

**ENVIRONMENT & TRANSPORT CABINET
COMMITTEE**

Friday, 8th July, 2016

10.00 am

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



AGENDA

ENVIRONMENT & TRANSPORT CABINET COMMITTEE

Friday, 8 July 2016 at 10.00 am
Darent Room, Sessions House, County Hall,
Maidstone

Ask for: **Christine Singh**
Telephone: **03000 416687**

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

Membership (14)

- Conservative (8): Mrs P A V Stockell (Chairman), Mr C R Pearman (Vice-Chairman), Mr A H T Bowles, Mr P J Homewood, Mr J M Ozog, Mr C Simkins, Mrs C J Waters and Mr M A Wickham
- UKIP (2) Mr M Baldock and Mr B E MacDowall
- Labour (2) Mr C W Caller and Dr M R Eddy
- Liberal Democrat (1): Mr I S Chittenden
- Independents (1) Mr M E Whybrow

Webcasting Notice

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

UNRESTRICTED ITEMS

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

A - Committee Business

A1 Introduction/Webcast announcements

A2 Apologies and Substitutes

To receive apologies for absence and notification of any substitutes present

A3 Declarations of Interest by Members in items on the Agenda

To receive any declarations of interest made by Members in relation to any matter on the agenda. Members are reminded to specify the agenda item number to which it refers and the nature of the interest being declared.

A4 Minutes of the meeting held on 17 May 2016 (Pages 7 - 18)

To consider and approve the Minutes as a correct record

A5 Verbal updates

To receive verbal updates from the relevant Cabinet Members for the Environment and Transport Cabinet Committee portfolio.

B - Monitoring of Performance

B1 Performance Dashboard (Pages 19 - 32)

To receive the first Performance Dashboard report for the 2016/17 financial year.

C- Key or Significant Cabinet/Cabinet Member Decision(s) for Recommendation or Endorsement

C1 Local Growth Fund Round 3 and Large Local Major Schemes (Pages 33 - 54)

To receive a report on the Government launch of two new calls for project proposals that will help unlock economic growth in local areas. In the first call, Local Enterprise Partnerships (LEPs) are invited to bid for a share of the third tranche of Local Growth Funding (LGF), worth £1.8 billion across England. In the second call, LEPs are invited to bid for a share of the Large Local Major Schemes funding, worth £475m across England.

C2 KCC Bus Funding Review - Report into Public Consultation and Recommended Actions (Pages 55 - 62)

To receive a report that highlights the findings of the consultation and changes proposed for individual services.

D - Other items for comment/recommendation to the County Council/Leader/Cabinet Member/Cabinet or officers

D1 Local Transport Plan 4: Delivering Growth without Gridlock (Consultation Draft) (Pages 63 - 70)

To receive a report that sets out a draft LTP4 (2016-31). It incorporates a refresh of Growth without Gridlock (Kent's Transport Delivery Plan) and will be aligned with the Growth and Infrastructure Framework (GIF) and the South East Local Enterprise Partnership's (SELEP) Strategic Economic Plan (SEP).

D2 Kent Environment Strategy Implementation Plan and new 5-year environment targets (Pages 71 - 82)

To receive a report that summarises the KCC actions, the rationale for the targets and a summary of progress against the corporate environmental targets set for the period 2011-2015.

- D3 Highway, Transportation and Waste Kent Resource Partnership - Joint working (Pages 83 - 86)

To receive a report that updates on the work of the Street Scene Project Group a sub group of Kent Resource Partnership on a range of initiatives to address the problems caused by littering and the key projects identified for 2016/17.

- D4 Progress in the development of an integrated Kent Community Safety Team (Pages 87 - 102)

- D5 Review of Streetlight Trial Switch Off Sites (Pages 103 - 264)

To receive a report that gives details on the review of Phase 1 – Trial Switch Off of Surplus Lights and presents recommendations for the closure of the SSSL project.

- D6 Adoption of the Kent Minerals and Waste Local Plan 2013-30 (Pages 265 - 292)

To receive a report on the outcome of the Examination into the Kent Minerals and Waste Local Plan 2013-30 by the Government-appointed Inspector and seeks endorsement of the Plan for adoption by the County Council.

- D7 Our approach to maintaining highway assets (Pages 293 - 308)

To receive a report that updates Members on the work of the Asset Management Task and Finish Group and seeks endorsement of 'Our Approach to Asset Management in Highways.

- D8 Work Programme 2016 (Pages 309 - 314)

To receive a report that gives details of the proposed Work Programme for the Environment & Transport Cabinet Committee.

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
03000 416647

Thursday, 30 June 2016

Please note that any background documents referred to in the accompanying papers maybe inspected by arrangement with the officer responsible for preparing the relevant report.

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KENT COUNTY COUNCIL

ENVIRONMENT & TRANSPORT CABINET COMMITTEE

MINUTES of a meeting of the Environment & Transport Cabinet Committee held in the Darent Room, Sessions House, County Hall, Maidstone on Wednesday, 4 May 2016.

PRESENT: Mrs P A V Stockell (Chairman), Mr C R Pearman (Vice-Chairman), Mr M Baldock, Mr A H T Bowles, Mr C W Caller, Mr I S Chittenden, Dr M R Eddy, Mr P M Harman, Mr M Heale, Mr P J Homewood, Mr R A Marsh (Substitute for Mr C Simkins), Mr J M Ozog, Mrs C J Waters and Mr M A Wickham

ALSO PRESENT: Mrs S V Hohler, Mr M A C Balfour and Mr A Berendt

IN ATTENDANCE: Mrs B Cooper (Corporate Director of Growth, Environment and Transport), Mr R Wilkin (Interim Director of Highways, Transformation and Waste), Mr J Farmer (Projects Manager - Major Projects), Mr B Stiff (Project Manager, Major Projects), M D Beaver (Head of Network Management and Performance), Mr R Clark (Street Light LED Programme Manager), Mr S Horton (Road Safety Team Leader), Mr P Lightowler (Head of Public Transport), Ms K Williams (Mid-Kent Highways Manager), Ms H Allard (Business Development Team Leader), Mr A Fairhurst (Public Health Programme Manager) and Ms C A Singh (Democratic Services Officer)

UNRESTRICTED ITEMS

171. Apologies and Substitutes

(Item A2)

Apologies were received from Mr Simkins substituted by Mr Marsh, Mr MacDowall, substituted by Mr Heale, Mr Whybrow, substituted by Mr Harman; and the Cabinet Member for Community Services, Mr Hill substituted by the Deputy Cabinet Member, Mrs Hohler.

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

(Item A3)

No declarations of interest were received

173. Minutes of the meeting held on 11 March 2016

(Item A4)

RESOLVED that the Minutes of the meeting held on 11 March 2016 were correctly recorded and that they be signed by the Chairman.

174. Verbal updates

(Item A5)

1. The Deputy Cabinet Member for Community Services, Mrs Hohler, advised that the Cabinet Member for Community Services, Mr Hill, attended the Consumer

Challenge Quiz for children with learning difficulties held at Wyvern school, Ashford. This aimed to give those children the opportunity to be more informed consumers.

2. The Cabinet Member for Environment and Transport, Mr Balfour, advised on the following:-

Local Growth Fund Round 3 update

(a) This funding would be allocated by the Government through a competitive bidding process. It was anticipated that £1.8bn would be made available nationally. In addition, there was also the opportunity for Local Enterprise Partnerships to bid for a limited amount of Large Local Major Schemes development funding which would be made available by the Department for Transport to support project development work for a small number of Large Local Major transport projects across the County. For the South East Local Enterprise Partnership, these schemes were defined as those with a scheme cost of in excess of £75 million.

LTP4 and GIF update

(b) The new Local Transport Plan 4 was undergoing a period of pre-consultation engagement with the districts to identify their strategic priorities for inclusion within the plan. A draft document would be brought to this Cabinet Committee in July before the launch of a statutory 12 week public consultation. The current engagement with the districts was also identifying projects for potential inclusion in the third round of bidding for the Local Growth Fund (LGF), a bid for development funding for potential Large Local Major Transport schemes and the update of the Kent and Medway Growth and Infrastructure Framework (GIF).

Specific Schemes:

Operation Stack Lorry Area

(c) There was no further news on Operation Stack. It was hoped that the Department for Transport would make an announcement by the end of May or early June.

Lower Thames Crossing

(d) KCC has sent a response to the Highways England consultation supporting the Western Southern Link and for additional mitigations, particularly to air quality and increased tunnelling. The Government's decision was awaited on the final route as there was also to be an extra airport run way in the South East.

Department for Transport (DfT) and New Southeastern Franchise

(e) The formal DfT public consultation on the New Southeastern franchise would run from June to October 2016. KCC would submit a full and detailed response, which would be discussed at a Member's Briefing on 21 July and by this Cabinet Committee on 7 September prior to Cabinet approving the final response on 26 September.

Highways Operations Update

(f) It was noted that the weather had been unseasonably cold for April. Our weather forecast advised that this would lead to colder road surface temperatures with the risk of ice and hoar frost which could pose hazards for road users. Therefore the winter service period was extended for an extra week to 29 April. On Wednesday, 27 April the roads were gritted as road surface temperatures fell below zero.

(g) Around 300 road and footway resurfacing schemes during 2015/16 were delivered totalling £17 million. Members noted the Capital funding pressures and that safety auditing competing priorities for this investment was being carried out. The county would be publishing details of this year's resurfacing schemes in two tranches. The first of which was shared with Members in March.

(h) In 2015/16 the County Council received 7,500 drainage enquiries. A quieter year by comparison as there were fewer weather events. The Drainage Team responded to 500 drainage and flooding emergencies. January 2016 was the busiest month. 45,000 gullies on main roads were cleaned on a scheduled basis whilst a further 3,200 reactive cleansing jobs were carried out in response to customer enquiries. The Drainage Team delivered 450 small and medium sized drainage renewals and improvements with a total value of £1.5m.

(i) In 2016/17 the Drainage Team plan to deliver a range of larger schemes, including drainage improvements to the Thanet Way and Sandwich Bypass. The scheduled cleansing programme would remain relatively unchanged with a focus on main roads and flooding hotspots.

(j) The street lighting team received almost 20,000 enquiries during 2015/16 and attended a little over 2000 emergency call outs and carried out over 27,000 reactive repairs in response to customer calls and faults reported by night patrols. Street light replacement works to a value of £2.65m were also carried out.

(k) The Street Lighting LED conversion project had commenced and has started well and a more detailed report was on today's agenda.

Pothole Blitz

(l) A pothole Find and Fix campaign was starting in June and would continue through the Summer months. At the same time, the re-painting of white lines on the roads and cleaning road signs would take place.

3. Mr Balfour responded to questions by Members as follows:-

- a) Following a request Mr Balfour agreed to circulate his notes on his verbal update outside the meeting.
- b) Mr Balfour shared the frustrations of Members with the reduction of funding from the highways base budget. He considered that repairs would be carried out in a prioritised basis at a local level.
- c) Members welcomed the news of white lines being repainted on the roads as there were concerns with safety at some junctions where the road marking were worn.
- d) Members gave their support regarding the issues of the reduced budget.
- e) Mr Balfour agreed to make enquires regarding the Key Street roundabout but supported local Members making direct enquires about matters within their electoral divisions as they had local knowledge.
- f) Mr Balfour explained that a criteria was being defined on what qualified as local works. A report providing more information would be publicised.

4. RESOLVED that the comments and the responses to questions by Members and the information in the verbal updates be noted with thanks.

175. Performance Dashboard

(Item B1)

1. The Business Intelligence Manager - Performance, Mr Fitzgerald, introduced a report on the end of year performance against targets for the Key Performance Indicators with RAG alerts to show progress. He highlighted that there had been good overall results which were mainly green in the RAG rating summarised on page 34 of the report. He advised Members of late information stating that results for March for the Environment Planning and Enforcement showed that none of the indicators had changed status but had improved and the Kent Scientific Services indicator was now green with a final figure of 739k.
2. Mr Fitzgerald responded to questions by Members as follows:
 - a) Dr Eddy welcomed the report being moved to the beginning of the agenda
 - b) Mr Wilkin advised that there was a note of caution in terms of the information on page 36 as this dealt with volume. He explained that Highways teams carried out testing on the highway networks. If the number of enquiries from the public were low this did not indicate the state of the road but what the public had observed.
 - c) Mr Balfour explained the red RAG rating for the Public Rights of Way (PROW) was due to problems with the PROW website for fault reporting. He considered that this reinforced the point about highways and safety, as increasing the use of the PROW it was difficult keeping up the preferred standard as it was too expensive. Following a safety audit decisions had to be made to close bridges and pathways as they were deemed unsafe. There would be a conflict with the budget moving funding to support vulnerable groups or the public rights of way system.
 - d) A comment was made that borough and district councils also had to make financial savings and questioned whether devolving some of the services was too much. Mr Balfour explained that devolving the services was about ensuring effectiveness and efficiency.
 - e) Mr Wilkins assured Members that KCC was not complacent and worked in partnership with the twelve Kent borough and district councils on waste management but agreed that the enforcement of the recycling of materials could be revisited ensuring that the public put the right materials in the correct bins. He added that when the market value of recyclable materials was low in value the collectors were more particular that the recyclable material was not contaminated.
 - f) Mrs Cooper advised that the Trading Standards performance would, in future, include where it had made an impact.
 - g) Mr Wilkin advised that it was unlawful to put waste into someone else's bin.
 - h) Mr Wilkin confirmed that customer statistics were taken seriously and the figures were lower than hoped. When issues were reported by the public, officers were not good at reporting back giving the public updates on their issue. This needed to be improved and the department was currently looking at mechanisms to send text messages.
 - i) Mr Pearman sought acknowledgment that 98% of the work was a good effort with reduced resources. The performance dashboard was a method

of giving early warnings on what was going well and what was going in the wrong direction.

j) Mr Balfour agreed to forward the details of how long the PROW fault reporting system had been off line outside the meeting.

3. RESOLVED that the responses to questions by Members and the report be noted.

176. A226 London Road/A206 St Clements Way, Greenhithe - Junction Improvement and Construction of New Bus Lanes
(Item C1)

1. Project Manager (Major Projects), Mr Farmer introduced a report that sought the Cabinet Committees support to take the highway improvement for the A226 London Road/A206 St Clements Way through the next stages of development and delivery including authority to progress statutory approvals and to enter into funding and construction contracts. He explained the location of the junction and proposed improvement that would reduce congestion and assist public transport services. He also explained that the need for improvement had been identified for a number of years and had secured full funding in principle.

2. Mr Harman, Local Member for Swanscombe and Greenhithe, advised that he had attended a useful site meeting regarding the proposal with Mr Stiff. He advised the Cabinet Committee that this was a viable option and supported the recommendations set out in the report.

3. Mr Ozog requested that a solution be considered for the Steele Avenue junction as traffic sat at the junction for some time waiting to access Clements Way. The Project Manager, Mr Stiff, advised that, this would be looked at and a pedestrian crossing to the right of the junction could help but it was a constrained site and he did not want to raise expectations..

4. RESOLVED that:-

(a) the comments by Members be noted and consideration be given to Mr Ozog's request detailed in paragraph 3 above; and

(b) the Cabinet Committee endorsed the proposed decision to be taken by the Cabinet Member for Environment and Transport as follows:

- i) approval be given to the feasibility design for A226 London Road/A206 St Clements Way, Greenhithe Improvement Scheme for development control and land charge disclosures shown in principle on Drawing No. 4300384/000/05 Rev B.
- ii) approval be given to progress to a detail design stage, the A226 London Road/A206 St Clements Way Improvement Scheme shown as a feasibility design on Drawing No. 4300384/000/05 Rev B, including such work as drainage and environmental mitigation.

- iii) approval be given to progress all statutory approvals and consents required for the scheme shown in principle on Drawing No. 4300384/000/05 Rev B.
- iv) approval be given to carry out public engagement for the scheme shown in principle on Drawing No. 4300384/000/05 Rev B.
- v) approval be given to enter into Single Local Growth Fund funding agreement subject to the approval of the Corporate Director of Finance & Procurement.
- vi) approval be given to enter into construction contracts as necessary for the delivery of the scheme subject to the approval of the Commissioning Board to the recommended procurement strategy.
- vii) approval be given for any further decisions required to allow the scheme to proceed through to delivery to be taken by the Corporate Director of Growth, Environment & Transport under the Officer Scheme of Delegations following prior consultation with the Cabinet Member.

177. Young Persons Travel Pass - Petition Scheme Debate

(Item D1)

1. The Chairman advised that the Lead Petitioner Nicola Hibbard had been invited to attend the meeting to speak to the petition but Ms Hibbard had notified the clerk that she would be unable to attend the meeting, but would like the petition to be considered in her absence.

2. The Chairman then invited the Cabinet Committee to debate the petition. During debate the following views were expressed and concerns were raised:

- a) Mr Baldock questioned whether the item should be postponed until Ms Hibbard was able to attend the meeting. The Chairman advised that the statement from Ms Hibbard had been circulated in the meeting papers and should be debated at this meeting.
- b) Mr Caller said that he had sympathy with the Petitioners as parents often had no choice in which school their children attended.
- c) Mr Balfour reminded Members that the YPTP had been debated at length and the decision made last year when it was noted that any increase to the cost of the YPTP would be in line with the increase in charges made by the bus companies to KCC and that this would be passed on to the users of the service. He stated that this was still a valuable and generous scheme for Kent children subsidized by taxpayers. He reiterated that this scheme was not carried out by other local authorities and was discretionary.
- d) Mr Lightowler reiterated the basis of the operator fare increases using examples of current operator fares for children travelling to and from school over 190 school days per year to demonstrate that the YPTP gave value for money. He considered that the challenge for some parents was paying for the fare up front.
- e) Mr Lightowler advised that fuel was part of the cost but was not the predominant cost.
- f) A comment was made that Members did not require lessons in business from officers.
- g) Members agreed with Mr Balfour on the benefits of the scheme but considered that there was an impact on those who earned just over the average annual

income of £16k per year and would therefore not be entitled for free school travel. It was suggested that this could affect the decision to send their child to a grammar school.

- h) Mr Balfour reiterated that he fully appreciated that any increase in costs would not be easy for many families but the Local Authority had to make choices in how it spent its budget.
 - i) A comment was made that the bus operator could extend the scheme to include weekends.
 - j) A Member compared the cost of Stage Coach tariffs to the cost of flights to Europe and suggested that there should be more competition from alternative bus companies.
 - k) A comment was made that subsidizing school travel was a benefit to all who lived in Kent as driving from one area of Kent to another took twice as long in term time.
 - l) Mr Baldock proposed that the £20 increase to the YPTP be delayed for this year but as there was no seconder, the proposal could not be pursued.
3. Mr Caller proposed, seconded by Mr Bowles that the recommendation set out in the report be moved. By 9 votes to 2 the proposal was carried.
4. RESOLVED that the comments and responses to questions by Members on the petition statement be received.

178. Draft Active Travel Strategy - Consultation *(Item D3)*

(The Chairman agreed to bring this item forward to allow a member of the public, who had been given permission before the meeting, to speak on this item)

1. The Chairman welcomed Mr Adrian Berendt, who represented 20's Plenty for Kent, Tunbridge Wells Bicycle User Group, the Sevenoaks Cycling Forum and SPOKES East Kent Cycle Campaign to the meeting and invited him to speak for the allocated three minutes. Mr Berendt stated why the groups he represented would not support the Active Travel Strategy consultation document without the proposed amendments regarding reducing traffic speeds, traffic volume and segregated infrastructure to support cyclist as set out in the paper forwarded to the Cabinet Committee by email and tabled at the meeting.
2. The Chairman of the Active Travel Strategy Project Group, Mr Pearman, advised that the approach adopted by the Group was to improve health and reduce pollution. He said that it was not unexpected that the document would have flaws but this was not a cycling strategy. He considered that this would be addressed through the contributions to the consultation.
3. Members of the Cabinet Committee made comments as follows:
- a) A comment was made that the draft consultation lacked connectivity. It was considered the request for 20mph zones in key areas to promote safety was an important statement. Mr Pearman agreed that this would be looked at as a response to the consultation.
 - b) Dr Eddy suggested that Deal/Walmer would be ideal areas for 20 mph zones if a pilot scheme was part of the outcome of the consultation. Mr

Balfour advised that KCC already has a 20mph Zones Policy and any changes would need to be value for money.

- c) Mrs Waters asked that areas of Romney Marsh be considered for a pilot scheme for cycling.
- d) A suggestion was made that the consultation be forwarded to all Parish and Town Councils in Kent.
- e) A comment was made that Kent did not have the necessary public transport infrastructure and that this draft Strategy would require a change of mind set when developing major schemes to develop safe areas for cyclists and walkers.
- f) It was suggested that the Strategy should include leisure.
- g) A Member questioned where the funding would be sourced from to enable the draft Strategy to succeed.
- h) Members noted that following the eight week consultation the Strategy would be finalised and brought back to the Cabinet Committee for discussion and comment and then the Cabinet Member could take the decision.

4. RESOLVED that:-

- (a) the comments and responses to questions by Members be noted; and
- (b) the Cabinet Committee endorsed the recommendations to the Cabinet Member for Environment and Transport on the proposed decision to agree that the draft Active Travel Strategy go out for public consultation as set out in appendix A to the report.

179. Members Highways Grant

(Item D2)

1. The Cabinet Member for Environment and Transport, Mr Balfour, introduced a report that reviewed the cost effectiveness of the Highway element of the Combined Member Fund since the amalgamation of Member grants and a recommendation to deliver a simpler highways scheme. He highlighted that Officers held a briefing for all Members of the County Council. He explained that the aim was simplify the process. This would be achieved through a single point of access, the District Managers, who would work with Members to identify highway projects under the Combined Members Grant.

2. The Mid-Kent Highways Manager, Ms Williams, advised that the recommendations A to D set out in the report were developed as part of the annual review. She then spoke on the recommendations and the role of the District Manager, the annual list of highways schemes and scheme fees.

3. Mr Balfour and Ms Williams responded to questions by Members as follows:

- a) A suggestion was made that the title should be changed to “Combined Members Grant – Highways Schemes”
- b) Ms Williams confirmed that if a highways scheme was passed to a district or borough council that it would become a community project but this did not mean that the money would be despatched quicker.

- c) A Member questioned how much of the combined Members grant was allocated to Highways. Ms Williams advised that in 2014/2015 the spend from the Combined Members grant for Highways was approximately £600,000 and approximately £1,228,320 for Communities.
- d) Referring to the table on page 65 of the report a Members questioned the average turnaround of 10 weeks for lining of roads saying that yellow lines tended to exceed that time.
- e) Ms Williams advised that the definition of a “Scheme” would be in the Members Handbook.
- f) Members commented that they looked forward to working closely with the District Managers
- g) A Member commented that often one highway scheme could take half of the allocated budget, rise in cost and/or be withdrawn. It was questioned whether there was an opportunity to pay for quick fixes such as potholes where accidents would be averted.
- h) Dr Eddy advised that he had already met with the District Manager for his area and had a list of projects. He considered the table of average turnaround times helpful when relaying information on the projects to people in his area. He considered that it was crucial that the advice on the costings of the projects was correct. Mr Balfour stated that he wanted there to be greater communication and hoped that this was the right formula and where necessary tweaks would be made to achieve this.

4. RESOLVED that the comments and responses to the questions by Members be noted; and the Cabinet Committee agreed recommendations a to d identified in the report as set out below:-

- (a) District Managers take the lead in working with County Members to identify highway projects under the Combined Members Grant. District Managers will provide support in identifying priorities within the context of the wider area, maximising wider community benefits and ensuring that good solutions are identified which can deliver the desired outcomes.

This support would be part of the core duties of the District Managers who were already funded and therefore the site visit/advice cost would be scrapped. As providing District support to County Members is a core function of the District Manager role, there is less opportunity for the staff to be moved to other duties providing a more reliable longer term contact.

- (b) An annual list of schemes be compiled to demonstrate wider community benefit and good outcomes in terms of the identified community need for each District. This list can be compiled from all areas of Highways, Transportation and Waste and be recommended to the County Member for consideration.

The County Member can work with the District Manager to identify schemes which they may be interested in full or partially funding. Additional schemes of their own can also be added and jointly prioritised.

The programme of works would be communicated through the District Manager at the Joint Transportation Board for each District.

Members reserved the right not to fund highway schemes through their Combined Members Grant.

- (c) District Managers can advise Members how they can continue to support schemes which were related to the highway but were not generally within the core duties of the Highway Authority, through a contribution to third parties such as Borough/District Councils, Parish Councils and residents groups. These applications would go through the Community Grant process and delivery organised locally. It was proposed that a list of scheme types which cannot be delivered through Community or Highway routes was compiled to advise County Members.
- (d) For 2016/2017 highway schemes delivered through the Schemes Delivery Team, the works cost would include a 15% fee to cover officer costs.

Some works may attract an upfront fee such as traffic surveys; this would be advised to the County Member as required.

A £500 upfront fee was required for more than two scheme applications so that a bespoke quote could be obtained for scheme design.

180. LED Street Light Conversion Project Update

(Item D4)

1. The Director of Highways, Transportation and Waste, Mr Wilkin, introduced a report that provided an update of the project following a three month mobilisation period, work commenced on 14 March 2016 in the Borough of Ashford. He advised that the project had been a positive experience to date. The Street light (LED) Programme Manager, Mr Clark, explained that the plans to start the works in Shepway in two weeks' time were going to plan. Regular updates would be posted on the County Council's Website

2. Mr Balfour, Mr Wilkin and Mr Clark noted comments and responded to questions by Members as follows:

- a) Mr Clark advised that a number of areas had been covered in Ashford including Wye and Charing.
- b) Mr Clark advised that the designs had already been started for Dover and works would begin next month.
- c) Mr Clark explained that he was working and meeting officers with each district and would be meeting with Finance chief officers at the borough and district councils to provide further information with regards to converting their lights to Light Emitting Diode (LED).
- d) Mr Balfour agreed that the Joint Transport Boards would receive an update report at the right time.
- e) Member were pleased to note that arrangements were being made for the old lighting and the new lighting to be filmed and posted on the website to show the difference. A Member site visit may be arranged in the future.
- f) Mr Wilkin advised that complements regarding the lighting had been received directly by the crews on site changing the lights and through KCC's website. This information would be provided to Members as the programme rolled out.

3. RESOLVED that the comments and responses to questions by Members and the report be noted.

181. Work Programme 2016

(Item D6)

1. RESOLVED that subject to the LTP4 report being added to the July meeting the work programme 2016 be noted.

182. Waste Strategy for Kent County Council

(Item D5)

1. The Cabinet Committee considered a report on the draft waste disposal strategy and recommended that the Cabinet Committee endorse a consultation process on the strategy in the summer of 2016.
2. The Chairman of the Task and Finish Group, Mr Pearman, thanked the officers and Members for their hard work on the Strategy.
3. Dr Eddy welcomed the report and recommendation.
4. RESOLVED that the Cabinet Committee recommended that the Cabinet Member for Environment and Transport undertakes a consultation on the draft waste disposal strategy in the summer 2016.

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From: Matthew Balfour, Cabinet Member for Environment and Transport,
 Paul Carter, Leader and Cabinet Member for Business Strategy,
 Audit and Transformation and Commercial and Traded Services
 Mike Hill, Cabinet Member for Community Services,
 Barbara Cooper, Corporate Director for Growth, Environment and
 Transport

To: Environment and Transport Cabinet Committee – 8 July 2016

Subject: Performance Dashboard

Classification: Unrestricted

Summary:

The Environment and Transport Performance Dashboard shows progress made against targets set for Key Performance Indicators.

Recommendation:

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

1. Introduction

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

2. Performance Dashboard

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

- 2.6. Performance for the year to date is ahead of target for indicators for Highways & Transportation, with one indicator, streetlights repaired in timescale behind target for the month, partly due to repairs being postponed for those lights due to be converted to LED. Relatively mild weather has resulted in fewer potholes being reported than expected, and fewer streetlights have been repaired due to staffing issues within Amey (TMC) and the previously mentioned non-repair of lights due to be converted to LED.
- 2.7. No figures are yet available for the new financial year for Waste Management. Those included in the report show the position at March 16 and have previously been reported to Committee.
- 2.8. For Environment, Planning and Enforcement, Country Parks are performing ahead of target for income generated. The revised Public Rights of Way indicator now monitors priority faults only, meaning those that are safety critical or with a legal time frame, and is ahead of target. Income from Kent Scientific Services is above target. Trading Standards is ahead of target for number of rogue traders disrupted and assistance for businesses. Although the indicator for removal of dangerous and hazardous goods from the market is shown as red, the number of goods can vary greatly month by month, and currently only shows the position after one month of activity. The 508 items removed were taken in two incidents, and had a street value of just under £50,000.

3. Recommendation:

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

4. Background Documents

The Council's Business Plans:

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

5. Contact details

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Environment and Transport Performance Dashboard

Financial Year 2016/17

Results up to May 2016

Page 22

Produced by Strategic Business Development and Intelligence

Publication Date: 8th June 2016

Guidance Notes

Data is provided with monthly frequency except for Waste Management where indicators are reported with quarterly frequency and on the basis of rolling 12 month figures, to remove seasonality.

RAG RATINGS

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

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

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 whether they are in expected range or not. Results can either be in expected range (**Yes**) or they could be **Above** or **Below**.

Key Performance Indicators Summary

Highways and Transportation	Month Rag	YTD RAG
Potholes repaired in 28 calendar days (routine works not programmed)	GREEN	GREEN
Faults reported by the public completed in 28 calendar days	GREEN	GREEN
Streetlights repaired in 28 calendar days	RED	RED
Customer satisfaction with service delivery (100 Call Back)	GREEN	GREEN
Resident satisfaction with Highways schemes	GREEN	GREEN
Number of actual LED streetlight conversions (cumulative since start of	N/A	AMBER

Environment, Planning and Enforcement	Month Rag	YTD RAG
Country Parks - Income generated (£000s)	GREEN	GREEN
PROW – median number of days to resolve faults (rolling 12 months)	GREEN	N/A
Greenhouse Gas emissions from KCC estate (excl schools) in tonnes	N/A	N/A
Trading Standards - Rogue traders disrupted	N/A	GREEN
Trading Standards – Dangerous / hazardous products removed from	N/A	RED
Trading Standards - Businesses assisted for business growth and development	N/A	GREEN
Kent Scientific Services - External income (£000s)	GREEN	GREEN

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

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

Results up to May 2016 unless indicated

Ref	Performance Indicators	Latest Month	Month RAG	DOT	Year to Date	YTD RAG	Target	Floor	Previous Year
HT01	Potholes repaired in 28 calendar days (routine works not programmed)	95%	GREEN	↑	93%	GREEN	90%	80%	92%
HT02	Faults reported by the public completed in 28 calendar days	91%	GREEN	↓	93%	GREEN	90%	80%	93%
HT03	Streetlights repaired in 28 calendar days – April data	67%	RED	↓	67%	RED	90%	80%	93%
HT04	Customer satisfaction with service delivery (100 Call Back) – April data	95%	GREEN	↑	95%	GREEN	75%	60%	86%
HT05	Resident satisfaction with Highways schemes – April data	80%	GREEN	↓	80%	GREEN	75%	60%	84%

HT03 – Amey is aware of this issue and is working to improve performance, and some repairs are being postponed for lights due to be converted to LED. Demand is now reducing and repairs should get back on track.

Ref	Performance Indicators	YTD	YTD RAG	YTD Target	YTD Floor	Pr. Yr. YTD
HT11c	Number of actual LED streetlight conversions (cumulative since start of scheme)	7,750	AMBER	8,200	7,380	n/a

HT11c – Progress has picked up since the start of the project in March with 3,591 conversions in May compared to 2,737 in April.

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

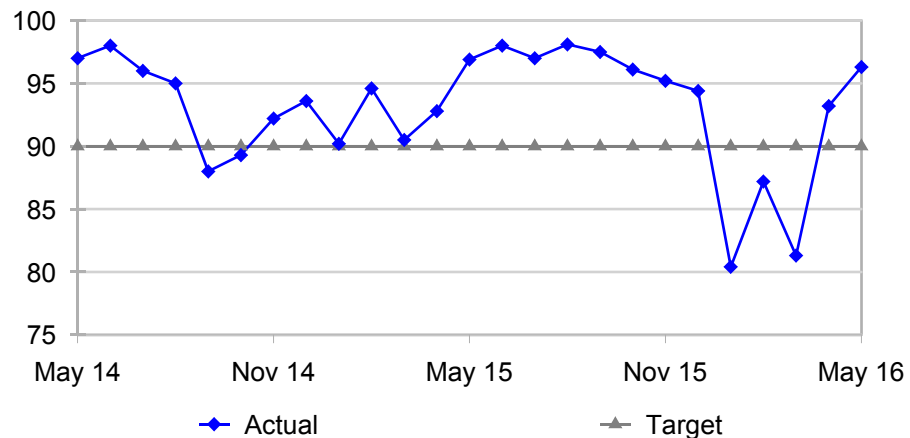
Results up to May 2016

Ref	Activity Indicators	Year to date	In expected range?	Expected Range		Prev. Yr YTD
				Upper	Lower	
HT01d	Potholes repaired (as routine works and not programmed)	2,351	Below	3,300	2,400	2,539
HT02d	Routine faults reported by the public completed	9,335	Yes	9,500	7,000	8,324
HT03d	Streetlights repaired	948	Below	1,700	1,200	1,405
HT07	Number of new enquiries requiring further action	16,081	Yes	17,333	14,000	14,172
HT08	Work in Progress	6,400	Yes	7,100	5,600	5,618

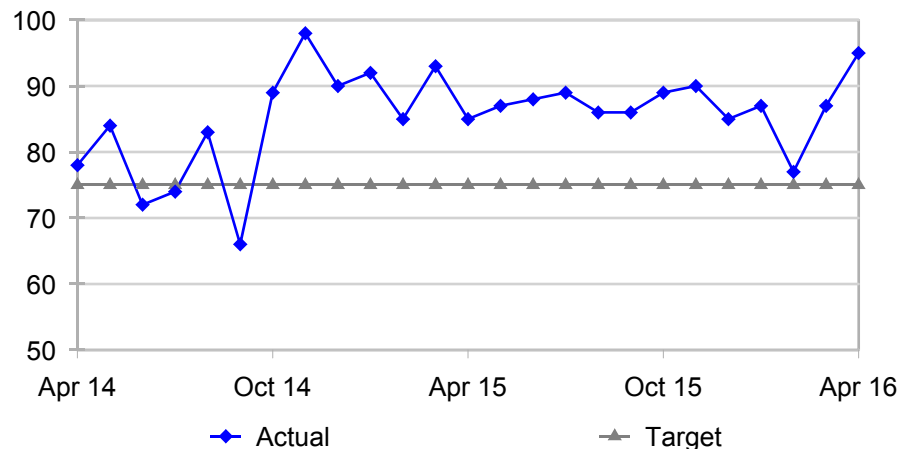
HT01d – The relatively mild weather has meant fewer enquiries and defects requiring pothole repairs have been received.

HT03d – Fewer streetlights are being repaired as conversion to LED progresses.

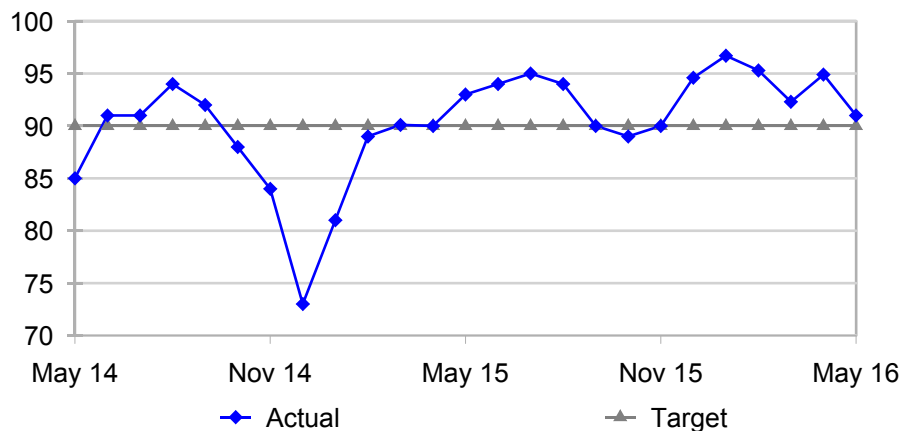
HT01 - Percentage of potholes repaired in 28 calendar days



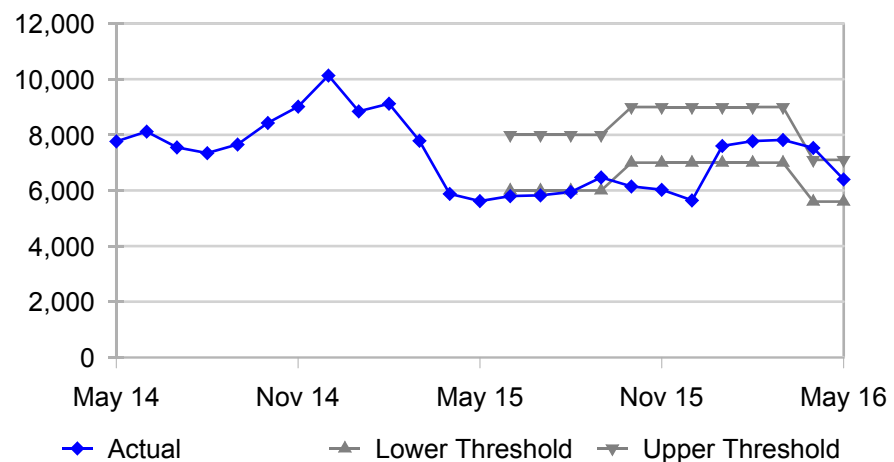
HT04 - Customer satisfaction with service delivery (100 Call Back)



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



HT08 - Work in Progress



Service Area	Director	Cabinet Member
Waste Management	Roger Wilkin	Matthew Balfour

Results below are estimates for the rolling 12 months to March 2016, and have been reported to the Committee previously.

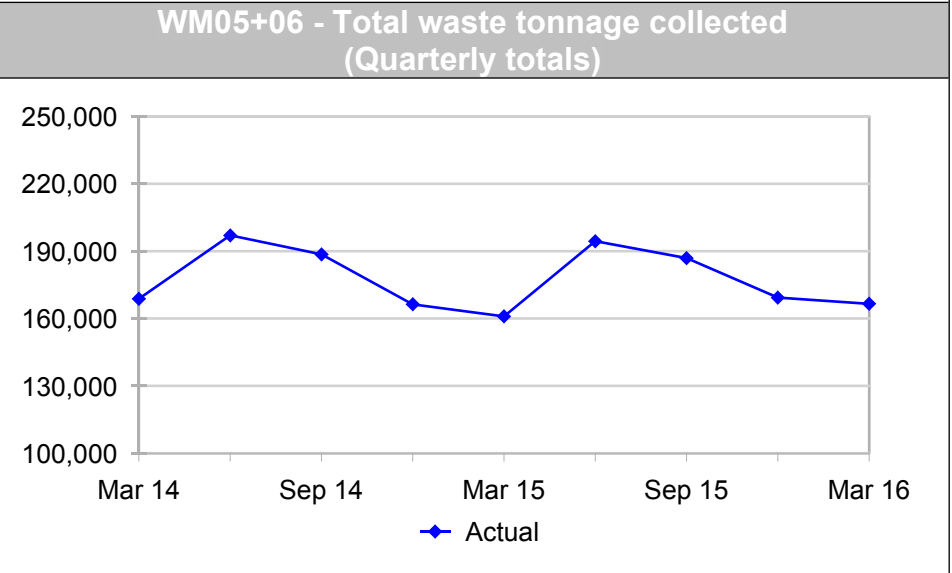
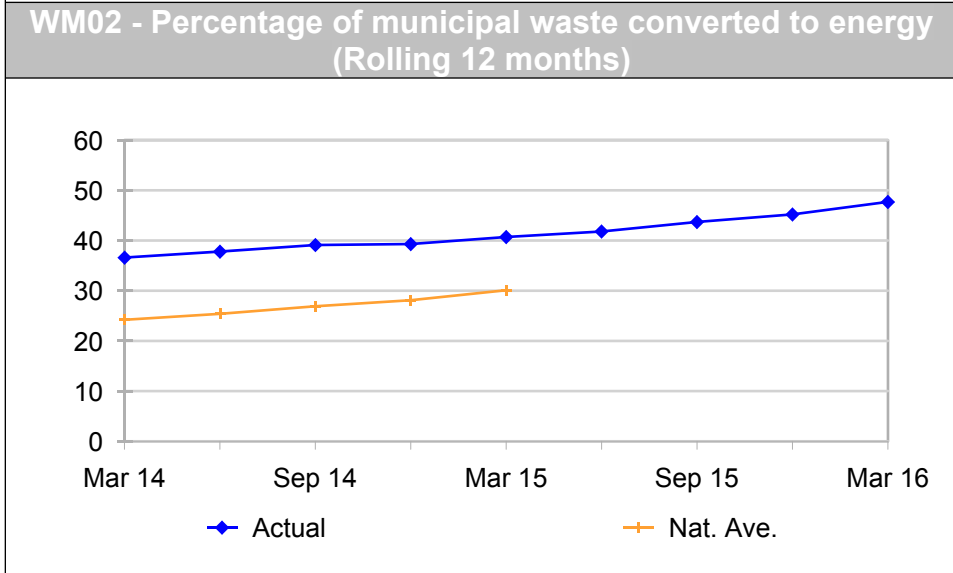
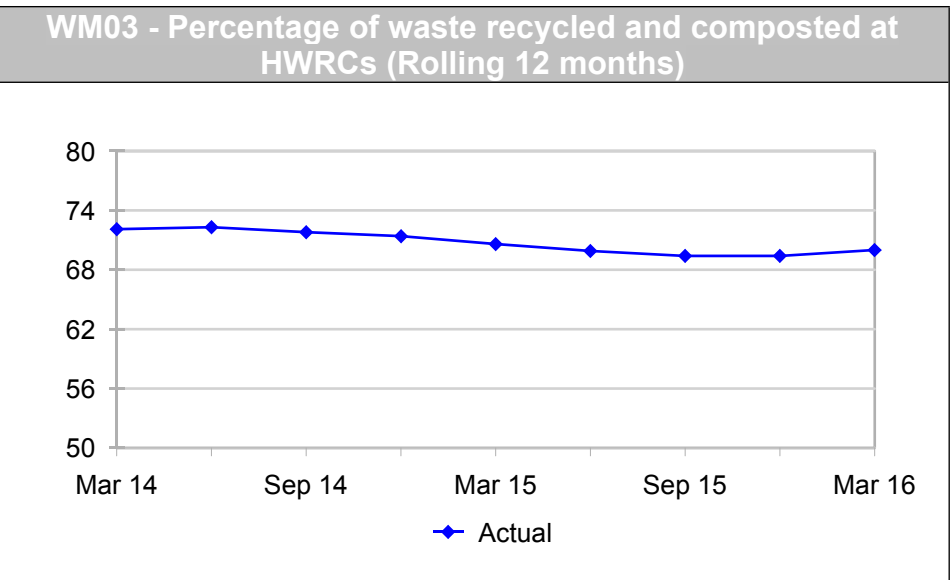
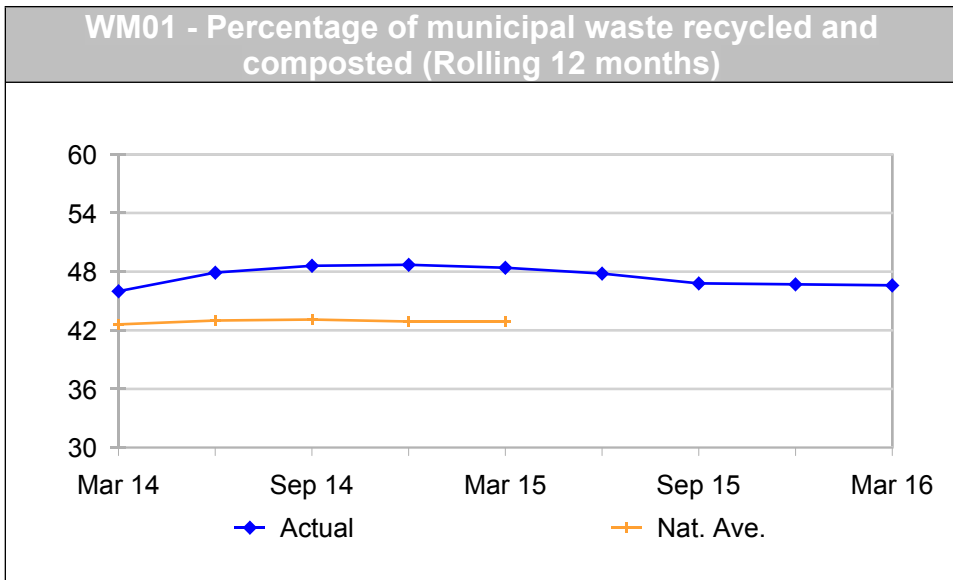
Ref	Performance Indicators	Latest Quarter	RAG	DOT	Previous Quarter	Target	Floor	Previous Year
WM01	Municipal waste recycled and composted	46.6%	AMBER	↓	46.7%	49.9%	44.5%	48.4%
WM02	Municipal waste converted to energy	47.7%	GREEN	↑	45.2%	41.7%	36.7%	40.7%
01+02	Municipal waste diverted from landfill	94.3%	GREEN	↑	92.0%	91.6%	86.2%	89.1%
WM03	Waste recycled and composted at HWRCs	70.0%	GREEN	↑	69.4%	68.5%	66.5%	70.6%

For waste diverted from landfill the latest 12 month rolling figure of 94.3% is close to the EU 2020 target of 95%. In recent months this target level has been exceeded.

WM01 - Contamination of recycled domestic waste remains an issue and needs continual focus from all partners within the Kent Resource Partnership. Highway mechanical street arisings are now being recycled by Biffa and FCC, this scheme has been extended further covering the Districts in West Kent.

Ref	Activity Indicators	Year to date	In expected range?	Expected Range		Previous Year
				Upper	Lower	
WM05	Waste tonnage collected by District Councils	537,800	Yes	540,000	510,000	540,900
WM06	Waste tonnage collected at HWRCs	179,400	Above	175,000	155,000	172,000
05+06	Total waste tonnage collected	717,200	Above	705,000	675,000	713,900

Both district council collection and collection at HWRCs are at the higher end of the range for expected activity, making the total county position above the expected range. Management action continues to prioritise reducing costs within year to deliver against budget.



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

Results are up to April 2016.

Ref	Performance Indicators	Latest Month	Month RAG	DOT	Year to Date	YTD RAG	Target YTD	Floor YTD	Prev. Yr. YTD
EPE07	Country Parks - Income generated (£000s)	105.2	GREEN	↑	105.2	GREEN	98.0	93.0	20.7

Indicator below is for rolling 12 months to May 16 and has been revised from previous year to monitor priority faults only.

Ref	Performance Indicator	Latest Month	RAG	DOT	Target	Floor	Previous Year
EPE16	PROW – median number of days to resolve priority faults	22	GREEN	↓	25	35	36

The indicator below has been revised from the previous year and results will be available on a quarterly basis from June onwards

Ref	Performance Indicator	Latest Quarter	RAG	DOT	Target	Floor	Previous Year
EPE14	Greenhouse Gas emissions from KCC estate (excl schools) in tonnes				43,500	47,000	46,952

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

Results are up to April 2016.

Ref	Performance Indicators	Year to Date	YTD RAG	YTD Target	YTD Floor	Pr. Yr. YTD
EPE02	Trading Standards - Rogue traders disrupted	8	GREEN	3	2	6
EPE03	Trading Standards – Dangerous / hazardous products removed from market	508	RED	8,300	7,500	244
EPE04	Trading Standards - Individual Businesses assisted for business growth and development	49	GREEN	17	15	n/a

EPE03 – There is significant monthly variation across the year for this indicator, and it is ahead of position at this time last year. The above items were taken in two incidents, with a street value of just under £50,000.

EPE04 – This indicator definition has been revised from last year

Division	Interim Director	Cabinet Member
Environment, Planning and Enforcement	Katie Stewart	Paul Carter

Results are up to April 2016.

Ref	Performance Indicators	Latest Month	Month RAG	Year to Date	YTD RAG	Target YTD	Floor YTD	Prev. Yr. YTD
EPE06	Kent Scientific Services - External income (£000s)	66.9	GREEN	66.9	GREEN	64.0	58.0	60.9

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From: Matthew Balfour, Cabinet Member for Environment & Transport
Mark Dance, Cabinet Member for Economic Development
Barbara Cooper, Corporate Director for Growth, Environment & Transport

To: Environment & Transport Cabinet Committee – 8 July 2016

Subject: **Local Growth Fund Round 3 and Large Local Major Schemes**

Decision No: 16/00050

Classification: Unrestricted

Future pathway: Cabinet – 18 July 2016
Growth, Economic Development & Communities Cabinet Committee – 19 July 2016
Decision by the Leader of the Council

Electoral Division: All

Summary:

The Government has launched two new calls for project proposals that will help unlock economic growth in local areas. In the first call, Local Enterprise Partnerships (LEPs) are invited to bid for a share of the third tranche of Local Growth Funding (LGF), worth £1.8 billion across England. In the second call, LEPs are invited to bid for a share of the Large Local Major Schemes funding, worth £475m across England.

Recommendations:

The Cabinet Committee is asked to consider and endorse, or make recommendations to the Leader of the Council on the proposed decision for Kent County Council as attached at Appendix C to:

- Endorse the Local Growth Fund Round 3 (LGF3) and Large Local Major Scheme (LLMS) bid submissions to Government proposed by the Kent & Medway Economic Partnership & the South East Local Enterprise Partnership.
- Act as the accountable body for projects within Kent County Council's geographical boundaries that are selected by the Government to receive LGF3 and LLMS funding.
- Delegate to the Section 151 Officer the authority to sign on KCC's behalf a grant offer letter or equivalent, where this is required to draw down funds following business case approval.

1. Introduction

1. 1. In July 2014, the Government announced that it planned to invest at least £12 billion nationally to promote growth in local economies through a series of 'Growth Deals' that would operate over six years from 2015/16. This money, known as Local Growth

Funding (LGF), would finance infrastructure and skill schemes that in turn would unlock housing growth and encourage job creation.

1. 2. In the first round of Local Growth Funding (LGF1), £133 million was allocated to schemes in Kent and Medway; and in the second round (LGF2), a further £19.5 million was received. In addition, £22 million was allocated to establish a Skills Capital Fund for distribution across the South East Local Enterprise Partnership (SELEP).
1. 3. In March 2016, the Secretary of State for Communities and Local Government announced the release of a third tranche of Local Growth Funding (LGF3), worth £1.8 billion across England. He also announced a project call, worth £475m nationally, for 'Large Local Major Schemes' (LLMS).
1. 4. The Government has stipulated that LGF3 and LLMS funding will be allocated to Local Enterprise Partnerships¹ (LEPs) through a competitive bidding process. No LEP will be entitled to a particular share of funding, rather funding will be apportioned based on the strength of specific project proposals and their alignment with a wider strategy for economic growth.

2. The Local Growth Fund Round 3 (LGF3)

Eligibility criteria and information issued by the Government

- 2.1 The Secretary of State for Communities and Local Government issued a letter on 12th April (see appendix A) describing the LGF3 eligibility criteria. In summary, the criteria are:
 - a) Proposed schemes should increase growth, over and above the impact of the existing Growth Deal. The LEP submission should provide details on what the proposed schemes will deliver in terms of job creation, investment and housing.
 - b) Strong collaboration between the partnership and the local area must underpin the proposal. This work must be owned by both political and business leaders.
 - c) Proposed schemes that are aligned with mayoral Combined Authorities (or proposed Combined Authorities) will have an advantage.
 - d) Proposed schemes should include a greater level of private sector investment than in previous rounds, as well as match funding from other bodies such as universities.
 - e) Proposed schemes should engage with government's key objectives within the wider local context (such as plans for housing delivery and the area reviews into further education).
 - f) The delivery of existing Growth Deals will play a part in the Government's consideration of proposals.

Timeline for the submission

¹ Local Enterprise Partnerships (LEPs) are partnerships between local authority and business leaders set up in 2011 by the Department for Business, Innovation and Skills to help determine local economic priorities and lead economic growth and job creation within the local area.

2.2 The SELEP submission detailing the proposed LGF3 schemes must be returned to the Government by no later than Thursday 28th July. The Secretary of State intends to announce the final allocations of LGF3 funding around the time of this year's Autumn Statement.

LGF3 schemes endorsed by the Kent and Medway Economic Partnership

2.3 Through the Kent and Medway Economic Partnership (KMEP), which is a federated board of the South East Local Enterprise Partnership (SELEP), information on the LGF3 funding opportunity was distributed to Kent County Council, Medway Council, and 12 District Councils. The local authorities were asked by KMEP to submit business cases for potential LGF3 schemes that would unlock economic growth and reflect the local strategic priorities. 34 business cases were received.

2.4 KMEP met on 14 June 2016 to consider these 34 business cases. The Partnership considered each scheme in relation to four prioritisation attributes. These were:

- a value for money score;
- a match-funding score;
- a deliverability score; and
- a sub-county partnership prioritisation score.

2.5 As a result of the discussion, KMEP recommended the business cases for 21 schemes be developed further and included within SELEP's LGF3 submission to Government. A description of these 21 schemes, plus the ranking KMEP gave to each scheme, can be found in appendix B.

2.6 The total value of these 21 schemes is £75.53m. For context, if the Government had chosen to base the allocations on the population, a proportionate share of the £1.8bn fund would have resulted in roughly £140m for the South East LEP, with circa £60m for Kent and Medway.

3. Large Local Major Schemes (LLMS)

3.1 The Large Local Major Schemes (LLMS) fund is intended to support transport schemes which are too large to receive LGF3. The Department for Transport (DfT) guidance sets out that schemes within the SELEP area need to exceed the minimum funding threshold of £75 million.

3.2 LLMS funding (like LGF3) will be allocated via LEPs, and will be based on a competitive process. As the LLMS fund itself is only £475 million nationally, only a limited number of schemes will be funded.

3.3 To bid for LLMS, LEPs are required to submit large scale transport business cases to the DfT, which are compliant with the Department's business case development methodology (known as WebTAG).

3.4 The DfT recognises that there are very few large scale projects with a WebTAG-compliant business case already developed, due to the high cost of undertaking this type of project development work. The DfT is therefore allocating some of the £475m to support LEPs in developing new WebTAG-compliant business cases (known as LLMS development funding).

- 3.5 To secure LLMS development funding, bids should have some match funding, have a strong strategic case and must demonstrate that the scheme cannot be funded through LGF3.
- 3.6 Where the LLMS development fund is made available to support the development of a new WebTAG-compliant business case, there is no guarantee that these projects will be subsequently granted capital funding for project delivery and implementation.

Large Local Major Scheme endorsed by the Kent and Medway Economic Partnership

- 3.7 KMEP received a report at its meeting on 14 June which explained that no Large Local Major Schemes are sufficiently developed to submit a WebTAG-compliant business case to the Government by its deadline of 2nd July.
- 3.8 A presentation was given to KMEP identifying potential schemes which would benefit from LLMS development funding. Of the schemes proposed, KMEP recommended that SELEP submit a bid to Government for LLMS development funding to finance the production of a WebTAG-compliant business case for improvements to Junction 7 on the M2, which is known locally as Brenley Corner.
- 3.9 Junction 7 of the M2 is located on the strategic European transport route of the A2/M2 that runs from the Port of Dover through to the Midlands and the North of England, via the Dartford Crossing. People, wishing to travel to Canterbury and Dover via the A2, are currently compelled to use the slip road from the M2 to the Brenley Corner roundabout before joining the A2. This current configuration of the junction creates peak hour congestion on a regular occurrence, as traffic on the strategic Highways England road network mixes with traffic on the local road network.
- 3.10 This scheme, which was endorsed by KMEP, fits both the strategic SELEP-wide objective to support bifurcation and a new strategic route from the Port of Dover to the proposed new Lower Thames Crossing, as well as the local objective of supporting growth in Swale, Canterbury and wider East Kent.

4. Financial & Legal Implications of LGF3 and LLMS

- 4.1 The LEP Assurance Framework² issued by the Government in 2014 defines the governance arrangements that must exist between a LEP and a local authority. It states that Local Growth Funds, allocated to a LEP, will be paid via a Section 31 grant determination to a lead local authority (called the accountable body). The framework says “the LEP has a vital leadership role to play, responsible for developing and maintaining the Strategic Economic Plan and determining the key funding priorities to which LGF and other resources should be directed”, but the accountable body will retain the legal and financial responsibility for ensuring the proper use and administration of the funding in accordance with the grant funding letter/agreement.

5. Recommendations

- 5.1 The Cabinet Committee is asked to consider and endorse, or make recommendations to the Leader of the Council on the proposed decision for Kent County Council as attached at Appendix C to:

² https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/386642/bis-14-1241-local-enterprise-partnership-LEP-national-assurance-framework.pdf

- Endorse the Local Growth Fund Round 3 (LGF3) and Large Local Major Scheme (LLMS) bid submissions to Government proposed by the Kent & Medway Economic Partnership & the South East Local Enterprise Partnership.
- Act as the accountable body for projects within Kent County Council's geographical boundaries that are selected by the Government to receive LGF3 and LLMS funding.
- Delegate to the Section 151 Officer the authority to sign on KCC's behalf a grant offer letter or equivalent, where this is required to draw down funds following business case approval.

6. Appendices

- Appendix A: Secretary of State's letter of 12th April describing the LGF3 funding opportunity
- Appendix B: Description of KMEP-endorsed LGF3 bids
- Appendix C: Proposed Record of Decision

7. Contact details

Report Author

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Department for Communities and Local Government

Chris Brodie
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The Rt Hon Greg Clark MP
*Secretary of State for Communities
and Local Government*

Department for Communities and Local Government

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Dear Chris

12 April 2016

Competing for Growth – Further Growth Deals

Across the country, Local Enterprise Partnerships have used the existing Growth Deals to build stronger local economies. Every new job created as a result of a Growth Deal makes someone's life better: there's little more important work than this.

I am delighted, therefore, to invite proposals for the **next round of Growth Deals**.

We are looking for even more ambition in this round: the competition is open to every LEP, but no area is entitled to a particular share of funding. We'll make the awards on the basis of the merits of the cases you make, in light of the criteria I outline below. The stronger your proposal, the greater your chance of success - it's that simple.

Here are the criteria we will use in our review:

- You should explain how new funding will help to increase growth in your area, over and above the impact of your existing Growth Deal. What barriers (in transport, skills, housing supply, for example) could be overcome by new investment? **Propose a specific figure** for funding, and describe the purpose to which it would be put. (The e-mail you received from Louise Morgan, the BIS Local Deputy Director for London & East, made clear the funding for which everyone is competing). As in previous rounds, I will look for you to provide details on what your proposals will deliver in terms of job creation, investment and housing, as well as what will be required to achieve this in terms of cost and capacity.
- **Strong collaboration between your partnership and the local area** must underpin your proposal. This work must be owned by both political and business leaders in your area.

- The need for **stronger, reformed governance structures** implies that proposals that are aligned with mayoral Combined Authorities (or proposed Combined Authorities) will have an advantage. You would do well to outline the positive role your partnership is taking in strengthening local governance.
- As your Partnership will be more engaged with local business now than was the case in 2014, your proposal should include a **greater level of private sector investment** than in previous rounds, as well as match funding from other bodies such as universities. My expectation is that LEPs will have SME representation on their Board and I would like to see a proposition on how you will implement this in your proposal.
- Your strategy should **engage with government's key objectives within the wider local context** (such as plans for housing delivery and the area reviews into further education).
- And, of course, the **delivery of existing Growth Deals** will play a part in my consideration of proposals. We expect your proposals to set out the systems in place to ensure value for money and proper use of public money.

Your proposal will also be seen in the context of your bid, should you make one, for Local Transport Majors funding. Local Transport Majors funding allows several areas to fund transport projects beyond that which individual Local Enterprise Partnerships have previously delivered. Ministerial colleagues in the Department for Transport will write to you shortly to explain how that funding will be awarded.

Your new Growth Deal proposal should be submitted by summer recess, and my officials will contact you in due course regarding your challenge session. I intend to announce the winners of this competition around the time of this year's Autumn Statement. BIS Local teams are ready to support you in preparing your proposals — make good use of them.

To support this round of funding, I was pleased to announce continued core funding for LEPs into 2017-18, to enable you to plan for the future with confidence. We will provide further guidance on this in due course.

I hope you share my excitement about this new round of Growth Deals, and look forward to reading your proposals.



Rt Hon Greg Clark MP

CC. Adam Bryan, Executive Director South East LEP

Appendix B

Scheme priority	Proposed scheme seeking LGF3 funding	Local Authority	LGF3 ask	Accumulative total	Description
1	Dartford Town Centre Transformation	Dartford BC + Kent CC	£4,300,000	£4,300,000	<p>This scheme will incentivise private sector investment in major stalled development sites and improve the economic performance of Dartford Town centre through public sector funding of transportation and public realm improvements. Comprising multiple elements, the scheme will see the introduction of a market square and the creation of a shared surface space; the reconfiguration of the Hythe Street/Westgate Street junction and public realm improvements to High Street. All this will be accompanied by a programme of highway works including signal synchronisation and a new road layout to improve traffic flow. The benefits of the scheme include: Increased draw from the immediate catchment area from current 15% to 25% (provisional); 25% increased footfall in town centre (provisional); 25% increased in town centre expenditure (provisional). Over 4000 new jobs and dwelling are expected to be generated from the project.</p>
2	Ashford Spurs	Ashford BC + Kent CC	£4,800,000	£9,100,000	<p>The scheme invests in the new signalling infrastructure required to allow international trains to continue to stop at Ashford International Station. In doing so, the project will: safeguard approximately 1,000 jobs in Ashford which have been located in the town precisely due to its international rail service; stimulate the creation of 1000 additional jobs by encouraging business location and expansion decisions based on the existence and future guarantee of the international rail service; stimulate housing growth to match the growth in jobs; support the creation of a further education hub adjacent to the international station with courses which attract students from other European countries; support further economic growth in Ashford and in the wider East Kent region; create a town in which people want to live, work and participate in business activity; promote modal shift from road or air to rail transport, providing environmental benefits and a reduction in congestion.</p>

3	Fort Halstead	Sevenoaks DC + Kent CC	£1,500,000	£10,600,000	This scheme allows Sevenoaks District Council to purchase and develop the Fort Halstead (ex-MOD) site for employment, housing and a hotel. If the bid is successful, the site will become Sevenoaks District Council's largest new employment site, unlocking over 1000 new jobs (especially high-tech jobs), nearly 500 residential units, an 80 bed hotel and a new village centre. The employment site will deliver: 127,000sq ft of A grade HQ style offices, 29,000 sq ft of light industrial floorspace, 5,000 sq ft of laboratories, and 18,300 sq ft of precision engineering. Demand for commercial premises is currently very strong and availability very low.
4 =	Strood Civic Centre - Flood Defences	Medway Council	£3,500,000	£14,100,000	The Civic Centre is a brownfield site in Strood, that was cleared a number of years ago and is currently used for car parking, that Medway Council wishes to develop to enable a mixed use regeneration site. The site is at considerable risk of flooding and requires protection works before it can be redeveloped, but once protected will be an area of prime, high quality residential land with potential for premium housing, offering fantastic views and access to the River Medway, Rochester Castle and Rochester Cathedral. The site will also provide valuable employment land, which will be targeted at SMEs, encouraging local cafes, restaurants and independent retailers to locate there. Regenerating the site is expected to unlock over 1,500 jobs and over 300 dwellings.
4 =	Rochester Airport Technology Park	Medway Council	£3,700,000	£17,800,000	First phase of enabling infrastructure at Rochester Airport Technology Park site to encourage private sector developers to invest in construction on the land (benefiting from Enterprise Zone tax discounts), unlocking the land for commercial use. There will be leverage funding opportunities from the public sector, BAE Systems, Sheppey Industries and the University of Greenwich, all are active stakeholders in the master plan development, in order to fully exploit the Enterprise Zone status. The site is in the ownership and control of Medway Council.

6	A2500 Lower Road Improvement	Swale BC + Kent CC	£860,000	£18,660,000	<p>The A2500 Lower Road improvements scheme will improve the A2500/Barton Hill Junction, an existing pinch point on the network and a barrier to development on the Isle of Sheppey. The limited route options for traffic wanting to enter or leave the Island places a significant demand on the A2500 Lower Road across the typical weekday periods, particularly near the junction. The Island's tourism-related economy, coupled with the significance of the prison service on the Island (the largest employer on the Isle) gives rise to further peaks in traffic demand. Unsurprisingly, the cumulative pressures being placed on the A2500 Lower Road and its junction with Barton Hill is currently resulting in significant delays and issues concerned with journey time reliability for all users, which has reached an unacceptable level. In the context of the emerging Local Plan a proportionate amount of development allocations will bring the transport network under greater strain, with increasing focus on the need for significant upgrade. The rationale for the A2500 Lower Road highway improvements is to ensure the travelling public can place a suitable level of confidence in journey time reliability.</p>
7	Kent & Medway Engineering, Design, Growth & Enterprise (EDGE) Hub	Ashford BC, Canterbury CC, Dover DC, Medway Council, Swale BC, Kent CC + North Kent	£6,000,000	£24,660,000	<p>This scheme, sponsored by CCCU, will see the construction and equipping of a Kent + Medway EDGE Hub. This will be a new 3,588m² facility in Canterbury, with satellite facilities at Discovery Park, Medway Campus + other parts of Kent, will support high value employment, growth and investment in Engineering + Technology businesses, and become a centre of excellence in this field. The Hub will be worth approx £10m per year to the Kent + Medway economy, and attract numerous learners. The expectations are there will be over 1000 additional student enrolments in Engineering, Product Design, and Technology and over 250 Degree Apprenticeships. LGF investment will take the University's existing plans to expand science at the former Canterbury Prison site to the next level by adding a whole new suite of Technical + Professional Education opportunities at the facility. The scheme has a multitude of other benefits for local scientific and engineering businesses, with expanded PhD, Masters, Undergraduate research project programmes responding to local employer and business needs in the new subject areas. The scheme will also deliver over 12,000 additional school student visits to experiential + innovative Engineering + Technology-themed careers and learning events</p>

					at the new facilities to improve the careers, advice and guidance, and building a passion for science in the region.
8	Leigh Flood Storage Area	Tonbridge & Malling BC + Kent CC	£4,545,000	£29,205,000	The scheme will increase the capacity of the Leigh Flood Storage Area and will deliver local flood mitigation works at East Peckham in order to achieve greater protection for both existing homes and businesses and to unlock new residential and commercial development. The Leigh Flood Storage works will have additional benefits in diminishing the flood risk to Yalding. A partnership has been formed between Tonbridge + Malling BC, Maidstone BC, Kent County Council, + the Environment Agency. Together they have raised £1.08 million toward developing solutions to reduce the risk of flooding to vulnerable communities in the catchment. This project is referred to as the River Medway Flood Storage Areas project, which started work in January 2015. Its objective is to identify options to reduce the risk of flooding, select preferred options and prepare a business case in line with Defra and Treasury rules by 2018. An inter-related project is also required to reduce the risk of flooding in East Peckham. For the detailed design + construction phases it is likely that both projects will be merged to seek efficiencies from capacity building and a shared cost base.
9	A2 off-slip at Wincheap, Canterbury	Canterbury CC + Kent CC	£4,400,000	£33,605,000	This scheme will fund a new A2 Coastbound off-slip road at Wincheap, Canterbury, and support the delivery of over 1,000 new houses, over 68,000sqm of gross employment floor-space, + over 1,500 new jobs through enabling new residential + commercial development in Thannington, South West Canterbury + at Wincheap Retail Estate. The project will also improve journey time reliability by reducing congestion + providing direct access to an expanded Wincheap Park + Ride site. The scheme also includes the construction of a new gyratory system through Wincheap. This forms part of wider programme of improvements which intend to keep the A28 road corridor moving through East Kent by removing key bottlenecks + impediments as well as preparing for future developments + regeneration.

10	Dartford Station Mound & Hythe Street	Dartford BC + Kent CC	£3,600,000	£37,205,000	<p>The proposed bid seeks funding for enabling works to bring forward sites for development. On Station Mound this would include the regrading of the site (it is a man-made mound) to increase the development platforms + bring it down to street level at its southern end/town centre side, with improved links to Hythe Street crossing Home Gardens. For Hythe Street this would involve site clearance, preparation + highway improvements. The Station Mound Site comprises Dartford Station, station car park + Dartford BC's offices with associated parking. The Hythe Street Site includes the site of the former Co-Op store (now demolished) + the former multi-storey car park off Kent Road (also demolished). Whilst immediately adjacent to the shopping core, the Station Mound site in its current configuration is poorly connected with the town centre. The site is not maximising its value as a station site with frequent train services to London. A joint marketing exercise for the two sites has been carried out by the three landowners working in partnership. Whilst there is some private interest the sites are not viable at current land values. The Station Mound site, in particular, lacks viability because it is a man-made mound which requires significant re-profiling to achieve an appropriate quantum of development. Development of the sites could provide for up to 500 homes + a mix of retail + leisure uses with the potential for other supporting uses. It would improve one of the key walking routes into the town centre from the station to the main shopping core.</p>
11	Swanley Town Centre	Sevenoaks DC + Kent CC	£1,900,000	£39,105,000	<p>Local Growth Funding is sought is to kick start the redevelopment of three sites in Swanley for residential development, for the provision of business incubator space and for the development of new lesiure facilities that would generate new employment in the town. All the three sites identified by the bid are at the end of their useful life, unattractive, not in economic use + create a tired and uninspiring impression to visitors as they reach this important 'gateway' to the town. By development of the sites for a mixture of housing and business use, the entrance to Swanley at a strategic location, juxtaposed with the London Road leading from the M25 junction 3 and the footpath to Swanley station will be transformed. Across the three sites, over 1000 new jobs and thousands of new dwellings will be provided. At the same time, the District Council has funding to improve the railway station, footway and cycle paths connecting the station to the</p>

					Centre. The subject sites are in very close proximity and together will transform the Town.
12 =	East Kent Spatial Dev. Company - Hurricane Way Hawkinge Project	Shepway DC + Kent CC	£500,000	£39,605,000	This scheme will see the investment of £1million in the development of 3 self-contained office buildings proving 11 individual suites totalling 1,400 sqm. The office scheme is proposed as part of a wider employment scheme. It is proposed that the investment will provide the East Kent Spatial Development Comapny (EKSDC) with a 50% interest in the 3 office buildings and land through a joint venture and with the balance held by Pentland homes. Pentland homes will be responsible for the construction of the scheme and funding the balance of the costs alongside providing the land. EKSDC will retain 50% ownership of the office buildings on completion and will be responsible for the management of the scheme which will include an incubator hub for business start-ups. The area is expected to see significant growth in housing and employment over the next ten years which will establish a significant pool of local labour and create a new local market. It is not anticipated that rental values in this location will support the development of this type of new office accommodation without support from EKSDC.
12 =	Ashford Town Centre Regeneration Project	Ashford BC + Kent CC	£969,240	£40,574,240	This scheme provides the framework for the transformational large scale regeneration and development of Ashford Town Centre, with over 1,000 homes and 1,000 jobs. The 5 key developments include the major new Commercial Quarter office development in Ashford, only 38 minutes from London St Pancras, and an emerging major office location within Kent and the South East. These developments are regenerating town centre brownfield sites that have been vacant for approximately 20 years, with this project providing the investment in highways and pedestrian infrastructure that unlocks these pioneering high risk developments, and helps create a new more dynamic property market in Ashford and East Kent. This project delivers improvements to existing junctions within the town centre to support increased activity and traffic flow throughout the area, improvements to parking to accommodate new capacity to facilitate the developments, but also improvements to the public realm and pedestrian movement between Ashford International Station, the town centre and surrounding developments.

14	Chatham Place-making	Medway Council	£4,000,000	£44,574,240	<p>This scheme will see the transformation of Central Chatham to create a City Centre environment, attracting inward investment, raising local aspirations and core destination for Medway, an area that aspires to become a Waterfront City with a population of 330,000 by 2035. The re-imagined city centre will create a high quality public space that highlights and enhances access to, and connections between world class heritage at Fort Amherst and Barrier Ditch, Old Town Hall, proposed Chatham Waterfront Marina, Chatham Bus Hub, Pentagon Centre, Chatham High Street, Chatham Waterfront mixed use regeneration, Medway Creative Quarter and the proposed Medway Street regeneration. The private sector operated Chatham Waterfront Marina adjacent to the public space will bring an active leisure activity to the area. Place-making and public realm improvements of city centre include redesigning Military Square, landscaping of The Paddock and Chatham Waterfront, development of Chatham Marina, mixed use regeneration development of adjacent areas such as Medway Street. Areas of improved landscaping will create an informal amphitheatre for viewing significant events on the existing big screen. The improved public space will raise residential and investor aspirations to activate land redevelopment and mixed use regeneration of the Medway Street area, adjacent to the city centre. Investment follows development of Strategic Route and improved wayfinding into Chatham, improvements at Chatham train station, and development of Chatham Bus Hub.</p>
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15	Woodsgate Corner roundabout	Tunbridge Wells BC + Kent CC	£550,000	£45,124,240	<p>This scheme delivers a roundabout to replace existing traffic signalised junction on key route into/out of Tunbridge Wells town centre. The A264/A228 is already a congested route into and out of Tunbridge Wells town centre already and one which TWBC received lots of complaints about from businesses and residents. A corridor study recently commissioned by KCC and TWBC identified that both the Woodsgate Corner junction and the Halls Hole Road junction could be improved significantly through the replacement of the existing signalised junctions with roundabout schemes. Improving the flow of traffic on the A264/A228 will support economic growth in the town centre of Royal Tunbridge Wells (homes and jobs). It will help to support the delivery of the Tunbridge Wells Site Allocations DPD, which proposes approximately 4500 new dwellings in and around the Tunbridge Wells Urban Area by 2026. The Site Allocations SPS also proposes approx. 30,000 m2 net comparison floorspace and 1,700 m2 net convenience floorspace in and around Tunbridge Wells town centre. This project will support this delivery.</p>
16	Paddock Wood junction improvements	Tunbridge Wells BC + Kent CC	£3,000,000	£48,124,240	<p>The scheme involves improvements to two key junctions along the B2017 Badsell Road with the aim to increase vehicular capacity in support of housing delivery in Paddock Wood. The existing junctions with the B2160 and the A228 do not have sufficient capacity for additional traffic associated with forthcoming development sites. The improvements are imperative to ensuring the highway infrastructure does not hinder the delivery of housing provision within the district. There are three housing sites coming forward in the Paddock Wood area with a total delivery of nearly 1,000 homes; Church Farm, Mascalls Court Farm and Mascalls Farm. These developments would in turn support local businesses including retail in Paddock Wood town centre. Paddock Wood is already a key employment area and the proposed developments include a Primary School which will be a new employer in the area. The necessary improvements to existing junctions are vital to ensure the wider economic benefits are realised. The three development sites are directly dependant on the delivery of the two junctions. However, it is unviable for the</p>

					developers to fund the full cost of the project. Without Local Growth Fund investment, the requirement for the delivery of these highway improvements will become a delivery constraint and barrier to the completion of the planned new houses.
17 =	Duke of York's roundabout	Dover DC + Kent CC	£3,000,000	£51,124,240	The Duke of York's Roundabout is a key junction on the A2 Strategic Transport Route serving not only a major role in the Trans Continental Route accessing the Port of Dover but also fulfilling a unique local role as a primary junction serving both Dover and Deal. Locally, it also the major junction serving the principle housing allocation in Dover District at Whitfield along with the one of the major East Kent employment and business allocations at White Cliffs Business Park. The junction serves the adjacent Connaught Barracks Site owned by the Homes and Communities Agency (being one of four sites announced by the Prime Minister on 4 January for Accelerated Delivery). In addition, the junction will face significant increase in additional traffic generated by the implementation of the Lower Thames Crossing. It will provide much needed resilience to the Trans European Network in the event of interruptions of service on the M20/A20 Route.
17 =	Westwood Relief Strategy	Thanet DC + Kent CC	£4,900,000	£56,024,240	Westwood Relief Strategy addresses severe congestion at the main intersection of roads across Thanet District. This pinch-point is also the access to the extremely successful Westwood Cross Shopping Centre. The bottleneck has an adverse impact on accessibility in Thanet and directly impedes growth in Westwood itself. The initial phases of the Westwood Relief Strategy have been delivered through a combination of private sector and Department for Transport Local Pinch Point Funding. LGF3 is now required to deliver the final stage of the Westwood Relief Strategy, known as Tesco's Link Road, to achieve all the economic and transport benefits associated with the project. These include: Safeguarding existing jobs due to better business; Creating new jobs due to potential expansion; Improving journey time for shopping and business trips; Enabling the delivery of new residential development in Westwood; Additional and Indirect Jobs created through construction works.

17 =	Maidstone Medical Campus Highway Works	Maidstone BC + Kent CC	£7,466,340	£63,490,580	<p>The scheme involves the reconfiguration and signalisation of the M20 Junction 7 grade separated gyratory, the A249 / Bearsted Road roundabout junction and the enlargement of the Bearsted Road / New Cut Road roundabout junction to improve junction capacity and traffic flow in order to accommodate the traffic associated with the Maidstone Medical Campus (MMC) development, which is part of the North Kent Innovation/Enterprise Zone. The scheme includes the construction of the on-site access road required to service the development plots, and provision of new pedestrian crossing facilities. The purpose of this funding bid is to attract businesses to locate at the Enterprise Zone and to assist in the delivery of the Maidstone Medical Campus. The scheme will deliver over 2,500 jobs and nearly 500 houses.</p>
20	Investment in NIAB EMR Biotech Hub	Tonbridge & Malling BC + Kent CC	£6,037,000	£69,527,580	<p>This scheme will support the further development of the NIAB EMR biotech hub that will support innovation, research and spin-out businesses. The proposed development includes the purchase of an Industry Standard Glasshouse and energy centre; three laboratories (for genetics service, fruit processing; and fruit analysis); IT infrastructure; and farming infrastructure. This investment will: accelerate the commercialisation of existing and new UK developed plant-based intellectual property; help to develop new UK varieties and crops, for export and including added value uses in food and health; help to develop new and improved tools for agricultural production including application of engineering and bio-tech solutions by UK SMEs with the potential for international export; and create supply chain resilience for UK fresh produce. There are a number of other wider industry benefits to this scheme, most notably as a consequence of re-enforcing the strong role that Kent has to play in the UK horticultural industry by creating nearly 1,000 jobs, and safeguarding over 14,000 jobs in the SELEP area in the horticultural sector and in downstream industries associated with horticulture.</p>

21	Port of Ramgate	Thanet DC + Kent CC	£4,000,000	£73,527,580	<p>This scheme funds phase 1 of a 3 phase expansion strategy to increase the Port's capacity and resilience. Phase 1 delivers the construction of a new double-deck ro-ro berth at the Port of Ramsgate, that will improve the Port's handling capacity, particularly for unaccompanied freight vehicles. The Port is a municipal port owned and operated by Thanet District Council. Ramsgate Port currently has the capacity to accommodate up to 500,000 HGV's per annum. This investment will increase that capacity to 1 million HGV's per annum. At 58 miles, Ramsgate is the same distance via the M2 from the QE2 Bridge as Dover and offers an opportunity to meet future freight demand by linking with the continental road and rail network via the Port of Calais. The port also offers cost effective routes to Northern Europe via Ostend, Dunkirk and Vlissingen.</p>
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KENT COUNTY COUNCIL – PROPOSED RECORD OF DECISION

DECISION TAKEN BY

Paul Carter, Leader of the Council

DECISION NO:

16/00050

For publication

Key decision*

Affects more than 2 Electoral Divisions

Subject: Local Growth Fund Round 3 and Large Local Major Schemes

Decision:

As the Leader of the Council, I agree that Kent County Council will:

- Endorse the Local Growth Fund Round 3 and Large Local Major Scheme bid submissions to Government proposed by the Kent & Medway Economic Partnership & the South East Local Enterprise Partnership.
- Act as the accountable body for projects within Kent County Council's geographical boundaries that are selected by the Government to receive Local Growth Fund 3 and Large Local Major Schemes funding.
- Delegate to the Section 151 Officer the authority to sign on KCC's behalf a grant offer letter or equivalent, where this is required to draw down funds following business case approval.

Reason(s) for decision:

The decision is required to enable a bid submission to government by the Local Enterprise Partnership so that funding may be secured from the third tranche of Local Growth Funding and Large Local Major Schemes.

Cabinet Committee recommendations and other consultation:

This decision is being taken to the:

- Environment & Transport Cabinet Committee on 8 July 2016
- Growth, Economic Development & Communities Cabinet Committee on 19 July 2016

Any alternatives considered:

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

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signed

.....
date

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From: Matthew Balfour, Cabinet Member for Environment and Transportation
 Phil Lightowler, Head of Public Transport

To: Environment and Transport Cabinet Committee – 8 July 2016

Subject: **KCC Bus Funding Review - Report into Public Consultation and Recommended Actions**

Key decision: **16/00057**

Classification: **Unrestricted**

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

Future Pathway of Paper: For Cabinet Member Decision

Electoral Division: Countywide

Summary:

In 2016/17, the Public Transport Budget for socially necessary buses was reduced by £1m. It has been possible to deliver up to £580k savings through returning some services to commercial bus operation and efficiency savings. To deliver the remaining £400k, officers engaged with bus operators to identify a range of measures to existing services. A public consultation on these measures was undertaken from 21 March 2016 to 15 May 2016. There were 424 respondents to the public consultation, of which 276 were focused on the individual service initiatives.

This report highlights the findings of the consultation and changes proposed for individual services.

Recommendation:

The Cabinet Committee is asked to consider and endorse or make recommendations to the Cabinet Member for Environment and Transport on the decision to implement the package of supported bus service initiatives as outlined in paragraph 2.3 below.

1. Introduction

1.1 In 2016/17, the budget for socially necessary budgets was reduced by £1m to £5.6m (net). £580k savings have already been delivered by returning services to commercial bus operators and efficiency savings. On 11 March 2016, this Cabinet Committee agreed to undertake a public consultation on a package of supported bus service initiatives with the aim of delivering the remaining £400k savings target.

1.2 This report reviews the consultation outcomes and provides appropriate recommendations.

2. Consultation Outcome

2.1 The public consultation ran from 21 March 2016 to 15 May 2016. During the consultation period, a total of 424 responses were received. There were 276 responses to specific service initiatives in the consultation document and 63% of respondents used the services affected. Of the 276, 175 of the respondents identified themselves as being in a protected group as per the EqIA.

2.2 The public consultation identified the following key messages;

- Respondents generally seem to recognise the need for change and that some mechanism is needed to try to make a fair decision. However not all respondents agreed with the weighting given (or not given) to particular groups
- There appears to be a reasonable level of general agreement with the scoring method.
- To some extent, concerns may reflect a lack of understanding of exactly what the proposed changes entail suggesting a need to reassure users – including providing reassurance around alternative provision
- There appears to be a reputational issue relating to some alternative service providers that needs to be overcome if users are to consider these an acceptable replacement
- A proportion of users appear able to drive as an alternative but are concerned about the knock-on consequences of this

2.3 Appendix 1 provides a summary of service specific response numbers, the key themes, the user category, an overview of estimated annual passenger use, the mitigations and the impact scores.

A summary of the recommended changes for each service are shown below. Paragraphs 2.4 to 2.11 provide more detailed analysis of the main messages from the consultation.

Service No.	Operator	Route	What KCC pays for	Summary of proposed changes
2	Stagecoach	Ashford to Rolvenden	Evening journeys Monday to Saturday	The 22:05 Ashford to Rolvenden and 22:49 Rolvenden to Ashford journeys will no longer run. The other journeys will not be funded by KCC but will continue to be provided by Stagecoach without subsidy.

Service No.	Operator	Route	What KCC pays for	Summary of proposed changes
89	Arriva	Maidstone to Coxheath	Evening journeys Monday to Saturday	Evening journeys will be withdrawn. The route will be replaced by evening journeys on service 5, which will divert to serve Coxheath providing a similar level of service.
5	Arriva	Maidstone to Hawkhurst	Evening journeys Monday to Saturday	This service will divert via Coxheath in the evenings to provide a replacement to cover the withdrawal of service 89 (above).
89	Stagecoach	Dover to Folkestone	Evening journeys Monday to Saturday	The 19:43 and 21:57 from Dover and 22:27 from Elvington will no longer run. The other journeys will not be funded by KCC but will continue to be provided by Stagecoach without subsidy.
102	Stagecoach	Dover to Lydd	Evening journeys Monday to Saturday	The 20:35 journey from Dover will run as far as New Romney. The current 22:06 from Lydd will start from New Romney at 21:48. The 21:06 journey from Lydd will terminate at Folkestone. The 22:40 and 23:35 journeys from Dover to Folkestone will be replaced by a journey at 23:05. The 22:05 and 23:05 journeys from Folkestone to Dover will be replaced by a journey at 22:35.
123	Nu-Venture	Kings Hill to West Malling Station	All journeys Monday to Friday	Service 123 will be withdrawn. Instead a new X1 service will be introduced which will operate between Kings Hill and Maidstone via West Malling Station, which alongside other existing services will provide similar links.
203	Autocar	Benover to Paddock Wood	Monday and Wednesday Shopper Bus	The service will no longer run on Mondays. The Wednesday service would continue unchanged.
204	Autocar	Tonbridge to Underriver	Two round trips on Monday to Friday	The service will no longer run on Wednesdays. The rest of the service continues unchanged on all other days.

Service No.	Operator	Route	What KCC pays for	Summary of proposed changes
205	Arriva	Tonbridge to Paddock Wood	Saturday service	KCC will no longer fund this service. Autocar will provide a reduced level of service without subsidy from KCC.
402	Arriva	Tonbridge to Hildenborough	The 17:03 journey on a Saturday.	This journey will be withdrawn.
217	Arriva	Trench Wood to Ramslye via Tonbridge and Tunbridge Wells	Evening journeys Monday to Saturday	The Tunbridge Wells to Ramslye section will be withdrawn but will be covered with existing service 28. Other journeys will not be funded by KCC but will continue to be operated by Arriva without subsidy.
477	Arriva	Swanley to Dartford	Early morning and evening journeys Monday to Saturday	The morning journey and some evening services will continue to operate without subsidy but the evening service will finish at 21:00 on Mondays to Fridays and 22:00 on Saturdays. The evening service from Swanley to Orpington will stop entirely.
12RL	Clarkes	Tenterden to Headcorn Railway Station	Monday to Friday commuter service	This service will be withdrawn. KCC are arranging for Arriva to make changes to the timetable for the existing number 12 service, which will provide cover for some 12RL journeys.
14A	Stagecoach	Canterbury to Deal	Evening journeys Monday to Saturday	The existing 22:00 journey from Canterbury will run at 22:35. The 22:50 from Canterbury and 23:30 from Sandwich will no longer run. Other journeys will continue to be operated by Stagecoach without subsidy.
15 / 15A	Stagecoach	Dover to Sandown	Evening journeys Monday to Saturday	The 17:47 and 18:56 from Deal to Sandown and the 17:54 and 19:03 from Sandown as far as Deal will stop entirely and will not extend to Sandown after 16:55. Other journeys will continue to be operated by Stagecoach.
3 / 3B	Stagecoach	Canterbury to Faversham	Evening journeys Monday to Saturday	The service will continue to be operated by Stagecoach without subsidy but will finish after 21:00.

Service No.	Operator	Route	What KCC pays for	Summary of proposed changes
541 / 542 / 544	Regents Coaches	Elvington to Dover, Walmer to Sandwich, Walmer to Canterbury	Off peak shoppers services on Monday to Saturdays	To address concerns raised during the consultation, officers will develop further proposals including mitigation measures to deliver the service at reduced cost and report back to the Cabinet Member for Environment and Transport.

2.4 Three services attracted significant number of responses. These were;

- Service 123 - 51
- Service 12RL - 44
- Service 541/2/4 - 30

This compares with an average response rate of 11 for the other service initiatives.

Service 123

- 2.5** In respect of service 123, the consultees were not provided with an alternative timetable for the proposed new service, X1, which is designated as the replacement for service 123 and will be funded as part of the section 106 development agreement with Liberty. Therefore consultees had no information on which to determine whether the proposed replacement service would continue to provide the current level of journeys, hence the high level of concern expressed.
- 2.6** Service X1 will provide a new express bus service between Kings Hill and Maidstone and retain rail connection services provided by the 123 service. Based on the consultation responses officers are reviewing the proposed timetable of the X1 Service to ensure that the rail connection element provides the same level of service as currently provided by the existing service.
- 2.7** Concerns were also raised in respect of reliability as the service will be linked with through journeys to Maidstone. To mitigate this and deliver the timetable there will be a mixture of through journeys to Maidstone and also short workings between Kings Hill and West Malling Station, and therefore officers believe the service will be reliable. The journey time between Kings Hill and Maidstone has also been designed to be reliable, operating via the M20.
- 2.8** Overall, the proposed X1 timetable will provide the rail connection between the Kings Hill development as presently provided by service 123, in addition to a new express service for Kings Hill residents to Maidstone and a higher frequency service in the off peak period to West Malling Station.

Service 12RL

- 2.9** The concerns raised concerning service 12RL mirror those of service 123 users. In the consultation a detailed alternative timetable for the proposed new service 12 was not provided. Therefore the current users of service 12RL were not in a position to comment on the level of proposed alternative provision and their concern is therefore understandable. Officers working with Arriva have developed proposals which would see service 12 deliver the same level of service that the 12RL service currently provides and should also provide the same level of journey options. The concerns expressed by respondents over service reliability have been noted and officers will work closely with Arriva during implementation to ensure that journeys operate reliably and address any concerns raised by users.

Services 541, 542, 544

- 2.10** The consultation identified strong concern over the proposed changes to services 541/542/544. Taking into account the concerns raised and the fact that service provision will reduce, officers are developing further options for providing the current level of service but at reduced cost. Revised proposals will be brought to the Cabinet Member at a future date.

Communications

- 2.11** The consultation showed that there is a need for stronger promotion of changes to service provision. Officers will therefore work closely with operators to ensure that information is distributed in the most efficient manner, to raise service awareness using a range of communication media including the KCC Website, operator websites, direct communications to affected parishes, posters and flyers on service buses. In addition, Travelline South East will be updated accordingly.

3 Financial Implications

- 3.1** Delivery of the proposed service initiatives outlined in paragraph 2.3 above, should deliver a full-year annual saving of £428k. As the savings are being implemented in-year, the Public Transport Team will need to find further efficiencies from within its budget for 2016/17.

4 Legal implications

- 4.1** The Transport Act 1985 requires that Local Transport Authorities (LTA) consider the support of socially necessary bus services. However, expenditure in this area is a discretionary activity with LTA's being under no obligation to provide subsidy for this purpose.
- 4.2** Services carrying children with a statutory entitlement to free transport to school under the education act are unaffected by these proposals.
- 4.3** A failure to manage the process of change robustly in terms of demonstrating a consideration of the implications carries a possible risk of decisions being subject to judicial review. Public Transport Team has therefore sought advice

from other authorities and is satisfied that the proposed consultation and related EqlA processes, developed with KCC Equalities Team ensure that the authority is not exposed in this respect.

5 Equalities implications

- 5.1** The public consultation was supported by an over-arching EqlA and an individual EqlA for each proposed service change. The EqlAs were prepared by Public Transport with support from the KCC Equalities Team.
- 5.2** Following the public consultation the EqlA have been updated with necessary changes, based on the consultation responses.
- 5.3** The EqlA process identified that there would be a greater impact on; the elderly, disabled persons and disabled carers who are all identified groups within EqlA legislation. However, the approach proposed seeks to mitigate this impact as far as is possible and the Equalities team have verified that the process is robust in EqlA terms.

6 Other corporate implications

None.

7 Timetable

- 7.1** The proposed timetable for the implementation of service changes is;
- 08/07/16 Report to E&T Committee
 - 15/07/16 Renegotiate contracts with bus operators
 - September 2016 Service changes introduced
- 7.2** Implementation of the service changes would be managed by KCC Public Transport working with service operators.

8 Conclusions

- 8.1** The public consultation did not evidence any significant opposition to the proposed service initiatives, except for concern with respect to three individual services summarised in paragraphs 8.2 to 8.3 below
- 8.2** In respect of two of the services, 123 and 12L, it was clear from the consultation that concern was mostly due to respondents not having the opportunity to review the proposed alternative timetable, which would have addressed the majority of concerns expressed. To ensure that these concerns are addressed, the timetables have been reviewed again and in the case of X1, revised, to ensure the level of service is maintained.
- 8.3** In respect of the third service, 541/2/4, the concerns raised in respect of the diminution in service cannot be mitigated and further development of this initiative is required. It is proposed to remove this initiative from this package at this stage and to bring forward proposals at a future date.

8.4 The remaining package of service initiatives as outlined in paragraph 2.3 should be implemented.

9 Recommendation:

9.1 The Cabinet Committee is asked to consider and endorse or make recommendations to the Cabinet Member for Environment and Transport on the decision to implement the package of supported bus service initiatives, as outlined in paragraph 2.3 above.

10 Background Documents

- Appendix 1: Consultation Summary
- Public consultation document – ‘Review of KCC funded bus service’
www.kent.gov.uk/busreview

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From: **Matthew Balfour, Cabinet Member for Environment and Transport**
Barbara Cooper, Corporate Director for Growth, Environment and Transport

To: **Environment and Transport Cabinet Committee – 8 July**

Subject: **Local Transport Plan 4: Delivering Growth without Gridlock (Consultation Draft)**

Classification: **Unrestricted**

Past Pathway of Paper: N/A

Future Pathway of Paper: Cabinet Member Decision

Electoral Division: All divisions

Summary:

Kent County Council (KCC) has a statutory duty to have a Local Transport Plan (LTP). The current LTP3 (2011-16) needs to be replaced. This report sets out a draft LTP4 (2016-31), which is appended to this report. It incorporates a refresh of Growth without Gridlock (Kent's Transport Delivery Plan) and will be aligned with the Growth and Infrastructure Framework (GIF) and the South East Local Enterprise Partnership's (SELEP) Strategic Economic Plan (SEP). In addition, transport Strategies that support districts' Local Plans should have regard for the policies and priorities within a LTP.

LTP4 includes nationally important strategic priorities (such as a new Lower Thames Crossing and a solution to Operation Stack), countywide priorities and priority transport schemes in each district. The local priorities pages for each district have been developed through close working with the district/borough councils. Kent-wide priorities (such as road safety, highway maintenance, and our policy on aviation) are also prominent in the LTP, as is an explanation of funding sources and how LTP4 will be used as a basis to bid for future funding streams.

The draft LTP will be subject to a statutory 12-week public consultation alongside a Strategic Environmental Assessment (SEA) report, which is currently being prepared. Following consideration of consultation responses and the SEA, a revised LTP4 will be brought back to Cabinet Committee later in the year for further comment before consideration by Cabinet to recommend it to County Council for adoption.

Recommendation:

The Cabinet Committee is asked to consider and endorse the draft content of Kent County Council's Local Transport Plan 4: Delivering Growth without Gridlock (2016-2031) for public consultation.

1. Introduction

- 1.1 Kent County Council (KCC) is in the process of developing a new Local Transport Plan, as the current Local Transport Plan (LTP3) is dated 2011-16. Under the Local Transport Act 2008, it is a statutory requirement for KCC to have a Local Transport Plan (LTP) in place, although the Act allows Local Transport Authorities (LTAs) the freedom to replace LTPs as and when they see fit rather than requiring a five year planning horizon as stipulated in the previous legislation (Transport Act 2000). The LTP is a critical tool in supporting and facilitating sustainable growth and in assisting Kent to attract investment from national government to priority transport schemes. It is thus vital that KCC has a robust LTP in place.
- 1.2 The existing LTP3 is a five year plan (2011-16), and as such, is relatively short-term in horizon and focus. The current refresh provides an opportunity for KCC to produce a new longer-term plan. This will enable the Council to take a strategic view of transport to better support the county's growth ambitions. It is therefore proposed that this draft LTP (LTP4) spans the period to 2031 to align with the time period of the Kent and Medway Growth and Infrastructure Framework (GIF).
- 1.3 It is also an opportunity to integrate LTP4 with Kent's transport delivery plan, Growth without Gridlock (GwG). GwG was produced in December 2010, separate to LTP3, that set out the strategic aims for transport to support economic growth in Kent over a 20-year period. Many of the ambitions of that strategy have been achieved or significant progress made in the six years since publication, so a refresh provides an opportunity to recognise this progress and to reaffirm and refresh KCC's strategic transport priorities. Therefore, it is proposed to integrate a refresh of GwG within LTP4 so that KCC has one transport policy document covering both strategic and local transport priorities.
- 1.4 Critically, the Kent and Medway Growth and Infrastructure Framework (GIF) will feed into LTP4. The GIF identifies the county's infrastructure needs to support planned growth to 2031 and is a critical evidence base for LTP4. Transport priorities identified in LTP4 reflect those identified in the GIF.
- 1.5 As well as the evidence base from the GIF, a range of internal stakeholders across KCC were consulted in developing the draft LTP4. These partners included officers from Highways, Transportation and Waste, Education, Public Health, and Environment, Planning and Enforcement teams. An informal Member Task and Finish Group was established, with one representative from each political group sitting on the Environment and Transport Cabinet Committee. The objective of this advisory group was to provide a steer on the formation of the LTP.
- 1.6 Importantly, districts have also been extensively consulted regarding their own transport priorities, and the views of the Kent and Medway Economic Partnership (KMEP) have been taken into account.

2. Summary of Local Transport Plan 4: Delivering Growth without Gridlock (2016-2031) (Consultation Draft)

2.1 The ambition set out in LTP4 is “**To deliver safe and effective transport, ensuring that all Kent’s communities and businesses benefit, the environment is enhanced and economic growth is supported.**” The draft LTP takes an outcomes-based approach and all transport schemes should achieve at least one of the five outcomes, as follows:

1. **Economic growth and minimised congestion:**

Deliver resilient transport infrastructure and schemes that reduce congestion and improve journey time reliability to enable economic growth and appropriate development, meeting demand from a growing population.

2. **Affordable and accessible door-to-door journeys:**

Promote affordable, accessible and connected transport to enable access for all to jobs, education, health and other services.

3. **Safer travel:**

Provide a safer road, footway and cycleway network to reduce the likelihood of casualties, and encourage other transport providers to improve safety on their networks.

4. **Enhanced environment:**

Deliver schemes to reduce the environmental footprint of transport, and enhance the historic and natural environment.

5. **Better health and wellbeing:**

Promote active travel choices for all members of the community to encourage good health and wellbeing, and implement measures to improve local air quality.

2.2 **Appendix A** is the draft LTP4 which broadly follows the same structure as the original GwG document. It is set out into three main sections: ‘Transport in Kent’, ‘transport priorities’ (Strategic, Kent-wide, and district) and ‘Our Funding Sources’. The summary structure of LTP4 is set out as follows:

- **Foreword** – Sets out the context for the LTP4, including Kent’s ambitious targets for growth. With potential opportunities for devolution from government, now is the time for us to set out our plans and our asks. This Plan articulates what KCC and partners will do to make sure transport is playing its part in making Kent a great place to live, work and do business.
- **Transport in Kent** – Sets out the KCC’s achievements, anticipated growth, the background to our transport issues, roles and responsibilities, links to the South East Local Enterprise Partnership (SELEP) and the policy context of the Plan. It also outlines our ambition for transport, our strategic outcomes and their supporting policies (see paragraph 2.1 above).
- **Strategic priorities** – Sets out KCC’s strategic transport priorities, which is essentially an update of ‘Growth without Gridlock’. This section includes delivering growth in the Thames Gateway (to include A2 Bean and A2 Ebbsfleet junction upgrades and Crossrail extension), a new Lower Thames Crossing, bifurcation of port traffic, port expansion at Dover, a solution to Operation Stack, Journey Time Improvements and Thanet Parkway Rail Station, Ashford

International Station signalling, and rail and bus improvements (by working with bus operators and influencing the rail franchise).

- **Kent-wide priorities** – Sets out our approach to road safety, highway maintenance, home to school transport, active travel and our policy on aviation.
- **District priorities** – Sets out district transport schemes that have been identified as necessary in each district by the GIF, schemes funded by Local Growth Fund (LGF), schemes identified in the South East Local Enterprise Partnership (SELEP) Strategic Economic Plan (SEP), and priority future schemes identified by the districts. We have worked closely with each district/borough council in preparing this section.
- **Our Funding Sources** – Sets out what funding sources are available and alternative funding strategies. These alternatives include Kent receiving a fair portion of the income from the HGV Road User Levy, fuel loyalty discounts and port landing charges related to the impact of these activities in the county. In addition, LTP4 will be used to bid for future funds as and when they become available.
- **Technical annexes** - Comprising a prioritisation method for the Integrated Transport Programme (ITP) (small-scale local transport schemes), the implementation plan for the ITP, and the implementation plan for the Crash Remedial Measures (CRM) Programme.

2.3 A period of engagement with district/borough councils has been completed, which has led to the completion of the 'District Priorities' section and agreement on the wording and schemes listed for each area. These priority schemes have been considered for inclusion in the current LGF bid for Kent and Medway and will be used for future funding opportunities,

3. Next Steps

3.1 The draft LTP4 is required to have an accompanying Strategic Environmental Assessment (SEA), which has been commissioned. The SEA will then be subject to a statutory 12-week public consultation alongside the draft LTP4. Following the consultation, the LTP will be updated after taking into account the findings of the SEA and the consultation responses. After this is completed, a revised LTP4 will be brought back to Cabinet Committee for further comment before consideration by Cabinet to recommend it to County Council for adoption.

3.2 The Department of Transport (DfT) Guidance on Local Transport Plans (July 2009) identifies the following statutory consultees in the Local Transport Act (2008): bus operators, Highways Agency (now Highways England), lower tier authorities, public transport users group and rail operators. Key contacts for all of these consultees have been identified and will be emailed upon the consultation launch. The email will direct them to the KCC Consultation Directory, where they may read the draft LTP, complete a consultation questionnaire or request additional documents.

3.3 Other significant consultees identified in the DfT Guidance include (although not limited to) airports and ports, Community Rail Partnerships (CRPs), disabled person groups, environmental Non-Government Organisations (NGOs), Freight Transport Association (FTA), local access forums, local businesses and business groups, e.g. Chambers of Commerce, universities, neighbouring authorities, parish and town

councils, statutory environmental bodies (Natural England, Environment Agency and English Heritage). Key contacts for these groups will be identified and contacted directly upon launch of the consultation. Other key stakeholders identified by the Transport Strategy Team include: the DfT, Clinical Commissioning Groups (CCGs), Kent Police, the Port of Dover, Eurotunnel, Road Haulage Association (RHA), the Kent Association of Local Councils (KALC), the Kent Downs Area of Outstanding Natural Beauty (AONB), the Kent and Medway Economic Partnership (KMEP) and the SELEP. All will receive an email directing them to the KCC Consultation Directory.

- 3.4 A copy of the draft LTP and the consultation questionnaire will be provided to all KCC Members. The Transport Strategy Team will also provide copies of the LTP and questionnaire to Kent's 12 District Councils, 11 Gateways and 99 Libraries. Posters and postcards will be available at each of these locations to encourage the public to respond. Community Wardens and Community Liaison Officers will also be supplied with these consultation materials.
- 3.5 The KCC Press Office is preparing a general press release upon the launch of the consultation. Additional press releases will be made for each of the 12 districts. KCC will also publicise the consultation through on the kent.gov homepage and through its social media accounts. Kent Businesses will also be informed of the consultation through the KCC Business Newsletter.
- 3.6 All 12 Joint Transportation Boards (JTBs) will be offered a report on the draft LTP. The Transport Strategy Team will also attend the Kent Youth County Council (KYCC) in September to present the draft LTP and listen to the views of the KYCC.
- 3.7 Completed consultation questionnaires and other written responses will be analysed and a consultation report produced that summarises organisations' and the public's responses to the draft LTP. This will be reported alongside a revised LTP to this Cabinet Committee as described in paragraph 3.1 above.

4. Financial Implications

- 4.1 The estimated cost of the completed SEA is £35,242, of which £6,756.86 has been spent on the Scoping Report during the last financial year. The SEA has been commissioned through the Amey Technical and Environmental Services Contract (TESC).
- 4.2 The estimated cost of the consultation is in the region of £2,500 (excluding officers' time). This includes the cost of printing the consultation materials: LTP drafts, questionnaires, posters and postcards.

5. Legal Implications

- 5.1 There is a legal requirement for KCC to have a Local Transport Plan and a legal requirement for KCC to consult on the proposed Plan.

6. Equalities Implications

- 6.1 The LTP4 has been subject to an Equalities Impact Assessment (EQIA) demonstrating that LTP4 will not have an adverse impact on any group with protected characteristics. All relevant stakeholders will be invited to respond to the consultation.

7. Other Corporate Implications

- 7.1 The draft content of Kent County Council's Local Transport Plan 4: Delivering Growth without Gridlock (2016-2031) meets the objectives of '*Increasing Opportunities, Improving Outcomes: Kent County Council's Strategic Statement (2015-2020)*' in that it helps to achieve a number of the supporting outcomes:

- supporting Kent business growth by enabling access to jobs through improved transport;
- supporting well planned housing growth;
- protecting and enhancing Kent's physical and natural environment;
- helping children and young people have better physical and mental health;
- giving young people access to work, education and training opportunities; and
- helping older and vulnerable residents feel socially included.

8. Governance

- 8.1 The Forthcoming Executive Decision by the Cabinet Member for Environment and Transport to adopt Kent County Council's Local Transport Plan 4: Delivering Growth without Gridlock (2016-2031) will be governed by the Executive Scheme of Delegation for Officers set out in Appendix 2 Part 4 of the Constitution (and the directorate schemes of sub-delegation made thereunder). This provides the governance pathway for the implementation of this decision by officers as it specifies at 1.9 of the scheme that once a Member-level decision has been taken, the implementation of that decision will normally be delegated to officers.
- 8.2 In this instance, the Transport Strategy Manager is the lead officer seeking to ensure that all such steps as are necessary to implement the decision are undertaken.

9. Conclusion

- 9.1 The Local Transport Plan (LTP) is a statutory Plan which must be subject to consultation. The draft Local Transport Plan 4 (LTP4): Delivering Growth without Gridlock (2016-2031) (attached at Appendix A and summarised in Section 2 of this report) sets out Kent County Council's overarching transport policy and the strategic outcomes that all transport schemes must achieve. It also includes the strategic schemes that KCC supports and priorities in each district.

10. Recommendation:

- 10.1 The Cabinet Committee is asked to consider and endorse the draft content of Kent County Council's Local Transport Plan 4: Delivering Growth without Gridlock (2016-2031) for public consultation.

11. Background Documents

Appendix A: Local Transport Plan 4: Delivering Growth without Gridlock (Consultation Draft)

12. Contact details

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From: Matthew Balfour, Cabinet Member for Environment & Transport
Barbara Cooper, Director of Growth, Environment & Transport

To: Environment & Transport Cabinet Committee – 8 July 2016

Subject: Kent Environment Strategy Implementation Plan and new 5-year environment targets

Classification: Unrestricted

Past Pathway of Paper: Corporate Management Team - 28 June 2016

Future Pathway of Paper: N/A

Electoral Division: N/A

Summary:

The *Kent Environment Strategy: A strategy for environment, health and economy* was adopted by Kent County Council in January 2016. Following this, a draft implementation plan has been developed focusing on those actions that are best delivered in partnership, delivering the greatest outcome. The plan includes a number of actions for Kent County Council, both directly and indirectly as the strategic lead. In addition, related to the agreement of the KES are proposals for a revision of corporate environmental targets for the period 2016-2021 to reflect key priorities for KCC. This paper summarises the KCC actions, the rationale for the targets and a summary of progress against the corporate environmental targets set for the period 2011-2015.

Recommendation:

The Environment & Transport Cabinet Committee is asked to consider and endorse the Kent Environment Strategy implementation plan and new 5-year targets, committing KCC resources to deliver them.

1. Introduction

- 1.1 The Kent Environment Strategy: A strategy for environment, health and economy was agreed by Kent Leaders in November 2015 and adopted by Kent County Council in January 2016. The strategy is currently being taken through borough and district authority decision processes. A draft implementation plan has now been developed to deliver the strategic priorities identified. Activities within the plan are outcome focused with a number of partners taking ownership of individual actions.
- 1.2 The KES Implementation Plan will be reviewed annually to monitor and evaluate progress of actions and associated strategic indicators and targets. KCC Corporate Management Team has an oversight responsibility in terms of the delivery of KCC's actions and targets.

- 1.3 There are a number of actions and targets included in the draft implementation plan where Kent County Council is leading and these are outlined in Appendix 1 for review and agreement.
- 1.4 Delivery of KES priorities will cut across KCC Directorates with all having a responsibility for delivery. In light of this, a summary paper will also be taken to Policy & Resources Cabinet Committee. To meet those responsibilities, along with our KCC Corporate responsibilities and ISO 14001 commitment, the most significant areas that Kent County Council will be addressing are listed below. This includes where KCC should play a leadership role with CMT oversight with regard to our strategies/policies, estate and services.

KES Priority 1: Bridging the gaps in understanding our risks and opportunities and identifying actions and KES Priority 9 improving Kent's resilience to environmental change: In particular there is an action to continue to assess the economic, health and social impacts of climate change on our businesses, services and residents and take action as appropriate, ensuring that assessments inform:

- Risk registers
- Commissioning
- Service planning
- Staff engagement and communication

KES Priority 2: Influencing Strategy and Policy, and Priority 8: Influencing Future Growth:

In particular establishing a sound evidence/intelligence base to support decision makers to make informed decisions in relation to KES priorities, particularly in relation to growth as highlighted by stakeholders in the KES consultation as well as take advantage of the opportunities provided by our natural/historic assets.

KES Priority 6: Improve our resource efficiency such as energy, water and land (one public estate), and Priority 7: Support sustainable access and connectivity for businesses and communities: These priorities in particular have been used to update and inform KCC's corporate environmental targets 2016-2021.

2. KCC Strategic context

- 2.1 Delivery of the Kent Environment Strategy supports all three KCC strategic outcomes and specifically economy, health and wellbeing.
- 2.2 To maximise benefits and outcomes achievable, it is important that the Strategy and Kent-wide targets are recognised as cross-cutting, to be taken account of when setting KCC policy and delivered through commissioning and procurement to increase social value.
- 2.3 There is a proven link between emissions from the use of fossil fuels and poor air quality, which in turn impacts on the health of Kent's residents. With transport emissions in Kent being the primary source of nitrogen dioxide (NO₂)

pollution (a greenhouse gas), which at times exceeds EU concentration limits, it is important that the Council demonstrates its public health responsibilities by minimising air pollution from its own operations.

- 2.4 Some of these actions are in part related to our commitments through the Climate Change Act (2008), which requires all public sector organisations to reduce greenhouse gas emissions in order to contribute toward national reduction targets established to mitigate global climate change. In addition, as the lead partner of the Kent Environment Strategy, the Council works with a cross-sector Kent partnership to address challenging county wide environmental risks and opportunities, and should demonstrate a leadership role in its own estate and services.
- 2.5 The economic benefit is also clear, with KCC spending £15.8m on energy and fuel in 2015. By targeting a reduction in the consumption of energy and fuel, financial savings can be achieved and the impact of rising energy costs minimised. The use of water and production of waste are also significant environmental indicators albeit with lesser financial costs. However, obtaining data to measure these impacts robustly has been difficult to achieve without significant investment of staff time and changes to multiple suppliers systems.

3. Delivery framework

- 3.1 The ISO14001 Standard framework will continue to be utilised to engage all services to contribute to Kent Environment Strategy delivery and corporate targets.
- 3.2 New five-year corporate targets are proposed to address the most significant impacts on the environment and corporate costs. These are greenhouse gas emissions from energy and fuel consumption and waste generated from the corporate estate.
- 3.3 The last five-year targets were set in 2011, with the following progress achieved by December 2015*:

Target	Progress	Commentary
Reduce energy use in our estate to meet the carbon reduction target of 2.6% per year up to 2015	- 18%	Exceeded target by 6% Costs increased by £1.1m (5.4%) due to energy price rises
Reduce business miles travelled by car by 5% per year up to 2015 (Target introduced in 2012)	- 24%	Met target Mileage claim costs increased by £206k (4%) due to increased reimbursement rates
Reduce water use within our estate by 10% by 2015		Unable to measure – robust data not available
Reduce waste generation across our estate by 5%, and increase the proportion of our		Unable to measure – weight data not available

corporate waste which is reused or recycled to 60% by 2015		On a volume basis the recycling target has been achieved
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* Jan to Mar 2016 data not yet available

3.4 In light of the revision of the Kent Environment Strategy, a stronger focus on health impacts and a need to prioritise limited staff resources on the most significant environmental impacts, the following targets are proposed for approval, which aligns with Priority 6 of KES:

Target	Rationale
<p>Reduce greenhouse gas emissions by 32% by 2021</p> <p>Expected reduction by sector:</p> <p>Street lighting: -50%</p> <p>Corporate buildings: -18%</p> <p>Fleet vehicle fuel: -14%</p> <p>Claimed business mileage: -14%</p>	<p>Measuring all greenhouse gases provides a stronger focus on the gases that contribute to poor air quality and impact on health.</p> <p>Includes street lighting electricity, energy use from corporate estate, fleet vehicle fuel and claimed business mileage. 54% of current emissions are due to street lighting, the LED/CMS strategy will deliver at least 50% reduction in these emissions.</p> <p>New ways of working and transformation programmes coupled with energy efficiency/ renewable energy investment and advancing technologies will continue to reduce energy, fuel and mileage to deliver emissions reduction and cost efficiency savings.</p>
<p>Zero waste to landfill by 2020</p>	<p>Target set to align with Kent household waste target (in absence of robust monitoring data). This target addresses waste arising from KCC premises. Services which produce significant wastes will be expected to set service relevant targets to minimise landfilled wastes and increase recycling.</p>

3.5 As Kent's water resources are under significant pressure, working with our TFM partners we will explore how robust water consumption data can be achieved, with the aim to set a target when this data is available.

3.6 There are further targets and outcomes relating the Kent Environment Strategy (KES) that KCC will need to be delivering highlighted in Appendix 1. It is anticipated that the KES Implementation Plan will be finalised by the end of July 2016, once all stakeholder feedback has been integrated. Monitoring and evaluation of the plan will then be undertaken on an annual basis through CMT, Cabinet Committee and Cabinet.

4. Financial Implications

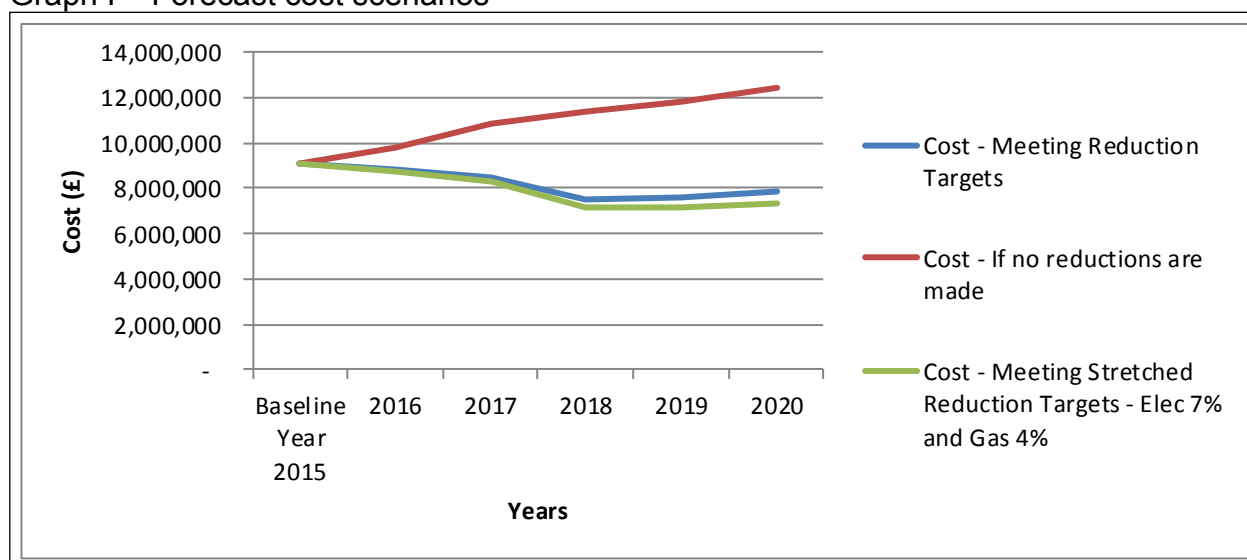
4.1 In 2015, KCC spent £15.8m on energy and fuel (see Table I).

Table I – Costs of energy and fuel and contribution to GHG emissions

Sector	Cost in 2015	% of GHG emissions
Street lighting electricity	£5.4m	55%
Corporate buildings (incl. ICT) energy	£3.2m	34%
Business travel (non fleet)	£6.6m	8%
Fleet vehicle fuel	£630k	4%
Total energy & fuel	£15.8m	

- 4.2 If energy use continues at 2015 levels, by 2020-21 annual energy costs (excludes fuel and travel) are expected to reach £12.5m. Over the five-year period the cumulative impact of increases would be £10.9m of additional energy costs.
- 4.3 If the above target reductions are factored in and assuming all targets are met, by 2020-21, the annual energy cost is expected to reduce by £1.3m to £7.8m. Over the five-year period the cumulative costs avoided would be £5.2m. See Graph I below.

Graph I – Forecast cost scenarios



- 4.4 The main influence on costs over the period is due to electricity price rises. This means that the cost of street lighting electricity consumption is expected to start to rise again over the period 2019-2021 once the LED and CMS strategy is completed and savings have been achieved.
- 4.5 The upwards trend in energy costs is also expected from corporate estate buildings electricity consumption, albeit slightly offset by small reductions in the cost of gas (based on a 4% per annum reduction target). However, if a stretch target of 7% per annum reduction is applied to electricity this could achieve additional reductions in per annum cost of energy in the range £100-200k by 2020-21.
- 4.6 Forecast changes to fleet fuel costs are less certain and hence calculations have not been carried out to determine the impact of reductions from business travel. Assuming business mileage continues to decrease, albeit at a slower

rate than previous five-year period, costs will continue to decrease unless the mileage reimbursement rate is increased.

5. Legal implications

- 5.1 Setting targets to reduce greenhouse gas emissions fulfils our commitments through the Climate Change Act (2008), which requires all public sector organisations to reduce greenhouse gas emissions in order to contribute toward national reduction targets established to mitigate global climate change.

6. Equalities implications

- 6.1 The completion of an Equalities Impact Assessment has highlighted positive impacts for age and disability due to some aspects of the delivery programme for example tackling fuel poverty. No adverse impacts have been identified, although each distinct project under the programme will assess equalities impacts more specifically and seek to achieve positive outcomes.
- 6.2 In addition, by reducing the amount of money KCC spends on utilities and waste disposal, enables funding to be directed towards achieving strategic outcomes for Kent's residents.

7. Conclusions

- 7.1 Delivery of the Kent Environment Strategy will influence and support delivery of all three KCC strategic outcomes, playing a key role in supporting the economy and health and wellbeing. To maximise benefits and outcomes achievable, it is important that the Strategy and Kent-wide targets are recognised as cross-cutting, to be taken account of when setting KCC policy and delivered through commissioning and procurement to increase social value.
- 7.2 In light of the revision of the Kent Environment Strategy, a stronger focus on health impacts, the potential to avoid significant costs and the need to prioritise limited staff resources in line with statutory duties, the five-year corporate targets in section 3.4 are proposed for approval.

8. Recommendation:

- 8.1 The Environment & Transport Cabinet Committee is asked to consider and endorse the Kent Environment Strategy implementation plan and new 5-year targets, committing KCC resources to deliver them

- 9. Background documents – all background documents, including the KES can be found on <http://www.kent.gov.uk/environmentstrategy>

10. Contact details

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Appendix 1

Kent Environment Strategy Draft Implementation Plan – actions where KCC is the lead

The Kent Environment Strategy and implementation plan cover a range of priorities and activities to be delivered across Kent partners. The actions contained in this table focus on those areas where KCC leads in delivery, however KCC is also the strategic lead for the Kent Environment Strategy overall.

KES Sub Priority	KCC Action	KCC Strategic Outcome
Priority 1 Bridging gaps in understanding our risks and opportunities to identify actions		
Priority 1.2 Continue to assess the economic, health and social impacts of climate change on our businesses, services and residents and take action as appropriate	Refresh the Kent Climate Change Risk Assessment and identify priority adaptation and mitigation actions to take forward to improve resilience through a revised study into the impacts of climate change on the county	Kent communities feel the benefits of economic growth by being in work, healthy and enjoying a good quality of life
Priority 1.4 Improve our understanding of risks and opportunities related to specific resource constraints such as water and energy and land	Develop and implement an action plan for taking forward recommendations and priorities from the KCC Energy Security Select Committee, incorporating those actions into the Theme 2 and Theme 3 of the KES as appropriate.	
	Identify key recommendations and actions from a water for sustainable growth study for Kent and Medway to inform and support planning decisions across the county.	
Priority 1.5 Build on our understanding of local air and noise pollution and associated health outcomes to determine targeted actions	Undertake an initial desk based review of the environmental and health implications of noise, such as aircraft noise, on communities in Kent and Medway, and identify levels of risk and recommendations for further actions as appropriate.	
Priority 2 Influencing strategy and policy		
Priority 2.1 To support decision makers, work with partners to establish a central evidence base addressing Kent Environment Strategy priorities	To inform and support the development of focussed and pragmatic decision making and commissioning, a central data and information hub will be established to provide monitoring capability of strategic indicators, such as CO ₂ emissions across the county.	Kent communities feel the benefits of economic growth by being in work, healthy and enjoying a good quality of life

KES Sub Priority	KCC Action	KCC Strategic Outcome
Priority 2.2 Use our evidence to influence local, national and EU strategy and policy as appropriate	Develop a toolkit to support public sector commissioners ensuring that key environmental risks are incorporated into commissioning and procurement	Kent communities feel the benefits of economic growth by being in work, healthy and enjoying a good quality of life
Priority 3 Building resources , capabilities and changing behaviour		
Priority 3.1 Develop knowledge networks, sharing best practice and training to build capacity for informed decision making	Identify core training and development needs in relation to delivery of Kent Environment Strategy priorities, and develop recommendations to build knowledge and capacity as appropriate working with other sectors such as academia to look for opportunities to support that development.	Cuts across all three Strategic Outcomes
	To build skills and support sustainable economic growth for delivery Kent Environment Strategy, identify options and/or establish opportunities for volunteering, placements and apprenticeships.	
	Provide support for decision makers to increase awareness of the Kent Environment Strategy priorities in promoting sustainable growth across Kent's communities, and to enable them to champion and promote those priorities at a local and national level when required.	Kent communities feel the benefits of economic growth by being in work, healthy and enjoying a good quality of life
Priority 6 Improve our resource efficiency such as energy, water and land		
Priority 6.1 Reduce negative impacts and maximise the resource efficiency of public sector services, setting out our public commitments for energy, waste and water use reduction	To maximise the benefits of renewable energy schemes on reduction in energy use and cost savings, opportunities to further roll out schemes across public sector estate will be identified, partnering with communities and business as appropriate.	Kent communities feel the benefits of economic growth by being in work, healthy and enjoying a good quality of life
Priority 6.2 Improve the resource efficiency of our homes, reducing costs, tackling fuel poverty and improving health outcomes	Develop a Waste Management Strategy (WMS) working in partnership through the Kent Resource Partnership and Joint Municipal Waste Management Strategy, incorporating actions into the Kent Environment Strategy as appropriate.	Kent communities feel the benefits of economic growth by being in work, healthy and enjoying a good quality of life
	To reduce fuel poverty and improve health outcomes for residents across Kent and Medway a coordinated retrofit programme will be delivered across the county, such as Warm Homes – what about community energy	Older and vulnerable residents are safe and supported with choices to live independently

KES Sub Priority	KCC Action	KCC Strategic Outcome
Priority 6.3 Work with businesses to reduce costs and negative impacts through improving compliance, efficiency, resilience and innovation in the use of resources	Develop an integrated business support package to maximise existing support and develop appropriate public sector interventions for promoting growth in the Low Carbon Sector across Kent and Medway; these include programmes such as STEM and LOCASE grants.	Kent communities feel the benefits of economic growth by being in work, healthy and enjoying a good quality of life
Priority 7 Support sustainable access and connectivity for businesses and communities		
Priority 7.1 Develop an integrated approach to sustainable access to our countryside, heritage and coast, supporting Kent's economy and improving health outcomes through outdoor sport and leisure opportunities	Review and update the Countryside Access and Improvement Plan Promote the development of high quality walking, cycling and public transport routes through the Local Sustainable Transport Fund and Local Transport Plan (LTP4)	Cuts across all three Strategic Outcomes
Priority 7.2 Ensure our residents, businesses and communities are well connected to services, with sustainable and active travel options	Deliver the Active Travel Strategy Support the access to superfast broadband across the county through the Making Kent Quicker programme	
Priority 7.3 Promote smarter working practices to improve efficiency and deliver health and economic benefits through reduced travel	Support businesses reduce their need for travel, through maximising opportunities such as enhanced SME digital capabilities facilitated through the Low Carbon Kent network	Kent communities feel the benefits of economic growth by being in work, healthy and enjoying a good quality of life
Priority 8 Influence future sustainable growth for the county of Kent		
Priority 8.1 Ensure that key environmental risks such as flooding, water scarcity and heat are informing policy decisions and development	Review and refresh the Local Flood Risk Strategy	Cuts across all three Strategic Outcomes
	Focussing on key risks and opportunities at local plan and master plan level, key strategies such as LTP4 and key development decisions, recommendations from Priority One will inform on actions under sub-priority 8.1. Emerging focus areas will include: <ul style="list-style-type: none"> ○ Energy security (sub-priority 1.4) ○ Water security ○ 	
Priority 8.2 Address the environmental challenges and	Identify energy needs for growth and how these can be met sustainably and ensure these are incorporated into the Growth	Kent communities feel the benefits of economic growth by being in work,

KES Sub Priority	KCC Action	KCC Strategic Outcome
ambitions identified in the Growth and Infrastructure Framework and local plans, such as sustainable and alternative transport options, green infrastructure, energy, water and flooding	and Infrastructure Framework e.g. district heating and community energy.	healthy and enjoying a good quality of life <i>and</i> Older and vulnerable residents are safe and supported with choices to live independently
Priority 8.3 Develop guidance and support to enable sustainable growth protecting the county of Kent's environmental and historic assets, and supporting healthy, prosperous communities	Identify opportunities for the creation and enhancement of Green and Blue Infrastructure in urban areas, improving connectivity and raising awareness with developers.	Cuts across all three Strategic Outcomes
Priority 8.3 Develop guidance and support to enable sustainable growth protecting the county of Kent's environmental and historic assets, and supporting healthy, prosperous communities	Provide support and guidance for developers and planners to achieve sustainable growth through integrating priority evidence bases, into best practice and key policies as appropriate	Cuts across all three Strategic Outcomes
Priority 9 Improve the county of Kent's environmental, social and economic resilience to environmental change		
Priority 9.2 Ensure that public sector services have assessed key environment and severe weather risks and opportunities and are taking action accordingly	Review public sector services to ensure that their climate change risk assessments are addressing are up to date and areas of significant impact are incorporated into service planning.	Kent communities feel the benefits of economic growth by being in work, healthy and enjoying a good quality of life
Priority 9.3 Improve water management and build flood resilience, maximising opportunities to deliver multiple benefits for our environment and residents into the future	Devise a sustainable maintenance model for SuDs (Sustainable Drainage Scheme) features	Kent communities feel the benefits of economic growth by being in work, healthy and enjoying a good quality of life
Priority 10 Support growth in the economy with a focus on low carbon, environmental services and rural sectors		
Priority 10.1 Support business innovation, smart technologies and development of the circular economy to deliver economic growth	Identify the risks and opportunities that EU circular economy legislation will have on domestic waste management through the KCC Waste Disposal Strategy and through the Kent's Joint Municipal Waste Management Strategy	Kent communities feel the benefits of economic growth by being in work, healthy and enjoying a good quality of life

KES Sub Priority	KCC Action	KCC Strategic Outcome
	Working in partnership across Kent continue to develop and promote the low carbon sector, focussing on those areas with the most potential growth such as offshore wind, marine energy, building retrofit and wood biomass.	
Priority 10.2 Maximise opportunities for the rural sector	Continue to develop and support an integrated business support package for the rural low carbon and environmental goods and services sector across Kent, working in supporting strategies and plans such as the SE LEP Rural Strategy, and delivery of LOCASE grants and LEADER.	Kent communities feel the benefits of economic growth by being in work, healthy and enjoying a good quality of life
	Attract increasing levels of investment in to the agri-food sector for Kent to increase food production to meet national targets, now part of a national Government strategy in the 25 year Food Plan.	
Priority 10.3 Support skills development to facilitate growth	Working across sectors, an initial gap analysis to identify where targeted skills development is required to meet the growth agenda and priorities set out in the Kent Environment Strategy such as creation of apprenticeships for land based skills and the rural economy, and community energy.	Cuts across all three Strategic Outcomes
Priority 10.4 Widely promote the county of Kent as the place for low carbon and environmental businesses	Market Kent as the place for sustainable business by promoting the low carbon sector through targeted communications and developing an online directory of suppliers of low carbon technologies and services	Kent communities feel the benefits of economic growth by being in work, healthy and enjoying a good quality of life

From: Matthew Balfour, Cabinet Member Environment and Transport
 Roger Wilkin, Director of Highways, Transportation and Waste

To: Environment and Transport Cabinet Committee - 8 July

Subject: Highway, Transportation and Waste Kent Resource Partnership
 - Joint working

Classification: Unrestricted

Past Pathway of Paper: N/A

Future Pathway of Paper: N/A

Electoral Division: All

Summary: Litter continues to be a growing problem across the County. The Highways, Transportation and Waste (HTW) Division has been working with the Kent Resource Partnership (KRP), in particular the Street Scene Project Group, a sub-group of KRP, on a range of initiatives to address the problems caused by littering. This report updates the Cabinet Committee on the work of the group and the key projects identified for 2016/17.

Recommendation: It is recommended that the Cabinet Committee endorse Highways, Transportation and Waste's continued working with the KRP in the key areas identified in section 3 below and also any future appropriate related projects identified by the Partnership.

1. Introduction

- 1.1 In November 2015, a report was presented to this Cabinet Committee setting out the work being delivered by Highways Transportation and Waste (HT&W) with the Kent Resource Partnership Street Scene Project Group. This report provides an update on the work programme for 2015/16 and sets out the programme for 2016/17.
- 1.2 Litter in the public realm continues to be a problem across the country and this includes litter on the highway. As well as being unsightly and marring the appearance of the county, there is also a high cost to collect and dispose of this waste. The responsibility for waste collection and street cleansing lies with the District/Borough councils whilst KCC is the disposal authority.

2. Financial implications

- 2.1 The cost of litter collection and disposal across the county is being collated by all 13 Kent districts throughout the course of this year.

3. Kent Resource Partnership (KRP)

3.1 The KRP Street Scene Project Group (a sub-group of KRP) has met twice since November 2015 and has discussed joint working on a number of initiatives and these are detailed in section 5 below.

a) Update on 2015/16 projects

3.2 **Fly-tipping** – Prior to March 31 2015, the arrangements and responsibilities for the clearance of fly-tipping from the public highway across the county varied depending upon which District/Borough the material was fly-tipped in. The responsibility for the clearance of fly-tipping was determined via differing criteria such as volume, the type of waste, or the location the material was fly-tipped in. All fly-tipping incidents are now being reported by the public to the relevant District / Borough council in the first instance, and not KCC. Those reports where the fly-tipped material is causing an obstruction of the carriageway will then be passed to Highway Operations for clearance.

3.3 This new process has improved reporting for customers and allowed accurate collection of fly-tipping data. This has been evidenced by the reduced number of enquires passed through to Highway Operations Priority Response Officers from districts whose responsibility it is to clear fly tips. This has therefore improved response times to the public and in addition the public now only have to contact the relevant district / borough to report them in the first instance.

3.4 **High speed roads** – Highway Operations agrees an annual programme for carrying out repairs on the high speed roads in the county. Arrangements are made for the roads/lanes to be closed and highway works carried out as needed. Clearing litter on these roads is essential, particularly in the grass verges. As this is a district function, co-operation is vital so that the works can be programmed and litter clearance done at the right time.

3.5 At the May meeting of the KRP Street Scene Project Group (SSPG), the high speed road programme was shared with districts and arrangements made for enhanced joint working during KCC road closures to ensure that litter is cleared in a timely manner either by district staff or by KCC staff acting on their behalf, prior to grass verges being cut. The programme is underway and due for completion in October 2016.

b) Future activity

3.6 At its meeting on 10 May 2016 the following activities were agreed as the focus of the work of the KRP SSPG for 2016/17:

3.7 Litter

- Joint behavioural change initiatives e.g. 'Love Kent, Hate Litter'. The next campaign takes place on 11-31 July 2016.

- Focus on reducing litter on the highway/laybys
- Ensure the Partnership is well positioned to engage with Highway England's new contractor, A1+.
- Ensure District/Borough's health & safety procedures are in place when litter picking activities take place. This can be either by contractors on District/Borough behalf or volunteers, Parishes and Community Groups. This also overlaps with discussions from the KRP Health & Safety Project Group.

3.8 **Fly tipping**

- 'Right Waste, Right Place' National Campaign - provide education to residents/small businesses of their duty of care when disposing of their waste.
- District/Borough to utilise the KCC Public Protection Intelligence team to ensure that information relating to flytipping is shared across the County and wider if appropriate to assist with investigations.
- Fixed penalties for flytipping came into force on 9 May 2016. This allows District/Borough enforcement teams to use new Fixed Penalty Notices. This fine is up to £400 and conversations are underway to ensure the fines are consistent across Kent.

3.9 **Street scene**

- Joint behavioural change initiatives, for example, 'Love Kent, Hate Litter' but focus on graffiti or dog fouling for a particular phase. (Kent-wide).
- Abandoned Vehicles (Including Caravans/ Trailers).
- Weeds

3.10 Following a recent meeting involving the Cabinet Member for Highways and Transportation, Cllr Rory Love the KRP Chairman and Mr. Paldeep Bhatti the new KRP Manager along with KCC Waste, a joint letter was sent from KCC and the KRP to Highways England in relation to the litter issues on motorways including slip roads to the motorway network. The letter has been written to Simon Jones, South East and M25 Regional Divisional Director for Highways England asking or Highways England to be more fully engaged in KRP projects in the future and be party to addressing the serious litter problems.

3.11 Opportunities to maximise the recycling rate of the District/Borough activities will also form a strong focus for the coming year and this could be enhanced by considering options such as the opportunity to recycle litter bin waste.

4. **Conclusion**

4.1 Littering across the county is unsightly, blights communities and can be dangerous for road users. There are also significant costs for collection and disposal. The work that HTW has undertaken with the KRP SSPG as outlined above has made a positive contribution to addressing these

problems. The joint working that has resulted has been beneficial for the residents of Kent and people who visit the county. Going forward HTW will continue to work with KRP and district colleagues to share expertise, benefit from economies of scale and help shape the actions that will be taken in the coming year(s).

5. Recommendations

- 5.1 It is recommended that the Cabinet Committee endorse Highways, Transportation and Waste's continued working with the KRP in the key areas identified in section 3 below and also any future appropriate related projects identified by the Partnership.

6. Contact details

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From: **Mike Hill, Cabinet Member for Community Services**
Barbara Cooper – Corporate Director Growth, Environment & Transport

To: **Environment and Transport Cabinet Committee – 8 July 2016**

Subject: **Progress in the development of an integrated Kent Community Safety Team**

Classification: **Unrestricted**

Past Pathway of Paper: N/A

Future Pathway of Paper: N/A

Electoral Division: Countywide

Summary:

The report sets out the background to and the progress made in creating an integrated Community Safety team involving personnel in KCC, Kent Police and the Kent Fire and Rescue Service.

Recommendation:

The Cabinet Committee is asked to note the progress made and the plans to develop integration further.

1. Introduction

- 1.1 As a result of the Crime and Disorder Act 1998, local authorities along with police and other key partners have a statutory responsibility for reducing crime and disorder in their areas. It is out of that legislation and the associated regulations, that the Kent Community Safety Partnership (KCSP) was formed in 2007. Since that time, increasing responsibilities have been given to Community Safety Partnerships (CSPs) by national Government, including tackling antisocial behaviour (including environmental crime), substance misuse, reducing reoffending, initiating and undertaking Domestic Homicide Reviews and more recently, serious and organised crime.
- 1.2 KCC, Kent Police and Kent Fire and Rescue Service (KFRS) have a strong history of collaboration and joint working, via the statutory KCSP. They also have strong history of working with district Community Safety Units and district CSPs. This is all encapsulated in the statutory [‘Kent Community Safety Agreement’](#) which sets out how partners work together to address the key community safety priorities for the County.
- 1.3 Recognising the challenge of increasing budget pressures and increasing responsibilities, these three key partners – KCC, Kent Police and KFRS – came

together in 2013 to explore better ways of working to achieve the outcomes of the CSP with fewer resources. This work stream also formed a key part of the County Council's 'Facing the Challenge' transformation programme.

- 1.4 A Steering Group was formed to develop this closer working and the work was sponsored by the Kent Community Safety Partnership (KCSP). District Council Chief Executives, District Community Safety Managers, Medway Council officers, Probation Service, the Police and Crime Commissioner's representatives and Public Health England were also engaged in the process. The recommendation of the Steering Group was to create a co-located KCC/KFRS/Kent police, community safety team who would, over time, work more closely together and undertake work as a single unit.
- 1.5 By working together to share resources, and reduce overlap it was evident that there were opportunities to minimise the extent of any service reductions. This new approach was seen as enabling a more consistent response to service the needs of the local community safety units and partnerships as well as provide leadership and coordination in appropriate areas.
- 1.6 Initially, there were some concerns raised by some local CSPs and by the former Police and Crime Commissioner (PCC) that the creation of a co-located team at county level might be a move away from delivery at a local level. The Steering Group and the Kent Community Safety Partnership Chairman took time to address these concerns and to reassure the PCC and Districts that this was not the case.

2. Initial Phase

- 2.1 In September 2015, a co-located joint Kent Community Safety Team (KCST) was established, made up of staff from each of the three organisations. The team operates as a county Community Safety Unit (CSU). Staff remain employees of and under the management and control of their own organisation, and the team is overseen by a Senior Management Team comprised of representatives from the three agencies.
- 2.2 The team's initial goals were to:
 - Undertake strategic assessments to enable and support the production of Countywide and District Strategic Assessments.
 - Undertake a joint review of the current County Community Safety Agreement.
 - Undertake a review of each organisation's youth education activity and start to undertake some of this work jointly. Particular attention will be given to including e-safety and Prevent within any joint education visits.
 - Manage the domestic homicide review (DHR) process and provide administrative support.
 - Review current and future community safety campaigns with the ambition of creating more efficient joint campaigns.

- Provide leadership and joint co-ordination to develop common approaches to changes in procedures and legislation.
- Provide an improved service to the district CSP's and CSU's and provide a single point of contact for enquiries. This would include collation and sharing of best practice.

3. Early Successes

3.1 The team has only been in operation for six months but some of the early successes include:

- The organisation and delivery of the Kent Community Safety Conference in November 2015 at the Ashford International Hotel with the theme of: *'Dementia – Are we doing enough? – Together what more can we do?'* This was a significant piece of work, involving partner agencies from Kent and Medway with an attendance of over 170 delegates. Organisations represented at the conference included National Health Service bodies, Clinical Commissioning Groups, Kent Police, Public Health, as well as delegates from, KCC, Medway, and all Kent local authority Community Safety Units and Partnerships. The event received significant praise and feedback from those that attended and resulted in all attendees signing up to be 'Dementia Friends'.
- The team have also begun to develop joint approaches to addressing statutory obligations placed upon the partnerships by Government. In February 2016, the KCST organised and hosted a Serious and Organised Crime (SOC) workshop. The workshop resulted from a presentation at last year's KCSP meeting where the Home Office' Strategic Centre for Organised Crime delivered a presentation about 'local serious and organised crime profiles' and the SOC strategy. KCSP Members identified that there was a lack of awareness about the profiles and the national strategy in general. The aim of the workshop was to raise awareness of SOC, local profiles and also what partners can do to help tackle the issues using some example case studies. It was attended by over 30 practitioners from across the county. The feedback from the workshop is being formulated into an action plan for county-wide work tackling serious and organised crime.
- Another team success has been the review of the Community Safety Agreement which was signed off at the KCSP in March 2016 (appendix 1). As a result of the close working with the district CSPs, joint working on their strategic assessments and discussions with county partners, two of the priorities within the CSA were consolidated into an overall priority focussing on serious and organised crime. The review also highlighted the need for safeguarding to be one of the central priorities within the CSA to promote further joint working between the KCSP and that of the Safeguarding Boards.
- An important element of the early work of the joint team was demonstrating to district community safety teams the 'value added' at a

local level by introducing a different way of working. One of the notable positives from these first few months has been the improved relationship and communication with district colleagues with the KCST now starting to provide a single, coordinated point of contact for the partnerships.

4. Next Steps

- 4.1 The Senior Management Team has identified further specific opportunities for enhanced joint working over the next 6-9 months. The strategic analysis of data provided annually to assist all partners with preparation of strategic plans can be streamlined and undertaken more efficiently with closer working between the 3 partners giving Districts CSP's better access to support their work.
- 4.2 Following the success of the Serious and Organised Crime workshop, combined workshops will also be delivered focussing on key priorities within the Community Safety Agreement (CSA). The topics will be Anti-Social Behaviour (ASB), substance misuse and road safety.
- 4.3 The information flow to Districts will be reviewed to ensure that it assists and supports their community safety work and avoids duplication within the KCST.
- 4.4 The team are exploring the possibility of one partner delivering messages or services on behalf of the others (for example, a KFRS home visit on a safety matter could include giving crime prevention advice and/or advice on local services available to vulnerable people).
- 4.5 The creation of an integrated team will also allow KCC's broader agenda to examine in a fundamental way how services are delivered and there are opportunities for broader partnership working with others such as with Public Health, Road Safety, the PCC and the probation services.
- 4.6 To this end, the team will explore further alignment between Community Safety and other Public Protection functions such as Trading Standards. Indeed, both Trading Standards and the Public Protection Intelligence Team are already working with the police on serious and organised crime and intelligence sharing through the KCST.

5. Financial Implications

- 5.1 The background to these changes is the significant financial challenge faced by KCC as outlined in the MTFP. In 2015/16 £90k of management savings were made in anticipation of the establishment of the joint team with an additional £50k planned for this financial year.
- 5.2 KFRS has provided extensive office accommodation, a meeting room and general facilities for the co-located team at no cost to KCC. The only costs to KCC were the associated IT and moving costs.

6. Legal Implications

- 6.1 The multi-agency arrangements that have been established enable KCC to continue to fulfil its statutory obligations under the Crime & Disorder Act 1998,

the Police and Justice Act 2006 and the Crime and Disorder (Formulation and Implementation of Strategy) Regulations 2007.

7. Conclusions

7.1 It is still very early days for the KCST and bringing together three distinct and very different organisational cultures can be challenging. However over the last nine months, members of the team have worked extremely well together to produce some early successes as outlined in this paper.

7.2 These next steps will help the team progress toward it's aspiration for the team become a multi-agency community safety hub providing expertise, guidance and good practice as well as leadership and coordination in relevant cross county matters.

8. Recommendation

Recommendation:

The Cabinet Committee is asked to note the progress made and the plans to develop integration further.

7. Background Documents

Appendix 1: The review of the Community Safety Agreement

8. Contact details

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2014-17

Kent Community Safety Agreement

Annual Review – March 2016

DRAFT

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Introduction

The aim of this document

This document provides an overview of the current community safety issues for Kent and refreshes the priorities within the Kent Community Safety Agreement for 2014-17. The review is based on the outcomes from the recent district/borough strategic assessments, related partnership documents and information, and working with partners to identify any emerging issues that may not yet be supported by data.

Background

The Crime and Disorder Act 1998 gave statutory responsibility to local authorities, the police, and key partners to reduce crime and disorder in their communities. Subsequent changes to Section 17 of this Act also introduced a responsibility for partners to address Anti-Social Behaviour (ASB); Environmental ASB, Substance Misuse and Reducing Reoffending.

Under the original legislation the responsible authorities (now referred to as Community Safety Partnerships), were required to produce a detailed crime and disorder audit through consultation with key agencies and the wider community and to use the findings to identify strategic priorities and implement crime reduction strategies.

In 2006, a review of the partnership provisions of the Crime and Disorder Act 1998 and the Police Reform Act 2002 led to a series of recommendations to strengthen and extend existing requirements. This resulted in a new set of national minimum standards which came into force in August 2007. The national standards placed a legal obligation on responsible authorities to comply with the specified requirements, which within two tier authorities meant the creation of an annual strategic assessment and community safety plan for District/Borough Councils and a three year Community Safety Agreement for the County Council.

In 2011 the Police Reform and Social Responsibility Act introduced directly elected Police and Crime Commissioners (PCCs) to replace Police Authorities in England and Wales. This brought with it a requirement for the PCC to have regard to the priorities of the responsible authorities making up the CSPs and for those authorities to have regard to the police and crime objectives set out in the Police and Crime Plan. The legislation also brought with it a mutual duty for the PCC and the responsible authorities to act in co-operation with each other in exercising their respective functions.

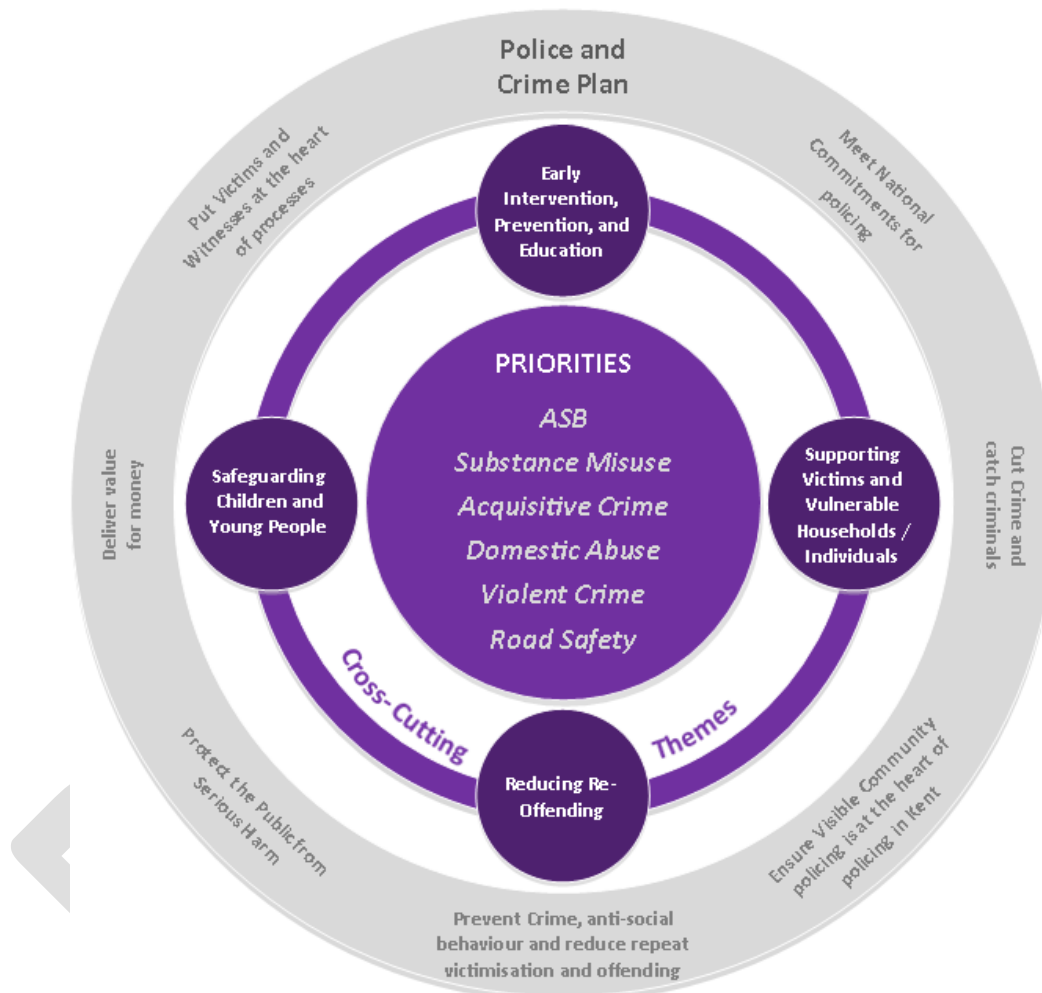
Community Safety Agreement

The Community Safety Agreement (CSA) for 2014-17 outlines the key community safety priorities for Kent (excluding Medway) based on data analysis, partnership consultation and the local strategic assessments. The Agreement was published at the start of 2014/15 but is subject to an annual review and can be amended during the three year period if appropriate.

The CSA was most recently reviewed in March 2015. The outcome of that review recommended that the original priorities and cross-cutting themes remain unchanged (see next page), however following guidance from the Kent Community Safety Partnership there was a slight amendment to the document to acknowledge the emerging issue of child sexual exploitation (CSE). This was incorporated into the existing cross-cutting theme 'safeguarding children and young people'.

Kent Community Safety Agreement

The following diagram shows the current priorities and cross-cutting themes for the Community Safety Agreement as well as the strategic priorities set out in the Police and Crime Plan:



The remainder of this document will consider whether the above priorities and cross-cutting themes are still relevant for the Community Safety Agreement or whether any changes need to be implemented.

Partnership Plans and Legislation

The review will take into consideration the outcome of local assessments, changes to partnership plans, emerging issues, existing legislation and new legislation that may need to be implemented.

The following section looks at the priorities identified by partners in relation to community safety and any changes to plans.

Kent Police Control Strategy

Kent Police revised their Control Strategy based on 'Threat, Risk & Harm' and identified a number of focus areas (shown below), along with a couple of areas that require further information including digital crime.

The Control Strategy is a four year document which will be reviewed annually and is currently being refreshed for 2016/17. It has been shared with partners and has helped inform the refresh of the Police and Crime Plan as well as the district/borough community safety plans.

The current priorities identified for 2015/16 include:

- Child Abuse & Exploitation
- Human Trafficking / Modern Slavery
- Domestic Abuse, Serious Violence and Sexual Offences
- Gangs
- Organised Acquisitive Crime
- Counter Terrorism and Domestic Extremism

Kent Police and Crime Plan

The Kent Police and Crime Commissioner (PCC) published the original plan in 2013/14 but it is reviewed annually to establish emerging priorities and threats. Following a consultation with the public and partners, the draft revised plan for 2016/17 was presented to the Police and Crime Panel on 2nd February 2016 for comment and approval.

The final plan is yet to be published but the proposal is to retain the 7 strategic priorities outlined below but to have a stronger emphasis on some of the emerging issues such as: *Tackling Radicalisation, Child sexual exploitation (CSE), Human Trafficking / Modern Slavery, Protecting Children from harm including Unaccompanied asylum seeking children (UASC) & Looked after Children (LAC), Tackling cybercrime and cyber-enabled crime.*

Strategic Priorities:

- Cut crime and catch criminals
- Ensure visible community policing is at the heart of policing in Kent
- Prevent crime, anti-social behaviour and reduce repeat victimisation and offending
- Put Victims and Witnesses at the heart of processes
- Protect the public from harm
- Deliver value for money
- Meet national commitments for policing

New Legislation

Following the introduction of new legislation a number of new duties have been placed on partners in relation to the following:

Counter-Terrorism & Security Act 2015 - aims to disrupt the ability of people to travel abroad to engage in terrorist activity and then return to the UK, enhance the ability of agencies to monitor and control the actions of those who pose a threat and combat the underlying ideology that supports terrorism. Public sector organisations are subject to a new statutory duty to have 'due regard to the need to prevent people being drawn into terrorism' with guidance setting out how different sectors can play their part including staff awareness, contract management, room booking policies etc. It has also put the Channel programme on a statutory basis with a County channel panel being established.

Modern Slavery Act 2015 - provides law enforcement agencies with tools to fight modern slavery, ensure perpetrators receive suitable punishment and enhance support and protection for victims.

Serious Crime Act 2015 - builds on current legislation to ensure law enforcement agencies have the powers required to tackle serious and organised crime. It includes provisions to strengthen the protection of vulnerable children and others (including female genital mutilation and domestic abuse) and provisions to tighten prison security and to guard against the threat of terrorism posed by returning 'foreign fighters'.

Incoming legislation includes:

Psychoactive Substances Act 2016 (comes into effect in April '16) - will make it an offence to produce, supply and import or export psychoactive substances. It also includes provisions for civil sanctions including prohibition notices/orders, premises notices/orders to enable police and local authorities to adopt a graded response to the supply of psychoactive substances as appropriate.

Counter-Extremism Bill – expected to introduce banning orders for extremist groups; extremism disruption orders to stop individuals engaging in extremist behaviour; closure orders for law enforcement and local authorities to close premises used to support extremism; and employment checks.

Medway Unitary Authority

The Medway Community Safety Plan for 2013-16 included 5 priorities: Tackle Substance and Alcohol Abuse; Tackle ASB and Envirocrime; Reduce Re-offending; Tackle Domestic Abuse; and Reduce the Number of People Seriously Injured in Road Traffic Collisions

The latest strategic assessment undertaken in 2015, resulted in the following priorities being proposed for 2016/17:

- Strengthening Communities
- Supporting victims and tackling offenders of sexual and domestic abuse
- Tackling harm caused by substance misuse
- Reducing reoffending
- Commitment to safeguarding & improving services

Local Strategic Assessments (provisional)

The following local priorities for 2016/17 have been extracted from either draft district strategic assessments/partnership plans or from discussions at recent partnership meetings where potential priorities have been considered. Whilst some of the priorities have been agreed and are awaiting sign-off by the local Community Safety Partnerships (CSPs), many are still provisional and as such are subject to change.

The table below shows all the categories which have been chosen by the CSPs as either a main priority for their area (yellow box), a subsidiary priority or cross-cutting

themes (orange tick) or as an issue within a broader theme (grey tick). The table has been ordered to show the priorities which were identified by the most districts/boroughs in descending order.

Please note, due to some variance in terminology the categories may not match exactly the wording used by each individual partnership. In addition, whilst the various crime categories (i.e. serious & organised, violent, and acquisitive crime) have between 4 and 6 districts highlighting them as an issue when consolidated together within a 'crime' category it ranks within the top six for the districts.

	Ashford	Canterbury	Dartford & Gravesham	Dover	Maidstone	Sevenoaks	Shepway	Swale	Thanet	Tonbridge & Malling	Tunbridge Wells	No. of Districts
Domestic Abuse (inc. sexual offences & serious violence)	Yellow	Grey	Yellow		Yellow	Yellow	Orange	Yellow	Grey	Grey	Yellow	10
Safeguarding (inc. public protection & resilience)	Yellow				Orange			Yellow			Orange	9
Substance Misuse	Grey	Grey	Orange				Orange		Grey	Grey	Yellow	9
Crime / Serious & Organised Crime	Yellow	Grey			Grey			Yellow	Grey			9
Violent Crime (other than DA)		Grey	Orange		Orange				Grey	Grey	Yellow	
Acquisitive Crime (burglary, vehicle, shoplifting)	Grey	Grey	Yellow			Yellow						
ASB/Environmental		Yellow	Orange		Orange		Orange	Yellow	Grey	Grey		8
Road Safety	Yellow	Grey	Orange		Yellow	Yellow			Grey	Grey	Yellow	8
Prevent	Yellow	Grey	Yellow		Grey	Grey		Grey		Grey		7
Child abuse and exploitation	Grey		Yellow		Grey		Orange	Grey	Grey	Grey		7
Offenders / Reoffending (inc. IOM)			Orange		Yellow		Yellow	Orange	Yellow		Orange	6
Human Trafficking /Modern Slavery	Grey		Yellow		Grey	Grey	Orange	Grey				6
Community Confidence (quality of life, community activities/projects, agency collaboration)		Yellow			Yellow	Grey	Orange		Yellow			5
Victims / Vulnerable People					Orange	Grey		Grey	Grey		Orange	5
Gangs	Grey		Yellow			Grey		Grey				4
Early intervention, prevention & education					Orange			Grey	Grey		Orange	4
Young People					Orange	Yellow				Grey		3
Mental Health							Orange		Grey	Grey		3

Appendix 1

Troubled Families		✓					✓	✓					3
Clean, Green & Safer / Safer Communities													2
Health & Wellbeing													2
NTE / Safer Socialising					✓								2
Digital Crime / e-safety	✓						✓						2
Emerging & Changing Communities													1
Supporting County Initiatives													1
Preventing Fires		✓											1

Key:-

- Named priorities from the local CSP strategic assessments are shown by the **yellow squares**
- Key enablers, subsidiary priorities and cross-cutting themes are shown by **orange ticks**
- In many districts broader themes have been selected as a priority i.e. safeguarding, the categories in the above table that are named within these broader priorities are shown as **grey ticks**

Emerging Issues

Using PESTELO analysis members of the Kent Community Safety Partnership (KCSP) Working Group helped to identify upcoming events and existing or emerging issues that may need to be considered.

Political:-

- Police and Crime Commissioner elections on 5th May 2016.
- Local council elections in Maidstone and Tunbridge Wells on 5th May 2016.
- National referendum on EU membership on 23rd June 2016.

Economic:-

- Public sector budget cuts.
- Commissioning of services and securing new funding sources.

Social / Demographic:-

- High profile sporting events such as European Football and the Olympics.
- UK threat level remains severe, terrorist attacks (i.e. Paris) and new legislation raises the issue of preventing violent extremism.

Many other issues identified relate to safeguarding and supporting the most vulnerable members of society including:

- child sexual exploitation;
- human trafficking/modern slavery;
- emerging communities;
- unaccompanied asylum seeking children and looked after children;
- domestic abuse;
- organised crime groups;
- urbanised street gangs;
- new psychoactive substances;
- mental health (including dementia);
- ageing population.

Technological:-

- Cyber-crime and cyber-enabled crime, i.e. hacking of personal information, online frauds/scams.
- Online safety including child sexual exploitation, radicalisation, grooming, trolls/cyber-bullying.

Environmental (and Geographical):-

- Known new developments include Ebbsfleet, Paramount Studios, New Dartford Crossing, Op Stack Lorry Park.
- Extreme weather events, i.e. flooding.
- Border-crossings, i.e. channel tunnel and ferry ports.

Legislation:-

Recently enacted legislation has introduced a number of statutory duties for partner agencies including:

- Counter-terrorism and Security Act 2015;
- Modern Slavery Act 2015;
- Offender Rehabilitation Act 2014;
- Serious and Organised Crime Act 2015;
- Psychoactive Substances Act 2016.

In addition to these, other legislation which is currently being considered or has recently been enacted includes: Counter-Extremism Bill; Immigration Bill; Policing & Criminal Justice Bill; Cities and Local Government Devolution Act 2016.

Organisational:-

- Public sector organisational restructures and new ways of working.
- Possible future changes to governance for emergency services following the Government consultation on 'closer working between emergency services', which proposes to enable PCC's to take on the responsibility of the fire and rescue service where appropriate and where a local case is made.

Recommendations

As highlighted in the Police Control Strategy, Police and Crime Plan, local strategic assessments, Pestelo analysis and legislation there are a number of emerging safeguarding issues and new duties that are not currently referenced within the Community Safety Agreement (CSA) and it is therefore recommended that the CSA should be amended accordingly.

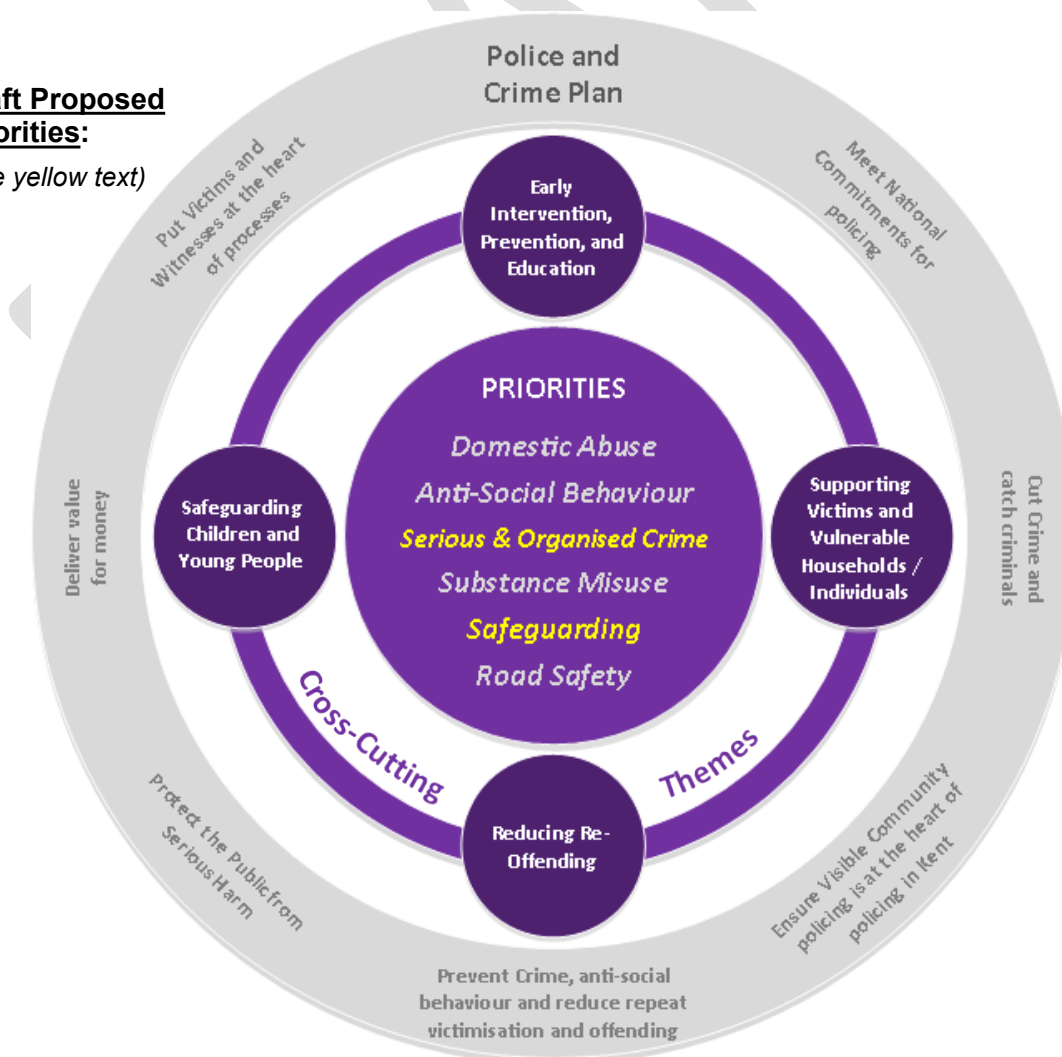
It is recommended that two of the current priorities: 'Violent Crime' and 'Acquisitive Crime' should be consolidated into a priority entitled '**Serious & Organised Crime**' (or similar) to include some of the existing issues such as violent crime, shoplifting etc. whilst incorporating emerging issues such as gangs.

In addition, it is proposed that a new priority of '**Safeguarding**' (or similar) should be introduced to take account of issues such as child sexual exploitation, preventing violent extremism, modern slavery, online safety etc.

Although changes are needed to ensure the CSA remains relevant, many of the existing priorities continue to be a focus for both local and county partners, as such it is recommended that the following four priorities are retained: Domestic Abuse; Anti-Social Behaviour; Substance Misuse; and Road Safety; It is also recommended that the cross-cutting themes remain unchanged (see below).

Draft Proposed Priorities:

(see yellow text)



From: Matthew Balfour, Cabinet Member for Environment & Transport
Barbara Cooper, Corporate Director for Growth, Environment and Transport

To: **Environment and Transport Cabinet Committee – 8 July 2016**

Decision No: **TBC**

Subject: **Review of Streetlight Trial Switch-Off Sites**

Classification: **Unrestricted**

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

Electoral Division: **All**

Summary:

In August 2013, following a Cabinet Member decision in 2011, the Authority began implementing its Safe & Sensible Street Lighting (SSSL) project to reduce its energy and carbon consumption from street lighting across the County.

In March 2016, the Authority commenced the rollout of the LED Conversion Project which includes converting all street lights to LED lanterns. Additionally a Central Management System will be implemented to enable the Authority to control and manage its assets efficiently. Closure of the SSSL project is required prior to the start of the second phase of the LED Conversion project (Main Routes and Town Centres).

This paper details the review of Phase 1 – Trial Switch Off of Surplus Lights and presents recommendations for the closure of the SSSL project.

Recommendation:

The Cabinet Committee is asked to consider and recommend the Cabinet Member to proceed with Option 1 or Option 2 as detailed in section 8 of this paper.

1 Background

- 1.1 Kent County Council is one of the largest street lighting authorities in the UK and has 118,000 street lights and some 25,000 lit signs and bollards. The current annual cost of illuminating and maintaining the stock is over £9m, a cost that keeps rising.
- 1.2 In August 2013, following a Cabinet Member decision in 2011, the Authority began implementing its Safe & Sensible Street Lighting (SSSL) project to reduce its energy and carbon consumption across its street lighting estate to contribute towards the Council's savings targets.

1.3 SSSL comprised of two phases:

Phase 1 – Trial switch off of surplus lights;

Phase 2 – Conversion of approximately 60,000 lights to Part-Night operation.

- 1.4 Phase 1 comprised of switching off approximately 1,200 street lights for a trial period and Phase 2 included switching approximately 60,000 street lights (half of the stock). Both phases of SSSL were largely completed by autumn 2014 and have reduced annual energy costs by around £1m and carbon emissions by 5,000 tonnes.
- 1.5 During Phase 1, Members were invited to Joint Transportation Board (JTB) meetings to provide any information that should be considered when making the final decision on whether to proceed with the trial. This resulted in some lights being excluded from the trial and some others being amended from a full switch off to being included in Phase 2 – Part Night Lighting.
- 1.6 Details of the sites to be included in Phase 1, and the proposed hours of switch off and the exclusion criteria for Phase 2, were reported to Members at the spring 2013 cycle of JTB meetings.
- 1.7 For Phase 2, Members were asked to comment on the proposed hours of switch off which were 12.00 midnight to 05.30am Greenwich Mean Time (GMT) and 01.00am to 06.30am British Summer Time (BST). Members generally agreed with the proposals for Phase 2.
- 1.8 On 5 February, the Environment & Transport Cabinet Committee endorsed the decision to return to 'Optimised' All Night Lighting once individual street lights have been converted to LED and commissioned to the Central Management System. The remaining issue concerns the future of those lights included in the switch off of surplus lights
- 1.9 This paper outlines the results of each trial and recommends the resolution for the individual sites on whether they are to be removed or switched back on.

2 Phase 1 – Trial Switch Off

- 2.1 The sites selected for inclusion in the trial switch off were those where street lighting is present; however, if these roads were being designed and built today, it is most unlikely that street lighting would be provided.
- 2.2 The purpose of the trial was to establish if there would be any adverse impact on a site if the lights were switched off completely. If it was found that there was no adverse impact, it would be the Authority's intention to consider these lights for removal.
- 2.3 When originally presented to Members at the spring 2013 JTB meetings, approximately 133 sites across Kent totalling around 2,500 lights were identified as being potentially suitable for inclusion in the trial.
- 2.4 At the JTB meeting, Members were invited to consider three options for each site. The options were:

- a) The site should be included in the trial switch off.
- b) The site should be excluded from the trial but the lights converted to part-night operation
- c) The site should be withdrawn from the trial switch off and the lights left to operate without change.

2.5 Information provided by Members at the JTB meeting was later considered together with other factors such as crime and road safety. A recommendation was then made to the Director of Highways, Transportation & Waste, who made the final decision on whether to include each site within the trial.

2.6 Following this process, 1,200 street lights of the originally proposed 2,500 were included in the trial switch-off at the following sites:

Ashford

- A20 Maidstone Road, Charing
- A20 Maidstone Road, Tutt Hill/Hothfield
- Charing Hill
- A20 Maidstone Road, Ashford
- Templer Way
- Trinity Road
- Romney Marsh Road.
- Ashford Road, Charing

Dartford

- Bob Dunn Way (West and Mid)
- Watling Street
- Barn End Lane
- Birchwood Road

Dover

- Whitfield Hill
- A257 Ash By-Pass – Sandwich Road
- Betteshanger Road
- Folkestone Road, Farthingloe

Gravesham

- Rochester Road, Gravesend
- Gravesend Road, Shorne

Maidstone

- A249 Sittingbourne Road
- A20 Ashford Road, Hollingbourne
- A20 Ashford Road, Harrietsham (East)

Sevenoaks

- Wheatsheaf Hill, Halstead
- Polhill/London Road
- Morants Court Road, Dunton Green

- A20 Maidstone Road, Swanley
- London Road, West Kingsdown
- Farningham Hill Road, Farningham
- Tonbridge Road, Sevenoaks
- Goldsel Road, Crockenhill

Shepway

- Ashford Road, Cheriton
- Churchill Avenue
- Dover Road, Capel-le-Ferne
- North Road, Folkestone
- Royal Military Avenue
- West Road/Hospital Hill, Folkestone/Hythe
- Marine Parade/Lower Sandgate Road, Folkestone
- Dymchurch Road, Hythe
- Dymchurch Road, Dymchurch
- Hythe Road
- Marine Parade, Littlestone
- Grand Parade, Littlestone
- The Parade, Greatstone
- Coast Drive, Greatstone
- Coast Drive, Lydd

Swale

- Sheppey Way
- Queenborough Road
- Whiteway Road
- Western Link, Ospringe
- A2 London Road, Ospringe
- Swale Way, Sittingbourne
- Barge Way, Sittingbourne
- Love Lane, Faversham
- Graveney Road, Faversham

Tunbridge Wells

- Hungershall Park, Tunbridge Wells
- Vauxhall Lane, Southborough
- Knights Way, Tunbridge Wells
- A262 Goudhurst Road, Cranbrook
- A229 Angley Road, Cranbrook
- Old Church Road, Pembury
- A26 London Road, Southborough

2.7 A key aspect of the trial switch off was to ensure the absence of lighting did not create an unsafe situation.

2.8 Prior to switching any street lights off, each site was inspected to establish the condition of the site and identify the need for any works to be undertaken to ensure that the safety of the site was not affected. The works required were

generally found to be carriageway markings, cleaning signs, and for some sites installing reflective road studs.

2.9 An additional safeguard included in these mitigation works was that strips of reflective material were fixed to individual street lights so they would be picked up by car headlights alerting drivers to the presence of the columns.

2.10 All mitigation works were undertaken before any street lights were switched off.

3 Monitoring during the switch off period

3.1 Throughout the period of the trial switch off, the sites were monitored for any adverse impacts that may have been due to the absence of street lighting. The monitoring included:

- a) Liaising regularly with Kent Police in respect of criminal activity.
- b) Reviewing any Road Traffic Collisions (RTCs) that occurred.
- c) Reviewing information received from others e.g. Members, the public, Parish and Town Councils, Emergency Services.

3.2 If any adverse impact was identified, then following consultation with the Cabinet Member for Environment and Transport, the street lights were switched back on.

3.3 In response to concerns raised by residents, lights in the following roads were switched back on and converted to part night operation:

Ashford

- Ashford Road, Charing

Shepway

- Dymchurch Road, Hythe
- Dymchurch Road, Dymchurch
- Hythe Road
- Marine Parade, Littlestone
- Grand Parade, Littlestone
- The Parade, Greatstone
- Coast Drive, Greatstone
- Coast Drive, Lydd

Sevenoaks

- Some streetlights in Tonbridge Road, Sevenoaks
- Goldsel Road, Crockenhill

Swale

- Whiteway Road

Tunbridge Wells

- A26 London Road, Southborough

- 3.4 Following the switch off, a number of enquiries about the trial were received. Most enquiries were received within a few weeks of the date of the switch off and have generally declined in number and frequency since then.
- 3.5 The enquiries were generally from customers who felt that the safety of the road would be reduced without lighting.
- 3.6 Each enquiry was considered and investigated when it was received and a response provided at the time. All enquiries received were considered again as part of the review of the trial switch off.

4 Review of the trial

- 4.1 Each of the trial switch off sites was reviewed, with the following factors being considered:
 - a) Enquiries received
 - b) Feedback from Kent Police on crime
 - c) RTCs occurring during the trial switch off
 - d) Future requirements for street lights at the site.
- 4.2 These were reported to the appropriate JTB's between November 2015 and February 2016 where Members could provide further comments. These have been included within the individual reports before a final recommendation was proposed as detailed in the background documents.

5 Financial implications

- 5.1 One of SSSL's objectives was to reduce the cost to the Authority of providing street lighting, the savings being made principally from reduced energy consumption and reduced carbon emissions. In preparation for the LED conversion rollout, there are two additional savings that can be realised from the trial switch off sites: future maintenance costs would be eliminated, and the installation costs of new LED lanterns would be avoided.
- 5.2 In order to assess the financial implications of this element of the project, a comparison was made between the cost of removing the lights and the cost of retaining the lights.
- 5.3 The cost to remove a light is principally dependent on the nature of the road in which it is located and the extent of traffic management required. In all other respects the works involved are the same regardless of the location and would include disconnection, removal and disposal of the equipment and reinstatement of the highway surface.
- 5.4 The cost of retaining the light was assessed over a period of 15 years as this coincides with the duration of the new Street Lighting Term Services Contract. The costs of retaining the light included installation of a new LED luminaire, replacement of the column if this is likely to be needed within 15 years, energy costs and routine electrical and structural testing.

5.5 The comparison of costs shows that the costs of removal are lower than retaining a light over this period of time. A longer period would further increase the cost of retaining the light. Additionally if at some stage it was decided that the lights are no longer required the cost of removal would still be incurred.

5.6 Funds have been specifically allocated for the removal of lights associated with the trial switch off.

6 Legal implications

6.1 The Authority has no statutory duty to provide street lighting, but where it does so the lighting must be provided and maintained in accordance with industry good practice.

6.2 Power for the street lights is supplied by UK Power Networks (UKPN) and switching the lights off for a trial period is acceptable to UKPN, however UKPN will not allow the street lights to remain connected to their network indefinitely if they are not using the power.

6.3 If the power to the street lights is removed to satisfy UKPN's requirements the street lights would be considered to be a number of individual highway obstructions. If one of these 'obstructions' were struck, the Authority could be liable for any costs.

6.4 In order for the Authority to avoid any legal liability the street lights must be either turned back on or removed.

6.5 The presence of a system of street lights in a road restricts vehicle speeds in that road to a maximum speed of 30mph. Where a speed limit in a road with street lights exists that is more or less than 30mph that speed limit would have been made by the creation of a specific Speed Limit Order (SLO).

6.6 Where a SLO does not exist, the removal of street lights in a road would mean that the road becomes automatically subject to the national speed limit i.e. 60mph for a single carriageway road or 70mph for a dual carriageway.

6.7 If the removal of street lights led to the speed limit changing from 30mph to the national speed limit, a SLO would be made to restrict vehicle speeds to a maximum of 30mph.

7 Detailed proposal

7.1 Full details on the recommendations can be found in the background document that supports this paper. This provides details on each individual site that was assessed during the trial period and comments made by the individual JTB.

7.2 An overview of the recommendations has been provided below:

7.2.1 Sites to be switched back on immediately

- Charing Hill – Ashford
- Templer Way – Ashford

- Trinity Road – Ashford
- Romney Marsh Road – Ashford
- Betteshanger Road – Dover
- Rochester Road, Gravesend – Gravesham
- Gravesend Road, Shorne – Gravesham
- Tonbridge Road, Sevenoaks – Sevenoaks
- Marine Parade/Lower Sandgate Road, Folkestone – Shepway
- Hungershall Park, Tunbridge Wells – Tunbridge Wells

7.2.2 Sites where the trial should be extended

- Polhill/London Road – Sevenoaks

7.2.3 This site is affected by the Fort Halstead development and a decision cannot be made without further information. It is proposed to extend the trial and review the need for street lighting in this area during the LED Conversion Project once more information is made available.

7.2.4 Dover

- Whitfield Hill
- A257 Ash By-Pass – Sandwich Road
- Folkestone Road, Farthingloe

7.2.5 Following the Dover JTB in December 2015, Members highlighted that it was thought that the Trial Switch Off street lights were included within the Street Lighting Consultation that ended on 29 November 2015 and would be subject to the new street lighting policy that was to be agreed in February 2016.

7.2.6 An additional report seeking further comments from Members with updated information was presented in June 2016. It was confirmed that these sites were not part of the Street Lighting Consultation, but it was unanimously agreed by the JTB that all sites within Dover should be switched back on.

7.2.7 However no further information was provided to support the decision to return these sites back on, thus it is still recommended to remove the columns within the three sites identified above.

7.2.8 Sites where it is proposed that columns should be removed

- A20 Maidstone Road, Charing – Ashford
- A20 Maidstone Road, Tutt Hill/Hothfield – Ashford
- A20 Maidstone Road, Ashford – Ashford
- Bob Dunn Way (West and Mid)* – Dartford
- Watling Street – Dartford
- Barn End Lane – Dartford
- Birchwood Road – Dartford
- A249 Sittingbourne Road – Maidstone
- A20 Ashford Road, Hollingbourne – Maidstone
- A20 Ashford Road, Harrietsham (East) – Maidstone

- Wheatsheaf Hill, Halstead – Sevenoaks
- Morants Court Road, Dunton Green – Sevenoaks
- A20 Maidstone Road, Swanley – Sevenoaks
- London Road, West Kingsdown – Sevenoaks
- Farningham Hill Road, Farningham – Sevenoaks
- Ashford Road, Cheriton – Shepway
- Churchill Avenue – Shepway
- Dover Road, Capel-le-Ferne – Shepway
- North Road, Folkestone – Shepway
- Royal Military Avenue – Shepway
- West Road/Hospital Hill, Folkestone/Hythe – Shepway
- Sheppey Way – Swale
- Queenborough Road – Swale
- Western Link, Ospringe – Swale
- A2 London Road, Ospringe – Swale
- Swale Way, Sittingbourne – Swale
- Barge Way, Sittingbourne – Swale
- Graveney Road, Faversham – Swale
- Love Lane, Faversham – Swale
- Vauxhall Lane, Southborough – Tunbridge Wells
- Knights Way, Tunbridge Wells – Tunbridge Wells
- A262 Goudhurst Road, Cranbrook – Tunbridge Wells
- A229 Angley Road, Cranbrook – Tunbridge Wells
- Old Church Road, Pembury – Tunbridge Wells

*This is dependent on whether a new cycle route is agreed which would result in the lighting remaining

8 Options

Option 1 – Action the recommendations detailed above (Preferred)

- 8.1 To maximise the savings as required by this project, the Authority could remove all columns recommended in this report. This will allow the Authority to reduce its maintenance liability of the street light estate that would not be provided if the roads were designed and built today.
- 8.2 All columns recommended to be switched back on will be completed as soon as possible and will be converted to LED in due course.

Option 2 – Action the recommendations detailed above but switch back on the Dover sites

- 8.3 This is similar to Option 1, but the sites in Dover will be switched back on and the columns will not be removed.

Option 3 – Switch all lights back on

- 8.4 The final option is to return the entire trial switch off sites in the County back on. This will result in no saving being achieved and will increase the Authority's

maintenance liability throughout its streetlight estate. Additionally the Authority will have to find budget for the replacement of these columns during the next few years as the majority are nearing the end of their structural life. This will also increase the Authority's energy and carbon consumption. For these reasons, this option is not being recommended.

9 Conclusions

- 9.1 For the majority of sites across Kent that were included in the trial, turning off the lights has not had an adverse effect.
- 9.2 There are a small number of sites where the absence of lighting has had an adverse effect and some of these were returned to lighting during the trial. The review has identified some other sites where the recommendation is that lighting is restored.
- 9.3 To avoid any legal liability the lights must be switched back on or removed.
- 9.4 The cost to the Authority of removing the lights will in every case be less than the cost of turning the lights back on and maintaining them into the future.
- 9.5 The switch off and removal of the lights will generate financial savings for the Authority.

10 Recommendation:

The Cabinet Committee is asked to consider and recommend the Cabinet Member to proceed to Option 1 or Option 2 as detailed in section 8 of this paper.

11 Background Documents

Ashford Phase 1 Review
Dartford Phase 1 Review
Dover Phase 1 Review
Gravesham Phase 1 Review
Maidstone Phase 1 Review
Sevenoaks Phase 1 Review
Shepway Phase 1 Review
Swale Phase 1 Review
Tunbridge Wells Phase 1 Review

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Safe and Sensible Street Lighting Project - Review of Trial Switch-Off - Ashford District

Sites originally proposed for inclusion in the trial switch-off but subsequently withdrawn:

Ashford Road, Charing (5 lights)

Sites originally proposed for inclusion in the trial switch-off but subsequently modified to part-night lighting:

None

Sites included in the trial switch-off:

A20 Maidstone Road, Charing (6 lights)

A20 Maidstone Road, Tutt Hill/Hothfield (56 lights)

Charing Hill (16 lights)

A20 Maidstone Road, Ashford (2 lights)

Templer Way (6 lights)


Trinity Road (9 lights)

Romney Marsh Road (75 lights)

Site location	A20 Maidstone Road, Charing	Remarks
No. of lights switched off	6	-
No. of lights converted to part night	0	-
Lights switched off/ converted (DATE)	21/11/2013	-
Police: crime and anti-social behaviour issues Period: 21/11/2013-21/11/2014	One year period prior to switch-off: 4 crimes. One year period since switch-off: 3 crimes.	The information received from the Police does not differentiate between the three Maidstone Road sites in Ashford. However, there has been an overall reduction in crime, suggesting that the switch-off has not had an adverse impact.
Police remarks	None.	-
Crashes (Jan 1994-Apr 2015)	Before switch-off: 2 SLIGHT (1998, LIGHT, LIT). After switch-off: None.	The absence of lighting at this site has not led to an increase in crashes.
Traffic Schemes remarks	None.	-
Enquiries received following implementation (site specific)	None.	Kent's residents have not commented on these lights being switched off.
Street Lighting	Inventory shows columns installed in 1976.	At almost 40 years old, these columns are at, if not past, the end of their expected lifespan.
Highway Operations	No issues raised.	-
Developments	No issues raised.	-
Other relevant issues	There is a petrol garage adjacent to this site.	This should not factor into the recommendation as the garage possesses its own lighting.

Has the trial switch-off had an adverse impact?	YES		NO	✓
Options and financial implications	Option		Cost over 15 years	
	Switch back on immediately (converting to LED in due course)		£11,370	
	Convert to LED in due course, then switch back on		£11,220	
	Remove columns		£4,500	
Remarks	<p>The trial switch-off has not led to an increase in crime or crashes, and Kent's residents have not commented on these lights being switched off, suggesting that there is no need to continue providing lighting to this part of the highway.</p> <p>These columns are at the end of their lifespan, and removing them immediately will result in savings to Kent County Council of around £7,000 over the next 15 years, with further savings in the longer term.</p>			
Recommendation	Remove columns.			
JTB Remarks	Members noted the report. No issues were raised.			
Cabinet Committee Remarks				
Final Recommendation				
Cabinet Member Decision			Date	

Site location	A20 Maidstone Road, Tutt Hill/Hothfield	Remarks
No. of lights switched off	56	-
No. of lights converted to part night	0	-
Lights switched off/ converted (DATE)	21/11/2013	-
Police: crime and anti-social behaviour issues Period: 21/11/2013-21/11/2014	One year period prior to switch-off: 4 crimes. One year period since switch-off: 3 crimes.	The information received from the Police does not differentiate between the three Maidstone Road sites in Ashford. However, there has been an overall reduction in crime, suggesting that the switch-off has not had an adverse impact.
Police remarks	None.	-
Crashes (Jan 1994-Apr 2015)	Before switch-off: 43 SLIGHT, 16 SERIOUS, 1 FATAL. After switch-off: 22/02/2014 – SLIGHT. LIGHT. DRY. Veh 1 collided with rear of Veh 2. 20/04/2014 – SERIOUS. LIGHT. WET. Veh 1 collided with Veh 2 as Veh 1 tried to turn right. 18/06/2014 – SLIGHT. LIGHT. WET. Veh 1 (Cyclist) swerved into path of Veh 2, causing a collision. 25/09/2014 – SLIGHT. LIGHT. DRY. Veh 1 pulled out of layby causing Veh 2 to collide with side of Veh 1.	The absence of lighting did not play a part in any crashes after switch-off.
Traffic Schemes remarks	None.	-
Enquiries received following implementation (site specific)	Enquiry no. 17435352 05/12/2013 – complaint about Phase 1 switch-off at this site. Documents in links not found so not able to ascertain nature of complaint.	These enquiries were all received within the first month of the switch-off. Since then, no further enquiries have been received, indicating perhaps that residents are largely accepting of the change.

	<p>Enquiry no. 17016941 05/12/2013 – complaint about Phase 1 switch-off at this site. Road has no pavement and is dangerous for pedestrians.</p> <p>Enquiry no. 15806172 10/12/2013 – enquiry from former County Member Elizabeth Tweed regarding lights switched off on this site. Appreciates reasons behind the trial, but concerned for safety and large vehicles turning on this road.</p>		
Street Lighting	Inventory shows 52 of the 56 columns installed before 1975.	At 40 years old or older, most of these columns are at, if not past, the end of their expected lifespan.	
Highway Operations	No issues raised.	-	
Developments	No issues raised.	-	
Other relevant issues	None.	-	
Has the trial switch-off had an adverse impact?	YES	NO	
Options and financial implications	Option	Cost over 15 years	
	Switch back on immediately (converting to LED in due course)	£103,720	
	Convert to LED in due course, then switch back on	£102,320	
	Remove columns	£42,000	
Remarks	The trial switch-off has not led to an increase in crime or crashes, and although a small number of enquiries were received within a month of the lights being switched off, none have been received since December 2013, suggesting that Kent's residents are largely accepting of the switch-off.		

	Most of these columns are at the end of their lifespan, and removing them immediately will result in savings to Kent County Council of around £62,000 over the next 15 years, with further savings in the longer term. Taking this into consideration, it is recommended that these columns be removed.		
Recommendation	Remove columns.		
JTB Remarks	Members noted the report. No issues were raised.		
Cabinet Committee Remarks			
Final Recommendation			
Cabinet Member Decision		Date	

Site location	Charing Hill	Remarks
No. of lights switched off	16	-
No. of lights converted to part night	0	-
Lights switched off/ converted (DATE)	21/11/2013	-
Police: crime and anti-social behaviour issues Period: 21/11/2013-21/11/2014	One year period prior to switch-off: None. One year period since switch-off: 4 crimes.	Compared to one year period prior to switch-off, crime has risen from no crimes to four.
Police remarks	Charing Hill has developed a crime problem since lighting was removed.	Noted.
Crashes (Jan 1994-Apr 2015)	Before switch-off: 18 SLIGHT, 5 SERIOUS. No reported crashes after switch-off date.	The absence of lighting at this site has not led to an increase in crashes.
Traffic Schemes remarks	None.	-
Enquiries received following implementation (site specific)	<p>Enquiry no. 17016356 19/11/2013 – enquiry from customer expressing dissatisfaction with lights being switched off here.</p> <p>Enquiry no. 17434877 20/11/2013 – customer unhappy about policy to switch off lights at this site. Explains there have been many deaths here over the years</p> <p>Enquiry no. 17531746 25/11/2013 – customer calling about a row of lights out on this road. Confirmed lights are in trial switch-off. Customer understood reasons but concerned for safety.</p>	Concentration of enquiries in the early months, but since then far fewer enquiries have been received, indicating perhaps that residents are largely accepting of the change.

	<p>Enquiry no. 17435066 26/11/2013 – enquiry from customer in support of S&SSL scheme, but concerned about location of this site.</p> <p>Enquiry no. 17435034 26/11/2013 – customer calling to express concern over the trial switch-off at this site. States many of the residents are elderly and is concerned for their safety.</p> <p>Enquiry no. 17435438 09/12/2013 – enquiry from a customer reporting lights switched off, contrary to info on KCC’s website.</p> <p>Enquiry no. 17435729 19/12/2013 – enquiry from same customer as above enquiry regarding lights in trial and condition of footpath</p> <p>Enquiry no. 17437639 29/01/2014 – customer extremely dissatisfied with switch-off of lights and condition of footpath on this site.</p> <p>Enquiry no. 15806847 18/03/2014 – Petition from customer calling for lights to be switched back on.</p> <p>Enquiry no. 141817 28/01/2015 – Resident asking for light to be removed now that it has been switched off, as it sways dangerously in the wind.</p>	
Street Lighting	Inventory shows these columns installed in 2001.	At 14 years old, these columns are just under half-way through their expected lifespan.
Highway Operations	No issues raised.	-
Developments	No issues raised.	-

Other relevant issues	None.		-	
Has the trial switch-off had an adverse impact?	YES	✓	NO	
Options and financial implications	Option		Cost over 15 years	
	Switch back on immediately (converting to LED in due course)		£11,120	
	Convert to LED in due course, then switch back on		£10,720	
	Remove columns		£8,000	
Remarks	<p>The increase in crime, and the concerns expressed by the police and by local residents, suggest that the trial switch-off has had an adverse impact on the local community.</p> <p>As the columns at this site are just under half-way through their expected lifespan, they are unlikely to need replacing within the next 15 years, so the cost of continuing to run them over this period would be only around £3,000 more than the cost of removing them. Taking this into consideration, it is recommended that these lights are switched back on immediately and converted to LED in due course.</p>			
Recommendation	Switch back on immediately (converting to LED in due course).			
JTB Remarks	Members noted the report. No issues were raised.			
Cabinet Committee Remarks				
Final Recommendation				
Cabinet Member Decision			Date	

Site location	A20 Maidstone Road, Ashford	Remarks
No. of lights switched off	2	-
No. of lights converted to part night	0	-
Lights switched off/ converted (DATE)	21/11/2013	-
Police: crime and anti-social behaviour issues Period: 21/11/2013-21/11/2014	One year period prior to switch-off: 4 crimes. One year period since switch-off: 3 crimes.	The information received from the Police does not differentiate between the three Maidstone Road sites in Ashford. However, there has been an overall reduction in crime, suggesting that the switch-off has not had an adverse impact.
Police remarks	None.	-
Crashes (Jan 1994-Apr 2015)	Before switch-off: 1 SLIGHT (1999) No reported crashes since switch-off.	The absence of lighting at this site has not led to an increase in crashes.
Traffic Schemes remarks	None.	-
Enquiries received following implementation (site specific)	Enquiry no. 17016746 29/11/2013 – Customer worried about trial switch-off site in regards to safety. Enquiry no. 11002076 03/02/2014 – Letter from customer expressing concerns for switching off lights at this site, mainly safety.	Noted; however, whilst understandable, these concerns would not appear to be supported by the crash data.
Street Lighting	Inventory shows these columns as installed in 1994.	At just over 20 years old, these columns are around two-thirds of the way through their expected lifespan.
Highway Operations	No issues raised.	-
Developments	No issues raised.	-

Other relevant issues	None.		-	
Has the trial switch-off had an adverse impact?	YES		NO	✓
Options and financial implications	Option		Cost over 15 years	
	Switch back on immediately (converting to LED in due course)		£3,790	
	Convert to LED in due course, then switch back on		£3,740	
	Remove columns		£1,500	
Remarks	<p>There has been no increase in crime and no crashes since switch-off, and although two residents have expressed concerns about the safety of the switch-off, their concerns would not appear to be supported by the crash data.</p> <p>These two columns are over half-way through their expected lifespan and are likely to need replacing during the next 15 years, so removing them immediately will result in savings to Kent County Council of around £2,000 over this period, with further savings in the longer term. Taking this into consideration, it is recommended that these columns be removed.</p>			
Recommendation	Remove columns.			
JTB Remarks	Members noted the report. No issues were raised.			
Cabinet Committee Remarks				
Final Recommendation				
Cabinet Member Decision			Date	

Site location	Templer Way	Remarks
No. of lights switched off	6	-
No. of lights converted to part night	0	-
Lights switched off/ converted (DATE)	21/11/2013	-
Police: crime and anti-social behaviour issues Period: 21/11/2013-21/11/2014	One year period prior to switch-off: none reported. One year period since switch-off: none reported.	Trial switch off has not had an adverse impact.
Police remarks	None.	-
Crashes (Jan 1994-Apr 2015)	Before switch-off: 1 SLIGHT (2006). No reported crashes since switch-off.	The absence of lighting at this site has not led to an increase in crashes.
Traffic Schemes remarks	None.	-
Enquiries received following implementation (site specific)	Enquiry no. 17440658 14/04/2014 – Customer giving feedback on lights switched off at this site. Expressed concern over lack of light. Enquiry no. 17033212 12/12/2014 – Enquiry from same customer expressing same concerns. Enquiry no. 15811085 2/10/15 - Enquiry from same customer expressing same concerns.	Noted.
Street Lighting	Inventory shows these columns as installed in 1999.	At 16 years old, these columns are around half-way through their expected lifespan.
Highway Operations	No issues raised.	-

Developments	No issues raised.		-	
Other relevant issues	None.		-	
Has the trial switch-off had an adverse impact?	YES		NO	✓
Options and financial implications	Option		Cost over 15 years	
	Switch back on immediately (converting to LED in due course)		£13,170	
	Convert to LED in due course, then switch back on		£13,020	
	Remove columns		£6,000	
Remarks	<p>Although there has been no increase in crime or crashes since switch-off, and few of the many people who use this road have expressed concerns, this trial site now appears anomalous in that it is a very short length of unlit road forming part of a network of lit roads in and around Ashford town centre.</p> <p>These columns are over half-way through their expected lifespan and are likely to need replacing during the next 15 years, so the cost of continuing to run them over this period would be around £7,000 more than the cost of removing them. Notwithstanding this, it is recommended that these lights are switched back on immediately and converted to LED in due course.</p>			
Recommendation	Switch back on immediately (converting to LED in due course).			
JTB Remarks	Members noted the report. No issues were raised.			
Cabinet Committee Remarks				
Final Recommendation				

Cabinet Member Decision		Date	
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Site location	Trinity Road	Remarks
No. of lights switched off	9	-
No. of lights converted to part night	0	-
Lights switched off/ converted (DATE)	21/11/2013	-
Police: crime and anti-social behaviour issues Period: 21/11/2013-21/11/2014	One year period prior to switch-off: 3 crimes. One year period since switch-off: 4 crimes.	Compared to one year period prior to switch-off, crime has risen from 3 crimes to 4.
Police remarks	Trinity Road has seen a rise in violence.	Noted.
Crashes (Jan 1994-Apr 2015)	Before switch-off: 1 SLIGHT (2008). No reported crashes since switch-off.	The absence of lighting at this site has not led to an increase in crashes.
Traffic Schemes remarks	None.	-
Enquiries received following implementation (site specific)	<p>Enquiry no. 17016685 28/11/2013 – customer concerned about safety at this site.</p> <p>Enquiry no. 17017165 11/12/2013 – customer expressing concerns over safety at this site. Agrees that lights should be off after midnight, but not all the time.</p> <p>Enquiry no. 17017951 31/12/2013 – customer concerned about safety at this site, saying it is impossible to walk down it between 05:00 and 07:00. Offered assistance on alternatives to this trial.</p> <p>Enquiry no. 17332698 13/01/2014 – customer concerned about safety at switch-off site.</p>	<p>Local residents have expressed strong concern about the trial switch-off of lighting in this area, and Kennington Community Forum has supported their concerns on the grounds that Trinity Road is used as a walking and cycling route between the residential area of Kennington and Eureka Leisure Park/Ashford town centre.</p> <p>The Community Forum has also raised the issue of future development increasing the number of vehicle and pedestrian/cyclist movements in this area so that lighting, if removed, would need to be replaced.</p>

	<p>Enquiry no. 17026071 15/07/2014 – complaint from customer demanding the lights are reinstated on this road.</p> <p>Enquiry no. 17234480 23/03/2015 – customer concerned about safety of late shift workers walking along this road.</p> <p>GovMetric Alert 07/06/2015 – customer extremely disappointed and dissatisfied with lights turned off at this site. Claims she does not feel safe walking along this road at night and many others feel the same. Advises she has to be driven instead of walking along this road, thus offsetting KCC’s energy saving goals.</p> <p>Enquiry no. 42001658 09/06/2015 – Customer concerned about lack of lighting at this site.</p> <p>Enquiry no. 15810497 24/07/2015 – Enquiry from Cllr Winston Michael stating he was told the lights switched off on this road will never be switched back on and will be removed. Councillor asking KCC to reconsider their decision and reinstate the lights at this site.</p>	
Street Lighting	Inventory shows these columns as installed in 1997.	At around 18 years old, these columns are just over half-way through their expected lifespan.
Highway Operations	No issues raised	-
Developments	No issues raised.	-
Other relevant issues	A pedestrian and cyclist survey carried out on Trinity Road supported the view that it is used as a walking and cycling route, with around 20 pedestrians and 10 cyclists per hour using it during the morning and late afternoon/early evening periods.	-

Has the trial switch-off had an adverse impact?	YES	✓	NO	
Options and financial implications	Option		Cost over 15 years	
	Switch back on immediately (converting to LED in due course)		£15,225	
	Convert to LED in due course, then switch back on		£15,030	
	Remove columns		£4,500	
Remarks	<p>Strong local opposition to the trial switch-off, supported by survey evidence that Trinity Road is used as a walking and cycling route, and police concerns about an increase in violent crime suggest that the trial switch-off has had an adverse effect on the local community. In addition, this trial site now appears anomalous in that it is a relatively short length of unlit road forming part of an otherwise lit route between Kennington and the centre of Ashford, and future developments appear likely to increase the need for lighting in this area.</p> <p>These columns are over half-way through their expected lifespan and are likely to need replacing during the next 15 years, so the cost of continuing to run them over this period would be around £11,000 more than the cost of removing them. Notwithstanding this, it is recommended that these lights are switched back on immediately and converted to LED in due course.</p>			
Recommendation	Switch back on immediately (converting to LED in due course).			
JTB Remarks	Members noted the report. Councillor Wedgebury was pleased that lighting is being returned to Trinity Road.			
Cabinet Committee Remarks				
Final Recommendation				
Cabinet Member Decision			Date	

Site location	Romney Marsh Road	Remarks
No. of lights switched off	75	-
No. of lights converted to part night	0	-
Lights switched off/ converted (DATE)	21/11/2013	-
Police: crime and anti-social behaviour issues Period: 21/11/2013-21/11/2014	One year period prior to switch-off: 1 crime. One year period since switch-off: 1 crime.	Crime has remained at the same low level since the switch-off.
Police remarks	None.	-
Crashes (Jan 1994-Apr 2015)	<p>Before switch-off: North: 3 SLIGHT (2000, 2004) Mid: 18 SLIGHT, 1 FATAL (2013) South: 6 SLIGHT, 1 SERIOUS</p> <p>After switch-off: North: none.</p> <p>Mid: 19/12/2014 – SLIGHT – DARK: V1 misjudged speed and path of V2 and collided with rear of V2, knocking it into V3. 20/06/2014 – SLIGHT – LIGHT: V1 collided with rear of V2 after V1 during change into lane 1.</p> <p>South: 28/11/2014 – SLIGHT – LIGHT: V2 slowing to merge with traffic in lane 2, V1 collided with read of V2.</p>	<p>The fatal crash before switch-off occurred during daylight hours.</p> <p>The pattern of crashes since the switch-off appears consistent with that before the switch-off, with no significant increase attributable to the lack of lighting.</p>

Traffic Schemes remarks	None.	-
Enquiries received following implementation (site specific)	None.	Kent's residents have not commented on these lights being switched off.
Street Lighting	Inventory shows the majority of these columns were installed in 1992, the remainder in 1995.	At 20 to 23 years old, these columns are around two-thirds of the way through their expected lifespan.
Highway Operations	No issues raised.	-
Developments	No issues raised.	-
Other relevant issues	None.	-
Has the trial switch-off had an adverse impact?	YES	NO ✓
Options and financial implications	Option	Cost over 15 years
	Switch back on immediately (converting to LED in due course)	£164,625
	Convert to LED in due course, then switch back on	£162,750
	Remove columns	£75,000
Remarks	<p>The trial switch-off has not led to an increase in crime or crashes, and Kent's residents have not commented on these lights being switched off, suggesting that there is no need to continue providing lighting to this part of the highway.</p> <p>These columns are around two-thirds of the way through their expected lifespan, and removing them immediately will result in savings to Kent County Council of around £90,000 over the next 15 years, with further savings in the longer term.</p>	

Recommendation	Remove columns.		
JTB Remarks	Members noted the report. No issues were raised.		
Cabinet Committee Remarks			
Final Recommendation			
Cabinet Member Decision		Date	

Safe and Sensible Street Lighting Project - Review of Trial Switch-Off – Dartford District

Date of Review:

Sites originally proposed for inclusion in the trial switch-off but subsequently withdrawn:

Hawley Road (North)

Hawley Road (South)

Bob Dunn Way (East)

Bean Lane (North and South)

Cotton Lane

Sites originally proposed for inclusion in the trial switch-off but subsequently modified to part-night lighting:

Shepherd's Lane, Dartford (6 lights)

Old Bexley Lane, Dartford (6 lights)

Leyton Cross Road (North and South) (12 lights)

Sites included in the trial switch-off:

Bob Dunn Way (West) (32 lights)

Bob Dunn Way (Mid) (17 lights)

Watling Street (13 lights)

Barn End Lane (12 lights)

Birchwood Road (21 lights)

Site location	Bob Dunn Way (West)	Remarks
No. of lights switched off	32	-
No. of lights converted to part night	0	-
Lights switched off/ converted (DATE)	25/03/2014	-
Police: crime and anti-social behaviour issues Period: 25 th Mar 2014-25 th Mar 2015	One year period prior to switch-off: None reported. One year period since switch-off: None reported.	The absence of light at this site has not caused an increase in crime.
Police remarks	None.	-
Crashes (Jan 1994-Apr 2015)	Before switch-off: 10 SLIGHT, 3 SERIOUS. After switch-off: 14/04/2014 – SLIGHT – LIGHT: V1 collided with rear of V2. Low speed impact.	The absence of lighting at this site has not led to an increase in crashes, the only crash recorded having occurred during daylight hours.
Traffic Schemes remarks	None.	-
Enquiries received following implementation (site specific)	Enquiry no. 17440740 16/04/2014 – customer calling to report lights out. Informed they were in trial and was very concerned about safety for cyclists. Enquiry no. 132937 02/12/2014 – customer calling to express concern over switching off of light. Concerned about safety for cyclists and pedestrians. Enquiry no. 15810001 21/05/2015 – Enquiry from Gareth Johnson MP regarding letter from constituent. Letter refers to lights switched off and horses wandering on the highway, and the safety concerns involved with	Note these enquiries may apply to either or both sections of Bob Dunn Way.

	both. See enquiry for more detail.		
Street Lighting	Inventory shows these columns installed in 1994.		At 21 years old, these columns are just over two-thirds of their way through their expected lifespan.
Highway Operations	“The only issue I have with the list of sites is Bob Dunn Way. This is a known site for fatal collisions over the years and we have has a number of recent incidents of live horses on the carriageway during the night which has led to serious collisions. Add in the fact that we have recently had the Bridge Development open which has increased vehicle movements in the area, I would encourage the streetlights to be switched back on along the whole length of Bob Dunn Way.”		Noted.
Developments	No issues raised.		-
Other relevant issues	None.		-
Has the trial switch-off had an adverse impact?	YES		NO ✓
Options and financial implications	Option		Cost over 15 years
	Switch back on immediately (converting to LED in due course)		£70,240
	Convert to LED in due course, then switch back on		£69,440
	Remove columns		£32,000
Remarks	<p>The trial switch-off has not led to an increase in crime or crashes, and the number of enquiries received is small in proportion to the number of people using this road, suggesting that Kent’s residents are largely accepting of the switch-off.</p> <p>These columns are over half-way through their expected lifespan and are likely to need replacing during the next 15</p>		

	years, so removing them immediately will result in savings to Kent County Council of around £38,000 over this period, with further savings in the longer term. Taking this into consideration, it is recommended that these columns be removed.
Recommendation	Remove columns.
JTB Remarks	<p>Both Mr Maddison and Councillor Page raised issues relating to Bob Dunn Way:</p> <ul style="list-style-type: none"> • It was felt that the turn off and removal of lamp columns would be premature given that traffic levels on this road were bound to increase due to developments in neighbouring boroughs and the use of Bob Dunn Way as an access route to the River Crossing. • That a further consultation exercise would be wise to gain a feeling for residents wishes at the turn off. • Although there was no apparent increase in crime and disorder in the area, there was a definite perception amongst local people that levels of such had increased. • It would be useful to consult the local Police Service / Community Safety Officers to find out if there were increases in low level crime / anti - social behaviour, their views on the reduced lighting, and the feeling “on the streets” • There had been adverse comments relating to the proposals from local people.
Response to JTB Remarks	<p>Re. traffic, if we were building this scheme today it would not be lit. There are many roads in Kent carrying similar volumes of traffic which are unlit. The junctions remain lit, and will serve as access points to any future developments.</p> <p>Experience in other areas of the County where lights have been switched off as part of the trial clearly demonstrates that where there are concerns, these have been very quickly made known to us. No such concerns have been received about Bob Dunn Way.</p> <p>Telephoned Mark Salisbury 01322 336336 and received a return call from Richard Cherry, the Enforcement Manager. Richard is collocated with the Police in the Community Safety Unit CSU. Richard works closely with Martin Sharp of Kent Police who is also located at the CSU and they meet every morning. Bob Dunn Way is not a site that has caused them any concerns. Richard advised that occasionally there is criminal activity on adjacent development areas, Welcome works or the Bridge Development but these are mostly restricted to those sites and</p>

	not influenced by the lack of lighting on Bob Dunn Way.		
SRO Sign-off		Date	
Cabinet Committee Remarks			
Cabinet Member Decision		Date	

Site location	Bob Dunn Way (Mid)	Remarks
No. of lights switched off	17	-
No. of lights converted to part night	0	-
Lights switched off/ converted (DATE)	25/03/2014	-
Police: crime and anti-social behaviour issues Period: 25 th Mar 2014-25 th Mar 2015	One year period prior to switch-off: None reported. One year period since switch-off: None reported.	The absence of light at this site has not caused an increase in crime.
Police remarks	None.	-
Crashes (Jan 1994-Apr 2015)	Before switch-off: 7 SLIGHT After switch-off: 20/09/2014 – SLIGHT – DARK: Stray horse ran into unlit road into path of V1, V1 collided with horse, which collapsed into road where it was struck again by V2.	The only crash after switch-off took place in the area where streetlights were switched off; however, it appears likely that this incident would have occurred with or without the presence of lighting.
Traffic Schemes remarks	None.	-
Enquiries received following implementation (site specific)	Enquiry no. 17440740 16/04/2014 – customer calling to report lights out. Informed they were in trial and was very concerned about safety for cyclists. Enquiry no. 132937 02/12/2014 – customer calling to express concern over switching off of light. Concerned about safety for cyclists and pedestrians.	Note these enquiries may apply to either or both sections of Bob Dunn Way.

	Enquiry no. 15810001 21/05/2015 – Enquiry from Gareth Johnson MP regarding letter from constituent. Letter refers to lights switched off and horses wandering on the highway, and the safety concerns involved with both. See enquiry for more detail.		
Street Lighting	Inventory shows these columns installed in 1994.		At 21 years old, these columns are just over two-thirds of their way through their expected lifespan.
Highway Operations	“The only issue I have with the list of sites is Bob Dunn Way. This is a known site for fatal collisions over the years and we have has a number of recent incidents of live horses on the carriageway during the night which has led to serious collisions. Add in the fact that we have recently had the Bridge Development open which has increased vehicle movements in the area, I would encourage the streetlights to be switched back on along the whole length of Bob Dunn Way.”		Noted.
Developments	No issues raised.		-
Other relevant issues	None.		-
Has the trial switch-off had an adverse impact?	YES		NO ✓
Options and financial implications	Option		Cost over 15 years
	Switch back on immediately (converting to LED in due course)		£37,315
	Convert to LED in due course, then switch back on		£36,890
	Remove columns		£17,000
Remarks	The trial switch-off has not led to an increase in crime, and the only crash appears unrelated to the absence of lighting, whilst the number of enquiries received is small in proportion to the number of people using this road,		

	<p>suggesting that Kent’s residents are largely accepting of the switch-off.</p> <p>These columns are over half-way through their expected lifespan and are likely to need replacing during the next 15 years, so removing them immediately will result in savings to Kent County Council of around £20,000 over this period, with further savings in the longer term. Taking this into consideration, it is recommended that these columns be removed.</p>
Recommendation	Remove columns.
JTB Remarks	<p>Both Mr Maddison and Councillor Page raised issues relating to Bob Dunn Way:</p> <ul style="list-style-type: none"> • It was felt that the turn off and removal of lamp columns would be premature given that traffic levels on this road were bound to increase due to developments in neighbouring boroughs and the use of Bob Dunn Way as an access route to the River Crossing. • That a further consultation exercise would be wise to gain a feeling for residents wishes at the turn off. • Although there was no apparent increase in crime and disorder in the area, there was a definite perception amongst local people that levels of such had increased. • It would be useful to consult the local Police Service / Community Safety Officers to find out if there were increases in low level crime / anti - social behaviour, their views on the reduced lighting, and the feeling “on the streets” • There had been adverse comments relating to the proposals from local people.
Response to JTB Remarks	<p>Re. traffic, if we were building this scheme today it would not be lit. There are many roads in Kent carrying similar volumes of traffic which are unlit. The junctions remain lit, and will serve as access points to any future developments.</p> <p>Experience in other areas of the County where lights have been switched off as part of the trial clearly demonstrates that where there are concerns, these have been very quickly made known to us. No such concerns have been received about Bob Dunn Way.</p> <p>Telephoned Mark Salisbury 01322 336336 and received a return call from Richard Cherry, the Enforcement Manager. Richard is collocated with the Police in the Community Safety Unit CSU. Richard works closely with</p>

	<p>Martin Sharp of Kent Police who is also located at the CSU and they meet every morning. Bob Dunn Way is not a site that has caused them any concerns. Richard advised that occasionally there is criminal activity on adjacent development areas, Welcome works or the Bridge Development but these are mostly restricted to those sites and not influenced by the lack of lighting on Bob Dunn Way.</p>		
<p>Cabinet Committee Remarks</p>			
<p>Final Recommendation</p>			
<p>Cabinet Member Decision</p>		<p>Date</p>	

Site location	Watling Street	Remarks
No. of lights switched off	13	-
No. of lights converted to part night	0	-
Lights switched off/ converted (DATE)	10/02/2014	-
Police: crime and anti-social behaviour issues Period: 10 th Feb 2014-10 th Feb 2015	1 Drug Offence.	Compared to the one year period prior to switch-off, crime has risen from none to one. This is not enough of a rise to be significant or warrant consideration for reinstatement.
Police remarks	None.	-
Crashes (Jan 1994-Apr 2015)	Before switch-off: 6 SLIGHT, 1 SERIOUS (1994) After switch-off: No crashes reported since switch-off.	The absence of lighting at this site has not led to an increase in crashes.
Traffic Schemes remarks	None.	-
Enquiries received following implementation (site specific)	None.	Kent's residents have not commented on these lights being switched off.
Street Lighting	Inventory shows these columns installed in 1985.	At 30 years old, these columns are at the end of their expected lifespan.
Highway Operations	No issues raised.	-
Developments	No issues raised.	-
Other relevant issues	Switch-off area is in close proximity to Darent Valley Hospital.	The hospital site has its own lighting, and the absence of enquiries would suggest that people travelling to and from the hospital are unaffected by the switch-off.


Has the trial switch-off had an adverse impact?	YES		NO	✓
Options and financial implications	Option		Cost over 15 years	
	Switch back on immediately (converting to LED in due course)		£24,635	
	Convert to LED in due course, then switch back on		£24,310	
	Remove columns		£9,750	
Remarks	<p>The trial switch-off has not led to an increase in crashes or a significant increase in crime, and Kent's residents have not commented on these lights being switched off, suggesting that there is no need to continue providing lighting to this part of the highway.</p> <p>These columns are at the end of their lifespan, and removing them immediately will result in savings to Kent County Council of around £15,000 over the next 15 years, with further savings in the longer term.</p>			
Recommendation	Remove columns.			
JTB Remarks	Members noted the report. No issues were raised.			
Cabinet Committee Remarks				
Final Recommendation				
Cabinet Member Decision			Date	

Site location	Barn End Lane	Remarks
No. of lights switched off	12	-
No. of lights converted to part night	0	-
Lights switched off/ converted (DATE)	10/02/2014	-
Police: crime and anti-social behaviour issues Period: 10/02/2014-10/02/2015	One year period prior to switch-off: None reported. One year period since switch-off: None reported.	The absence of light at this site has not caused an increase in crime.
Police remarks	None.	-
Crashes (Jan 1994-Apr 2015)	Before switch-off: 4 SLIGHT After switch-off: No reported crashes since switch-off.	The absence of lighting at this site has not led to an increase in crashes.
Traffic Schemes remarks	None.	-
Enquiries received following implementation (site specific)	Enquiry no. 139489 16/01/2015 – Customer called to report lights not coming on at this site. Advised of SSSL scheme. Customer expressed concerns over safety of pedestrians and lack of consultation.	Noted.
Street Lighting	Inventory shows all but one of these columns installed in 1985 (the other in 2005).	At 30 years old, these columns are at the end of their expected lifespan.
Highway Operations	No issues raised.	-
Developments	No issues raised.	-
Other relevant issues	None.	-

Conclusion	The trial switch-off has had an adverse effect		The trial switch-off has not had an adverse effect	✓
Has the trial switch-off had an adverse impact?	YES		NO	✓
Options and financial implications	Option		Cost over 15 years	
	Switch back on immediately (converting to LED in due course)		£19,340	
	Convert to LED in due course, then switch back on		£19,040	
	Remove columns		£6,000	
Remarks	<p>The trial switch-off has not led to an increase in crime or crashes, and the single enquiry received suggests that Kent's residents are largely accepting of the switch-off.</p> <p>These columns are at the end of their lifespan, and removing them immediately will result in savings to Kent County Council of around £13,000 over the next 15 years, with further savings in the longer term. Taking this into consideration, it is recommended that these columns be removed.</p>			
Recommendation	Remove columns.			
JTB Remarks	Members noted the report. No issues were raised.			
Cabinet Committee Remarks				
Final Recommendation				
Cabinet Member Decision			Date	

Review of Trial Switch-Off – Dartford District

Site location	Birchwood Road	Remarks
No. of lights switched off	21	-
No. of lights converted to part night	0	-
Lights switched off/ converted (DATE)	11/02/2014	-
Police: crime and anti-social behaviour issues Period: 11/02/2014-11/02/2015	One year period prior to switch-off: 1 crime reported. One year period since switch-off: None reported.	Compared to one year period prior to switch-off, crime has fallen from 1 to none in the year after switch-off.
Police remarks	None.	-
Crashes (Jan 1994-Apr 2015)	Before switch-off: 13 SLIGHT, 1 SERIOUS, 1 FATAL After switch-off: 24/04/2014 – SLIGHT – LIGHT: V1 had a tyre blowout which caused the car to roll.	The absence of lighting at this site has not led to an increase in crashes. The only crash reported since switch-off was not lighting-related.
Traffic Schemes remarks	None.	-
Enquiries received following implementation (site specific)	Enquiry no. 11002113 10/03/2014 – customer expressing concern over safety at this site.	Noted.
Street Lighting	Inventory shows these columns as installed between 1985 and 1994.	At between 20 and 30 years old, these lights are in the last third of their expected lifespan.
Highway Operations	No issues raised.	-
Developments	No issues raised.	-
Other relevant issues	None.	-

Has the trial switch-off had an adverse impact?	YES		NO	
Options and financial implications	Option		Cost over 15 years	
	Switch back on immediately (converting to LED in due course)		£35,595	
	Convert to LED in due course, then switch back on		£35,070	
	Remove columns		£10,500	
Remarks	<p>The trial switch-off has not led to an increase in crime or crashes, and the single enquiry received suggests that Kent’s residents are largely accepting of the switch-off.</p> <p>These columns are over half-way through their expected lifespan and are likely to need replacing during the next 15 years, so removing them immediately will result in savings to Kent County Council of around £25,000 over this period, with further savings in the longer term. Taking this into consideration, it is recommended that these columns be removed.</p>			
Recommendation	Remove columns.			
JTB Remarks	Members noted the report. No issues were raised.			
Cabinet Committee Remarks				
Final Recommendation				
Cabinet Member Decision			Date	

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Safe and Sensible Street Lighting Project - Review of Trial Switch-Off – Dover District

Date of Review:

Sites originally proposed for inclusion in the trial switch-off but subsequently withdrawn:

East Kent Access Location B

East Kent Access Location C

A256 By-Pass – Right Turn Lane Venson

A256 By-Pass – Right Turn Lane Tilmanstone

A256 By-Pass – Right Turn Lane Eythorne

Sites originally proposed for inclusion in the trial switch-off but subsequently modified to part-night lighting:

East Kent Access Location A – Sandwich by-pass (22 lights)

East Kent Access Location D – Monks Way (23 lights)

East Kent Access Location E – Ramsgate Road (56 lights)

East Kent Access South – Ramsgate Road (6 lights)

Sites included in the trial switch-off:

Whitfield Hill (31 lights)

A258 Sandwich By-Pass – Sandwich Road (28 lights)

Betteshanger Road (24 lights)

Folkestone Road, Farthingloe (61 lights)

Site location	Whitfield Hill	Remarks
No. of lights switched off	31	-
No. of lights converted to part night	0	-
Lights switched off/ converted (DATE)	22/08/2013	-
Police: crime and anti-social behaviour issues Period: August 2013 - December 2014	19/12/13 - Theft from Motor Vehicle (Lorry in Layby) 03.00.	-
Police remarks	Lack of street lighting could have contributed to the crimes but this has not been highlighted as a major contributory factor. The theft from M/V on Whitfield Hill was against a lorry in the layby overnight, the theft in Ash was against unsecure flats which were under construction near the junction.	Trial switch off has not had an adverse impact.
Crashes	SLIGHT - 23.00 DARK. WET. Single vehicle lost control. SLIGHT - 16.40 LIGHT. DRY. V1 hit rear of V2.	The absence of lighting at this site has not led to an increase in crashes. The only crashes recorded since switch-off were not lighting-related.
Traffic Schemes remarks	This section of road historically has had a poor safety record with emergency run-off lanes for larger vehicles going downhill. Permanent switch-off should be approached with extreme caution and maybe part-time lighting would be a better option.	Comments noted: this was considered prior to the switch-off. The trial has not shown that this is a hazardous site.
Enquiries received following implementation (site)	2/9/13 Reporter enquiring about trial in response to local resident concerned about highway safety.	Concentration of enquiries in the early months, but since then far fewer enquiries have been received, indicating perhaps that residents are largely accepting

<p>specific)</p>	<p>9/9/13 Resident. Supportive but concerned about visibility of escape lane.</p> <p>9/9/13 Resident concerned about safety of pedestrians using footway, feels lights should be on until at least 11 pm.</p> <p>9/9/13 Resident concerned about busy road and lack of lighting, would be satisfied with part-night lighting.</p> <p>Other representations made at this time by local Members.</p> <p>10/9/13 Resident concerned about visibility of verge, sharp bend and escape lane. Red reflectors distracting.</p> <p>11/9/13 Resident concerned that lights are not working and that area near escape lane is dangerous. Noted pedestrians using torches.</p> <p>13/9/13 District Councillor on behalf of several concerned residents who had understood lights would be off between midnight and 5.30 am.</p> <p>1/10/13 Resident and child had to use footway at 11:30 pm following car breakdown; fell and sprained ankle due to uneven surface and lack of lighting., also concerned by volume and speed of traffic.</p> <p>11/10/13 Resident who regularly drives this road commenting that the lack of light was difficult at first but that the reflective strips help, and they now find the lack of light manageable.</p> <p>23/12/13 Residents concerned that the trial switch-off has</p>	<p>of the change.</p>
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	<p>not taken into consideration the number of vehicles and pedestrians using Whitfield Hill or its history of crashes and suggesting the lights should be switched back on for safety reasons.</p> <p>23/1/14 Resident perplexed that lights on Whitfield Hill have been switched off when some nearby are on day and night - advised the latter are Dover DC lights awaiting repair.</p> <p>22/4/14 Resident enquiring about the trial switch-off.</p> <p>17/11/14 Resident reporting lights not working - advised of trial switch-off, but feels it is dangerous.</p> <p>6/1/15 Resident who cycles along Whitfield Hill regularly concerned about safety.</p> <p>9/1/15 Resident enquiring about the trial switch-off.</p>	
Street Lighting	Structural assessment: 3 nr. columns scheduled for re-testing/possible replacement by 2016; 28 nr. in acceptable condition, scheduled for re-testing in 2019.	Although most columns appear in acceptable condition, 26 of the 31 columns are estimated to be over 30 years old and hence past the end of their expected lifespan.
Highway Operations	No issues raised.	-
Developments	No issues raised.	-
Other relevant issues	None.	-
Has the trial switch-off had an adverse impact?	YES	NO ✓
Options and financial implications	Option	Cost over 15 years

	Switch back on immediately (converting to LED in due course)	£54,450
	Convert to LED in due course, then switch back on	£53,700
	Remove columns	£22,500
Remarks	<p>The trial switch-off has not led to an increase in crashes or a significant increase in crime, and although several residents initially expressed concerns about the trial, the reduction in enquiries over time suggests that Kent's residents are now largely accepting of the switch-off.</p> <p>Most of these columns are at the end of their lifespan, and removing them immediately will result in savings to Kent County Council of around £32,000 over the next 15 years, with further savings in the longer term. Taking this into consideration, it is recommended that these columns be removed.</p>	
Recommendation	Remove columns.	
JTB Remarks	<p>Councillor G Cowan expressed surprise that it was proposed to remove columns on Whitfield Hill. Before 2013 there had been fatalities there, and a couple of cars had recently ended up in the roadside hedge.</p> <p>Councillor M R Eddy stressed that an improved maintenance regime was needed for road markings and reflectors if there was to be no lighting.</p> <p>Councillor MJ Ovenden asked if the lights in the vicinity of the houses could be retained and switched back on.</p>	
Response to JTB Remarks	<p>Officers advised at the meeting that there were always a number of factors involved in any road traffic accident. For each site the team had considered whether lighting was a contributory factor, but they undertook to review this site.</p> <p>The RTC data has been reviewed and there is no indication that changed lighting conditions has adversely affected type or frequency of incident. Generally RTC's in this road relate to driver behaviour.</p> <p>Officers advised that maintenance work had been carried out in 2013 on road studs and reflectors, and that additional markers could be installed to help motorists maintain a visual line. However, beyond that there was no special maintenance regime for unlit roads.</p>	

	<p>In response to Councillor M J Ovenden, officers agreed to review whether lights in the vicinity of houses could remain in place.</p> <p>There are no safety reasons why these two lights should be retained.</p> <p>In response to Members who suggested cats’ eyes to replace reflector strips on columns, officers undertook to investigate these whilst highlighting their relatively high cost.</p> <p>The investigation considered two options, road studs installed at 18m centres on both sides of the road and installation of a verge marker post to replace each of the lighting columns to be removed.</p> <p>Road studs would provide a better solution overall by making both existing edge lines more visible in darkness, would be cheaper but may require greater traffic management to install.</p> <p>Marker posts would only be provided on one side of the road, so would be less effective, would be more expensive, but can be installed at the time the existing columns are removed within the same traffic management arrangements.</p> <p>It is thus intended to install road studs unless the traffic management requirements prove to be too expensive. In which case marker posts will be installed.</p> <p>Officers also agreed to look at reflectors for the escape lane.</p> <p>The escape lane has two signs in advance of it. The carriageway markings are in good condition and there appears, from Google, to be three black & white bollards which have reflectors on them. The bollards, which are plastic and collapse on impact, are there to prevent road users inadvertently driving into the gravel. These existing arrangements appear to provide sufficient awareness of the escape lane.</p>
<p>Final JTB Comments</p>	<p>Councillor T A Bond stated that around 10,000 houses were due to be built in Whitfield and surrounding areas which meant that Whitfield Hill would be heavily used in the coming months and years. Kent County Council had spent more than £2,000 on the consultation which was what would be saved each year by switching off these lights. He was of the view that the lights should remain. Councillor G Lymer urged KCC to retain the lights. There had been fatal and serious injury accidents on Whitfield Hill during the last 5 to 10 years. The route was frequently used by night-shift workers at the industrial zone. He expressed concerns that the lorry escape route was on the bend next to the footpath. With no lighting on this bend, it was an accident waiting to happen. When viewed against the</p>

	<p>cost of each road fatality at £1 million, the minimal savings that would be achieved by switching off the lights were simply not worth it.</p> <p>In response to Councillor G Cowan, the SLAM confirmed that reflective markers would be installed. Councillor Cowan stated that he could not support the proposal which would put people’s lives at risk and save only £2,000 per annum over 15 years.</p>		
<p>Cabinet Committee Remarks</p>			
<p>Final Recommendation</p>			
<p>Cabinet Member Decision</p>		<p>Date</p>	

Site location	A257 Ash By-Pass - Sandwich Road	Remarks
No. of lights switched off	28	-
No. of lights converted to part night	0	-
Lights switched off/ converted (DATE)	23/08/2013	-
Police: crime and anti-social behaviour issues Period: August 2013 - December 2014	18/1/14 - Theft from property 03.00.	-
Police remarks	Lack of street lighting could have contributed to the crimes but this has not been highlighted as a major contributory factor.	Noted.
Crashes	SLIGHT - 09.11 LIGHT.DRY. V2 pulled out into path V1.	The absence of lighting at this site has not led to an increase in crashes. The only crash recorded since switch-off was not lighting-related.
Traffic Schemes remarks	Lights have been retained at junctions along the A256 and also at the A257/Guilton junction, so it is not clear why a different approach should have been taken at these junctions.	Comments noted: junctions along the A256 were originally proposed for inclusion in the trial switch-off but were withdrawn in response to political sensitivities.
Enquiries received following implementation (site specific)	13/1/14 Resident concerned that bus no longer goes into Ash village but sets passengers down on by-pass where lights are switched off - advised to contact bus company.	-
Street Lighting	Structural assessment: all columns in acceptable condition, scheduled for re-testing in 2019.	Columns appear to be in acceptable condition, and according to installation dates have at least 10 years left until the end of their lifespan.
Highway Operations	No issues raised.	-

Developments	No issues raised.	-	
Other relevant issues	None.	-	
Has the trial switch-off had an adverse impact?	YES	NO	✓
Options and financial implications	Option	Cost over 15 years	
	Switch back on immediately (converting to LED in due course)	£61,460	
	Convert to LED in due course, then switch back on	£60,760	
	Remove columns	£28,000	
Remarks	<p>The trial switch-off has not led to an increase in crime or crashes, and other than a single enquiry relating to the bus service, Kent's residents have not commented on these lights being switched off, suggesting that there is no need to continue providing lighting to this part of the highway.</p> <p>These columns, although in acceptable condition, are likely to need replacing during the next 15 years, so removing them immediately will result in savings to Kent County Council of around £33,000 over this period, with further savings in the longer term. Taking this into consideration, it is recommended that these columns be removed.</p>		
Recommendation	Remove columns.		
JTB Remarks	<p>Councillor P I Carter raised concerns about agricultural workers using the road in darkness.</p> <p>Cllr Ridings commented that since switch off he had received no enquiries / concerns about this site.</p>		
Response to JTB Remarks	Officers clarified that there are several unlit junctions on this road, a number of which incorporate a right turn facility.		
Final JTB Comments	<p>In respect of the A257 Ash By-Pass, Councillor S S Chandler commented that lighting made no difference to what was a bad junction. However, Councillor Cowan disagreed, arguing that it was not worth removing columns to save such small amounts of money, particularly when LED replacements would offer further savings in the long term. Councillor M R Eddy agreed, stating that lights were most definitely needed at the junction if it were used by</p>		

Review of Trial Switch-Off – Dover District

	agricultural workers who were unfamiliar with the roads and/or conditions.		
Cabinet Committee Remarks			
Final Recommendation			
Cabinet Member Decision		Date	


Site location	Betteshanger Road	Remarks
No. of lights switched off	24	-
No. of lights converted to part night	0	-
Lights switched off/ converted (DATE)	22/08/2013	-
Police: crime and anti-social behaviour issues Period: August 2013 - December 2014	None reported.	-
Police remarks	None.	-
Crashes	None reported.	The absence of lighting at this site has not led to an increase in crashes.
Traffic Schemes remarks	Hadlow College are intending to move in to Betteshanger Business Park, so it may be advisable to just retain temporary switch off, rather than permanent column removal.	Comment noted.
Enquiries received following implementation (site specific)	None received.	-
Street Lighting	Structural assessment: all columns in acceptable condition, scheduled for re-testing in 2019.	All of the columns at this site have at least 20 years until the end of their expected lifespan.
Highway Operations	No issues raised.	-
Developments	No issues raised.	-

Other relevant issues	None.	-
Has the trial switch-off had an adverse impact?	YES	NO ✓
Options and financial implications	Option	Cost over 15 years
	Switch back on immediately (converting to LED in due course)	£17,375
	Convert to LED in due course, then switch back on	£16,750
	Remove columns	£12,500
Remarks	<p>Although there has been no increase in crime or crashes since switch-off, and Kent's residents have not commented on these lights being switched off, the likelihood of increased traffic linked to the Hadlow College proposals suggests that there may be a future need to provide lighting to this part of the highway.</p> <p>As the columns at this site are less than half-way through their expected lifespan, they are unlikely to need replacing within the next 15 years, so the cost of continuing to run them over this period would be only around £5,000 more than the cost of removing them. Taking this into consideration, it is recommended that the trial be extended until the columns are fitted with LED lanterns as part of the roll-out of the LED project.</p>	
Recommendation	Convert to LED in due course, then switch back on.	
JTB Remarks	Members raised no objection to the recommendation.	
Final JTB Comments	<p>Councillor Bond and Councillor P Walker commented that it made no sense to keep the lights off at Betteshanger Road when the district was trying to attract investment for growth and regeneration. Councillor S C Manion disagreed, stating that there was no sense in keeping the lights on while the road was not in use. Councillor Lymer supported the proposal, arguing that it was an unused road and taxpayers' money should be saved where possible. Councillor Cowan believed the columns should be fitted with LED lights and switched on immediately. Councillor Eddy concurred, pointing out that it would cost only around £1,200 to switch all of the lights back on. To attract business to the area, the lights should be switched back on as soon as possible.</p>	

Review of Trial Switch-Off – Dover District

Cabinet Committee Remarks			
Final Recommendation			
Cabinet Member Decision		Date	

Site location	Folkestone Road, Farthingloe	Remarks
No. of lights switched off	61	-
No. of lights converted to part night	0	-
Lights switched off/ converted (DATE)	23/08/2013	-
Police: crime and anti-social behaviour issues Period: August 2013 - December 2014	10/5/14 - Burglary from dwelling 00.00. 11/3/14 - Burglary Other 21.00.	-
Police remarks	Lack of street lighting could have contributed to the crimes but this has not been highlighted as a major contributory factor.	Noted.
Crashes	SERIOUS 23.10. DARK. WET. Foreign vehicle assumed Dual Carriageway, drove on wrong side of road.	Confirmation from police separately that absence of lighting was not a contributory factor. The absence of lighting at this site has not led to an increase in crashes.
Traffic Schemes remarks	There is an on carriageway cycle lane within the 40mph limit. It is very possible that the Safety Audit for the original cycle scheme depended on the presence of street lighting, and so the removal of lighting would need a similar such sign-off from an accredited safety audit assessment team.	Whilst we are not aware of any issues during the period of switch-off, it would seem sensible to retain those 6 columns within the 40mph zone and restore lighting to the cycleway.
Enquiries received following implementation (site specific)	27/8/13 Resident concerned that lack of lighting is a hazard to highway users. 14/5/14 Police officer investigating crash (see above), requesting details of lighting in this area, which were provided. 21/11/14 local business (farm) concerned about	Noted.

	<p>increasing levels of fly-tipping, would prefer lights to be on or part-night.</p> <p>19/12/14 MP on behalf of disabled resident whose car broke down in unlit area and who feels lack of lighting is dangerous and lights should be switched back on.</p>		
Street Lighting	<p>Structural assessment: 58 nr. columns likely to need replacement in around 2 years; 3 nr. in acceptable condition, scheduled for re-testing in 2019.</p> <p>Highway Operations: no issues raised.</p> <p>Developments: no issues raised.</p>	<p>These columns are all nearing the end of their expected lifespan, and are estimated to need replacement or removal within 5 years.</p>	
Highway Operations	No issues raised.	-	
Developments	No issues raised.	-	
Other relevant issues	None.	-	
Has the trial switch-off had an adverse impact?	YES	NO	
Options and financial implications	Option	Cost over 15 years	
	Switch back on immediately (converting to LED in due course)	£114,395	
	Convert to LED in due course, then switch back on	£112,870	
	Remove columns	£45,750	
Remarks	<p>The trial switch-off has not led to an increase in crashes, and where crimes have been reported the police have not identified lack of lighting as a significant factor, whilst the small number of enquiries received suggest that Kent's residents are largely accepting of the switch-off.</p>		

	<p>Reviewing the site, six of the columns are within the 40 mph speed limit, where they light the cycle lane. To address the safety concerns raised by officers and emphasise the start of the speed limit, it is recommended that these lights be switched back on, and the columns fitted with LED lanterns in due course.</p> <p>All 61 columns are all at the end of their lifespan, so will need replacing within the next 15 years. Removing 55 of them immediately will result in savings to Kent County Council of around £62,000 over that period, with further savings in the longer term. It is thus recommended that the columns outside the 40 mph speed limit be removed.</p>
<p>Recommendation</p>	<p>Switch six columns within 40 mph speed limit back on immediately (converting to LED in due course). Remove remaining columns.</p>
<p>JTB Remarks</p>	<p>Councillor Cowan commented that there had been two burglaries at the farm shop immediately after the switch-off. He had therefore requested that a small number of columns around the farm shop be switched back on.</p> <p>Councillor N J Collor agreed, adding that the Farthingloe development would be considerably bigger than development taking place at Betteshanger, and advised that the KCC development team have details of the proposals.</p>
<p>Response to JTB Remarks</p>	<p>Officers undertook to review the reinstatement of five columns around the farm shop.</p> <p>The farm complex and a small number of residential properties are located some way from the end of the trial switch off. Restoring lights in isolation for these properties would create a short length of darkness which is hazardous to road users. To overcome this approximately 20 lights would need to be retained and switched back on. The farm shop that was burgled is located within the farm complex and not directly adjacent to the highway so any benefit from street lighting is minimal. The lighting is intended to light the highway and whilst there are some benefits to others nearby it would be an expensive exercise to retain these lights to provide security for private property.</p> <p>In respect of the development proposals, officers added that Farthingloe was likely to require significant improvements and changes to the road network in order to provide an access to the new development. The development access layout is most unlikely to incorporate use of the existing lights. At Betteshanger the road is relatively new, the alignment straightforward meaning that there is a good chance that the Hadlow development may be able to use existing lights. Officers undertook to consult the development team.</p> <p>The development team have advised that the proposals have received outline approval but that this is subject to a judicial review. The proposals included two junctions onto Folkestone Road with no properties directly fronting</p>

	<p>Folkestone Road. The proposals for these junctions confirm the officer’s remarks that the use of existing street lighting would be most unlikely.</p>		
<p>Final JTB Comments</p>	<p>Councillor Cowan commented that he could not accept lights being switched off in the built-up area at Farthingloe. He corrected comments attributed to him in the report, advising that it was houses that had been burgled and not the farm shop. In his view, there were sixteen columns in total that were crucial and should be switched back on, these being all the columns from the 40mph zone to columns GAP 83 and 82. He was not asking for all the lights to be switched back on and, indeed, was content for those columns heading towards Capel to be removed. Councillor Lymer agreed but argued that all the lights should be retained due to the large development at Farthingloe.</p> <p>Councillor Eddy reminded Members that the Campaign to Protect Rural England was litigating against Dover District Council to try to prevent the Farthingloe development. However, should the development go ahead, the columns would need to be reinstated. Due to measures on the A20, Folkestone Road was currently being heavily used by traffic entering and exiting the town. In his view all the columns should be retained. Several Members agreed, arguing that it would be nonsensical to remove all the columns, knowing that they might have to be reinstated for the Farthingloe development which would see over 500 houses built.</p>		
<p>Cabinet Committee Remarks</p>			
<p>Final Recommendation</p>			
<p>Cabinet Member Decision</p>		<p>Date</p>	

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Safe and Sensible Street Lighting Project - Review of Trial Switch-Off - Gravesham District

Date of Review:

Sites originally proposed for inclusion in the trial switch-off but subsequently withdrawn:

Thames Way (East, Mid, and West)

Sites originally proposed for inclusion in the trial switch-off but subsequently modified to part-night lighting:

Crete Hall Road (7 lights)

Sites included in the trial switch-off:

Rochester Road, Gravesend (9 lights)

Gravesend Road, Shorne (21 lights)

Site location	Rochester Road	Remarks
No. of lights switched off	9	-
No. of lights converted to part night	0	-
Lights switched off/ converted (DATE)	11/02/2014	-
Police: crime and anti-social behaviour issues Period: 11 th Feb 2014-11 th Feb 2015	One year period prior to switch-off: None. One year period since switch-off: None.	The absence of lighting has not caused any increase in crime.
Police remarks	In Gravesend streets where the lighting has been switched off there has been a noticeable reduction in crime with some evidence of a shift to "vehicle theft" from "burglary other".	Noted.
Crashes (Jan 1994-Apr 2015)	Before switch-off: 1 SLIGHT, 1 SERIOUS (1999) After switch-off: No reported crashes since switch-off.	The absence of lighting at this site has not led to an increase in crashes.
Traffic Schemes remarks	None.	-
Enquiries received following implementation (site specific)	Enquiry no. 17431766 26/08/2013 - Customer concerned about proposed switch-off. Worried about break-ins on adjacent allotment sheds. Advised this was a trial. Enquiry no. 15806612 17/02/2014 - Customer unhappy with S&SSL policy; feels there was no consultation and the policy is dangerous for residents regarding walking to and from the bus stop in the dark. Enquiry no. 17227618 18/02/2014 - Customer concerned about lights switched off. Worried about speed limit and pulling into/out of her property. Agrees with the	Noted; however, whilst understandable, these concerns would not appear to be supported by the crime or crash data.

	scheme but not this site. Enquiry no. 17439709 14/03/2014 - Customer concerned about lights switched off. Supportive of scheme but worried about speed and darkness on road as accidents are common.		
Street Lighting	Inventory shows three of these columns were installed before 1975, the remainder between 1990 and 1995.		3 of these columns are, at over 40 years old, already beyond their expected lifespan, and the others are over two-thirds of the way through their expected lifespan.
Highway Operations	No issues raised.		-
Developments	No issues raised.		-
Other relevant issues	None.		-
Has the trial switch-off had an adverse impact?	YES		NO ✓
Options and financial implications	Option		Cost over 15 years
	Switch back on immediately (converting to LED in due course)		£17,055
	Convert to LED in due course, then switch back on		£16,830
	Remove columns		£6,750
Remarks	<p>The trial switch-off has not led to an increase in crime or crashes, and although a small number of residents initially expressed concerns, no enquiries have been received since March 2014, suggesting that Kent's residents are largely accepting of the switch-off.</p> <p>These columns are at or nearing the end of their expected lifespan, and removing them immediately will result in savings to Kent County Council of around £10,000 over the next 15 years, with further savings in the longer term. Taking this into consideration, it is recommended that these columns be removed.</p>		

Recommendation	Remove columns.
<p>JTB Remarks</p>	<p>Cllr Theobald</p> <p>The lights along the A226 were included due to remedial work as a result of accidents in the area. There are original designs that were the responsibility of District Council which will be sent to us in due course for analysis purposes.</p> <p>Cllr Cribbon</p> <p>A crematorium (St Mary the Virgin Church) is to be built alongside Rochester Road which causes some concern for the residents and the Councillors. The details of this can be found at http://www.kentonline.co.uk/gravesend/news/building-work-to-begin-at-39172/. Can we analyse to see how this is affected by the removal of lights.</p> <p>An example of good lighting that we should adopt is that at Brand Hatch which makes it well lit when turning left and right.</p> <p>Cllr Caller</p> <p>Rochester road has a central reservation prior to the 50mph and is there for safety reasons. Again this is linked to the crematorium and cemetery, and he feels these lights should be left on as per the planning permission.</p> <p>Residents from Lower Shorne want the lights back on as per the Parish Council who submitted an enquiry. It will not be sensible to switch these off.</p> <p>Cllr Croxton</p> <p>They want to see the report and not to do anything yet. Give them the document and they will come back to us.</p> <p>Cllr Sweetland</p> <p>It was agreed by the JTB that for 30 street lights, there is no point in removing these lights. It doesn't actually save a lot of money and they should be reinstated.</p>

Response to JTB Remarks	It is very clear that Members have concerns on both sites, and representations have been received from residents and the Parish Council.. Whilst the recent switch-off has had no adverse impact, details have been provided of the crash remedial measures installed in 1990, which suggests that these two sites may have had a history of crashes. In view of the information provided by the JTB, Officers' recommend that the lights are switched back on and converted to LED in due course.		
Revised Recommendation	Switch back on (converting to LED in due course).		
SRO Sign-off		Date	
Cabinet Committee Remarks			
Final Recommendation			
Cabinet Member Decision		Date	

Site location	Gravesend Road, Shorne	Remarks
No. of lights switched off	21	A further 6 lights were initially included in the trial, but subsequently reverted to all-night lighting.
No. of lights converted to part night	0	-
Lights switched off/ converted (DATE)	11/02/2014	-
Police: crime and anti-social behaviour issues Period: 11 th Feb 2014-11 th Feb 2015	One year period prior to switch-off: 6 crimes. One year period since switch-off: 1 crime.	Compared to one year period previous to switch-off, crime has fallen from 6 crimes to 1.
Police remarks	In Gravesend streets where the lighting has been switched off there has been a noticeable reduction in crime with some evidence of a shift to "vehicle theft" from "burglary other".	This site has seen a significant reduction in crime since switch-off.
Crashes (Jan 1994-Apr 2015)	Before switch-off: 11 SLIGHT After switch-off: No reported crashes since switch-off.	The absence of lighting at this site has not led to an increase in crashes.
Traffic Schemes remarks	None.	-
Enquiries received following implementation (site specific)	<p>Enquiry no. 14335532 13/02/2014 - Customer concerned about lights switched off. Worried about speed limit and cars driving without lights on. Intended to take matter further.</p> <p>Enquiry no. 17227568 18/02/2014 - Customer asking whether lights could be changed to PN service. Concerned about speed and safety.</p> <p>Enquiry no. 17336757 27/02/2014 - Customer concerned about lights switched off. Worried about cyclists and pedestrians on fast road. Advised of trial and understood position and reasoning.</p>	Noted; however, whilst understandable, these concerns would not appear to be supported by the crime or crash data.

	<p>Enquiry no. 17021173 27/02/2014 - Customer concerned about lights switched off. Worried for elderly parents next door, and herself coming home from work in the dark.</p> <p>Enquiry no. 17021651 07/03/2014 - Complaint about lights switched off on Gravesend Road. Concerned about cars driving into traffic islands.</p> <p>Enquiry no. 17344900 29/03/2014 - Customer unhappy about lights switched off on Gravesend Road. Worried about safety of cyclists and joggers on road/footway, and that she cannot see her property.</p> <p>Enquiry no: 127099 20/10/2014 - Customer unhappy about lights being switched off.</p> <p>Enquiry no. 131344 22/11/2014 - Customer asking for lights to be switched back on because trial is “finished”. Advised of review in May.</p> <p>Enquiry no. 17234020 05/01/2015 - Customer concerned about lights switched off. Causing problems for residents and pedestrians. Advised of review on May 15.</p> <p>Enquiry no. 15809998 25/05/2015 – Enquiry from Shorne Parish Council asking that lights be reinstated, following consultation carried out by them from residents of this road.</p>	
Street Lighting	Inventory shows all but two of these columns as installed before 1975.	At 40 years old or older, most of these columns are at, if not past, the end of their expected lifespan.
Highway Operations	No issues raised.	-

Developments	No issues raised.		-	
Other relevant issues	Six lights closer to the Forge Lane/Green Farm Lane crossroads were initially included in the trial but reverted to all-night lighting in response to concerns about their proximity to the junction.		This is likely to have addressed, at least in part, the concerns raised in the above enquiries.	
Has the trial switch-off had an adverse impact?	YES		NO	✓
Options and financial implications	Option		Cost over 15 years	
	Switch back on immediately (converting to LED in due course)		£39,795	
	Convert to LED in due course, then switch back on		£39,270	
	Remove columns		£15,750	
Remarks	<p>The trial switch-off has not led to an increase in crime or crashes. In response to concerns expressed by local residents, six lights originally included in the trial have been reverted to all-night lighting; however, the crash data would suggest no reason to extend this.</p> <p>The remaining columns included in the trial are at the end of their lifespan, and removing them immediately will result in savings to Kent County Council of around £24,000 over the next 15 years, with further savings in the longer term. Taking this into consideration, it is recommended that these columns be removed.</p>			
Recommendation	Remove columns.			
JTB Remarks	<p>Cllr Theobald</p> <p>The lights along the A226 were included due to remedial work as a result of accidents in the area. There are original designs that were the responsibility of District Council which will be sent to us in due course for analysis purposes.</p>			

	<p>Cllr Cribbon</p> <p>A crematorium (St Mary the Virgin Church) is to be built alongside Rochester Road which causes some concern for the residents and the Councillors. The details of this can be found at http://www.kentonline.co.uk/gravesend/news/building-work-to-begin-at-39172/. Can we analyse to see how this is affected by the removal of lights.</p> <p>An example of good lighting that we should adopt is that at Brand Hatch which makes it well lit when turning left and right.</p> <p>Cllr Caller</p> <p>Rochester road has a central reservation prior to the 50mph and is there for safety reasons. Again this is linked to the crematorium and cemetery, and he feels these lights should be left on as per the planning permission.</p> <p>Residents from Lower Shorne want the lights back on as per the Parish Council who submitted an enquiry. It will not be sensible to switch these off.</p> <p>Cllr Croxton</p> <p>They want to see the report and not to do anything yet. Give them the document and they will come back to us.</p> <p>Cllr Sweetland</p> <p>It was agreed by the JTB that for 30 street lights, there is no point in removing these lights. It doesn't actually save a lot of money and they should be reinstated.</p>
<p>Response to JTB Remarks</p>	<p>It is very clear that Members have concerns on both sites, and representations have been received from residents and the Parish Council.. Whilst the recent switch-off has had no adverse impact, details have been provided of the crash remedial measures installed in 1990, which suggests that these two sites may have had a history of crashes. In view of the information provided by the JTB, Officers' recommend that the lights are switched back on and converted to LED in due course.</p>
<p>Revised Recommendation</p>	<p>Switch back on (converting to LED in due course).</p>

Review of Trial Switch-Off - Gravesham District

Cabinet Committee Remarks			
Final Recommendation			
Cabinet Member Decision		Date	

Safe and Sensible Street Lighting Project - Review of Trial Switch-Off – Maidstone District

Date of Review:

Sites originally proposed for inclusion in the trial switch-off but subsequently withdrawn:

A20 Ashford Road, Harrietsham (West)

Sites originally proposed for inclusion in the trial switch-off but subsequently modified to part-night lighting:

2020 Trading Estate: St Laurence Avenue, Laverstoke Road, St Leonards Road, Liphook Way, St Barnabas Close.

Sites included in the trial switch-off:

A249 Sittingbourne Road (18 lights)


A20 Ashford Road, Hollingbourne (4 lights)

A20 Ashford Road, Harrietsham (East) (8 lights)

Site location	A249 Sittingbourne Road (18 lights)	Remarks
No. of lights switched off	18	-
No. of lights converted to part night	0	-
Lights switched off/ converted (DATE)	11/06/2014	-
Police: crime and anti-social behaviour issues Period: 11/06/2014-11/06/2015	One year period prior to switch-off: 2 crimes. One year period since switch-off: 4 crimes.	Compared to one year period prior to switch-off, crime has risen from 2 crimes to 4.
Police remarks	None.	The police have not indicated that the increase in crime is linked to the absence of lighting.
Crashes (Jan 1994-Apr 2015)	Before switch-off: 3 SLIGHT, 2 SERIOUS, 1 FATAL (1999) After switch-off: 26/08/2014 – SLIGHT, LIGHT, WET: Veh1 collided with rear of Veh2.	All crashes recorded took place in the daytime, so lighting was not a factor. The absence of lighting at this site has not led to an increase in crashes.
Traffic Schemes remarks	None.	-
Enquiries received following implementation (site specific)	Enquiry no. 17230783 12/06/2014 – customer saying that the houses at the switch-off site are quite secluded and difficult to find with a satnav. Customer asks if one light could be switched back on to just illuminate the houses.	Noted.
Street Lighting	Inventory does not show installation dates for these columns, suggesting that they were installed before 1975.	At 40 years old or older, these columns are at, if not past, the end of their expected lifespan.
Highway Operations	No issues raised.	-

Developments	None.		-	
Other relevant issues	None.		-	
Has the trial switch-off had an adverse impact?	YES		NO	✓
Options and financial implications	Option		Cost over 15 years	
	Switch back on immediately (converting to LED in due course)		£34,110	
	Convert to LED in due course, then switch back on		£33,660	
	Remove columns		£13,500	
Remarks	<p>The trial switch-off has not led to an increase in crashes, and the police have not indicated that the statistical increase in crime is linked to an absence of lighting, whilst the single enquiry received suggests that Kent's residents are largely accepting of the switch-off.</p> <p>These columns are at the end of their lifespan, and removing them immediately will result in savings to Kent County Council of around £21,000 over the next 15 years, with further savings in the longer term. Taking this into consideration, it is recommended that these columns be removed.</p>			
Recommendation	Remove columns.			
JTB Remarks	Members endorsed the proposals and recommended to the Cabinet Member that the lights be removed.			
Cabinet Committee Remarks				
Final Recommendation				
Cabinet Member Decision			Date	

Site location	A20 Ashford Road, Hollingbourne	Remarks
No. of lights switched off	4	-
No. of lights converted to part night	0	-
Lights switched off/ converted (DATE)	24/06/2014	-
Police: crime and anti-social behaviour issues Period: 24/06/2014-24/06/2015	One year period prior to switch-off: None reported. One year period since switch-off: None reported.	The absence of lighting at this site has not caused an increase in crime.
Police remarks	None.	-
Crashes (Jan 1994-April 2015)	Before switch-off: 4 SLIGHT, 1 SERIOUS. After switch-off: None.	All but one crash before switch-off happened during daylight hours, with the exception being in a lit area. The absence of lighting at this site has not led to an increase in crashes.
Traffic Schemes remarks	None.	-
Enquiries received following implementation (site specific)	None.	Kent's residents have not commented on these lights being switched off.
Street Lighting	Inventory does not show installation dates for these columns, suggesting that they were installed before 1975.	At 40 years old or older, these columns are at, if not past, the end of their expected lifespan.
Highway Operations	No issues raised.	-
Developments	No issues raised.	-
Other relevant issues	None.	-

Has the trial switch-off had an adverse impact?	YES		NO	
Options and financial implications	Option		Cost over 15 years	
	Switch back on immediately (converting to LED in due course)		£7,580	
	Convert to LED in due course, then switch back on		£7,480	
	Remove columns		£3,000	
Remarks	<p>The trial switch-off has not led to an increase in crime or crashes, and Kent's residents have not commented on these lights being switched off, suggesting that there is no need to continue providing lighting to this part of the highway.</p> <p>These columns are at the end of their lifespan, and removing them immediately will result in savings to Kent County Council of around £5,000 over the next 15 years, with further savings in the longer term.</p>			
Recommendation	Remove columns.			
JTB Remarks	Members endorsed the proposals and recommended to the Cabinet Member that the lights be removed.			
Cabinet Committee Remarks				
Final Recommendation				
Cabinet Member Decision			Date	

Site location	A20 Ashford Road, Harrietsham (East)	Remarks
No. of lights switched off	8	-
No. of lights converted to part night	0	-
Lights switched off/ converted (DATE)	27/06/2014	-
Police: crime and anti-social behaviour issues Period: August 2013 - December 2014	One year period prior to switch-off: None reported. One year period since switch-off: None reported.	The absence of lighting at this has not caused an increase in crime.
Police remarks	None.	-
Crashes (Jan 1994-Apr 2015)	Before switch-off: 4 SLIGHT. After switch-off: None.	All crashes before switch-off occurred during daylight hours so absence of lighting did not contribute as a factor. The absence of lighting at this site has not led to an increase in crashes.
Traffic Schemes remarks	None.	-
Enquiries received following implementation (site specific)	Enquiry no. 145260 17/02/2015 – Customer enquiring about lights not working at this site. Advised they are in switch-off area. Customer expressed concerns about safety whilst driving at night.	Noted.
Street Lighting	Inventory does not show installation dates for these columns, suggesting that they were installed before 1975.	At 40 years old or older, these columns are at, if not past, the end of their expected lifespan.
Highway Operations	No issues raised.	-
Developments	No issues raised.	-

Other relevant issues	None.		-	
Has the trial switch-off had an adverse impact?	YES		NO	✓
Options and financial implications	Option		Cost over 15 years	
	Switch back on immediately (converting to LED in due course)		£15,160	
	Convert to LED in due course, then switch back on		£14,960	
	Remove columns		£6,000	
Remarks	<p>The trial switch-off has not led to an increase in crime or crashes, and the single enquiry received suggests that residents are largely accepting of the switch-off.</p> <p>These columns are at the end of their lifespan, and removing them immediately will result in savings to Kent County Council of around £9,000 over the next 15 years, with further savings in the longer term. Taking this into consideration, it is recommended that these columns be removed.</p>			
Recommendation	Remove columns.			
JTB Remarks	Members endorsed the proposals and recommended to the Cabinet Member that the lights be removed.			
Cabinet Committee Remarks				
Final Recommendation				
Cabinet Member Decision			Date	

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Safe and Sensible Street Lighting Project - Review of Trial Switch-Off – Sevenoaks District

Date of Review:

Sites originally proposed for inclusion in the trial switch-off but subsequently withdrawn:

Otford Road, Sevenoaks

Orpington Bypass

Button Street, Swanley

Ash Road, Ash

Sites originally proposed for inclusion in the trial switch-off but subsequently modified to part-night lighting:

Goldsel Road, Crockenhill (14 lights)

Top Dartford Road, Hextable (12 lights)

Tonbridge Road, Sevenoaks (13 lights)

Sites included in the trial switch-off:

Wheatsheaf Hill, Halstead (6 lights)

Polhill/London Road (60 lights)

Morants Court Road, Dunton Green (19 lights)

A20 Maidstone Road, Swanley (10 lights)

London Road, West Kingsdown (25 lights)

Farningham Hill Road, Farningham (27 lights)

Tonbridge Road, Sevenoaks (26 lights)

Site location	Wheatsheaf Hill, Halstead	Remarks
No. of lights switched off	6	-
No. of lights converted to part night	0	-
Lights switched off/ converted (DATE)	27/06/2014	-
Police: crime and anti-social behaviour issues Period: 27/06/2014-27/06/2015	One year period prior to switch-off: None reported. One year period since switch-off: None reported.	The absence of lighting at this site has not caused an increase in crime.
Police remarks	None.	-
Crashes (Jan 1994-Apr 2015)	Before switch-off: 2 SLIGHT. After switch-off: None.	Both crashes before switch-off took place during daylight hours so the absence of street lighting was not a contributory factor. The absence of lighting at this site has not led to an increase in crashes.
Traffic Schemes remarks	None.	-
Enquiries received following implementation (site specific)	None.	Kent's residents have not commented on these lights being switched off.
Street Lighting	Inventory does not show installation dates for these columns, suggesting that they were installed before 1975.	At 40 years old or older, these columns are at, if not past, the end of their expected lifespan.
Highway Operations	No issues raised.	-
Developments	No issues raised.	-

Other relevant issues	None.		-	
Has the trial switch-off had an adverse impact?	YES		NO	✓
Options and financial implications	Option		Cost over 15 years	
	Switch back on immediately (converting to LED in due course)		£10,170	
	Convert to LED in due course, then switch back on		£10,020	
	Remove columns		£3,000	
Remarks	<p>The trial switch-off has not led to an increase in crime or crashes, and Kent's residents have not commented on these lights being switched off, suggesting that there is no need to continue providing lighting to this part of the highway.</p> <p>These columns are at the end of their lifespan, and removing them immediately will result in savings to Kent County Council of around £7,000 over the next 15 years, with further savings in the longer term.</p>			
Recommendation	Remove columns.			
JTB Remarks	Mr. Parry objects to these lights being removed. He said the public residents want these lights back on.			
Response to JTB Remarks	No enquiries have been received, and there appears no reason to change the recommendation.			
Cabinet Committee Remarks				
Final Recommendation				
Cabinet Member Decision			Date	

Site location	Polhill	Remarks
No. of lights switched off	60	-
No. of lights converted to part night	0	-
Lights switched off/ converted (DATE)	02/09/2014	-
Police: crime and anti-social behaviour issue Period: 02/09/2014-Present	One year period prior to switch-off: None reported. One year period since switch-off: None reported.	The absence of lighting at this site has not caused an increase in crime.
Police remarks	None.	-
Crashes (Jan 1994-Apr 2015)	Before switch-off: 43 SLIGHT, 11 SERIOUS, 6 FATAL. After switch-off: None.	The absence of lighting at this site has not led to an increase in crashes.
Traffic Schemes remarks	None.	-
Enquiries received following implementation (site specific)	Enquiry no. 17033807 (22/12/2014) – Customer reporting lights not working at this site. Advised this is a trial switch-off site. Customer concerned about safety as this is a busy road close to the M25. Enquiry no. 17034429 (06/01/2015) – Customer reporting incorrect contact info and street lights not working at this site. Informed of trial-switch off, expressed concerns for cyclists turning onto London Road at night.	Noted; however, whilst understandable, these concerns would not appear to be supported by the crash data.
Street Lighting	Inventory either does not show installation dates for these columns or shows them as having been installed before 1975.	At 40 years old or older, these columns are at, if not past, the end of their expected lifespan.
Highway Operations	"There have been no issues that I am aware of as a result of the switch off in these areas, and the only	See below.

	comment I have is that there is a large development planned for Fort Halstead at the top of Polhill which may have an increase in the amount of cyclists on Polhill."		
Developments	No issues raised.		This development is in the early stages of planning so details of the proposals are not yet available.
Other relevant issues	None.		-
Has the trial switch-off had an adverse impact?	YES	✓	NO ✓
Options and financial implications	Option		Cost over 15 years
	Switch back on immediately (converting to LED in due course)		£113,700
	Convert to LED in due course, then switch back on		£112,200
	Remove columns		£45,000
Remarks	<p>Although there has been no increase in crime or crashes since switch-off, and few of Kent's residents have commented on these lights being switched off, the proposed redevelopment of Fort Halstead raises the possibility that there may be a future need to provide lighting to this part of the highway.</p> <p>Set against this, the columns at this site are at the end of their expected lifespan. Some have already been 'necked' to make them safe, and the remainder are likely to need replacing within the next 15 years, so removing them would result in savings to Kent County Council of around £69,000 over the next 15 years, with further savings in the longer term.</p> <p>Considering both these points, and noting that works on major roads such as Polhill are unlikely to start within the first 14 months of the LED project, it is recommended that the trial be extended until a decision needs to be taken on whether to fit these columns with LED lanterns or to remove them. At that time it is likely that more information on the Fort Halstead proposals will be available, enabling this to be taken into consideration when reviewing the trial and making a recommendation.</p>		

Recommendation	Extend the trial and review the need for lighting at a later stage when more information on the Fort Halstead development proposals may be available.		
JTB Remarks	The question was how long the trial would be left on, and Members were happy that the lights would not be removed for at least six months. The Members do not want these lights removed as residents who cycle want the lights on.		
Response to JTB Remarks	As we have said, there appears to be no reason to change the recommendation. However, this site will need to be closely monitored in respect of the progress of the development and the progress of the LED replacement project.		
Cabinet Committee Remarks			
Final Recommendation			
Cabinet Member Decision		Date	

Site location	Morants Court Road, Dunton Green	Remarks
No. of lights switched off	19	-
No. of lights converted to part night	0	-
Lights switched off/ converted (DATE)	25/06/2014	-
Police: crime and anti-social behaviour issues Period: 25/06/2014-25/06/2015	One year period prior to switch-off: 1 crime. One year period since switch-off: None reported.	Compared to one year period prior to switch-off, crime at this site has fallen from 1 to none.
Police remarks	None.	-
Crashes (Jan 1994-Apr 2015)	Before switch-off: 5 SLIGHT, 1 SERIOUS. After switch-off: 1 SLIGHT, LIGHT, WET. Veh1 tried to turn in road, didn't see Veh2 travelling opposite direction, Veh2 collided with Veh1.	All crashes occurred during daylight hours or on lit areas of road, so absence of lighting was not a contributory factor.
Traffic Schemes remarks	None.	-
Enquiries received following implementation (site specific)	Enquiry no. 119713 (05/09/2014) – Caller asking why lights have been switched off on this road. Reported there was an armed robbery on this road, and the footpath is very dark and dangerous.	Noted; however, no crime or anti-social behaviour issues have been raised by the Police.
Street Lighting	Inventory shows these columns as having been installed before 1975.	At 40 years old or older, these columns are at, if not past, the end of their expected lifespan.
Highway Operations	No issues raised.	-
Developments	No issues raised.	-

Other relevant issues	None.	-	
Conclusion	The trial switch-off has had an adverse effect	The trial switch-off has not had an adverse effect	✓
Options and financial implications	Option	Cost over 15 years	
	Switch back on immediately (converting to LED in due course)	£32,205	
	Convert to LED in due course, then switch back on	£31,730	
	Remove columns	£9,500	
Remarks	<p>The trial switch-off has not led to an increase in crime or crashes, and the single enquiry received suggests that Kent’s residents are largely accepting of the switch-off.</p> <p>These columns are at the end of their lifespan, and removing them immediately will result in savings to Kent County Council of around £23,000 over the next 15 years, with further savings in the longer term. Taking this into consideration, it is recommended that these columns be removed.</p>		
Recommendation	Remove columns.		
JTB Remarks	Mr.Parry and the Chairman (Cllr London) object to the lights at this site being removed. He said the public residents want these lights back on.		
Response to JTB Remarks	One enquiry relating to crime has been received; however, this has not been corroborated by the police, and there appears no reason to change the recommendation.		
Cabinet Committee Remarks			
Final Recommendation			
Cabinet Member Decision		Date	

Site location	A20 Maidstone Road, Swanley	Remarks
No. of lights switched off	10	-
No. of lights converted to part night	0	-
Lights switched off/ converted (DATE)	28/05/2014	-
Police: crime and anti-social behaviour issues Period: 28/05/2014-28/05/2015	One year period prior to switch-off: None reported. One year period since switch-off: None reported.	The absence of light at this site has not caused an increase in crime.
Police remarks	None.	-
Crashes (Jan 1994-Apr 2015)	Before switch-off: 7 SLIGHT, 1 SERIOUS, 2 FATAL. After switch-off: None.	The absence of lighting at this site has not led to an increase in crashes.
Traffic Schemes remarks	None.	-
Enquiries received following implementation (site specific)	Enquiry no. 17038693 (27/02/2015) – Customer reporting fly-tipping due to lights being switch off at this site. Advised of trial switch-off, was very unhappy with policy as Sevenoaks District Council refuse to deal with fly-tipping. Expressed concern for safety and pedestrians and animals locally.	Noted.
Street Lighting	Inventory shows these columns as having been installed before 1975.	At 40 years old or older, these columns are at, if not past, the end of their expected lifespan.
Highway Operations	No issues raised.	-
Developments	No issues raised.	-

Other relevant issues	None.		-	
Has the trial switch-off had an adverse impact?	YES		NO	✓
Options and financial implications	Option		Cost over 15 years	
	Switch back on immediately (converting to LED in due course)		£18,950	
	Convert to LED in due course, then switch back on		£18,700	
	Remove columns		£7,500	
Remarks	<p>The trial switch-off has not led to an increase in crime or crashes, and the single enquiry received suggests that Kent’s residents are largely accepting of the switch-off.</p> <p>These columns are at the end of their lifespan, and removing them immediately will result in savings to Kent County Council of around £11,000 over the next 15 years, with further savings in the longer term. Taking this into consideration, it is recommended that these columns be removed.</p>			
Recommendation	Remove columns.			
JTB Remarks	Members noted the report. No issues raised.			
Cabinet Committee Remarks				
Final Recommendation				
Cabinet Member Decision		Date		

Site location	London Road, West Kingsdown	Remarks
No. of lights switched off	25	-
No. of lights converted to part night	0	-
Lights switched off/ converted (DATE)	28/05/2014	-
Police: crime and anti-social behaviour issues Period: 28/05/2014-28/05/2015	One year period prior to switch-off: 6 crimes. One year period since switch-off: 2 crimes.	The absence of lighting at this site has not caused an increase in crime. In fact, crime appears significantly lower after switch-off than before.
Police remarks	None.	-
Crashes (Jan 1994-Apr 2015)	Before switch-off: 5 SLIGHT, 3 SERIOUS, 1 FATAL. After switch-off: None.	The absence of lighting at this site has not led to an increase in crashes.
Traffic Schemes remarks	None.	-
Enquiries received following implementation (site specific)	None.	Kent's residents have not commented on these lights being switched off.
Street Lighting	Inventory does not show installation dates for these columns, suggesting that they were installed before 1975.	At 40 years old or older, these columns are at, if not past, the end of their expected lifespan.
Highway Operations	No issues raised.	-
Developments	No issues raised.	-
Other relevant issues	None.	None.

Has the trial switch-off had an adverse impact?	YES		NO	✓
Options and financial implications	Option		Cost over 15 years	
	Switch back on immediately (converting to LED in due course)		£47,375	
	Convert to LED in due course, then switch back on		£46,750	
	Remove columns		£18,750	
Remarks	<p>The trial switch-off has not led to an increase in crime or crashes, and Kent’s residents have not commented on these lights being switched off, suggesting that there is no need to continue providing lighting to this part of the highway.</p> <p>These columns are at the end of their lifespan, and removing them immediately will result in savings to Kent County Council of around £29,000 over the next 15 years, with further savings in the longer term.</p>			
Recommendation	Remove columns.			
JTB Remarks	Members noted the report. No issues raised.			
Cabinet Committee Remarks				
Final Recommendation				
Cabinet Member Decision			Date	

Site location	Farningham Hill Road, Farningham	Remarks
No. of lights switched off	27	-
No. of lights converted to part night	0	-
Lights switched off/ converted (DATE)	25/06/2014	-
Police: crime and anti-social behaviour issues Period: 25/06/2014-25/04/2015	One year period prior to switch-off: None reported. One year period since switch-off: None reported.	The absence of lighting at this site has not caused an increase in crime.
Police remarks	None.	-
Crashes (Jan 1994-Apr 2015)	Before switch-off: 21 SLIGHT, 6 SERIOUS After switch-off: 1 FATAL – LIGHT – DRY: Veh1 turned right into Farningham Hill Road from London Road against No Right Turn Sign into the path of Veh2.	Fatal crash occurred in switch-off area, but in daylight, so absence of lighting could not have been a contributory factor.
Traffic Schemes remarks	None.	-
Enquiries received following implementation (site specific)	None.	Kent's residents have not commented on these lights being switched off.
Street Lighting	Inventory shows all but one of these columns as having been installed before 1975.	At 40 years old or older, these columns are at, if not past, the end of their expected lifespan.
Highway Operations	No issues raised.	-
Developments	No issues raised.	-

Other relevant issues	None.		None.	
Has the trial switch-off had an adverse impact?	YES		NO	✓
Options and financial implications	Option		Cost over 15 years	
	Switch back on immediately (converting to LED in due course)		£49,965	
	Convert to LED in due course, then switch back on		£49,290	
	Remove columns		£20,250	
Remarks	<p>The trial switch-off has not led to an increase in crime or crashes, and Kent's residents have not commented on these lights being switched off, suggesting that there is no need to continue providing lighting to this part of the highway.</p> <p>These columns are at the end of their lifespan, and removing them immediately will result in savings to Kent County Council of around £30,000 over the next 15 years, with further savings in the longer term.</p>			
Recommendation	Remove columns.			
JTB Remarks	Members noted the report. No issues raised.			
Cabinet Committee Remarks				
Final Recommendation				
Cabinet Member Decision			Date	

Site location	Tonbridge Road, Sevenoaks	Remarks
No. of lights switched off	26	-
No. of lights converted to part night	13	-
Lights switched off/ converted (DATE)	23/5/2014 13 lights subsequently converted to part-night 15/10/14	-
Police: crime and anti-social behaviour issues Period: 25/06/2014-25/04/2015	One year period prior to switch-off: None reported. One year period since switch-off: None reported.	The absence of lighting at this site has not caused an increase in crime.
Police remarks	None.	-
Crashes (Jan 1994-Apr 2015)	Before switch-off: 43 SLIGHT, 7 SERIOUS, 1 FATAL. After switch-off: 1 SLIGHT – LIGHT – DRY: Veh 1 pulled out of Gracious Lane into oncoming Veh 2. 1 SLIGHT – DARK – DRY: Veh 2 driving along Tonbridge Road swerved to avoid Veh 1 pulling out of Gracious Lane.	Fatal crash before switch-off occurred during daylight, so lighting not a factor. The pattern of crashes since switch-off would suggest that absence of lighting is unlikely to have been the sole or main cause of the crash which occurred during darkness.
Traffic Schemes remarks	None.	-
Enquiries received following implementation (site specific)	Enquiry No. 114978 (22/07/14): Customer concerned about pedestrian safety between Weald Road and Sevenoaks. Enquiry Nos. 116293 (04/08/14), 17232271 (21/08/14) and 17443215 (29/08/14): Customers concerned about the safety of pedestrians and cyclists, particularly school students, using this road, and believes it inappropriate to include it in the trial switch-off.	Some, although not all, of these concerns have been addressed by converting the part of Tonbridge Road between Solefields Road and Weald Road to part-night lighting. At the time of preparing the report to Sevenoaks Joint Transportation Board, no enquiries had been received since early 2015, suggesting that Kent residents were largely accepting of the remaining trial switch-off.

	<p>Enquiry No. 119915 (07/09/14): Customer concerned about safety of teenage daughter who walks along this road (between Solefields Road and Weald Road) on the way home from school.</p> <p>Enquiry No. 17232546 (08/09/14): Customer concerned that the footway presents a hazard to pedestrians in the absence of lighting.</p> <p>Enquiry No. 120929 (14/09/14): Customer concerned that the lack of lighting makes it dangerous to walk or cycle along Tonbridge Road at night.</p> <p>Enquiry No. 123872 (02/10/14): Customer reported street lights not working, and was advised this is a trial.</p> <p>Enquiry No. 124119 (04/10/14): Customer concerned about pedestrian safety between Solefields Road and Weald Road.</p> <p>Enquiry No. 17443850 (13/10/14): Customer concerned about lack of lighting at the junction of Weald Road, where water ponds across the road, presenting a hazard.</p> <p>Enquiry No. 11002287 (21/10/14): Customer believes assessment of the risks attached to the trial switch-off was inadequate.</p> <p>Enquiry No. 129615 (31/10/14): Customer concerned about public safety as road is frequently used in the early evening.</p> <p>Enquiry No. 17030636 (13/11/14): Customer has an</p>	<p>However, since the JTB several local residents have expressed their opposition to the proposal to remove lighting from the southern part of Tonbridge Road.</p>
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	<p>number of concerns about the trial switch off.</p> <p>Enquiry No. 17032612 (04/12/14): Customer unhappy about the trial switch-off, particularly its effect on school students walking home from the bus stop near the White Hart public house.</p> <p>Enquiry No. 11002360 (30/12/14): Customer afraid to walk home (to Parkland Close) due to the lack of lighting.</p> <p>Enquiry No. 138046 (09/01/15): Customer reported light not working, and was advised this is a trial.</p> <p>Enquiries received post-JTB:</p> <p>Enquiry No. 15811659 (30/12/15): Customer raised various points in relation to the trial, and is opposed to the proposal to remove lighting from the southern part of Tonbridge Road because of its adverse impact on pedestrians, cyclists, and students using school buses, but would regard part-night lighting as acceptable.</p> <p>Enquiry No. 15811666 (30/12/15): Customers opposed to the proposal to remove lighting from the southern part of Tonbridge Road, in particular because they have a child who uses the school bus which stops outside the White Hart public house, and younger children who will do so in future. They also expressed concerns about using Tonbridge Road to walk to and from the railway station, and about the effect of the lack of lighting on crime.</p> <p>Enquiry No. 15811664 (30/12/15): Customers opposed to the proposal to remove lighting from the southern part</p>	
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	<p>of Tonbridge Road as they regularly walk to and from the White Hart public house and Sevenoaks town centre with their young children, and also run for recreation in this area.</p> <p>Enquiry No. 15811667 (30/12/15): Customer opposed to the proposal to remove lighting from the southern part of Tonbridge Road as the lack of lighting has an adverse effect on safety, particularly for children using the bus stop near the White Hart public house, and also reduces local residents' feelings of security and appears to have led to an increase in speeding.</p> <p>Enquiry No. 15811673 (31/12/15): Customer opposed to the proposal to remove lighting from the southern part of Tonbridge Road due to concerns about safety, particularly that of school children and elderly people.</p> <p>Enquiry No. 15811674 (31/12/15): Customer opposed to the proposal to remove lighting from the southern part of Tonbridge Road, referring to the difficulty of identifying the entrance to Gracious Lane after dark, and to concerns expressed to him as a committee member of the White Hart Estates Residents Association by residents whose children use the bus stop near the White Hart public house.</p>	
Street Lighting	Inventory shows 18 columns installed in 2005 and the remaining 8 before 1975.	Around a third of these columns are 40 years old or older, so at, if not past, the end of their expected lifespan.
Highway Operations	No issues raised.	-
Developments	No issues raised.	-

Other relevant issues	In response to concerns expressed by Kent residents, a pedestrian and cyclist survey was carried out during the morning and late afternoon/early evening periods. This suggested that most pedestrians were using the part of Tonbridge Road between Solefields Road and Weald Road, with numbers elsewhere being considerably lower.	This survey helped to inform the decision to convert the lights in the part of Tonbridge Road between Solefields Road and Weald Road to part-night lighting, but to continue the trial in the remaining part of Tonbridge Road.	
Has the trial switch-off had an adverse impact?	YES	NO	✓
Options and financial implications	Option		Cost over 15 years
	Switch back on immediately (converting to LED in due course)		£27,670
	Convert to LED in due course, then switch back on		£27,020
	Remove columns		£19,500
Remarks	<p>The data received does not suggest that the trial switch-off has led to an increase in crime or crashes. In response to concerns expressed by local residents, a survey was carried out and 13 lights reverted to part-night lighting in that part of Tonbridge Road which is used by appreciable numbers of pedestrians and cyclists. No enquiries have been received since early 2015, suggesting that Kent residents are largely accepting of the remaining trial switch-off.</p> <p>The remaining columns included in the trial are of various ages, with some at the end of their lifespan, and removing them immediately will result in savings to Kent County Council of around £8,000 over the next 15 years, with further savings in the longer term when the other columns would need to be replaced. Taking this into consideration, it is recommended that these columns be removed.</p>		
Recommendation	Remove columns.		
JTB Remarks	Residents are very scared since this road was plunged into darkness. There was a special mention about the lights around the White Hart pub and Letterbox Lane where there are a lot of local workers who work at night time. The residents do not want to walk in the pitch black. Mrs. Crabtree and Mr. Parry raised these concerns.		

Response to JTB Remarks	Switch back on (converting to LED in due course).		
Cabinet Committee Remarks			
Final Recommendation			
Cabinet Member Decision		Date	

Safe and Sensible Street Lighting Project - Review of Trial Switch-Off – Shepway District

Date of Review:

Sites originally proposed for inclusion in the trial switch-off but subsequently withdrawn:

Spitfire Way, Canterbury Road and Alkham Valley Road, Hawkinge (IN PART)

Hill Road Sandgate Esplanade Lydd Road/Romney Road (Hammonds Corner)

Sites originally proposed for inclusion in the trial switch-off but subsequently modified to part-night lighting:

Spitfire Way, Canterbury Road and Alkham Valley Road, Hawkinge (IN PART)

Dover Hill, Folkestone (39 lights)

Dymchurch Road, Hythe (43 lights)

Dymchurch Road, Dymchurch (27 lights)

Hythe Road (23 lights)

Marine Parade, Littlestone (1 light)

Grand Parade, Littlestone (4 lights)

The Parade, Greatstone (30 lights)

Coast Drive, Greatstone (11 lights)

Coast Drive, Lydd (26 lights)

Sites included in the trial switch-off:

Ashford Road, Cheriton (44 lights)

North Road, Folkestone (6 lights)

Marine Parade & Lower Sandgate Road (26 lights)


Churchill Avenue (38 lights)

Royal Military Avenue (5 lights)

Dover Road, Capel-le-Ferne (12 lights)

West Road/Hospital Hill, Folkestone/Hythe (30 lights)


Site location	Ashford Road, Cheriton	Remarks
No. of lights switched off	44 lights	-
No. of lights converted to part night	0	-
Lights switched off/ converted (DATE)	31/03/2014	-
Police: crime and anti-social behaviour issues Period: 31 st Mar 2014-31 st Mar 2015	One year period prior to switch-off: None reported. One year period since switch-off: None reported.	The absence of light at this site has not caused an increase in crime.
Police remarks	None.	-
Crashes (Jan 1994-Apr 2015)	Before switch-off: 25 SLIGHT, 10 SERIOUS. After switch-off: 1 SLIGHT – LIT – DRY: Driver took attention away from road to light a cigarette and left the carriageway, colliding with a post.	Absence of lighting was not a contributory factor to the crash which took place after switch-off.
Traffic Schemes remarks	None.	-
Enquiries received following implementation (site specific)	Enquiry no. 15809582 16/03/2015 – Calling on behalf of Eurotunnel explaining they have had a number of complaints about lights turned off on A20 next to Eurotunnel site. Explains a lot of their staff work night shifts and are concerned about walking along this road late at night on their own. Asked for update regarding these lights and LED conversion to pass on to Eurotunnel employees.	Following discussion with Eurotunnel, the lights close to their entrance and those under the bridge were excluded from the trial switch-off.
Street Lighting	Inventory shows these columns as having been installed between 1995 and 2004.	Assuming the earlier date, these columns are likely to be around two-thirds of the way through their expected lifespan.

Highway Operations	No issues raised.		-	
Developments	No issues raised.		-	
Other relevant issues	None.		-	
Has the trial switch-off had an adverse impact?	YES		NO	
Options and financial implications	Option		Cost over 15 years	
	Switch back on immediately (converting to LED in due course)		£96,580	
	Convert to LED in due course, then switch back on		£95,480	
	Remove columns		£44,000	
Remarks	<p>The trial switch-off has not led to an increase in crime or crashes, and the single enquiry received, from Eurotunnel, has been substantially addressed by omitting lights from the proposed trial.</p> <p>These columns are over half-way through their expected lifespan and are likely to need replacing during the next 15 years, so removing them immediately will result in savings to Kent County Council of around £53,000 over this period, with further savings in the longer term. Taking this into consideration, it is recommended that these columns be removed.</p>			
Recommendation	Remove columns.			
JTB Remarks	Members noted the report. No issues were raised.			
Cabinet Committee Remarks				
Final Recommendation				

Review of Trial Switch-Off – Shepway District

Cabinet Member Decision		Date	
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Site location	Churchill Avenue, Folkestone	Remarks
No. of lights switched off	10	-
No. of lights converted to part night	0	-
Lights switched off/ converted (DATE)	27/03/2014	-
Police: crime and anti-social behaviour issues Period: 27 th Mar 2014-27 th Mar 2015	One year period prior to switch-off: 1 crime. One year period since switch-off: no crimes.	The absence of light at this site has not caused an increase in crime.
Police remarks	None.	-
Crashes (Jan 1994-Apr 2015)	Before switch-off: 40 SLIGHT, 6 SERIOUS, 1 FATAL. After switch-off: 1 SLIGHT – LIGHT – DRY: Veh1 collided with rear of Veh2 when Veh2 braked suddenly. 1 SLIGHT – LIGHT – DRY: Veh1 collided with rear of Veh2 when Veh2 slowed down and pulled over to allow an ambulance to pass.	Both crashes which occurred after switch-off took place in daylight, so lack of lighting was not a contributory factor.
Traffic Schemes remarks	None.	-
Enquiries received following implementation (site specific)	Enquiry no. 102147 02/04/2014 – Caller unhappy with switch-off policy. Expressed concerns about safety on this road as it is very busy. Customer called for decision to be reviewed. Advised it will be reviewed 12 months after switch-off. Enquiry no. 17233304 07/11/2014 – Customer reporting lights out on this road. Advised this is a trial switch-off site. Customer expressed concerns that this is unsafe for	Noted; however, whilst understandable, these concerns would not appear to be supported by the crime or crash data.

	<p>pedestrians at night.</p> <p>Enquiry no. 17444245 13/11/2014 – GovMetric Alert from resident asking that lights be reinstated on this road. Resident claims she uses this road to walk to and from work and no longer feels safe.</p> <p>Enquiry no. 15808858 26/11/2014 – Enquiry from Jennifer Childs of Folkestone Town Council asking that lights be switched back on at this site following a Town Council Meeting.</p>		
Street Lighting	Inventory shows these columns as having been installed in 1970.	At 45 years old, these columns are at, if not past, the end of their expected lifespan.	
Highway Operations	No issues raised.	-	
Developments	No issues raised.	-	
Other relevant issues	None.	-	
Has the trial switch-off had an adverse impact?	YES	NO	
Options and financial implications	Option	Cost over 15 years	
	Switch back on immediately (converting to LED in due course)	£83,410	
	Convert to LED in due course, then switch back on	£82,460	
	Remove columns	£28,500	
Remarks	Whilst some of the local community have expressed concerns about safety and security, data received from the police indicates that the trial switch-off has not led to an increase in crime or crashes.		

	These columns are at the end of their lifespan, and removing them immediately will result in savings to Kent County Council of around £55,000 over the next 15 years, with further savings in the longer term. Taking this into consideration, it is recommended that these columns be removed.		
Recommendation	Remove columns.		
JTB Remarks	Members noted the report. Councillor Gane drew attention once again to the concerns raised by the Town Council.		
Response to JTB Remarks	The Town Council’s concerns are not supported by crime and crash data, and in the circumstances we would not change the recommendation.		
Cabinet Committee Remarks			
Final Recommendation			
Cabinet Member Decision		Date	

Site location	Dover Road, Capel-le-Ferne	Remarks
No. of lights switched off	12	-
No. of lights converted to part night	0	-
Lights switched off/ converted (DATE)	26/03/2014	-
Police: crime and anti-social behaviour issues Period: 26 th Mar 2014-26 th Mar 2015	One year period prior to switch-off: no crimes. One year period since switch-off: 3 crimes.	Compared to the year previous to switch-off, crime has risen from 0 crimes to 3.
Police remarks	None.	The police have not indicated that the increase in crime is linked to the absence of lighting.
Crashes (Jan 1993-Apr 2015)	Before switch-off: 9 SLIGHT, 2 SERIOUS. After switch-off: 1 SLIGHT – LIGHT – DRY: Veh1 collided with Veh2 who was waiting to turn right. Veh2 knocked into path of Veh3 travelling in opposite direction.	Crashes which occurred after switch-off happened during daylight hours so absence of lighting was not a contributory factor.
Traffic Schemes remarks	None.	-
Enquiries received following implementation (site specific)	None.	Kent's residents have not commented on these lights being switched off.
Street Lighting	Inventory shows these columns as having been installed between 1995 and 2004.	Assuming the earlier date, these columns are likely to be around two-thirds of the way through their expected lifespan.
Highway Operations	No issues raised.	-
Developments	No issues raised.	-

Other relevant issues	None.		-	
Has the trial switch-off had an adverse impact?	YES		NO	✓
Options and financial implications	Option		Cost over 15 years	
	Switch back on immediately (converting to LED in due course)		£20,340	
	Convert to LED in due course, then switch back on		£20,040	
	Remove columns		£6,000	
Remarks	<p>The trial switch-off has not led to an increase in crashes, there has been no suggestion by the police or local residents that the statistical increase in crime is linked to the absence of lighting, and Kent's residents have not commented on these lights being switched off, suggesting that there is no need to continue providing lighting to this part of the highway.</p> <p>These columns are at the end of their lifespan, and removing them immediately will result in savings to Kent County Council of around £14,000 over the next 15 years, with further savings in the longer term.</p>			
Recommendation	Remove columns.			
JTB Remarks	Members noted the report. No issues were raised.			
Cabinet Committee Remarks				
Final Recommendation				
Cabinet Member Decision			Date	

Site location	North Road, Folkestone	Remarks
No. of lights switched off	6	-
No. of lights converted to part night	0	-
Lights switched off/ converted (DATE)	25/03/2014	-
Police: crime and anti-social behaviour issues Period: 25 th Mar 2014-25 th Mar 2015	One year period prior to switch-off: None reported. One year period since switch-off: None reported.	The absence of lighting at this site has not caused an increase in crime.
Police remarks	None.	-
Crashes (Jan 1994-Apr 2015)	Before switch-off: 3 SLIGHT, 1 SERIOUS After switch-off: None.	The absence of lighting at this site has not led to an increase in crashes.
Traffic Schemes remarks	None.	-
Enquiries received following implementation (site specific)	None.	Kent's residents have not commented on these lights being switched off.
Street Lighting	Inventory shows these columns as installed between 1975 and 1984. These columns are supplied from MOD property, making them extremely difficult to maintain. Four of them have already failed structural testing and been 'necked' to make them safe.	At over 30 years old, these lights are the end of their expected lifespan, and four of the six have already failed structural testing.

Highway Operations	No issues raised.		-
Developments	No issues raised.		-
Other relevant issues	Shorncliffe Camp, adjacent to North Road, is no longer required by the MOD, and is awaiting redevelopment.		Any new development is likely to include new lighting requirements, and new lighting.
Has the trial switch-off had an adverse impact?	YES		NO ✓
Options and financial implications	Option		Cost over 15 years
	Switch back on immediately (converting to LED in due course)		£8,475
	Convert to LED in due course, then switch back on		£8,350
	Remove columns		£2,500
Remarks	<p>The trial switch-off has not led to an increase in crime or crashes, and Kent's residents have not commented on these lights being switched off, suggesting that there is no need to continue providing lighting to this part of the highway.</p> <p>The columns at this site are at or past the end of their lifespan, with 4 of the 6 already having been 'necked' to make them safe. The electricity supply to the columns comes from MOD feeder pillars to which the County Council has no access, making maintenance arrangements extremely difficult. In addition, the proposed redevelopment of the MOD site will bring new lighting requirements and, where appropriate, new lighting. Removing these columns immediately will result in savings to Kent County Council of around £6,000 over the next 15 years, with further savings in the longer term.</p>		
Recommendation	Remove columns.		
JTB Remarks	Members noted the report. Councillor Gane expressed concern about carriageway defects and flooding not being visible. Officers' response was that street lighting is not there to illuminate defects. Any defects that do exist are considered on their merits whether the street is lit or not.		

Review of Trial Switch-Off – Shepway District

Cabinet Committee Remarks			
Final Recommendation			
Cabinet Member Decision		Date	

Site location	Royal Military Avenue, Folkestone	Remarks
No. of lights switched off	5	-
No. of lights converted to part night	0	-
Lights switched off/ converted (DATE)	25/03/2014	-
Police: crime and anti-social behaviour issues Period: 25 th Mar 2014-25 th Mar 2015	One year period prior to switch-off: None reported. One year period since switch-off: None reported.	The absence of lighting at this site has not caused an increase in crime..
Police remarks	None.	-
Crashes (Jan 1994-Apr 2015)	Before switch-off: None. After switch-off: 1 SLIGHT – LIGHT – DRY: Motorcycle rider testing new brakes. Brakes were too sharp and rider was thrown from the vehicle. 1 SLIGHT – LIGHT – DRY: Veh1 pulled onto Royal Military Avenue and collided with Veh2. Veh2 was pushed onto opposite side of the road.	Crashes which occurred after switch-off happened during daylight hours so absence of lighting was not a contributory factor.
Traffic Schemes remarks	None.	-
Enquiries received following implementation (site specific)	Enquiry no. 17143833 22/08/2014 – Caller concerned about pedestrians walking early in the morning at this site. Says it is difficult to walk along the uneven pavement with no light to highlight tree roots etc. Claims she had no consultation and no awareness of this happened until they were switched off.	Noted.
Street Lighting	Inventory shows these columns as installed between 1995 and 2004.	Assuming the earlier date, these columns are likely to be around two-thirds of the way through their expected lifespan.

Highway Operations	No issues raised.		-	
Developments	No issues raised.		-	
Other relevant issues	None.		-	
Has the trial switch-off had an adverse impact?	YES		NO	✓
Options and financial implications	Option		Cost over 15 years	
	Switch back on immediately (converting to LED in due course)		£7,475	
	Convert to LED in due course, then switch back on		£7,350	
	Remove columns		£2,500	
Remarks	<p>The trial switch-off has not led to an increase in crime or crashes, and the single enquiry received suggests that Kent’s residents are largely accepting of the switch-off.</p> <p>These columns are over half-way through their expected lifespan and are likely to need replacing during the next 15 years, so removing them immediately will result in savings to Kent County Council of around £5,000 over this period, with further savings in the longer term. Taking this into consideration, it is recommended that these columns be removed.</p>			
Recommendation	Remove columns.			
JTB Remarks	Members noted the report. No issues were raised.			
Cabinet Committee Remarks				
Final Recommendation				


Cabinet Member Decision		Date	
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Site location	West Road/Hospital Hill, Folkestone	Remarks
No. of lights switched off	30	-
No. of lights converted to part night	0	-
Lights switched off/ converted (DATE)	31/03/2014	-
Police: crime and anti-social behaviour issues Period: 31/03/2014-31/03/2015	One year period prior to switch-off: None reported. One year period since switch-off: 2 crimes.	Compared to one year period previous to switch-off, crime has risen from 0 crimes to 2.
Police remarks	None.	The police have not suggested that the statistical increase in crime is linked to the switch-off of lighting.
Crashes (Jan 1994-Apr 2015)	Before switch-off: 10 SLIGHT. After switch-off: None.	The absence of lighting at this site has not led to an increase in crashes.
Traffic Schemes remarks	None.	-
Enquiries received following implementation (site specific)	Enquiry no. 102042 01/04/2014 – Customer objects to these lights being switched off. Claims road is dangerous, full of sharp turns and drivers regularly exceed the speed limit. Thinks road should be part-night if not all-night, as limiting residents to using road only during daylight hours is an encroachment of civil liberties.	Noted; however, the crash data does not support the concerns expressed.
Street Lighting	The inventory shows 11 of these columns as having been installed before 1975, with all but one of the remaining columns having been installed before 2004. The 18 columns in West Road are supplied from MOD property, making them extremely difficult to maintain. Two of them have already failed structural testing and	Over a third of these columns are already at, if not past, their expected lifespan, and two of them have already failed structural testing.

	been ‘necked’ to make them safe.	
Highway Operations	No issues raised.	-
Developments	No issues raised.	-
Other relevant issues	Shorncliffe Camp, adjacent to West Road, is no longer required by the MOD, and is awaiting redevelopment.	Any new development is likely to include new lighting requirements, and new lighting.
Has the trial switch-off had an adverse impact?	YES	NO ✓
Options and financial implications	Option	Cost over 15 years
	Switch back on immediately (converting to LED in due course)	£47,850
	Convert to LED in due course, then switch back on	£47,100
	Remove columns	£15,000
Remarks	<p>The trial switch-off has not led to an increase crashes, there has been no suggestion by the police or local residents that the statistical increase in crime is linked to the absence of lighting, and the single enquiry received suggests that Kent’s residents are largely accepting of the switch-off.</p> <p>The columns at this site are at or past the end of their lifespan, with two already having been ‘necked’ to make them safe. The electricity supply to the 18 columns in West Road comes from MOD feeder pillars to which the County Council has no access, making maintenance arrangements extremely difficult. In addition, the proposed redevelopment of the MOD site will bring new lighting requirements and, where appropriate, new lighting. Removing these columns immediately will result in savings to Kent County Council of around £33,000 over the next 15 years, with further savings in the longer term. Taking these various factors into consideration, it is recommended that these columns be removed.</p>	
Recommendation	Remove columns.	

JTB Remarks	<p>Members noted the report. Concerns were raised regarding vehicle speeds, alignment, and sharp bends. Members requested that a number of lights be restored to lighting. Councillor Dearden tabled correspondence received from a resident of Helena Corniche concerned about the switch-off. Members were advised that requests for lights to be returned to lighting would be considered, but that they should note that lighting is designed to provide a uniform level of light at the road surface. Illuminating an isolated light or lights may create patches of dark and light which can be hazardous to road users. Martin Whybrow, Member, uses this road regularly and supports the switch-off.</p>		
Response to JTB Remarks	<p>West Road/North Road: chevron signs are present for both directions of travel. The existing light has had no supply for several years so cannot be returned to lighting. There is no evidence of crashes, and no further action is recommended.</p> <p>West Road – Shornecliffe Military Cemetery entrance: vehicles travelling southbound would benefit from installation of a new chevron sign to complement the existing sign for northbound vehicles. There are also bend warning signs and ‘SLOW’ road markings. There is no evidence of crashes at this location, and in the circumstances the existing signs and road markings plus the additional chevron sign will provide sufficient warning of the bend.</p> <p>Hospital Hill: street lights in Hospital Hill are located in small clusters, and do not provide lighting fully along its length. Restoring lighting would create isolated patches of dark and light which can be hazardous to road users. There are road markings and traffic signs informing road users of bends ahead.</p> <p>In conclusion, these roads have not been adversely affected by the trial switch-off of street lights. With the addition of one chevron sign, there appears to be no reason to revise the original recommendation to remove the columns.</p>		
Cabinet Committee Remarks			
Final Recommendation			
Cabinet Member Decision		Date	

Site location	Marine Parade & Lower Sandgate Road	Remarks
No. of lights switched off	26	-
No. of lights converted to part night	0	-
Lights switched off/ converted (DATE)	25/03/2014	-
Police: crime and anti-social behaviour issues Period: 25/03/2014-25/03/2015	One year period prior to switch-off: 18 crimes. One year period since switch-off: 13 crimes.	Compared to the one year period before switch-off, crime has fallen from 18 crimes to 13.
Police remarks	None.	-
Crashes (Jan 1994-Apr 2015)	Before switch-off: 14 SLIGHT, 2 SERIOUS After switch-off: None.	The absence of lighting at this site has not led to an increase in crashes.
Traffic Schemes remarks	None.	-
Enquiries received following implementation (site specific)	<p>Enquiry no. 17141989 03/04/2014 – Customer calling to express concern about switch-off, claiming it is unsafe.</p> <p>Enquiry no. 108129 05/06/2014 – Customer calling to request lights be turned back on before funfair/airshow.</p> <p>Enquiry no. 11002256 13/09/2014 – Enquiry from Cllr. Barker calling for an immediate review of this site, claiming he believes it to be an oversight that this road was included in Phase 1 trial.</p> <p>Enquiry no. 17029041 24/10/2014 – Complaint from resident of Marine Crescent about trial switch-off. States ASB has increased dramatically both from nearby</p>	Noted.

	<p>nightclub and beach opposite. Claims not one resident was consulted and elderly people are now housebound, too afraid to go outside.</p> <p>Enquiry no. 17233590 19/11/2014 – Resident lives next to the nightclub and some cars have been vandalised. Requested lights to be converted to part-night.</p> <p>Enquiry no. 157841 02/06/2015 – Resident calling for lights to be reinstated. Claims crime has significantly increased, including drug dealing. Has crime reference numbers.</p>	
Street Lighting	Inventory shows these columns as having been installed in 1991, except for one installed in 1995.	Most of these columns are 24 years old, so approaching the end of their 30-year expected lifespan.
Highway Operations	No issues raised.	-
Developments	No issues raised.	-
Other relevant issues	None.	-
Has the trial switch-off had an adverse impact?	YES	 NO
Options and financial implications	Option	Cost over 15 years
	Switch back on immediately (converting to LED in due course)	£28,815
	Convert to LED in due course, then switch back on	£28,390
	Remove columns	£8,500
Remarks	Although there has been no increase in crime or crashes since switch-off, a number of local residents have expressed concerns about safety and security, and this trial site now appears anomalous in that it forms an isolated	

	<p>unlit area close to Folkestone’s historic town centre and sea front, an area proposed for economic regeneration.</p> <p>These columns are approaching the end of their expected lifespan and are likely to need replacing during the next 15 years, so the cost of continuing to run them over this period would be around £20,000 more than the cost of removing them. Notwithstanding this, it is recommended that these lights are switched back on immediately and converted to LED in due course.</p>		
Recommendation	Switch back on immediately (converting to LED in due course).		
JTB Remarks	Members noted the report and were pleased that these roads have been returned to lighting.		
Cabinet Committee Remarks			
Final Recommendation			
Cabinet Member Decision		Date	

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Safe and Sensible Street Lighting Project - Review of Trial Switch-Off – Swale District

Date of Review:

Sites originally proposed for inclusion in the trial switch-off but subsequently withdrawn:

Swanstree Avenue

Sites originally proposed for inclusion in the trial switch-off but subsequently modified to part-night lighting:

Whiteway Road (17 lights)

Sites included in the trial switch-off:

Sheppey Way (59 lights)

Queenborough Road (23 lights)

Western Link, Ospringe (49 lights)

A2 London Road, Ospringe (14 lights)

Swale Way, Sittingbourne (22 lights)

Barge Way, Sittingbourne (14 lights)

Love Lane, Faversham (6 lights)

Graveney Road, Faversham (6 lights)

Site location	Sheppey Way	Remarks
No. of lights switched off	59	-
No. of lights converted to part night	0	-
Lights switched off/ converted (DATE)	23/05/2014	-
Police: crime and anti-social behaviour issues Period: 23/05/2014-23/05/2015	One year period prior to switch-off: None reported. One year period since switch-off: None reported.	The absence of lighting at this site has not caused an increase in crime.
Police remarks	None.	-
Crashes (Jan 1994-Apr 2015)	Before switch-off: 47 SLIGHT, 15 SERIOUS, 2 FATAL After switch-off: 1 SERIOUS – LIGHT- WET: Veh1 overtook several vehicles on wrong side of the road. Veh1 came to brow of a hill into a left hand bend and collided head on with Veh2. Veh4 collided with Veh3 trying to avoid initial collision. 1 FATAL – DARK – UNLIT: Veh1 (cyclist) travelling as part of a group, rider lost control and fell from bicycle, sustaining substantial serious head injuries.	Although the fatal crash since switch-off occurred during darkness, there has been no suggestion that the absence of lighting was a contributory factor.
Traffic Schemes remarks	None.	-
Enquiries received following implementation (site specific)	Enquiry No. 130128 (13/11/14): Resident who cycles along this road regularly after work reported lights out, and was advised that it was a trial.	Noted.
Street Lighting	Inventory shows columns installed in or after 2005.	At 10 years old or less, these columns are around a third of the way through their expected lifespan.

Highway Operations	No issues raised.		-	
Developments	No issues raised.		-	
Other relevant issues	None.		-	
Has the trial switch-off had an adverse impact?	YES	✓	NO	✓
Options and financial implications	Option		Cost over 15 years	
	Switch back on immediately (converting to LED in due course)		£41,005	
	Convert to LED in due course, then switch back on		£39,530	
	Remove columns		£29,500	
Remarks	<p>The trial switch-off has not led to an increase in crime or crashes, and the single enquiry received suggests that Kent’s residents are largely accepting of the switch-off.</p> <p>As the columns at this site are under half-way through their expected lifespan, they are unlikely to need replacing within the next 15 years. Notwithstanding this, removing them immediately will result in savings to Kent County Council of around £12,000 over this period, with further savings in the longer term when these columns would need to be replaced. Taking this into consideration, it is recommended that these columns be removed.</p>			
Recommendation	Remove columns.			
JTB Remarks	<p>Members suggested that either alternative lights or automatic sensors are installed along the Sheppey Way to provided lighting in fog and emergencies.</p> <p>Members also expressed concern about safety issues for late night/shift workers using any of the sites where it is proposed to remove lighting.</p> <p>In general, Members were supportive of night sky initiatives and reduction of carbon emission and encouraged more lights to be switched off.</p>			

Response to JTB Remarks	Kent has many roads similar in character to Sheppey Way which have no lighting, and in any case street lighting offers little benefit to drivers in foggy conditions. Whilst Members’ concerns about late night/shift works are noted, the single enquiry received would suggest that there is no reason to change the recommendation for this site.		
Cabinet Committee Remarks			
Final Recommendation			
Cabinet Member Decision		Date	

Site location	Queenborough Road	Remarks
No. of lights switched off	23	-
No. of lights converted to part night	0	-
Lights switched off/ converted (DATE)	23/06/2014	-
Police: crime and anti-social behaviour issues Period: 23/06/2014-23/06/2015	One year period prior to switch-off: None reported. One year period since switch-off: None reported.	The absence of lighting at this site has not caused an increase in crime.
Police remarks	None.	-
Crashes (Jan 1994-Apr 2015)	Before switch-off: 18 SLIGHT, 3 SERIOUS, 1 FATAL. After switch-off: None.	The absence of lighting at this site has not led to an increase in crashes.
Traffic Schemes remarks	None.	-
Enquiries received following implementation (site specific)	<p>Enquiry No. 111244 (24/6/14): resident unhappy with the trial switch-off and feels he was not consulted. There are no pavements here, and he believes the lack of lighting is dangerous, also there are elderly people living in the road who now feel unsafe.</p> <p>Enquiry No. 17025507 (25/6/14): resident, who is disabled, is concerned about lack of lighting during the trial switch-off. The road is used as a short cut by traffic, some of it travelling at high speeds.</p> <p>Enquiry No. 111469 (25/6/14): resident unhappy with the trial switch-off and feels he was not consulted. He is</p>	These enquiries were all received within the first month of the switch-off. Since then, no further enquiries have been received, indicating perhaps that residents are largely accepting of the change.

	concerned about his and his neighbours' safety, and the safety of people walking along or crossing the road, and also about fly-tipping.		
Street Lighting	Inventory shows columns installed in or after 2005.		At 10 years old or less, these columns are around a third of the way through their expected lifespan.
Highway Operations	No issues raised.		-
Developments	No issues raised.		-
Other relevant issues	None.		-
Has the trial switch-off had an adverse impact?	YES		NO ✓
Options and financial implications	Option		Cost over 15 years
	Switch back on immediately (converting to LED in due course)		£15,985
	Convert to LED in due course, then switch back on		£15,410
	Remove columns		£11,500
Remarks	<p>The trial switch-off has not led to an increase in crime or crashes, and although a small number of enquiries were received within a month of the lights being switched off, none have been received since June 2014, suggesting that Kent's residents are largely accepting of the switch-off.</p> <p>As the columns at this site are under half-way through their expected lifespan, they are unlikely to need replacing within the next 15 years. Notwithstanding this, removing them immediately will result in savings to Kent County Council of around £4,000 over this period, with further savings in the longer term when these columns would need to be replaced. Taking this into consideration, it is recommended that these columns be removed.</p>		

Recommendation	Remove columns.		
JTB Remarks	Members expressed concern about safety issues for late night/shift workers using any of the sites where it is proposed to remove lighting, but made no specific comments relating to this site. In general, Members were supportive of night sky initiatives and reduction of carbon emission and encouraged more lights to be switched off.		
Response to JTB Remarks	Whilst Members' general concerns are noted, the small number of enquiries received would suggest that there is no reason to change the recommendation for this site.		
Cabinet Committee Remarks			
Final Recommendation			
Cabinet Member Decision		Date	

Site location	Western Link, Ospringe	Remarks
No. of lights switched off	49	-
No. of lights converted to part night	0	-
Lights switched off/ converted (DATE)	19/05/2014	-
Police: crime and anti-social behaviour issues Period: 19/05/2014-19/05/2015	One year period prior to switch-off: None reported. One year period since switch-off: 2 crimes.	This site has seen an increase in crime since lights were switched off.
Police remarks	None.	The police have not suggested that the statistical increase in crime is linked to the switch-off of lighting.
Crashes (Jan 1994-Apr 2015)	Before switch-off: 5 SLIGHT, 1 SERIOUS, 1 FATAL. After switch-off: 1 SERIOUS – LIGHT – DRY: Veh1 collided with Veh2 as Veh2 turned right into junction.	Crash after switch-off occurred during daylight, so the absence of lighting was not a contributory factor.
Traffic Schemes remarks	None.	-
Enquiries received following implementation (site specific)	<p>Enquiry No. 17031926 (27/11/14): customer rang to report lights not working and was advised they were part of a trial switch-off. He was not happy with this, and suggested considering solar panels or motion sensors as alternative ways of saving money.</p> <p>Enquiry No. 133815 (8/12/14): customer reported lights not working, and was advised they were part of a trial switch-off, which she felt was inappropriate as the road is busy and has many lorries travelling along it.</p> <p>Enquiry No. 17034270 (5/1/2015): customer rang to report lights not working, and was advised they were</p>	The number of enquiries received is small in relation to the number of people using this road, and the crash data does not support suggestions that the switch-off of lighting is dangerous or inappropriate.

	part of a trial switch-off. Enquiry No. 139954 (19/1/15): customer reported lights not working, making the road, which he uses as part of a running route, dangerous. He was advised this was part of a trial switch-off.		
Street Lighting	Inventory shows columns installed in 1985.		At 30 years old, these columns are at the end of their expected lifespan.
Highway Operations	No issues raised.		-
Developments	No issues raised.		-
Other relevant issues	None.		-
Has the trial switch-off had an adverse impact?	YES		NO ✓
Options and financial implications	Option		Cost over 15 years
	Switch back on immediately (converting to LED in due course)		£83,055
	Convert to LED in due course, then switch back on		£81,830
	Remove columns		£24,500
Remarks	<p>The trial switch-off has not led to an increase crashes, there has been no suggestion by the police or local residents that the statistical increase in crime is linked to the absence of lighting, and the number of enquiries received is small in proportion to the number of people using this road, suggesting that Kent’s residents are largely accepting of the switch-off.</p> <p>These columns are at the end of their lifespan, and removing them immediately will result in savings to Kent County Council of around £59,000 over the next 15 years, with further savings in the longer term. Taking this into consideration, it is recommended that these columns be removed.</p>		

Recommendation	Remove columns.		
JTB Remarks	<p>Concerns were raised at a lack of lighting alongside at the Western Link. Apparently a development and proposed new roundabout have been approved, and Members requested that officers find out more to see whether this will affect the need for lighting.</p> <p>Members also expressed concern about safety issues for late night/shift workers using any of the sites where it is proposed to remove lighting.</p> <p>In general, Members were supportive of night sky initiatives and reduction of carbon emission and encouraged more lights to be switched off.</p>		
Response to JTB Remarks	<p>In respect of the development proposals, the development team has advised that a scheme including a roundabout onto Western Link north of the railway bridge and a couple of pedestrian refuges is about to receive outline planning approval, but that details have yet to be discussed, and the start of construction is likely to be at least a year away. Any roundabout will require lighting designed to illuminate the new road layout, and it is unlikely that the proposals would incorporate use of the existing lighting columns which are, as noted above, at the end of their lifespan.</p> <p>Whilst Members' concerns about late night/shift works are noted, the small number of enquiries received would suggest that there is no reason to change the recommendation for this site.</p>		
Cabinet Committee Remarks			
Final Recommendation			
Cabinet Member Decision		Date	

Site location	A2 London Road, Ospringe	Remarks
No. of lights switched off	14	-
No. of lights converted to part night	0	-
Lights switched off/ converted (DATE)	23/06/2014	-
Police: crime and anti-social behaviour issues Period: 23/06/2014-23/06/2015	One year period prior to switch-off: None reported. One year period since switch-off: None reported.	The absence of lighting at this site has not caused an increase in crime.
Police remarks	None.	-
Crashes (Jan 1994-Apr 2015)	Before switch-off: 7 SLIGHT, 1 SERIOUS. After switch-off: None.	The absence of lighting at this site has not led to an increase in crashes.
Traffic Schemes remarks	None.	-
Enquiries received following implementation (site specific)	Enquiry No. 17032635 (4/12/14): caller from Syndale Park Motel (which has access from the area included in the trial) is concerned that lack of lighting will cause a serious accident.	Noted; however, crash data suggests that these concerns, whilst understandable, are unfounded.
Street Lighting	Inventory shows columns installed in 1985.	At 30 years old, these columns are at the end of their expected lifespan.
Highway Operations	No issues raised.	-
Developments	No issues raised.	-
Other relevant issues	None.	-

Has the trial switch-off had an adverse impact?	YES		NO	✓
Options and financial implications	Option		Cost over 15 years	
	Switch back on immediately (converting to LED in due course)		£23,730	
	Convert to LED in due course, then switch back on		£23,380	
	Remove columns		£7,000	
Remarks	<p>The trial switch-off has not led to an increase in crime or crashes, and the single enquiry received suggests that Kent’s residents are largely accepting of the switch-off.</p> <p>These columns are at the end of their lifespan, and removing them immediately will result in savings to Kent County Council of around £17,000 over the next 15 years, with further savings in the longer term. Taking this into consideration, it is recommended that these columns be removed.</p>			
Recommendation	Remove columns.			
JTB Remarks	<p>Members expressed concern about safety issues for late night/shift workers using any of the sites where it is proposed to remove lighting, but made no specific comments relating to this site.</p> <p>In general, Members were supportive of night sky initiatives and reduction of carbon emission and encouraged more lights to be switched off.</p>			
Response to JTB Remarks	<p>Whilst Members’ general concerns are noted, the single enquiry received would suggest that there is no reason to change the recommendation for this site.</p>			
Cabinet Committee Remarks				
Final Recommendation				
Cabinet Member Decision			Date	

Site location	Swale Way, Sittingbourne	Remarks
No. of lights switched off	22	-
No. of lights converted to part night	0	-
Lights switched off/ converted (DATE)	19/09/2014	-
Police: crime and anti-social behaviour issues Period: 19/09/2014-Present	One year period prior to switch-off: None reported. One year period since switch-off: None reported.	The absence of lighting at this site has not caused an increase in crime.
Police remarks	None.	-
Crashes (Jan 1994-Apr 2015)	Before switch-off: 2 SLIGHT. After switch-off: None.	The absence of lighting at this site has not led to an increase in crashes.
Traffic Schemes remarks	None.	-
Enquiries received following implementation (site specific)	None.	Kent's residents have not commented on these lights being switched off.
Street Lighting	Inventory shows 9 of these columns installed in 1995, the remainder in 2005.	These columns are around two-thirds and one-third, respectively, of their way through their expected lifespan.
Highway Operations	No issues raised.	-
Developments	No issues raised.	-

Other relevant issues	None.	-
Has the trial switch-off had an adverse impact?	YES	NO ✓
Options and financial implications	Option	Cost over 15 years
	Switch back on immediately (converting to LED in due course)	£24,290
	Convert to LED in due course, then switch back on	£23,740
	Remove columns	£11,000
Remarks	<p>The trial switch-off has not led to an increase in crime or crashes, and Kent's residents have not commented on these lights being switched off, suggesting that there is no need to continue providing lighting to this part of the highway.</p> <p>Whilst only some of these columns are likely to need replacing within the next 15 years, removing them all immediately will result in savings to Kent County Council of around £13,000 over that period, with further savings in the longer term when the remaining columns would need to be replaced.</p>	
Recommendation	Remove columns.	
JTB Remarks	<p>Members expressed concern about safety issues for late night/shift workers using any of the sites where it is proposed to remove lighting, but made no specific comments relating to this site.</p> <p>In general, Members were supportive of night sky initiatives and reduction of carbon emission and encouraged more lights to be switched off.</p>	
Response to JTB Remarks	<p>Whilst Members' general concerns are noted, no enquiries have been received, suggesting that there is no reason to change the recommendation for this site.</p>	
Cabinet Committee Remarks		
Final Recommendation		

Cabinet Member Decision		Date	
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Site location	Barge Way, Sittingbourne	Remarks
No. of lights switched off	14	-
No. of lights converted to part night	0	-
Lights switched off/ converted (DATE)	23/05/2014	-
Police: crime and anti-social behaviour issues Period: 23/05/2014-23/05/2015	One year period prior to switch-off: None reported. One year period since switch-off: None reported.	The absence of lighting at this site has not caused an increase in crime.
Police remarks	None.	-
Crashes (Jan 1994-Apr 2015)	Before switch-off: None. After switch-off: None.	The absence of lighting at this site has not led to an increase in crashes.
Traffic Schemes remarks	None.	-
Enquiries received following implementation (site specific)	None.	Kent's residents have not commented on these lights being switched off.
Street Lighting	Inventory shows these columns installed in 1995 except for one installed in 2010.	At 20 years old, all but one of these columns are two-thirds of the way through their expected lifespan.
Highway Operations	No issues raised.	-
Developments	No issues raised.	-
Other relevant issues	None.	-

Has the trial switch-off had an adverse impact?	YES		NO	✓
Options and financial implications	Option		Cost over 15 years	
	Switch back on immediately (converting to LED in due course)		£22,730	
	Convert to LED in due course, then switch back on		£22,380	
	Remove columns		£7,000	
Remarks	<p>The trial switch-off has not led to an increase in crime or crashes, and Kent's residents have not commented on these lights being switched off, suggesting that there is no need to continue providing lighting to this part of the highway.</p> <p>These columns are over half-way through their expected lifespan and are likely to need replacing during the next 15 years, so removing them immediately will result in savings to Kent County Council of around £16,000 over this period, with further savings in the longer term.</p>			
Recommendation	Remove columns.			
JTB Remarks	<p>Members expressed concern about safety issues for late night/shift workers using any of the sites where it is proposed to remove lighting, but made no specific comments relating to this site.</p> <p>In general, Members were supportive of night sky initiatives and reduction of carbon emission and encouraged more lights to be switched off.</p>			
Response to JTB Remarks	<p>Whilst Members' general concerns are noted, no enquiries have been received, suggesting that there is no reason to change the recommendation for this site.</p>			
Cabinet Committee Remarks				
Final Recommendation				
Cabinet Member Decision			Date	

Site location	Love Lane, Faversham	Remarks
No. of lights switched off	6	-
No. of lights converted to part night	0	-
Lights switched off/ converted (DATE)	23/06/2014	-
Police: crime and anti-social behaviour issues Period:	One year period prior to switch-off: 1 crime. One year period since switch-off: 1 crime.	The absence of lighting at this site has not caused an increase in crime, which remains constant at 1 before and 1 after switch-off.
Police remarks	None.	-
Crashes (Jan 1994-Apr 2015)	Before switch-off: 1 SLIGHT, 1 SERIOUS. After switch-off: None.	The absence of lighting at this site has not led to an increase in crashes.
Traffic Schemes remarks	None.	-
Enquiries received following implementation (site specific)	Enquiry No. 17037140 (9/2/15): Customer queried why these lights had been selected for inclusion in the trial and expressed the view that the lack of lighting was a hazard for pedestrians, particularly as the footway was in poor condition. Enquiry No. 42400552 (17/2/15): Resident concerned that lack of lighting has made road dangerous after she hit a parked lorry and damaged her car.	Noted. The condition of the footway is not a street lighting issue, whilst the fact that only two enquiries have been received suggests that the lack of lighting at this location is not a particular issue for the majority of pedestrians or drivers.
Street Lighting	Inventory shows 5 of these columns installed in 2005, the remaining one in 1990.	At 10 years old, all but one of these columns are around a third of the way through their expected lifespan.
Highway Operations	No issues raised.	-

Developments	No issues raised.		-	
Other relevant issues	None.		-	
Has the trial switch-off had an adverse impact?	YES		NO	✓
Options and financial implications	Option		Cost over 15 years	
	Switch back on immediately (converting to LED in due course)		£5,370	
	Convert to LED in due course, then switch back on		£5,220	
	Remove columns		£4,500	
Remarks	<p>Although there has been no increase in crime or crashes since switch-off, and few of Kent's residents have expressed concerns, this trial site now appears anomalous in that it is a very short length of unlit road linking two lit roads. It also provides access to a cemetery and to a nursing home providing care for people with learning disabilities.</p> <p>As the columns at this site are under half-way through their expected lifespan, they are unlikely to need replacing within the next 15 years, and the savings to Kent County Council by removing them would be less than £1,000 over the next 15 years. Taking all these factors into consideration, it is recommended that these lights are switched back on immediately and converted to LED in due course.</p>			
Recommendation	Switch back on immediately (converting to LED in due course).			
JTB Remarks	Members noted the report and welcomed the reinstatement of lighting at this location.			
Cabinet Committee Remarks				
Final Recommendation				
Cabinet Member Decision			Date	

Site location	Graveney Road, Faversham	Remarks
No. of lights switched off	6	-
No. of lights converted to part night	0	-
Lights switched off/ converted (DATE)	23/05/2014	-
Police: crime and anti-social behaviour issues Period: 23/05/2014-23/05/2015	One year period prior to switch-off: None reported. One year period since switch-off: None reported.	The absence of lighting at this site has not caused an increase in crime.
Police remarks	None.	-
Crashes (Jan 1994-Apr 2015)	Before switch-off: 3 SLIGHT. After switch-off: None.	The absence of lighting at this site has not led to an increase in crashes.
Traffic Schemes remarks	None.	-
Enquiries received following implementation (site specific)	Enquiry Nos. 141447, 141451, 141452 (27/1/15): customer reported that lights were off in the evening rather than switching off after midnight. Message left to say the lights were part of a trial switch-off.	Noted.
Street Lighting	Inventory shows these columns installed in 2005.	At 10 years old, these columns are around a third of the way through their expected lifespan.
Highway Operations	No issues raised.	-
Developments	No issues raised.	-
Other relevant issues	None.	-

Has the trial switch-off had an adverse impact?	YES	NO	✓
Options and financial implications	Option		Cost over 15 years
	Switch back on immediately (converting to LED in due course)		£4,170
	Convert to LED in due course, then switch back on		£4,020
	Remove columns		£3,000
Remarks	<p>There has been no increase in crime and no crashes since switch-off, and the only enquiry received appears to have been satisfactorily addressed by providing information about the trial, suggesting that there is no need to continue providing lighting to this part of the highway.</p> <p>As the columns at this site are under half-way through their expected lifespan, they are unlikely to need replacing within the next 15 years. Notwithstanding this, removing them immediately will result in savings to Kent County Council of around £1,000 over the next 15 years, with more substantial savings in the longer term when these columns would need to be replaced. Taking this into consideration, it is recommended that these columns be removed.</p>		
Recommendation	Remove columns.		
JTB Remarks	<p>Members expressed concern about safety issues for late night/shift workers using any of the sites where it is proposed to remove lighting, but made no specific comments relating to this site.</p> <p>In general, Members were supportive of night sky initiatives and reduction of carbon emission and encouraged more lights to be switched off.</p>		
Response to JTB Remarks	<p>Whilst Members' general concerns are noted, the single enquiry received would suggest that there is no reason to change the recommendation for this site.</p>		
Cabinet Committee Remarks			
Final Recommendation			

Review of Trial Switch-Off – Swale District

Cabinet Member Decision		Date	
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Safe and Sensible Street Lighting Project - Review of Trial Switch-Off – Tunbridge Wells District

Date of Review:

Sites originally proposed for inclusion in the trial switch-off but subsequently withdrawn:

Church Road, Tunbridge Wells

Sites originally proposed for inclusion in the trial switch-off but subsequently modified to part-night lighting:

A264 Langton Road, Tunbridge Wells (23 lights)

A264 Langton Road, Speldhurst (22 lights)

Sites included in the trial switch-off but subsequently reverted to all-night lighting:

A26 London Road, Southborough (24 lights)

Sites included in the trial switch-off:

Hungershall Park, Tunbridge Wells (11 lights)

Vauxhall Lane, Southborough (7 lights)

Knights Way, Tunbridge Wells (8 lights)

A262 Goudhurst Road, Cranbrook (9 lights)

A229 Angleley Road, Cranbrook (6 lights)


Old Church Road, Pembury (6 lights)

Site location	Hungershall Park, Tunbridge Wells	Remarks
No. of lights switched off	10	-
No. of lights converted to part night	1	Light closest to junction with Major Yorks Road reverted to part night during trial in response to concerns expressed by local residents.
Lights switched off/ converted (DATE)	05/06/2014	-
Police: crime and anti-social behaviour issues Period: 05/06/2014-05/06/2015	One year period prior to switch-off: None reported. One year period since switch-off: None reported.	The absence of lighting at this site has not caused an increase in crime.
Police remarks	None.	-
Crashes (Jan 1994-Apr 2015)	Before switch-off: None. Before switch-off: None.	The absence of lighting at this site has not led to an increase in crashes.
Traffic Schemes remarks	None.	-
Enquiries received following implementation (site specific)	<p>Enquiry No. 17027659 (10/9/14): resident opposed to the trial switch-off as the road is busy, lacks a footway, and provides the only access through the park. He is concerned that there could be a serious accident.</p> <p>Enquiry No. 17443924 (27/10/14): resident says road is frequently used by pedestrians, and is concerned about crime and anti-social behaviour, so would prefer at least some of the lights to remain on part night.</p> <p>Enquiry No. 17345972 (27/11/2014): resident concerned that lights were off: was not aware that this was a trial and queried why these lights had been selected for switching off when other, less vulnerable areas still had</p>	Noted.


	<p>lighting. Resident was concerned that several cars had had near-misses since the lights had been switched off.</p> <p>Enquiry No. 17042255 (22/04/15): resident (who also made Enquiry No. 17345972) would like lights turned back on as it is very dark on the Common. The road is used by pedestrians including lots of children, and commuter parking on both sides of the road together with the steepness of the grassed verges makes it difficult for pedestrians to avoid vehicles. She also has concerns that drug dealers operate in this area, posing a threat to people walking along the road. The resident has considered setting up a petition to have the lights turned back on, but has not pursued this as she understands that the trial is to be reviewed.</p> <p>Enquiry No. 15810082 (31/5/15): Hungershall Park Neighbourhood Watch co-ordinators raised concerns including: safety and security of pedestrians given lack of footway, and commuter parking; volume of traffic going to and from High Rocks restaurant; and safety of children waiting for or leaving school bus, which stops on bend near houses. Co-ordinators appreciate the need to make savings and would find part-night lighting acceptable.</p>	
Street Lighting	Inventory shows columns installed in 1999.	At 16 years old, these columns are around half-way through their expected lifespan.
Highway Operations	No issues raised.	-
Developments	No issues raised.	-
Other relevant issues	None.	-

Has the trial switch-off had an adverse impact?	YES	✓	NO	✓
Options and financial implications	Option		Cost over 15 years	
	Switch back on immediately (converting to LED in due course)		£18,645	
	Convert to LED in due course, then switch back on		£18,370	
	Remove columns		£5,500	
Remarks	<p>Although there has been no increase in crime or crashes since switch-off, several local residents have expressed concerns about the safety and security of pedestrians using this road, and this trial site now appears anomalous in that it is the only one of the roads crossing Tunbridge Wells Common to have been included in the trial.</p> <p>These columns are around half-way through their expected lifespan and are likely to need replacing during the next 15 years, so the cost of continuing to run them over this period would be around £13,000 more than the cost of removing them. Notwithstanding this, it is recommended that these lights are switched back on immediately and converted to LED in due course.</p>			
Recommendation	Switch back on immediately (converting to LED in due course).			
JTB Remarks	Members noted the report. No issues raised.			
Cabinet Committee Remarks				
Final Recommendation				
Cabinet Member Decision		Date		

Site location	Vauxhall Lane, Southborough	Remarks
No. of lights switched off	7	-
No. of lights converted to part night	0	-
Lights switched off/ converted (DATE)	05/06/2014	-
Police: crime and anti-social behaviour issues Period: 05/06/2014-05/06/2015	One year period prior to switch-off: None reported. One year period since switch-off: 2 crimes.	This site has seen an increase in crime since the lights were switched off.
Police remarks	None.	The police have not suggested that the statistical increase in crime was linked to the absence of lighting.
Crashes (Jan 1994-Apr 2015)	Before switch-off: 2 SLIGHT. After switch-off: None.	The absence of lighting at this site has not led to an increase in crashes.
Traffic Schemes remarks	None	-
Enquiries received following implementation (site specific)	None.	Kent's residents have not commented on these lights being switched off.
Street Lighting	Inventory shows columns installed in 1982.	At 33 years old, these columns are at, if not past, the end of their expected lifespan.
Highway Operations	No issues raised.	-
Developments	No issues raised.	-
Other relevant issues	None.	-

Has the trial switch-off had an adverse impact?	YES		NO	
Options and financial implications	Option		Cost over 15 years	
	Switch back on immediately (converting to LED in due course)		£11,865	
	Convert to LED in due course, then switch back on		£11,690	
	Remove columns		£3,500	
Remarks	<p>The trial switch-off has not led to an increase in crashes, the police have not indicated that the statistical increase in crime is linked to an absence of lighting, and Kent's residents have not commented on these lights being switched off, suggesting that there is no need to continue providing lighting to this part of the highway.</p> <p>These columns are at the end of their lifespan, and removing them immediately will result in savings to Kent County Council of around £8,000 over the next 15 years, with further savings in the longer term.</p>			
Recommendation	Remove columns.			
JTB Remarks	Members noted the report. No issues raised.			
Cabinet Committee Remarks				
Final Recommendation				
Cabinet Member Decision			Date	

Site location	Knights Way, Tunbridge Wells	Remarks
No. of lights switched off	8	-
No. of lights converted to part night	0	-
Lights switched off/ converted (DATE)	05/06/2014	-
Police: crime and anti-social behaviour issues Period: 05/06/2014-05/06/2015	One year period prior to switch-off: None reported. One year period since switch-off: None reported.	The absence of lighting at this site has not caused an increase in crime.
Police remarks	None.	-
Crashes (Jan 1994-Apr 2015)	Before switch-off: 1 SLIGHT. After switch-off: None.	The absence of lighting at this site has not led to an increase in crashes.
Traffic Schemes remarks	None.	-
Enquiries received following implementation (site specific)	None.	Kent's residents have not commented on these lights being switched off.
Street Lighting	Inventory shows columns installed in 1998.	At 17 years old, these columns are over half-way through their expected lifespan.
Highway Operations	No issues raised.	-
Developments	No issues raised.	-
Other relevant issues	None.	-

Has the trial switch-off had an adverse impact?	YES		NO	
Options and financial implications	Option		Cost over 15 years	
	Switch back on immediately (converting to LED in due course)		£13,560	
	Convert to LED in due course, then switch back on		£13,360	
	Remove columns		£4,000	
Remarks	<p>The trial switch-off has not led to an increase in crime or crashes, and Kent's residents have not commented on these lights being switched off, suggesting that there is no need to continue providing lighting to this part of the highway.</p> <p>The part of Knights Way included in the trial has very recently been identified as surplus to highway requirements and is in the process of being transferred to a developer, who is understood to be planning to remove the lighting columns and hard surfacing and convert the area to grass and planting. This will save Kent County Council the cost of removing the columns.</p>			
Recommendation	Remove columns.			
JTB Remarks	Members noted the report. No issues raised.			
Cabinet Committee Remarks				
Final Recommendation				
Cabinet Member Decision		Date		

Site location	A262 Goudhurst Road, Cranbrook	Remarks
No. of lights switched off	9	-
No. of lights converted to part night	0	-
Lights switched off/ converted (DATE)	05/06/2014	-
Police: crime and anti-social behaviour issues Period: 05/06/2014-05/06/2015	One year period prior to switch-off: None reported. One year period since switch-off: None reported.	The absence of lighting at this site has not caused an increase in crime.
Police remarks	None	-
Crashes (Jan 1994-Apr 2015)	Before switch-off: 5 SLIGHT. After switch-off: None.	The absence of lighting at this site has not led to an increase in crashes.
Traffic Schemes remarks	None.	-
Enquiries received following implementation (site specific)	Enquiry No. 113400 (9/7/14): request to repair light on footpath (not included in trial), particularly important for pedestrian safety and personal security now that other lights are switched off. Works order raised. Enquiry No. 17346278 (15/12/14): request to replace missing reflective strip on lighting column included in trial, to assist residents in reversing in and out of driveway. Works order raised.	
Street Lighting	Inventory shows columns installed in 1998.	At 17 years old, these columns are over half-way through their expected lifespan.
Highway Operations	No issues raised.	-

Developments	No issues raised.		-	
Other relevant issues	None.		-	
Has the trial switch-off had an adverse impact?	YES		NO	✓
Options and financial implications	Option		Cost over 15 years	
	Switch back on immediately (converting to LED in due course)		£15,255	
	Convert to LED in due course, then switch back on		£15,030	
	Remove columns		£4,500	
Remarks	<p>The trial switch-off has not led to an increase in crime or crashes, and the only enquiries received from Kent's residents relate to specific issues which have been addressed, suggesting that there is no need to continue providing lighting to this part of the highway.</p> <p>These columns are over half-way through their expected lifespan so it is expected that they will need to be replaced during the next 15 years, and removing them immediately will result in savings to Kent County Council of around £11,000 over this period, with further savings in the longer term.</p>			
Recommendation	Remove columns.			
JTB Remarks	Members noted the report. No issues raised.			
Cabinet Committee Remarks				
Final Recommendation				
Cabinet Member Decision			Date	

Site location	A229 Anglely Road, Cranbrook	Remarks
No. of lights switched off	6	-
No. of lights converted to part night	0	-
Lights switched off/ converted (DATE)	05/06/2014	-
Police: crime and anti-social behaviour issues Period: 05/06/2014-05/06/2015	One year period prior to switch-off: None reported. One year period since switch-off: None reported.	The absence of lighting at this site has not caused an increase in crime.
Police remarks	None.	-
Crashes (Jan 1994-Apr 2015)	Before switch-off: 2 SLIGHT. After switch-off: None.	The absence of lighting at this site has not led to an increase in crashes.
Traffic Schemes remarks	None.	-
Enquiries received following implementation (site specific)	None.	Kent's residents have not commented on these lights being switched off.
Street Lighting	Inventory shows columns installed in 1998.	At 17 years old, these columns are over half-way through their expected lifespan.
Highway Operations	No issues raised.	-
Developments	No issues raised.	-
Other relevant issues	None.	-

Has the trial switch-off had an adverse impact?	YES		NO	✓
Options and financial implications	Option		Cost over 15 years	
	Switch back on immediately (converting to LED in due course)		£10,170	
	Convert to LED in due course, then switch back on		£10,020	
	Remove columns		£3,000	
Remarks	<p>The trial switch-off has not led to an increase in crime or crashes, and Kent's residents have not commented on these lights being switched off, suggesting that there is no need to continue providing lighting to this part of the highway.</p> <p>These columns are over half-way through their expected lifespan so it is expected that they will need to be replaced during the next 15 years, and removing them immediately will result in savings to Kent County Council of around £10,000 over this period, with further savings in the longer term.</p>			
Recommendation	Remove columns.			
JTB Remarks	Members noted the report. No issues raised.			
Cabinet Committee Remarks				
Final Recommendation				
Cabinet Member Decision		Date		

Site location	Old Church Road, Pembury	Remarks
No. of lights switched off	6	-
No. of lights converted to part night	0	-
Lights switched off/ converted (DATE)	05/06/2014	-
Police: crime and anti-social behaviour issues Period: 05/06/2014-05/06/2015	One year period prior to switch-off: None reported. One year period since switch-off: None reported.	The absence of lighting at this site has not caused an increase in crime.
Police remarks	None.	-
Crashes (Jan 1994-Apr 2015)	Before switch-off: None. After switch-off: None.	The absence of lighting at this site has not led to an increase in crashes.
Traffic Schemes remarks	None.	-
Enquiries received following implementation (site specific)	None.	Kent's residents have not commented on these lights being switched off.
Street Lighting	Inventory shows columns installed in 1989.	At 26 years old, these columns are approaching the end of their expected lifespan.
Highway Operations	No issues raised.	-
Developments	No issues raised.	-
Other relevant issues	In response to concerns that Old Church Road is used as a route to and from Kent College, an independent	-

	<p>boarding and day school for girls, a pedestrian and cyclist survey was carried out at appropriate times of day. No school students were observed, and staff at Kent College said they were not aware of this route being used.</p> <p>This part of Old Church Road is closed to vehicles. No cyclists were observed, and the small number of pedestrians appeared mainly to be recreational walkers.</p>	
Has the trial switch-off had an adverse impact?	YES	NO ✓
Options and financial implications	Option	Cost over 15 years
	Switch back on immediately (converting to LED in due course)	£10,170
	Convert to LED in due course, then switch back on	£10,020
	Remove columns	£3,000
Remarks	<p>The trial switch-off has not led to an increase in crime or crashes, and Kent's residents have not commented on these lights being switched off, suggesting that there is no need to continue providing lighting to this part of the highway.</p> <p>These columns are approaching the end of their expected lifespan so it is expected that they will need to be replaced during the next 15 years, and removing them immediately will result in savings to Kent County Council of around £10,000 over this period, with further savings in the longer term.</p>	
Recommendation	Remove columns.	
JTB Remarks	Members noted the report. No issues raised.	
Cabinet Committee Remarks		

Final Recommendation			
Cabinet Member Decision		Date	

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From: **Matthew Balfour – Cabinet Member for Environment & Transport**

Barbara Cooper, Corporate Director for Growth, Environment and Transport

To: **Environment and Transport Cabinet Committee, 8th July 2016**

Subject: **Adoption of the Kent Minerals and Waste Local Plan 2013-30**

Key decision – affects more than 2 Electoral Divisions

Classification: **Unrestricted**

Past Pathway of Paper: 12 December 2013 Full Council; Cabinet 27th June 2016

Future Pathway of Paper: Full Council – 14th July 2016;

Electoral Division: Kent wide

Summary: This report is to inform Environment and Transport Cabinet Committee of the outcome of the Examination into the Kent Minerals and Waste Local Plan 2013-30 by the Government-appointed Inspector and seeks endorsement of the Plan for adoption by the County Council.

Recommendation(s): Environment and Transport Cabinet Committee is asked to consider and endorse this report and make recommendations to County Council that it:-

1. Notes the Main Modifications to the Kent Minerals and Waste Local Plan 2013-30 (KMWLP) and the responses to their consultation;
2. Notes the contents of the Inspector's Report and his conclusion that with the Main Modifications (Appendix 3), the Kent Minerals and Waste Local Plan is sound and legally compliant;
3. Notes the minor non-material modifications made to the Kent Minerals and Waste Local Plan (Appendix 5); and
4. Adopts the Kent Minerals and Waste Local Plan, incorporating the Main Modifications and minor modifications (Appendix 1);

In addition, Environment and Transport Cabinet Committee is asked to endorse for approval by the County Council that the Corporate Director for Growth, Environment and Transport be authorised to:-

- (i) make any further minor modifications which may be needed, such as formatting changes and typographical errors in order to publish the Development Plan; and

(ii) approve and publish the adoption statement and the Strategic Environmental Assessment Adoption Statement.

Please note that this report is accompanied by a number of appendices. Given their size, only Appendices 1 (the Plan) and 6 (the Equalities Impact Assessment) are published in hard copy to accompany the Papers. A hard copy of all the appendices is available in the Member's Room, the 4 Group Offices and the Information Point. Electronic copies are available via the Council's website (<https://www.kent.gov.uk/media/kcc/documents/Appendices-for-Committee-Report.pdf>) and hard copies are also available upon request to the Minerals and Waste Planning Team via mwdf@kent.gov.uk.

The following appendices are relevant:

- Appendix 1 – Kent Minerals and Waste Local Plan 2013-30 as modified May 2016 – The Plan to be adopted
- Appendix 2 – Background documents
- Appendix 3 – The Inspector's Report with Schedule of Main Modifications
- Appendix 4 - A summary of Main Modifications by Chapter
- Appendix 5 – Additional (Minor) Modifications
- Appendix 6 – Equalities Impact Assessment
- Appendix 7 Sustainability Appraisal Synthesis Report

1. Introduction

The Kent Minerals and Waste Local Plan 2013-30

1.1 The production of a Local Plan that contains policies for the management of waste and the supply of minerals is a statutory requirement for the County Council in its role as the Minerals and Waste Planning Authority for Kent. It provides a local Kent perspective on national planning policy and guidance in this area. An up to date Plan is advantageous as it provides certainty as to where mineral and waste management development can and cannot take place in the County. Without such a Plan, planning application decisions cannot be determined according to local priorities, but rather are determined in accordance with nationally set policy considerations and a number of very historic saved¹ planning policies, some dating back to the 1980s. There is also a greater risk of planning decisions being determined via appeal and the possibility of the Department of Communities and Local Government taking over the County Council's responsibility for preparing a local plan.

1.2 Once adopted by the Council, the Kent Minerals and Waste Local Plan (KMWLP) will provide planning policy for the management of all waste streams and the supply of minerals in Kent. Adoption of the KMWLP would be in accordance with the Minerals & Waste Development Scheme (MWDS) agreed by the Cabinet Member for Environment & Transport. A copy of the Plan proposed for adoption is included as Appendix 1.

¹ Policies in existing development plans that the Secretary of State has recognised can be used for decision making for a temporary period.

- 1.3 The KMWLP will form part of the statutory development plan for Kent together with the adopted development plans (Local Plans) prepared by the twelve Kent district and borough planning authorities and relevant Neighbourhood Plans prepared by local communities. In particular, the KMWLP will form the policy basis for decision making by the County Council and the Ebbsfleet Development Corporation when determining planning applications for minerals and waste management development. As part of the development plan for Kent, the Plan will also be used, by district and borough planning authorities when determining planning applications for non minerals and waste developments, particularly with regard to the safeguarding of mineral and waste management resources.
- 1.4 The Plan is presented in 9 chapters. Chapters 1 and 2 set out the purpose and status of the Plan, its links with other legislation, policies and strategies and identifies the County's environmental assets as context for the Strategy. The Plan sets out the spatial vision and objectives for managing minerals and waste resources within Kent (chapters 3 and 4) with each being supported by a delivery strategy as to how the vision is to be achieved (chapters 5 and 6). Chapter 7 of the Plan sets out a suite of supportive development management policies. Plan monitoring and the Policy Maps are set out in chapters 8 and 9 respectively.
- 1.5 Throughout the Plan period, 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 hierarchy² 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.
- 1.6 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 to support growth and innovation, the provision and safeguarding of infrastructure and employment opportunities and the protection of the environment. The steady and adequate supply of aggregates and the use of recycled material have an important role to play in the delivery and maintenance of the county's infrastructure and for the construction industry.
- 1.7 The KMWLP is one of three Local Plan documents to be prepared by the Council. The current document (previously known as the Core Strategy) will set the context for site allocation work for the future Minerals and Waste Sites Plans. These Sites Plans will allocate sites suitable for mineral extraction and waste management development. Prior to changes in planning guidance, some work was undertaken on the Sites Plans up until 2012. This work will need to be reviewed in light of the current Plan and will be progressed on adoption of the KMWLP.
- 1.8 Work on the KMWLP commenced in 2009 and, once adopted, its policies will replace the remaining saved policies in the previously adopted minerals and waste plans. These relate to the Kent Minerals Local Plan Construction Aggregates (1993), Kent Minerals Local Plan Chalk and Clay, (1997), Kent

² Waste hierarchy ranks waste management options in order of priority to prevention, preparing for re-use, recycling, recovery and then disposal (e.g. landfill).

Minerals Local Plan Oil and Gas, (1997), Kent Minerals Local Plan Brickearth (1986) and the Kent Waste Local Plan (1998). There have been considerable changes to planning policy and guidance since the adoption of the existing development plans.

1.9 The Minerals and Waste Local Plan is listed in Kent County Council's Constitution in Appendix 3: Policy Frameworks.

KWMLP Evidence Base

1.10 The policies contained in the KWMLP are based upon a supporting evidence base. This evidence base contains 'topic papers' on the requirements for the various mineral resources and waste streams in Kent, in addition to technical reports such as the Habitat Regulations Assessment as well as the representations received from previous public consultation. Throughout its preparation, the Plan has also been informed by Sustainability Appraisal (SA). A full list of background documents can be found in Appendix 2. These are published online on the main Minerals and Waste Local Plan Examination website. A copy of the Sustainability Appraisal and the Habitat Regulations Assessment are available via a link to the examination website³ and a hard copy is available for Members to view in the Members' room, the 4 Group Offices and the Information Point.

2. Submission and Public Examination of the Kent MWLP 2013-30

2.1 At its meeting on 12 December 2013, Full Council agreed to endorse the Pre-Submission Draft Kent Minerals and Waste Local Plan (MWLP), prior to its submission 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
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.

2.2 The KWMLP was formally submitted to the Secretary of State on 3 November 2014 who appointed Planning Inspector Mr Jonathan G King BA (Hons) DipTP MRTPI to examine the plan for its soundness and legality. The submission included all background documents, along with the representations made by interested parties and stakeholders in response to the public consultation referred to in para 2.1 above (the submission consultation). There were 83 representations to this consultation, which raise matters of legality and soundness that they wished the Inspector to consider.

2.3 The Examination process is a term used to cover the whole assessment of the Plan by the Inspector, from submission to when he issues his report. It includes public hearings, the assessment of the Plan and supporting evidence and

consideration of third party views. In the case of the KMWLP, public hearings commenced on 14 April 2015 and ran for six days over a two-week period. They then reconvened for a further three days on 26 May 2015. In total, the Inspector has had to have regard to some 250 types of evidence as part of the Examination process, including some 2500 representations. These documents are available via the KMWLP Examination website.

3. Proposed Modifications Necessary for Soundness

3.1 A Local Plan Making Authority can only adopt a plan that is considered to be sound by the Planning Inspectorate. The Council therefore wrote to the Inspector in January 2015 requesting that, as part of the Examination process, and pursuant to section 20(7C) of the Planning and Compulsory Purchase Act (2004) (as amended), the Inspector be invited to recommend modifications to be made to the KMWLP to ensure it satisfied the requirements in subsection (5)(a) of the Act and is sound.

3.2 During the course of the Examination, the Inspector indicated that the Plan should be modified in a number of areas. Two sets of proposed Main Modifications were therefore published for representations on their soundness and legality from 17 August 2015 to 12 October 2015 and 8 January 2016 to 4 March 2016 in accordance with the Council's Statement of Community Involvement. Publication of the modifications was agreed with the Cabinet Member for Environment & Transport beforehand. The modifications principally arose from concerns raised by stakeholders through public consultation and were debated at some length at the public hearings. A number of additional (minor) modifications which aid clarification and remove ambiguous text, which could lead to policies in the Plan being misinterpreted, were also consulted on. Details of the modifications are set out in the Inspector's report in Appendix 3. Appendix 4 briefly summaries the main modifications that arose following the Examination Hearings by chapter.

4 Public Consultation and Engagement

4.1 The Kent Mineral and Waste Local Plan has been in a state of review for a number of years, as policy requirements and the nature of delivery for plan-making has changed. There was a shift in direction following the introduction of the Localism Act in 2011 and the NPPF in 2012. Prior to this, the 2004 Planning and Compulsory Purchase Act introduced Local Development Frameworks, replacing the old style local plans. Despite the legislative changes, public engagement has remained a key element throughout the KMWLP plan-making process. The 'core' of the Plan stems back to public engagement and the 'Issues Consultation' document of 2010. Such documents and consultation are considered the building blocks of the development plan.

4.2 Since 2010, six major public consultations have been conducted on the draft Minerals and Waste Plan. Public consultation was undertaken with a wide range of stakeholders throughout the plan-making process and included statutory bodies, district, borough and parish councils in Kent, county councils in the South of England, the minerals and waste industry and members of the public. The consultations are listed below in chronological order:

- 'Issues' stage document - Autumn 2010
- Strategy and Policy Directions stage - Summer 2011

- Pre-submission stage - Winter 2014
- Submission consultation - Summer 2014
- Proposed Modifications consultation - August to October 2015 and January to March 2016

4.3 The comments received to each consultation were reviewed and where appropriate have been used to inform the subsequent stages of the plan-making process. See Table 1 for further information. A cross party Informal Member Group has been involved during the plan making process since 2010.

Table 1: Consultation on the Kent Minerals and Waste Local Plan 2013-30

Consultation	Number of consultees	Number of comments
Issues document	85	1180
Strategy and Policy Directions document	80	655
Pre-submission	82	355
Submission	83	213
Proposed Modifications (2015) - Following the Hearings	46	91
Proposed Modifications (2016) - Following the Hearings	32	65

5 Consultation Response on Proposed Modifications

5.1 The purpose of the Proposed Modifications public consultation, which ran from 17 August to 12 October 2015, was to address the potential unsoundness and legal compliance issues discussed with the Inspector during the Examination. In particular, these related to issues raised during the Examination Hearings by the Inspector and other stakeholders. Representations received focused on a small number of areas which are considered below.

5.2 Representations to modifications concerning safeguarding mineral resource and mineral and waste infrastructure policies suggested that the modifications were too onerous for future development or insufficient depending upon the interest of the respondent. As the safeguarding aspects are a matter for the Borough Councils to consider when determining non-mineral and waste development proposals, it was also considered necessary for a safeguarding supplementary planning document (SPD) to be prepared post adoption of the Plan to address implementation matters between the county and borough planning authorities.

5.3 A number of respondents disagreed with the Inspector's view on the definition of inappropriate development for mineral plant and waste activities in the Green Belt. Contrary to the Inspector's view, they argued that mineral plant was not inappropriate development for the purposes of assessing proposals against Green Belt policy.

5.4 Proposed modifications to the Policy concerning Oil, Gas and Unconventional Hydrocarbons attracted a number of representations. Friends of the Earth (FOE) submitted a representation and although it recognised that the

modifications addressed a number of its concerns, it still maintained an objection based on a number of its original concerns. The modification reflects Government guidance and the recent Infrastructure Act 2015 and it sets out the criteria against which proposals will be considered. It also makes specific reference to hydraulic fracturing and sets out the criteria that would need to be satisfied should this be proposed within Kent.

5.5 Modifications relating to the supply of land-won minerals were generally supported, albeit minor amendments were sought to policy concerning silica sand by an operator who is understood to be seeking permission for extraction of silica sand in the near future. A stakeholder interest sought greater clarity for developments that may affect the setting of the AONB in the Postling area.

5.6 In light of the representations made to the Inspector in December 2015, he felt that further modifications post the Hearings were necessary to address soundness or legality matters. Following agreement with the Cabinet Member for Environment and Transport, these further modifications were published for public consultation on their soundness and legality between 8 January and 4 March 2016. These are set out in Appendix 3 and identified with FM references.

5.7 A total of 34 representations were received to this consultation raising 65 comments. Of these, 33 comments were supportive of the proposed modifications. The remainder continued to raise objections in respect of restoration requirements, the AONB, safeguarding and oil, gas and unconventional hydrocarbons. In summary, the following issues were raised:

- (i) In respect of site restoration, the amended wording was criticised for being too vague and not enforcing restoration as a preferred option over built development. Others disagreed with this and praised the modifications for their increased flexibility. The modification ensures that sites are to be restored to the highest standard to sustainable afteruses that benefit Kent communities.
- (ii) It was thought by some that the modifications to Policy CSM4, Non-identified Land-won Mineral Sites, weakened the Policy's defences against development within the AONB. The Inspector concluded that this was not the case and that the policy as modified provides that permission will only be granted where it has been demonstrated that there are overriding benefits that justify extraction at the exception site. This gives the necessary weight to the economic, social and environmental roles of the Plan

5.8 Objections were raised to the modifications to Policy DM8: Safeguarding Minerals Management, Transportation Production and Waste Management Facilities on the basis that the policy may leave mineral wharves without safeguarding. Others argued that this policy is now inconsistent with Policy DM7, Safeguarding Mineral Resources, and that Policy DM7 should be amended to resolve this. Policy DM7 provides a presumption for safeguarding, but sets criteria where development will be exempt.

5.9 There was a minor modification made to Policy CSM 10 - Oil, Gas and Unconventional Hydrocarbons. This substituted 'production' in place of 'development' in the policy which ~~repeats~~ ^{echoes} the wording in the NPPF. Several

objectors alleged the policy still to be unsound as they considered that it does not take into account the environmental risks associated with the production of these types of materials.

5.10 These outstanding objections on alleged unsoundness were considered by the Inspector in examining the Plan and in preparing his report.

6 Corporate Policy Implications

6.1 The National Planning Policy Framework (paragraphs 143 and 153) requires preparation of a Minerals Local Plan. There are similar provisions in the National Planning Policy for Waste, 2014. In the absence of an up to date Local Plan, there is no overall local development plan to enable planning authorities to reject inappropriate development. As a result, there is a greater risk of planning by appeal and the loss of local planning decision making, increased administrative costs from appeals and public inquiries, along with reputational cost and potential blight (due to a delay in the Sites Plans).

6.2 The KWMLP supports and aids delivery of a number of corporate and partnership strategies. In particular it underpins corporate policies contained within the Strategic Statement 'Increasing Opportunities, Improving Outcomes – Kent County Council's Strategic Statement 2015-2020' by supporting and facilitating new growth in the Kent economy, and the creation of a high quality built environment.

6.3 Previous stages of the KWMLP's development have been in accordance with the relevant County Council corporate strategic policies in place at that time including Bold Steps for Kent which covered the period 2010-2014/15.

6.4 In addition, the Plan has a role to play in the delivery of the Kent Environment Strategy, the Joint Municipal Waste Strategy and the Kent and Medway Growth and Infrastructure Framework.

7. Financial Implications

7.1 The costs of preparing and adopting the KWMLP to date are included in the Environment Planning and Enforcement Division's budget. In the event that the Inspector's recommendations are not accepted, then the Plan cannot be adopted. The Plan would therefore revert to the earlier Regulation 18 plan-making stage⁴. This would have considerable funding and timing implications.

7.2 In addition, there is an expectation by Government (DCLG) that all planning authorities have an up to date local plan in place by 2017. Without an adopted Plan, there is a risk that DCLG will step in as the plan making authority, reducing local accountability. The current Development Plan for minerals and waste management is found in various documents that date from 1986 to 1998. Planning policy has been revised considerably during this time and as a result planning decisions in Kent are currently determined against a small number of 'saved' locally set policies and national planning policy and guidance.

⁴ This would require further policy assessment and drafting, public consultation, sustainability, habitat and equality appraisal along with further examination and hearing processes.

7.3 Furthermore, in addition to the County Council's legal obligation under the Town and Country Planning legislation to prepare a statutory Development Plan, the Government has determined that Waste Local Plans form part of the National Waste Management Plan that it is required to produce under the European Waste Framework Directive. There is a risk that, if timely progress is not made with the adoption of the KMWLP (and the Waste Sites Plan), fines could be imposed on the County Council because of a failure by the Government to meet the EU Waste Framework Directive requirements.

8. Inspector's Report

8.1 On 26th April 2016, the Inspector issued his Report to the Council and, subject to the inclusion of the Main Modifications referred to above, he has concluded that the Plan is legally compliant and sound. Only a sound plan can be adopted. In considering the Plan, the Inspector has had regard to whether the planning test of soundness is met. This is defined in national planning policy as:-

- Positively prepared
- Justified
- Effective
- Consistent with national policy

8.2 The Inspector's report is included as Appendix 3. It includes an appendix which sets out the Main Modifications to the Plan and his reasoning for the modifications set out in his Report.

9. Next Steps

9.1 There are a number of steps to be followed in order that the KMWL Plan can be adopted. The first is the resolution by the County Council to adopt. This is followed by publicity advising of the adoption and making inspection copies available at libraries, Kent County Council offices and Gateways and via the Council's website. A Statement of Adoption needs to be sent to the Secretary of State and those parties who have asked to be notified of the adoption of the Local Plan. As the Plan has been subject to Sustainability Appraisal (SA), the SEA Regulations also require that post adoption, a copy of the Plan, alongside a copy of the SA Report and the SEA Adoption Statement is publicly available, and that the public and consultation bodies are informed about the availability of these documents.

9.2 The Kent Minerals and Waste Local Plan 2013-30 is the lead document of the County Council's statutory development plan. Two other documents, the Kent Minerals Sites Plan and the Kent Waste Sites Plan are statutorily required as part of the Council's strategic planning function and will complete the Development Plan. They can only be progressed once the Kent MWLP 2013-30 is adopted. It is anticipated that preparation of the Sites Plans will take approximately two years, such that their adoption is anticipated in 2018. The process of consulting on these documents will be set out in an update to the Statement of Community Involvement that will be prepared later this year.

9.3 In light of concerns raised during the Examination Hearings concerning the clarity of the Council's approach to safeguarding minerals resources and waste

and minerals infrastructure, a document, known as a Supplementary Planning Document' (SPD) is also required. This work cannot be formally progressed until the Kent MWLP is adopted. A working draft is currently being prepared. The SPD will provide further guidance on the implementation of the Plan's safeguarding policies. It should be particularly useful to the district and borough councils in the delivery of their duties on mineral safeguarding as set out in the National Planning Policy Framework (NPPF) 2012 and as part of KCC/District Council duty to cooperate discussions. A decision to adopt the SPD will be a matter for the Cabinet Member for Environment and Transport. A draft of the SPD will be shared for comment with Environment and Transport Cabinet Committee in advance of adoption.

9.4 The timetable for preparation of the Minerals and Waste Sites Plans, the Safeguarding SPD and the Statement of Community Involvement (SCI) is to be included in a proposed revision to the Local Development Scheme (LDS). These are matters to be agreed with the Cabinet Member for Environment and Transport.

10 Legal Implications of the Suggested Action

10.1 The County Council has a legal obligation under the Town and Country Planning Legislation to prepare a statutory Development Plan for minerals and waste management matters. The Kent MWLP has been prepared to comply with the relevant planning legislation, the Localism Act 2011 and to be in conformity with the National Planning Policy Framework 2012 and the National Planning Policy for Waste, 2014. The Inspector's recommendation is that the Plan is sound, subject to the modifications he proposes.

11. Equalities Implications

11.1 An initial Equalities Impact Screening of the Kent Minerals and Waste Local Plan 2013-30 was carried out in September 2013. The results of the initial screening recognised that the Kent Minerals and Waste Local Plan's policies were unlikely to have any specific adverse or positive impacts upon the ten protected characteristics⁵. This assumption was tested during the public consultation of the Draft Plan which commenced in January 2014. The Equalities Impact Assessment was updated following the end of the consultation in July 2014 and reviewed prior to consultation on the Main Modifications; it was concluded that there were no unexpected impacts on any of the protected characteristics. The Equality Impact Assessment is attached as Appendix 6.

12. Conclusions

12.1 The KMWLP sets out waste and minerals planning policy to 2030 which updates most of the Council's current planning policies on waste management and minerals supply. Following a public examination of the KMWLP, the Government-appointed Planning Inspector has found that subject to the published modifications, the Plan is legally compliant and sound. This means that the Council may now adopt the Plan. Once adopted, it will provide a Kent

⁵ The ten characteristics are: Age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sexual orientation, pregnancy and maternity, marriage and civil partnerships and carer's responsibilities.

perspective on national planning policy and local determined guidance for the determination of planning applications. Adoption of the Plan will ensure that the County Council has a sound and robust Development Plan in place to facilitate waste management and minerals supply which is essential to the delivery of economic and social growth. It will also set the context for the subsequent Sites Plans.

12.2 It is recommended that Environment and Transport Cabinet Committee notes this committee report, the contents of the Inspector's report and the modifications made and recommends to Full Council that the County Council adopt the Plan. The adoption of the Plan will be a decision for Full Council. As Environment and Transport Cabinet Committee and Cabinet both have advisory roles in the decision making process to adopt the Plan, Cabinet are to consider this matter at its meeting on the 27th June 2016. The outcome of Cabinet's consideration will be reported verbally to Environment and Transport Cabinet Committee.

13. Recommendation

Environment and Transport Cabinet Committee is asked to consider and endorse this report and make recommendations to County Council that it:-

1. Notes the Main Modifications to the Kent Minerals and Waste Local Plan 2013-30 (KMWLP), and the responses to their consultation;
2. Notes the contents of the Inspector's Report and his conclusion that with the Main Modifications (Appendix 3), the Kent Minerals and Waste Local Plan is sound and legally compliant;
3. Notes the minor non-material modifications made to the Kent Minerals and Waste Local Plan (Appendix 5); and
4. Adopts the Kent Minerals and Waste Local Plan, incorporating the Main Modifications and minor modifications (Appendix 1);

In addition Environment and Transport Cabinet Committee is asked to endorse for approval by the County Council that the Corporate Director for Growth, Environment and Transport be authorised to:-

- (i) make any further minor modifications which may be needed, such as formatting changes and typographical errors in order to publish the Development Plan; and
- (ii) approve and publish the adoption statement and the Strategic Environmental Assessment Adoption Statement.

14. Background Documents

See Appendix 2 for the full list of background documents; all documents listed are available to view from <http://www.kent.gov.uk/about-the-council/strategies-and-policies/environment-waste-and-planning-policies/planning-policies>.

15. Contact details

Report Author Sharon Thompson – Head of Planning Applications,
Tel - 03000 413468 Email – sharon.thompson@kent.gov.uk

Relevant Director: Katie Stewart – Director Environment, Planning and Enforcement Tel – 03000 418827 Email – katie.stewart@kent.gov.uk

Adoption of the Kent Minerals and Waste Local Plan 2013-30

APPENDICES

Please note that this report is accompanied by a number of appendices. Given their size, only Appendices 1 (the Plan) and 6 (the Equalities Impact Assessment) are published in hard copy to accompany the Papers. A hard copy of all the appendices is available in the Member's Room, the 4 Group Offices and the Information Point. Electronic copies are available via the Council's website. Hard copies are also available upon request to the Minerals and Waste Planning Team.

The following appendices are relevant:

Appendix 1 – Kent Minerals and Waste Local Plan 2013-30 as modified May 2016

– The Plan to be adopted (Available as a freestanding report)

Appendix 2 – Background documents

Appendix 3 – The Inspector's Report with Schedule of Main Modifications

Appendix 4 - A summary of Main Modifications by Chapter

Appendix 5 – Additional (Minor) Modifications

Appendix 6 – Equalities Impact Assessment **(Attached)**

Appendix 7 Sustainability Appraisal Synthesis Report

KENT COUNTY COUNCIL EQUALITY IMPACT ASSESSMENT

This document is available in alternative formats and can be explained in a range of languages. Please call 03000 413359 or 03000 413376 or email mwdf@kent.gov.uk for details.

Directorate: Growth, Environment and Transport

Name of policy, procedure, project or service

Kent Minerals and Waste Plan 2013-30 (the MWLP Plan)

What is being assessed?

Planning policy for minerals and waste management

Responsible Owner/ Senior Officer

Sharon Thompson, Head of Planning Applications

Date of Initial Screening

10 September 2013

Date of Final EqIA

28 April 2016. Updated July 2015 and subsequently December 2015

Version	Author	Date	Comment
1	J Prosser	August 2013	Original
2	R Cutler/J Prosser	September 2013	Updated using the July 2013 template and to take account of Clive Lever's (Equality Impact Advisor) comments dated 28.08.13
3	R Cutler	June 2014	Updated following the MWLP Pre-submission consultation (Jan-Mar 2014)
4	R Cutler	July 2015	Updated following the Independent Examination hearings on the Plan by a Planning Inspector appointed by the Secretary of State
5	B Geake	December 2015	Updated following further consideration on the Plan by the appointed Planning Inspector post Hearings
6	B Geake	April 2016	Final EQIA screening and sign off for the Plan post receipt of the Inspector's Report from the Planning Inspectorate on 26.04.16
7	A Agyepong	May 2016	Comments

On the 26 April 2016 the County Council received the Inspector's report concluding the Examination of the Kent Minerals and Waste Local Plan in accordance with planning legislation. The non-technical summary stated:-

"This report concludes that the Kent Minerals and Waste Local Plan provides an appropriate basis for the planning of minerals and waste in the county providing a number of modifications are made to the Plan. The Kent County Council has specifically requested me to recommend any modifications necessary to enable the Plan to be adopted.

All of the modifications to address this were proposed by the Council but where necessary I have amended detailed wording and/or added consequential modifications; and I have recommended their inclusion after considering the representations from other parties on these issues.

The Main Modifications I recommend cover a large proportion of the subject matter of the Plan, but the principal ones may be summarised as follows:

- *Revising the approach to the supply of land-won minerals and secondary and recycled aggregates in order to ensure a steady and adequate supply.*
- *Removing the requirement for all minerals development on non-allocated sites to demonstrate overriding benefits.*
- *Placing silica sand within the ambit of the policy for the supply of land-won minerals rather than that relating to non-identified land-won minerals sites.*
- *Revising the suite of policies relating to the safeguarding of land and facilities for minerals and waste development.*
- *Revising the policy relating to oil, gas and coal bed methane to address hydraulic fracturing and to reflect the planning requirements of section 50 of the Infrastructure Act 2015 & section 4A of the Petroleum Act 1998.*
- *Placing greater emphasis on waste recovery instead of energy from waste.*
- *Making policy for the Green Belt and the AONB consistent with the NPPF.*
- *Revising the monitoring framework for the Plan.”*

The Plan in its final modified form requires a further screening process to be undertaken to consider any new equality impacts that may flow from the modifications to inform the final assessment process. The table below details this screening process.

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 HIGH/MEDIUM LOW/NONE UNKNOWN		Provide details: a) Is internal action required? If yes what? b) Is further assessment required? If yes, why?	Could this policy, procedure, project or service promote equal opportunities for this group? YES/NO - Explain how good practice can promote equal opportunities
		Positive	Negative	Internal action must be included in Action Plan	If yes you must provide detail
1. Age	No	None	None	Any impacts would be no different to impacts on the general population. No further assessment is required.	No
2. Disability	No	None	None	Any impacts would be no different to impacts on the general population. No further assessment is required.	No
3. Gender	No	None	None	Any impacts would be no different to impacts on the general population. No further assessment is required.	No
4. Gender identity	No	None	None	Any impacts would be no different to impacts on the general population. No further assessment is required.	No
5. Race	No	None	None	Any impacts would be no different to impacts on the general population. No further assessment is required.	No
6. Religion or belief	No	None	None	Any impacts would be no different to impacts on the general population. No further assessment is required.	No

7. Sexual orientation	No	None	None	Any impacts would be no different to impacts on the general population. No further assessment is required.	No
8. Pregnancy and maternity	No	N/A	N/A	Any impacts would be no different to impacts on the general population. No further assessment is required.	No
9. Marriage and Civil Partnerships	No	N/A	N/A	Any impacts would be no different to impacts on the general population. No further assessment is required.	No
10. Carer's responsibilities	No	N/A	N/A	Any impacts would be no different to impacts on the general population. No further assessment is required.	No

Screening Grid

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

Proportionality - Based on the answers in the above screening grid what weighting is ascribed to this function

State Rating & Reasons

Screening of the Kent Minerals and Waste Local Plan 2013-30 as modified by the Inspector is concluded that **Equality Impact Assessment of Potential Impact is Low**; screening indicates that impacts on the ten characteristic are unlikely, or no different to impacts on the general population.

Context

The production of a Minerals and Waste Local Plan is a statutory requirement for the County Council as a Local Planning Authority. Once adopted, along with Local Plans produced by District Councils and Government Planning Policy Guidance, it will form the policy basis for decision making by the County Council in determining planning applications for proposed minerals and waste management development and mineral safeguarding for the District Councils. It will also provide the context for allocations in the future minerals and Waste Sites Plans

The Pre-Submission Draft Minerals and Waste Local Plan (January to March 2014) was a draft for consultation prior to the County Council submitting the Plan to the Secretary of State for examination in November 2014.

The plan making process included an Independent Examination by an Inspector appointed by the Secretary of State to ascertain whether the KMWLP (Kent Minerals and Waste Local Plan) is sound prior to adoption and must conform to certain planning and legal criteria. The Planning Inspector held Hearings in April and May 2015 to consider objections to the Plan made by representors and to assess other matters that affected the soundness and legal compliance of the Plan. This resulted to in a number of main and additional modifications being recommended. These modifications required further consultation to be undertaken by the County Council in both August to October 2015 and January to March 2016. The Inspectors report concluded that the KMWLP “*provides an appropriate basis for the planning of minerals and waste in the county*” subject to these modifications being incorporated into the Plan. On that basis the county Council can adopt the KMWLP 2013-30.

On adoption of the Minerals and Waste Local Plan, the County Council can then proceed with the production of both a Supplementary Planning Document on Mineral and Waste Safeguarding, setting out the consultation protocols required to ensure the plan’s policies are effective in their mineral and waste safeguarding purpose. In addition, the Plan provides the context for the

County Council to proceed with the Minerals and Waste Sites Plans. The Mineral and Waste Local Plan 2013-30 sets the context for these Sites Plans by quantifying the need for new development and providing the locational criteria for the selection of sites.

Aims and Objectives

The Minerals and Waste Local Plan 2013-30 establishes the following aims and objectives:

- make a positive and sustainable contribution to Kent and Progression to a low carbon economy, which supports Kent's growth;
- encourage and promote the use of recycling and secondary aggregates;
- the locational criteria for site selection in the Minerals and Waste Site Plans;
- the need for new minerals and waste development up to 2030 to maintain a and adequate ready supply of minerals;
- promote management of waste to higher levels of the defined waste hierarchy to reduce the amount of waste being sent to landfill for simple disposal;
- for waste management to achieve overall net self-sufficiency and manage waste close to the source of production (high proximity);
- promote the use of waste as a resource;
- two strategic sites - one for mineral development and one for waste management which are essential to the delivery of the objectives of the Plan;
- a development management policy framework against under which minerals and waste planning applications will be determined; and
- ensure high quality of restoration of land

The Minerals and Waste Local Plan 2013-30 will also provide safeguarding through protection from other development for:

- viable mineral reserves;
- mineral import wharves and railheads;
- all current permanent minerals and waste sites;

- sites identified in the Minerals and Waste Sites Plans.

These aims and objectives of the Plan will be achieved through the implementation of the strategy as set out in the document's strategy policies and as facilitated by the development management policies.

Beneficiaries

When adopted, the Minerals and Waste Local Plan 2013-30 will provide greater certainty for residents and communities as to where future minerals and waste management development is likely to be acceptable. It will also provide the minerals and waste industries with a better understanding of the basis upon which planning permission is likely to be granted for new development. The Kent economy will benefit through the continuity of mineral production in Kent and the provision of facilities to manage the waste arisings in the county. These developments will play an important role in delivering infrastructure and economic growth in the county and the protection of its environment. Future generations will benefit from prudent safeguarding of economic minerals ensuring that they are used sustainability and not needlessly sterilised by other development.

Consultation and Data

The process of consultation during the development of the Minerals and Waste Local Plan is driven by legislation. The County Council is required to produce a Statement of Community Involvement which sets out how and when consultations will be conducted during the production of the Plan. The Statement of Community Involvement was also subject to consultation prior to the final document being completed.

Since 2010 (up to the Submission of the Plan under Regulation 20 of the planning Act 2008), five major public consultations have been conducted in order to inform the development of the Minerals and Waste Local Plan 2013-30 formulation process. A variety of different methods have been used to both disseminate information and to encourage participation through providing views in writing to the County Council, such as:

- Direct notification to an evolving list of stakeholders, including the District and Parish Councils, Statutory Agencies, neighbouring Minerals and Waste Planning Authorities, the minerals and waste industries and local residents;

- Public Notices in local papers, press releases and notices for Parish Council notice boards;
- Drop in session at different locations in Kent;
- Workshops for the minerals and waste industry, for parish councillors and for district planning officers and environmental groups.

This has culminated in the development of a stakeholder database of nearly 3,000 contact details of residents, organisations and companies which are interested in the development of the Plan. The material has been available in electronic form and hard copy.

Following each consultation, the views of all participants were available to view online. Post consultation, a report on the results of the consultation was prepared and published online. These reports were used to inform the development of the next stage of the plan making process.

Wider population demographics are considered through the Minerals and Waste Annually Monitoring Report, using available data from Kent County Council's Research & Evaluation Team. These Monitoring Reports form part of the supporting evidence on which the Kent Local Plan is based and considered by the Inspector.

Summary of the Involvement and Engagement Process for the Plan

The Minerals and Waste Local Plan Team have hosted public 'drop-in' sessions for pre-submission consultations. In recognition that people with vision or print impairments may not find out about the consultation, if they do not have internet access and/or are not able to read noticeboards or newspapers, the following actions were taken:

- Kent Association for the Blind was added to stakeholder database and was informed of consultations and their publication.
- Information on alternative formats was positioned on the inner side of the front cover of the consultation document where it is more likely to be seen sooner by anyone reading out loud to a person.

In order to ensure a wide dissemination of the emerging KMWLP's (the Plan) policies and engagement with plan formulation to submission consultations were primarily web-based with access to the consultation documents. There was the ability for submission of comments direct into an online system. Printed copies of the documents were also made available at all Kent libraries and Kent Gateways. CD ROMs with electronic copies of the consultation documents were sent to all Parish Clerks and to any member of the public who requested one as there are parts of Kent where the speed of web access makes viewing large documents on-line difficult.

The County Council analysed all the representations received during the Pre-submission Draft Plan consultation that was undertaken in January 2014, together with the views received during the Issues and Options and Preferred Options stages of the Plan. This included specifically an analysis of whether there were any identifiable groups that the Plan affected, and if so, was this effect negative. This approach was an ongoing step by step screening of the Plan during its formulation to its submission to the Secretary of State for Independent Examination. This initial screening did not reveal any negative impact upon the ten identifiable groups, as set out above in the screening grid table.

Moreover, the representations were considered by the Inspector as part of the Independent Examination process. Further consultation and stakeholder engagement took place as part of the Hearings (in April and May 2015) and the Examination process included public consultation on the proposed July 2015 and December 2015 modifications. During this process no specific impacts arising from the Plan's policies on definable groups (as per 1 to 10 above in the screening grid) were found.

Consultation at each stage was initiated through direct contact with our stakeholders, a notice in the local press, a press release and notices for Parish Council notice boards. Participation in the consultation by email or letter was possible. Comments received were added to the consultation portal so that they were also publically available. The submission of views in written format is essential as the consultations form part of the evidence base for the Plan which had to be submitted to the Secretary of State for Independent Examination by the Planning Inspector.

Submission and Examination of the Plan

The *Kent MWLP 2013-30* was formally submitted to the Secretary of State on 03 November 2014 for Independent Examination. Planning Inspector Jonathan G King *BA (Hons) Dip TP MRTPI* was appointed by the Planning Inspectorate to undertake the Examination of the Plan.

The public Hearing on the Examination of the Plan commenced on Tuesday 14 April 2015, and ran for six days over a two-week period, reconvening for a further three days from 26 May 2015. The hearings were attended by a number of the parties who had made formal representations on the soundness of the Submission version of the Plan (published for consultation in July 2014). The Plan, supporting evidence and the formal representations received were reviewed and discussed with the Inspector and the representors in attendance.

During the course of the Independent Examination, a number of main modifications to the Plan were discussed with the Inspector. These main modifications were considered necessary to address potential unsoundness and legal compliance issues. Having considered the various representations made during the Examination, the County Council also proposed a number of minor changes. Whilst these additional (minor) modifications do not affect the overall soundness and legal compliance of the Plan, they add clarity to the Plan. Consultation on these modifications took place in August 2015 and January 2016.

None of the proposed modifications discussed with the Inspector has an adverse impact on equality issues.

Potential Impact

The purpose of the Plan is to provide a framework for determining planning applications. The Minerals and Waste Local Plan 2013-30 policies are considered highly unlikely to have a specific impact, either positive or negative, on any of the protected groups identified above to any lesser or greater extent than the general population.

The subsequent Minerals and Waste Site Plans, which will allocate sites in Kent for minerals and waste development will be subject to their own Equality Impact Assessments. These allocation Plans will provide a further opportunity to consider the equality impacts arising from individual site considerations which are not possible at the strategic level of the current MWLP Plan. The Kent MWLP Plan will have no direct physical effect until such time as proposed developments are granted permission and development

commences. It should also be noted that the County Council is subject to a statutory requirement to conduct public consultations on planning applications.

Adverse Impact:

The Minerals and Waste Local Plan 2013-30 policies are unlikely to have a specific, adverse impact on any of the protected groups identified above to any lesser or greater extent than the general population.

Positive Impact:

The Minerals and Waste Local Plan 2013-30 policies are unlikely to have a specific, positive impact on any of the groups identified above to any lesser or greater extent than the general population.

JUDGEMENT

The Kent MWLP has been considered against the Equality Impact Assessment flow chart set out in Appendix 1. Having been screened, it is considered unlikely to have any specific, adverse or positive impacts upon the identified nine characteristics.

Option 1 – Screening Sufficient	YES
Option 2 – Internal Action Required	YES
Option 3 – Full Impact Assessment	NO

Though the initial screening demonstrated the lack of negative impacts resulting from the Kent Minerals and Waste Local Plan 2013-30, the subsequent Minerals and Waste Sites Plans may demonstrate such impacts and are linked to the delivery of the current Plan's strategy. Therefore, while it can be concluded that a full impact assessment of this current Plan is not required, Option 2 of the process should recognise that further assessment will be required in relation to the following Sites Plans. These Plans will require wide consultation and engagement with their own separate Equality Impact Assessment and Independent Examination by an Inspector appointed by the Secretary of State. As has been acknowledged in this report the Minerals and

Waste Sites Plans proposals will have impacts upon Kent residents that may specifically impact upon particular protected characteristics. On this basis, it is considered that the Site Plans may well require a Full Equality Impact assessment.

Monitoring and Review

The Minerals and Waste Annual Monitoring Report (AMR) undertaken by the County Council contains contextual data on Kent's population and is updated and published every year. Once the Plan is adopted, the AMR will monitor the effectiveness of the Plan's policies.

Sign Off

I have noted the content of the equality impact assessment and agree that the Kent Minerals and Waste Local Plan 2013-30 does not have any adverse or positive impacts upon the identified ten characteristics of equality impact.

Senior Officer

Signed: **Name:** Sharon Thompson

Job Title: Head of Planning Applications **Date:** 27th May 2016

DMT Member

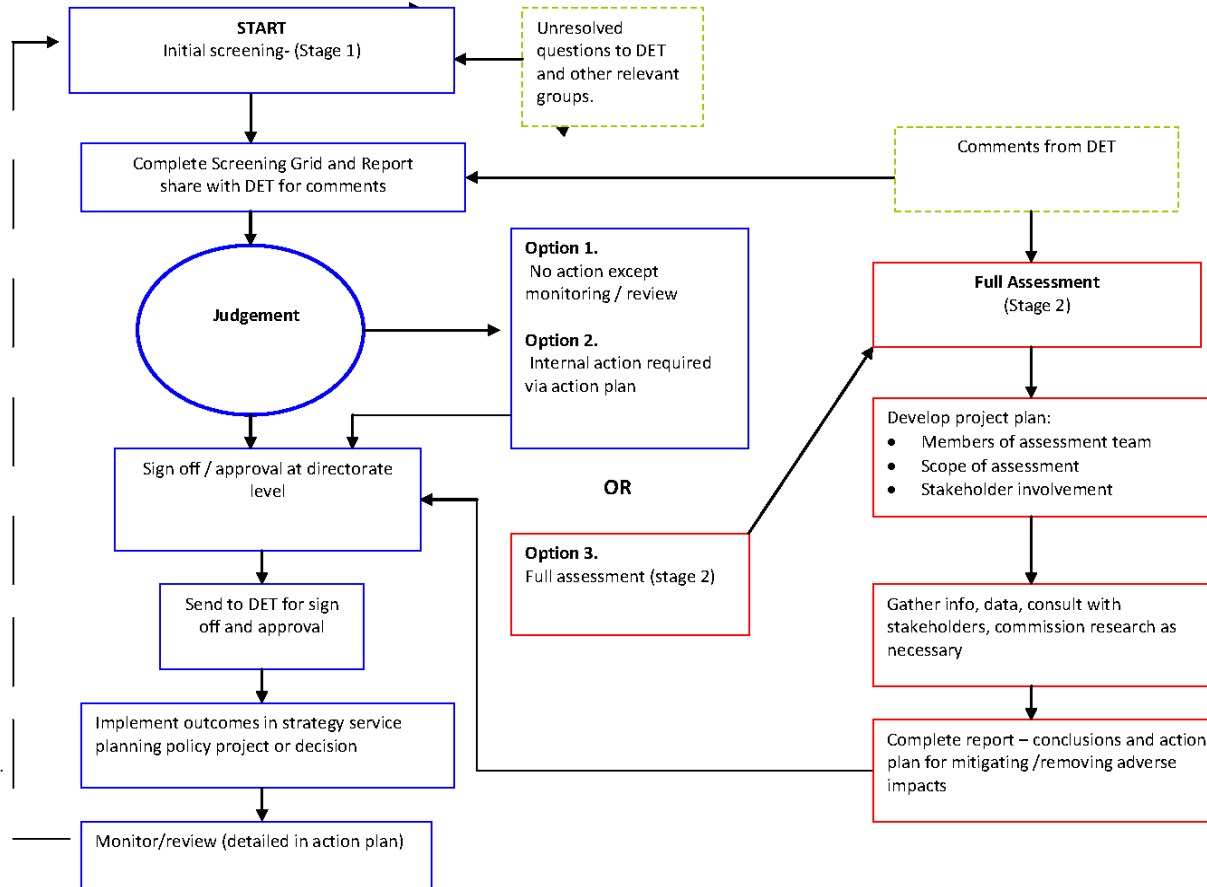
Signed: **Name:** Katie Stewart

Job Title: Director of EPE **Date:** 27th May 2016

Appendix 1

DET = Diversity Equality Team

Equality Impact Assessment See the EqIA guidelines on KNet for detail and forms



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From: Matthew Balfour, Cabinet Member for Environment & Transport
Roger Wilkin, Director of Highways, Transportation & Waste

To: Environment & Transport Cabinet Committee – 8 July 2016

Subject: **Our approach to maintaining highway assets**

Classification: Unrestricted

Pathway: NA

Future Pathway: Environment & Transport Cabinet Committee – 17 November 2016

Electoral Division: All

Summary:

This report updates Members on the work of the Asset Management Task and Finish Group and seeks endorsement of 'Our Approach to Asset Management in Highways.

Recommendations:

The Cabinet Committee is asked to endorse and recommend "Our Approach to Asset Management in Highways" to the Cabinet Member for Environment & Transport for approval and publication on the County Council's website.

1. Introduction

- 1.1. In January 2016, the Environment & Transport Cabinet Committee resolved to support further embedding of asset management principles in the County Council's approach to highway maintenance. A Member Task and Finish Group (T&FG) was established and convened on the 31 March 2016 to support the development of the approach to highway asset management in Kent. A list of Members is included at Appendix A.
- 1.2. To date the T&FG has met on four occasions. The Members have discussed the key principles of asset management, asset condition, the current backlog of highway maintenance and the requirements associated with the "Incentive Fund" element of the DfT Capital Maintenance Grant.
- 1.3. An Incentive Fund requirement is a document that describes the principles adopted in applying asset management to achieve the authority's strategic objectives. To this end, the T&FG has recommended a document called "Our approach to Asset Management in Highways".

2. Financial Implications

- 2.1. In 2016/17, the total base budget for carriageways & footways, bridges & structures, street lighting, drainage, soft landscaping and traffic systems is £60,102,300. This figure includes the associated budgets for staff, supplies, services and asset related services such as winter service and traffic management required to facilitate works. The base budget is funded from capital and revenue; £28,705,300 is revenue funded and £31,397,000 is capital funded.
- 2.2. Asset Management now underpins a proportion of the DfT Capital Maintenance Grant.

3. Policy Framework

- 3.1. By further embedding asset management principles in our approach to maintaining highway assets we will be supporting the County Council's Strategic Outcomes outlined in "Increasing Opportunities, Improving Outcomes".

4. Equalities Implications

- 4.1. An initial EqIA screening has been carried out. There were no significant implications to any group as a result of "Our Approach to Asset Management in Highways"

5. The Detail

- 5.1. The County Council has statutory obligations under the Highways Act 1980 to maintain the highway in an appropriately safe and functioning state. Furthermore, the Traffic Management Act 2004 requires us to facilitate and secure the efficient movement of traffic on our road network. If our highway assets are not maintained effectively they will deteriorate and we could be found to be failing in our legal duties.
- 5.2. A certain amount of reactive maintenance will always be necessary to deal with unforeseen and safety critical defects however it is not the most cost effective way to improve asset condition as a whole. Asset Management provides an alternative to our largely reactive service provision. It is a common sense approach to maintenance and investment decisions and involves using knowledge and forward planning to manage the highway network effectively and efficiently.

- 5.3. Asset Management has been widely accepted by central and local government as the way forward in highway service provision. It forms the basis for two of the recommendations in the draft code of practice “Well Managed Highway Infrastructure” and underpins the “Incentive” element of the DfT Capital maintenance grant.
- 5.4. The Incentive element of funding was first introduced for the 2016/17 financial year. Local Authorities were required to carry out a self-assessment which culminated in an overall score between band 1 and band 3. The completed assessment was then submitted to DfT with details of supporting evidence. The score achieved determined the level of funding received.
- 5.5. In 2016/17, KCC was assessed and found to be a Band 1 Authority. If we fail to develop our approach to highway maintenance and demonstrate sufficient commitment to efficiency and asset management to score a 3, the financial risk to KCC is nearly £13m over 5 years.

Year	Total needs/formula allocation (£)*	Indicative incentive element by “band” of self-assessment ranking (£)			Cost of not being in Band 3
		Band 3	Band 2	Band 1	
2015/16		No incentive allocation in 2015/16			
2016/17	£25,006,000	£1,514,000	£1,514,000	£1,362,000	£152,000
2017/18	£24,249,000	£2,271,000	£2,043,000	£1,362,000	£909,000
2018/19	£21,949,000	£4,571,000	£3,200,000	£1,371,000	£3,200,000
2019/20	£21,949,000	£4,571,000	£2,286,000	£457,000	£4,114,000
2020/21	£21,949,000	£4,571,000	£1,371,000	£0	£4,571,000
Total cost of not being in Band 3:					£12,946,000

- 5.6. DfT guidance states that if an Authority scores a Level 1 in any or all of the three questions relating to Lifecycle Planning, Asset Management Policy and Strategy or Communications they will automatically be placed in Band 1 overall, regardless of their other scores. With this in mind, the T&FG have agreed to focus their attention on these three areas with a view to achieving Band 2 by 2017/18 and Band 3 by 2018/19.
- 5.7. Over the past 3 months the T&FG have been developing an approach to highway asset management that balances lifecycle costs, available funding and service levels. Part of this work has included consideration of lifecycle planning and the tools needed to support its development particularly in relation to carriageways and footways.

- 5.8. Members have considered the kind of information needed to inform decision making and life cycle planning, Essentially we need a software tool that enables the Authority to model different carriageway lifecycle options and the costs associated with those options, and to then embed this approach in decision making around different carriageway investment options. A number of software tools have been reviewed and we have liaised with a number of other local authorities about their experiences with various software. Key requirements for any tool we select are that it must be able to visually show Members the consequence of different investment options, it must be user friendly and data input must not be onerous.
- 5.9. Yotta's Horizons Asset Management system has been found to offer the functionality and flexibility that best meets Kent's needs. It is able to produce graphs showing very clearly the effect of different carriageway investment decisions and it can also show mapping in a way that graphically illustrates the effects of reducing carriageway maintenance. The necessary licences are now being procured, initially for a period of 12 months, so that life cycle plans can begin to be developed.
- 5.10. To achieve Band 2, and ultimately Band 3, we need to have clearly documented the links between the corporate vision, asset management and service delivery. These documents need to be been endorsed by the Executive, published on the Authorities website and be subject to regular reviews. The first step in achieving this is "Our Approach to Asset Management in Highways".
- 5.11. "Our Approach to Asset Management in Highways" is a concise document that describes how, by adopting the principles of asset management; we will contribute to achieving the County Council's vision and strategic objectives detailed in "Increasing Opportunities, Improving Outcomes". A copy of "Our Approach to Asset Management in Highways" can be found at Appendix B.
- 5.12. Once agreed, the T&FG will develop a document titled "Implementing Our Approach to Highway Asset Management. This will set out details of how the County Council intends to use asset management principles to deliver highway maintenance going forward. This document will subsequently be published on our website.

6. Conclusion

- 6.1. Key to achieving Incentive Fund Band 2 and ultimately Band 3 is clearly documenting the links between corporate vision, asset management and service delivery. "Our Approach to Asset Management in Highways" is the first step in achieving this.

7. Recommendations

- 7.1. The Cabinet Committee is asked to endorse and recommend “Our Approach to Asset Management in Highways” to the Cabinet Member for Environment & Transport for approval and publication on the County Council’s website.

8. Appendices:

- Appendix A – Task and Finish Group Membership
- Appendix B - Our Approach to Asset Management in Highways

9. Contact Details

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Relevant Director:

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Highway Asset Management Task & Finish Group Members

Clive Pearman (Chair)	Conservative Party
Martin Whybrow	Independents (Green Party)
Brian MacDowall	UK Independence Party
Mike Baldock	UK Independence Party
Ian Chittenden	Liberal Democrats
Colin Caller	Labour Party

Andrew Loosemore	Interim Deputy Director – Highways Transportation & Waste
Alan Casson	Road and Footway Asset Manager
Kathryn Moreton	Drainage Asset Manager
Clive Lambourne	Road and Footway Team Leader

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Introduction

Kent County Council maintains 8,700km (5,400 miles) of highway network and associated “assets”.

Our roads, footways, street lights, street furniture, traffic signals, gullies and drains, trees, grass verges, signs, road markings, bridges and other structures are all different types of highway asset. These assets help to ensure that journeys around and through the County are safe and reliable.

The County Council has statutory obligations under the Highways Act 1980 to maintain the highway in a safe condition and appropriately safe and functioning state. In addition, the Traffic Management Act 2004 requires us to facilitate and secure the efficient movement of traffic on our highway network. Furthermore, the Climate Change Act 2008 obliges us reduce greenhouse gas emissions and prepare to adapt to longer term climate change.

If our highway assets are not maintained effectively they will deteriorate making sections of the highway network dangerous and journeys unreliable. If this happens a decision will have to be made, do we invest in our assets or do we close roads?

“Asset Management” describes a common sense approach to the maintenance and future investment decisions for all the parts (or what we call “assets”) that make up our highway.

This short guide outlines how we use asset management principles to support and achieve the County Council’s priorities.

Our Vision

The County Council has a five year strategic statement called “Increasing Opportunities, Improving Outcomes” and this sets out the following vision:

Our focus is on improving lives by ensuring every pound spent in Kent is delivering better outcomes for Kent’s residents, communities and businesses

Effective Highway Asset Management is a key factor in upholding the County Council’s vision. Highway Asset Management is about spending the right amount of money at the right time to keep our highway network safe and our assets working properly to meet the needs of Kent’s people, businesses and visitors now and in the future. It is important that the decisions we make about maintenance priorities, levels of service and investment are shaped by an understanding of the current and future requirements of the County’s residents, communities and businesses.

Our Strategic Outcomes

The County Council is committed to achieving its vision through three strategic outcomes which provide a simple and effective focus for everything we do.

Effective highway asset management is vital in supporting the delivery of the County Council's three strategic outcomes:

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

A safe and resilient highway network enabling reliable journeys will provide Kent's young people with access to work, education and training opportunities, supporting them to achieve their potential through academic and vocational education.

The requirements of Kent's children and young people now and in the future will inform the decisions we make about levels of service and maintenance priorities. Furthermore our long term view will enable us to maximise the benefits of the highway network for their future prosperity.

Kent communities feel the benefits of economic growth by being in work, healthy and enjoying a good quality life

Our highways play a vital role in Kent's economic prosperity. They provide safe and reliable access to shops, jobs, schools, friends, family and other opportunities. As well as connecting the County's towns and villages, Kent highways also provide a key strategic link between the Capital and ferry, air and rail services to mainland Europe.

Taking a long term view will enable us to deliver greater value for money. By making the right investment decisions we will be better able to maximise the benefits for future affluence and quality of life in Kent.

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

Safe and reliable highways provide valuable access to services, amenities and social activities for older and vulnerable people supporting them to live with greater independence.

The demands of an aging population and the potential barriers to independent living will be recognised and inform decisions we make about levels of service and maintenance priorities.

Implementing Our Approach to Asset Management in Highways

Details of how the County Council intends to use asset management principles to deliver highway maintenance will be outlined in "Implementing our approach to asset management in highways".

KENT COUNTY COUNCIL
EQUALITY ANALYSIS/ IMPACT ASSESSMENT (EqIA)

Directorate:

Growth Environment & Transport

Name of policy, procedure, project or service:

Our Approach to Asset Management in Highways

What is being assessed?

The impact of the proposed policy document

Responsible Owner/ Senior Officer:

Andrew Loosemore, Interim Deputy Director, Highways Transportation & Waste

Date of Initial Screening:

24th May 2016

Date of Full EqIA:

NA

Version	Author	Date	Comment
0.1	Kathryn Moreton	24 th May 2016	Draft

Equality Analysis/ Impact Assessment

Growth Environment & Transport

Highways Transportation & Waste – Our Approach to Asset Management in Highways

Responsible Owner: Roger Wilkin

Version: 1.0 Date: May 2016

Part 1: Initial Screening

Proportionality

Based on the answers in the screening grid at Appendix A what weighting would you ascribe to this function – see Risk Matix.

Low	Low relevance or insufficient information/ evidence to make a judgement	Medium	Medium relevance or insufficient information/ evidence to make a judgement	High	High relevance to equality or likely to have an adverse impact on a protected group
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Based on the individual assessments the overall assessment is **Low**.

Context

The County Council is responsible for the maintenance of 8,700km of roads and associated assets. These assets include 5,000km of footway, 250,000 roadside drains, 120,000 street lights, 2,700 highway structures and 500,000 trees. We have legal obligations to maintain the public highway in a safe condition and facilitate the movement of traffic around the County.

Our highway assets are estimated to be worth £11.5bn (excluding land value) making them one of the County Council's most valuable assets. The highway network provides a key strategic link between the Capital and mainland Europe and is the only alternative for motorists when the County's motorways are closed due to roads works, incidents or Operation Stack.

In recent years our approach to maintaining and improving highway assets has been driven by the ever increasing need to make savings against a back drop of high customer expectations and aging infrastructure. This has made us reactive in the way we work, "patching up" deterioration and responding to asset failures instead of utilising our asset knowledge and forward planning to take a more long term approach.

The rate at which our highway assets are deteriorating far exceeds the rate of investment and the Countywide maintenance backlog for our roads alone is estimated to be in excess of £200m. This excludes unfunded emergencies such as the road collapse in Leeds in 2013 which can run into millions of pounds each year.

Changes to DfT funding rules have brought asset management to the fore. In 2016/17 a phased implementation of the Incentive Fund will commence. By 2020/21, a little over 15% of the County Council's Capital Maintenance Grant will be dependent on the Authority being able to demonstrate that we are practicing good asset management.

Further savings are needed from both the capital and revenue budgets. Reactive maintenance will always be necessary but in future, we need to take a more balanced, long term approach, managing the network more efficiently and effectively now and for future generations.

Equality Analysis/ Impact Assessment

Growth Environment & Transport

Highways Transportation & Waste – Our Approach to Asset Management in Highways

Responsible Owner: Roger Wilkin

Version: 1.0

Date: May 2016

Aims and Objective

Our Approach to Asset Management in Highways is a short and concise document that describes the principles adopted in applying asset management to achieve the authority’s strategic objectives detailed in “Increasing Opportunities, Improving Outcomes”:

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

Kent communities feel the benefits of economic growth by being in work, healthy and enjoying a good quality life

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

Information and Data

This assessment has been informed by Mosaic data.

Involvement and Engagement

Consultation with a Member Task & Finish Group has been undertaken.

Potential impact

Our Approach to Asset Management in Highways will impact on all service users.

Adverse Impact

There is not anticipated to be any adverse impact on service users.

Positive Impact

The beneficiaries of Our Approach to Asset Management in Highways are residents, road users and businesses in Kent.

Part 2: Judgement

Option 1 – Sufficient Screening

Yes

No

Justification: There is potential for adverse impact on older people and the disabled and scope to improve the documents has been found

Option 2 – Internal Action Required

Yes

No

Details of the internal action plan and mechanisms for monitoring and review can be found at Appendix A

Option 3 – Full Impact Assessment Required

Yes

No

A Full Impact Assessment is not required for the following reasons:

- The Approach does not have the potential to affect large numbers of residents in Kent
- The Approach do not have a significant impact on any groups or individuals with particular characteristics

Equality Analysis/ Impact Assessment

Growth Environment & Transport

Highways Transportation & Waste – Our Approach to Asset Management in Highways

Responsible Owner: Roger Wilkin

Version: 1.0

Date: May 2016

Action Plan

NA

Monitoring & Review

NA

Equality & Diversity Team Comments

Part 3: 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 and DMT Member

Signed:

Job Title:

Date:

Equality Analysis/ Impact Assessment

Growth Environment & Transport

Highways Transportation & Waste – Our Approach to Asset Management in Highways

Responsible Owner: Roger Wilkin

Version: 1.0 Date: May 2016

Appendix A – Screening Grid

Proportionality

Low	Low relevance or insufficient information/ evidence to make a judgement	Medium	Medium relevance or insufficient information/ evidence to make a judgement	High	High relevance to equality or likely to have an adverse impact on a protected group
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Screening Grid

Characteristic	Could this policy, procedure, project or service or any proposed changes to if affect this group less favourably than others in Kent?	Assessment of the potential impact: High/ Medium/ Low/ Unknown		Provide details Is internal information required? If yes what? Is further assessment required? If yes, why? Internal action plan must be included	Could this policy, procedure, project or service or any proposed changes promote equal opportunities of this group? Yes/ No – explain how good practice and promote equal opportunities If yes, detail must be provided
		Positive	Negative		
Page 307 Age	Yes – Our Approach to Asset Management in Highways supports the County Council’s strategic objectives: <ul style="list-style-type: none"> Children and young people in Kent get the best start in life Older and vulnerable residents are safe and supported with choices to live independently 	Low	Low	Our Approach to Asset Management in Highways describes the principles adopted in applying asset management to achieve the authority’s strategic objectives detailed in “Increasing Opportunities, Improving Outcomes”. Asset Management describes a commons sense approach to highway maintenance and future investment decisions. Statutory service delivery will be protected.	No
Disability	Yes – Our Approach to Asset Management in Highways supports the County Council’s strategic objectives: <ul style="list-style-type: none"> Older and vulnerable residents are safe and supported with choices to live independently 	Low	Low	As above	No
Gender	No – this policy does not affect this group less favourably	Low	Low	No internal action or further assessment required. If any issues currently unknown are revealed then this will be revisited.	No
Gender Identity	No – this policy does not affect this group less favourably	Low	Low	No internal action or further assessment required. If any issues currently unknown are revealed then this will be revisited.	No
Race	No – this policy does not affect this group less favourably	Low	Low	No internal action or further assessment required. If any issues currently unknown are revealed then this will be revisited.	No
Religion or Belief	No – this policy does not affect this group less favourably	Low	Low	No internal action or further assessment required. If any issues currently unknown are revealed then this will be revisited.	No

Equality Analysis/ Impact Assessment

Growth Environment & Transport

Highways Transportation & Waste – Our Approach to Asset Management in Highways

Responsible Owner: Roger Wilkin

Version: 1.0

Date: May 2016

Sexual Orientation	No – this policy does not affect this group less favourably	Low	Low	No internal action or further assessment required. If any issues currently unknown are revealed then this will be revisited.	No
Pregnancy & Maternity	No – this policy does not affect this group less favourably	Low	Low	No internal action or further assessment required. If any issues currently unknown are revealed then this will be revisited.	No
Marriage & Civil Partnership	No – this policy does not affect this group less favourably	Low	Low	No internal action or further assessment required. If any issues currently unknown are revealed then this will be revisited.	No
Carers Responsibilities	No – this policy does not affect this group less favourably	Low	Low	No internal action or further assessment required. If any issues currently unknown are revealed then this will be revisited.	No

From: Peter Sass, Head of Democratic Services

To: Environment and Transport Cabinet Committee – 8 July 2016

Subject: Work Programme 2016

Classification: Unrestricted

Pathway: Standard Item

Summary: This report gives details of the proposed Work Programme for the Environment & Transport Cabinet Committee.

Recommendation: The Environment & Transport Cabinet Committee is asked to consider and agree its Work Programme for 2016 as set out in Appendix 1 to this report.

1. Introduction

(1) The proposed Work Programme has been compiled from items on the Forthcoming Executive Decision List; from actions arising from previous meetings, and from topics identified at agenda setting meetings, held 6 weeks before each Cabinet Committee meeting in accordance with the Constitution by the Chairman, Mrs Stockell, and the Vice-Chairman, Mr Pearman as well as the 3 Group Spokesman; Mr Baldock, Mr Caller and Mr Chittenden.

(2) Whilst the Chairman, in consultation with the Cabinet Members, is responsible for the final selection of items for the agenda, this item gives all Members of the Cabinet Committee the opportunity to suggest amendments and additional agenda items where appropriate.

2. Terms of Reference

(1) At its meeting held on 27 March 2014, the County Council agreed the following terms of reference for the Environment and Transport Cabinet Committee *'To be responsible for the majority of the functions that fall within the responsibilities of the Director of Highways, Transportation and Waste and Director of Environment Planning and Enforcement and which sit within the Growth, Environment and Transport Directorate'*. The functions within the remit of this Cabinet Committee are:

Highways Transportation & Waste

- Highway Operations
- Programmed Works
- Transportation
- Public Transport
- Future Service Improvement
- Contract Management
- Waste Resource Management
- Road Safety including Road Crossing Patrols

Environment, Planning & Enforcement

- Sustainability and Climate Change
- Heritage Conservation
- Country Parks
- Strategic Transport Planning
- Regulatory Services-Including Public Rights of Way & Access
- Kent Scientific Services & Countryside Management Partnerships
- Flood Risk and Natural Environment
- Environment programmes
- Gypsy and Traveller Unit
- Local Development Plans
- Trading Standards
- Coroners
- Community Safety & Emergency Planning, including Community Wardens

3. Work Programme 2016

(1) An agenda setting meeting was held on 23 May 2016 and items for this meeting's agenda were agreed. The Cabinet Committee is requested to consider and note the items within the proposed Work Programme, set out in Appendix 1 to this report, and to suggest any additional topics that they wish to be considered for inclusion to the agenda of future meetings.

(2) When selecting future items the Cabinet Committee should give consideration to the contents of performance monitoring reports. Any 'for information' or briefing items will be sent to Members of the Cabinet Committee separately to the agenda or separate member briefings will be arranged where appropriate.

(3) The schedule of commissioning activity 2015-16 to 2017-18 that falls within the remit of this Cabinet Committee will be included in the Work Programme and considered at future agenda setting meetings to support more effective forward agenda planning and allows Members to have oversight of significant services delivery decisions in advance. The next agenda setting meeting is scheduled to be held on 13 July 2016.

4. Conclusion

It is vital for the Cabinet Committee process that the Committee takes ownership of its Work Programme to help the Cabinet Member to deliver informed and considered decisions. A regular report will be submitted to each meeting of the Cabinet Committee to give updates of requested topics and to seek suggestions for future items to be considered. This does not preclude Members making requests to the Chairman or the Democratic Services Officer between meetings for consideration.

5. Recommendation

The Environment and Transport Cabinet Committee is asked to consider and agree its Work Programme for 2016 as set out in Appendix A to this report.

6. Background Documents

None

7. Appendix

Work Programme – Appendix A

8. Contact details

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**Environment and Transport Cabinet Committee
WORK PROGRAMME 2016/2017**

Agenda Section	Items
Wednesday, 7 September 2016	
A – Committee Business	<ul style="list-style-type: none"> • Declarations of interest • Minutes • Verbal Updates
B - Performance Monitoring	<ul style="list-style-type: none"> • Performance Dashboard
C - Key or Significant Decisions for Recommendation or Endorsement	<ul style="list-style-type: none"> •
D – Other Items for comment / recommendation	<ul style="list-style-type: none"> • Charging scheme for planning applications • PROW Deregulations - tbc • Winter Service Programme • Annual Equalities and Diversity Report • Minerals and Waste LP SCI and Safeguarding SPD • Work Programme 2016
E- FOR INFORMATION ONLY	<ul style="list-style-type: none"> •
Thursday, 17 November 2016	
A – Committee Business	<ul style="list-style-type: none"> • Declarations of interest • Minutes • Verbal Updates
B - Performance Monitoring	<ul style="list-style-type: none"> • Performance Dashboard
C - Key or Significant Decisions for Recommendation or Endorsement	<ul style="list-style-type: none"> • KCC's response to DfT on new Southeastern Franchise • Kent and Medway Minerals and Waste Local Plan Call for sites (and potentially Local Development Scheme)
D – Other Items for comment / recommendation	<ul style="list-style-type: none"> • Work Programme 2016
E- FOR INFORMATION ONLY	<ul style="list-style-type: none"> •
Thursday, 12 January 2017	
A – Committee Business	<ul style="list-style-type: none"> • Declarations of interest • Minutes • Verbal Updates
B - Performance Monitoring	<ul style="list-style-type: none"> • Performance Dashboard
C - Key or Significant Decisions for Recommendation or Endorsement	<ul style="list-style-type: none"> • LTP4 – post consultation draft

D – Other Items for comment / recommendation	<ul style="list-style-type: none"> • Work Programme 2016
E- FOR INFORMATION ONLY	<ul style="list-style-type: none"> •

Items for Consideration that have not yet been allocated to a meeting	
B - Performance Monitoring	<ul style="list-style-type: none"> •
C - Key or Significant Decisions for Recommendation or Endorsement	<ul style="list-style-type: none"> • Local Transport Strategies – Approval-Various • Flood and Drainage Policy
D – Other Items for comment / recommendation	<ul style="list-style-type: none"> • Aviation/Gatwick report • SLGF2 Dover Western Docks • SLGF2 Folkestone Seafront • Lower Thames Crossing • Tunbridge Wells – Local Transport Plan Principles
E- FOR INFORMATION ONLY	<ul style="list-style-type: none"> •