy CSM10	Sustainable Transport of Minerals
Policy CSM11	Safeguarded Wharves and Railheads
Policy CSM12	Safeguarding other Mineral Plant Infrastructure

<b>Delivery Strategy for Waste</b>	
Policy CSW1	Sustainable Development
Policy CSW2	Waste Hierarchy
Policy CSW3	Waste Reduction
Policy CSW4	Strategy for Waste Management Capacity
Policy CSW5	Strategic Site for Waste
Policy CSW6	Location of Non Strategic Waste Sites
Policy CSW7	Municipal Solid Waste
Policy CSW8	Approach to Waste Management for Non Hazardous Waste
Policy CSW9	Energy from Waste Facilities
Policy CSW10	Non Hazardous Waste Landfill
Policy CSW11	Closed Landfill Sites
Policy CSW12	Disposal of Inert Waste
Policy CSW13	Hazardous Waste Management
Policy CSW14	Remediation of Brownfield Land
Policy CSW15	Disposal of Dredgings
Policy CSW16	Waste Water Development
Policy CSW17	Safeguarding Permitted Waste Sites
Policy CSW18	Nuclear Waste Treatment and Storage at Dungeness
Policy CSW19	Non Nuclear Radioactive LLW Waste Management

<b>Development Management Policies</b>	
Policy DM1	Sustainable Design
Policy DM2	Sites of International, National and Local Importance
Policy DM3	Ecological Impact Assessment
Policy DM4	Green Belt
Policy DM5	Heritage Assets
Policy DM6	Historic Environment Assessment
Policy DM7	Safeguarding Mineral Resources and Importation Infrastructure
Policy DM8	Extraction of Minerals in Advance of Surface Development
Policy DM9	The Water Environment
Policy DM10	Health and Amenity
Policy DM11	Cumulative Impact
Policy DM12	Transportation of Minerals and Waste
Policy DM13	Public Rights of Way
Policy DM14	Safeguarding of Transport Infrastructure
Policy DM15	Information Required In Support of an Application
Policy DM16	Planning Obligations
Policy DM17	Land Stability
Policy DM18	Restoration and Aftercare
Policy DM19	After-use
Policy DM20	Aggregate Recycling
Policy DM21	Ancillary Development
Policy DM22	Incidental Mineral Extraction
Policy DM23	Enforcement