

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 Thursday, 10 October 2019.

PRESENT: Mr M A C Balfour (Chairman), Mr R H Bird, Mr A Booth, Mr T Bond, Mr D L Brazier, Mr A Cook, Mrs P M Beresford (Substitute for Mr N J Collor), Mr S Holden, Mr A R Hills, Mr R C Love, OBE, Mr J M Ozog, Mr I S Chittenden, Mr B H Lewis, Mr M E Whybrow and Mr H Rayner

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

IN ATTENDANCE: Mrs B Cooper (Corporate Director of Growth, Environment and Transport), Mr S Jones (Director of Highways, Transportation and Waste), Mrs K Stewart (Director of Environment Planning and Enforcement) and Miss G Little (Democratic Services Officer)

UNRESTRICTED ITEMS

202. Apologies and Substitutes

(Item 2)

Apologies were received from Mr Collor, Mrs Beresford attended as a substitute.

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

(Item 3)

1. Mr Whybrow declared an interest in item 14 on the agenda (*Revised Detailed Emergency Planning Zone (DEPZ) for Dungeness B Nuclear Power Station*) as he lived within a 30km radius of the site.
2. Mr Balfour declared an interest in item 11 on the agenda (*Food waste processing contract*) as the anaerobic digestion plant under development at Blaise Farm was within his division

204. Minutes of the meeting held on 16 July 2019

(Item 4)

RESOLVED that the minutes of the meeting on 16 July 2019 are a correct record and that they be signed by the Chairman.

205. Verbal Update

(Item 5)

1. Mr M Hill, OBE (Cabinet Member for Community and Regulatory Services) provided an update on the Trading Standards event 'Scams: The true cost – Working together to Tackle Financial Abuse' that took place on 1 October 2019.

The event focused on the impact that scams had on the individual, to services and the economy as a result of the psychological and financial abuse incurred and the importance of joint working across the relevant agencies to help minimise future detriment.

2. Mr Hill informed Members that district licensing had adopted a new approach to authorising developments that affected great crested newts and that new site-based assessments and mitigation processes had been put in place to drive strategic habitat improvements. He had recently visited the project undertaken by Countryside Partnerships to see appropriate habitats in the Egerton area. Similar projects were being constructed in other parts of the county.
3. Mr M Whiting (Cabinet Member for Planning, Highways, Transport and Waste) provided a verbal update on the following issues:
 - (a) Kent County Council received 144 responses for the Kent Biodiversity Strategy consultation. The majority were from individuals. There was strong support for the strategy but also some criticism that it needed to be more ambitious. The comments had been addressed and a final draft of the Strategy was due to return to the Committee in the new year.
 - (b) Last month, Government announced that the A28 Birchington, Acol and Westgate-on-Sea Relief Road scheme had been approved to the next stage of project development for Major Road Network funding. The scheme would provide an alternative route and would utilise the existing Shottendane Road which ran south of and parallel to the A28. The new road would link to the A28 south of Birchington and to Manston Road and Hartsdown Road, east of Westgate-on-Sea, through future development sites. It would also provide a southern link through an extension to the existing Columbus Avenue, providing traffic relief to the village of Acol. The scheme was part of the Thanet Transport Strategy to support the draft Thanet Local Plan. The Government's announcement provided confidence to progress the scheme to the next stage of the Strategic Outline Business Case.
 - (c) With regard to the Thanet local Plan, the examination hearings had recently finished. A decision on the soundness of the draft Local Plan was expected early 2020.
 - (d) KCC owned eight windmills, spread across the County, and continued to prioritise where the capital investment was required to maintain the iconic agricultural heritage of Kent for future generations as well as to support the volunteers who continued to open them for the benefit of the community. Where possible there was a desire to maintain them in working condition as at Cranbrook, Herne, Stelling Minnis and Margate. Others were to be found at Chillenden, West Kingsdown, Whittersham and Meopham and all were listed buildings representing some of the best examples of their kind in the country.
 - (e) Surrey County Council had committed to facilitate 1.2 million trees within the Surrey region by 2023. Mr Whiting commended the initiative and had asked

Kent County Council officers to review ways in which Kent could mirror the initiative with its 1.8 million trees.

4. The Cabinet Members and officers responded to comments and questions as follows:
 - (a) Mr Whiting assured the Committee that Kent County Council was not divesting its responsibility for the maintenance of windmills and had actively sought support from Trusts and volunteers to help operate them. Kent County Council had received £300,000 funding to help repair the iconic landmarks and continued to work with local communities to ensure their continued use. Mrs Stewart (Director of Environment, Planning and Enforcement) said that a Capital Programme was in place to help maintain the windmills and this was linked to the Heritage Conservation Strategy which identified the best way to conserve Kent's historical landmarks.
 - (b) Mr Whiting thanked Members for their comments concerning the facilitation of trees and said that work was being carried out by officers to review the scheme adopted within Surrey. A report detailing Kent County Council's plan would be brought back to a future Committee.
5. It was RESOLVED that the verbal update was received, with thanks.

206. Heritage Service: Current Priorities and Future Strategy *(Item 6)*

Lis Dyson (Heritage Conservation Manager) was in attendance for this item.

1. Mrs Stewart (Director of Environment, Planning and Enforcement) introduced the report that set out the current priorities and future strategic direction of the Heritage Conservation Service. The report sought agreement for a KCC Member Archaeology Champion role be created and that both the existing Member Heritage Champion and the proposed Member Archaeology Champion form part of a Member Working Group to help inform the drafting of the Heritage Conservation Strategy.
2. Ms Dyson presented a series of slide that set out the current priorities and future strategies and responded to Members comments and questions as follows:
 - (a) With regard to the Highspeed CTRL excavation finds, Ms Dyson informed Members that the Kent County Council Conservation Team was working in conjunction with Sussex County Council to generate a proposal for a Deepstore Salt Mine in Cheshire which was a cost-effective solution to preserving unearthed artefacts. The identified Deepstore had been storing Cambridgeshire archaeological archives for a period of time and had established a good transfer system. The Conservation Team had also submitted an expression of interest to the Heritage National Lottery Fund Bid to help support the transference of artefacts in and out of Deepstore to display certain items of high interest at local museums/ pop up exhibitions. Ms Dyson

confirmed that KCC had commissioned a conservation assessment of the Highspeed 1 Archive and that the team could progress with the bid.

- (b) In response to the conservation of the Meopham and West Kingsdown windmills, Ms Dyson said that both sites required extensive work in order to transform them into a state of operation, however, this was beyond the allocated current capital programme spend. Emergency restoration work works were being carried out to make sure the windmills were weatherproof throughout the winter season to limit their deterioration. An expression of interest to the National Lottery Heritage Fund for £1.4m for the restoration of windmills had been submitted.
- (c) Ms Dyson informed Members that the National Planning Policy Framework provided clear instruction to developers that they need to have regard to the historic environment and undertake both archaeological evaluation and excavation as mitigation or preservation. The Government's approach wants to speed up the planning process which created potential issues regarding the pre-commencement conditions, however, the framework was in place to deal with the historical environment properly, providing that the Conservation team knew that the historical remains were there. In terms of unearthed artefacts, it was often more difficult to persuade developers to sign up to the S106 agreements as there may not have been storage facilities within the local area.
- (d) The Conservation team worked in close liaison with English Heritage which looked after property and Historic England who were the Governments advisors on the historic environment.
- (e) In response to comments regarding utility companies and sufficient charging, Ms Dyson informed Members that utility companies were not governed by the planning process and were dependent on various acts of parliament which did not contain the preferred regulations as set out within the National Planning Policy Framework. The team quite often relied on the good will of the utilities companies, however, acknowledged that this was an on-going problem that needed to be addressed.
- (f) The Committee commended the work carried out by Mr Payne to help drive the strategic ambitions of the Conservation Service.

3. It was RESOLVED that:

- (a) the information set out in the presentation and given in response to comments and questions be noted; and
- (b) that Mr Ridgers be appointed as the KCC Member Archaeology Champion, and that both the existing Member Heritage Champion and the newly appointed Member Archaeology Champion form part of a Member Working Group to help inform the drafting of the Heritage Conservation Strategy,

be endorsed.

207. Performance Dashboard (Item 7)

Rachel Kennard (Chief Analyst) was in attendance for this item.

1. Ms Kennard introduced the Performance Dashboard which showed progress made against targets set for Key Performance Indicators (KPIs) up to July 2019. Thirteen of the eighteen KPIs achieved target and were RAG rated green. The remaining five KPIs were below target, however, did achieve floor standard and were RAG rated amber. No KPIs were RAG rated as red. Ms Kennard addressed the increased target levels as raised at the previous Cabinet Committee and welcomed Members comments.
2. Officers responded to comments and questions as follows:
 - (a) In response to underperforming targets, Mr Jones (Director of Highways, Transportation and Waste) informed Members that April and May of 2019 saw significantly increased workload and pressure points due to the pothole blitz and repair work. The work required for the Pothole Blitz was protracted due to shortage of staff combined with severe weather events which caused resources to be deployed elsewhere throughout the county to resolve drainage issue. However, work had been done with the Highways Term Maintenance contractor to ensure that a recovery plan was put in place and fruition of that plan was successful.
 - (b) Thanks was paid to Mr Beaver (Head of Waste Management) and Mr Payne (Deputy Cabinet Member for Planning, Highways, Transport and Waste) on their work carried out to address the waste and recycling Key Performance Indicators which reflected more ambitious targets.
 - (c) In response to KPI EPE14 (*Greenhouse Gas emissions from KCC estate (excluding schools) in tonnes*) and whether the revised target was a reflection on KCCs reduction in estate or good management, Mrs Stewart (Director of Environmental, Planning and Enforcement) said that work was being done with the property team to understand the KPIs and that the quarterly update report in December would provide clarity.
3. It was RESOLVED that the report be noted.

208. Gypsy and Traveller Service: Draft Pitch Allocation and Site Management Policy (Item 8)

Helen Page (Head of Countryside and Community Development Group) and Pal Sandher (Head of Gypsy and Traveller Service) were in attendance for this item.

1. Mr M Hill, OBE (Cabinet Member for Community and Regulatory Services) introduced the report that set out the key features of the draft Pitch Allocations and Site Management Policy, the development of a new draft Gypsy and Traveller

Service Fee Setting and Charges Policy for presentation in November 2019, and by the end of the financial year, an Unauthorised Encampment Strategy.

2. Ms Page informed the Committee that the draft Pitch Allocation and Site Management Policy was the first of three policies that would be presented to the Environment and Transport Cabinet Committee over the autumn period ahead of one public consultation.
3. Mr Sandher said that respondents from the 2017 consultation highlighted their concerns regarding the approach taken by Kent County Council and wanted the policy to be realigned to mirror the social housing policies adopted by the district and borough councils to improve outcomes for the Gypsy and Traveller community. The newly proposed draft Pitch Allocation and Site Management Policy directly complemented the existing social housing policies and promoted independence for applicants. The enforcement process had also been strengthened to ensure that residents fully understood their obligations and the expected site standards. Following comments received from the Committee, the consultation on the draft Pitch Allocation and Site Management Policy was planned to begin in December 2019.
4. Officers responded to comments and questions as follows:
 - (a) Mr Sandher informed Members that the transit population was catered for within the allocation process and they received the same opportunities as anyone else within the Gypsy and Traveller community. Kent County Council also provided an Unauthorised Encampment service to the county, however, those who fell within that category still had access to apply for pitch allocation. Ms Page informed Members that Members were due to receive a report later in the year that looked at the policy for Unauthorised Encampment, however, the Pitch Allocation and Site Management Policy primarily focused on the eight settled Gypsy and Traveller sites that KCC owned and managed.
 - (b) Mr Sandher confirmed that an easy-read version of the Policy was in the process of being produced and this would be published ahead of the public consultation. Other methods of communication to encourage feedback from the Gypsy and Traveller communities were also being developed, including roadshows.
 - (c) The work carried out by the Gypsy and Traveller Service was governed under the Housing Act 2004 and Mobile Homes Act 1983. The Pitch Allocation and Site Management Policy, and the actions taken within the Gypsy and Traveller community were governed by legislation.
 - (d) In response to queries regarding the actions that could be taken by the Gypsy and Traveller service to evict/ take possession of a pitch from someone who is engaged in criminal activity, Mr Sander informed Members that there was a significant difference between what housing providers could do and what the Gypsy and Traveller service could do. The Gypsy and Traveller service was governed under the Mobile Homes Act 1983 which for social housing (bricks and mortar), the act would not apply. However, the Gypsy and Traveller

service were strict in managing and maintaining the settled sites and did have the power to evict and take recovery of a pitch if that person is found guilty of engaging in criminal activity.

(e) The officers noted Members request to ensure that the consultation clearly reflected the primary objective of the consultation.

(f) Mr Sandher confirmed that an allocated pitch could not be bestowed to a persons next-of-kin. When an individual reached the age of 18, they would be able to apply for a pitch and would have to go through the same banding system. This would provide those who have a need for a pitch to have equal opportunity.

5. It was RESOLVED that the draft Pitch Allocations and Site Management Policy for public consultation beginning in December 2019, be noted.

209. 19/00050 - A20 Coldharbour Roundabout

(Item 9)

Russell Boorman (Senior Manager, Capital Programme Manager) and Lee Burchill (Major Capital Programme Manager) were in attendance for this item.

1. Mr Boorman introduced the report that set out the proposed improvements to and around Coldharbour roundabout on the A20 to the north west of Maidstone town centre and sought approval to take the highway improvement through the next stages of development and delivery which included authority to progress statutory approvals and to enter into funding and construction contracts.
2. Officers responded to comments and questions as follows:
 - (a) Mr Boorman informed Members that the projected number of vehicles for 2031 included local planned growth and background growth and that based on the 2017 figures, it was anticipated that there would be a 50% increase of traffic capacity numbers through the A20 junction which totalled 4,500 vehicles.
 - (b) In response to concerns regarding landscape proposals, Mr Boorman assured Members that the design of the Coldharbour roundabout accounted for the native species of the area i.e. inclusion of the Tommy Silhouette, poppy planting, semi-mature trees, and that work had been done in conjunction with Tonbridge & Malling Borough Council to ensure that the design proposal was correct.
 - (c) With regard to the traffic capacity constraints on Poppy Fields roundabout, Mr Boorman provided assurance that the roundabout had been reviewed for inclusion as part of the planning application and if approved, the roundabout would be enlarged and incorporated into the current design model.
 - (d) Mr Boorman confirmed that consultations had already been carried out in relation to other proposed schemes as part of the Maidstone Integrated Transport Package, particularly around the A20 corridor and that these would be presented to the Cabinet Committee in the near future.
3. Mr Bird proposed and Mr Chittenden seconded that an amendment be made to the recommendation to include investigation of the inclusion of full/part time signalisation as part of the design for the A20 Coldharbour roundabout.

4. The Chairman put the amended recommendation to the vote and agreement was unanimous.
5. It was RESOLVED that the proposed decision (19/00050) to be taken by the Cabinet Member for Planning, Highways, Transport and Waste to:
 - (a) give approval to the outline design scheme for the A20 Coldharbour roundabout in Tonbridge & Malling for development control and land charge disclosures, drawing number **CLDHBR-CAP-HGN-00-DR-C-0035 S3-P01**;
 - (b) give approval to progress all statutory approvals or consents required for the scheme, drawing number **CLDHBR-CAP-HGN-00-DR-C-0035 S3-P01**;
 - (c) give approval to enter into land agreements with third parties as necessary;
 - (d) give approval to enter into construction contracts as necessary for the delivery of the scheme subject to the approval of the Infrastructure Construction Board to the recommended procurement strategy,
 - (e) give approval to undertake engagement with all relevant stakeholders as identified in the communication plan; and
 - (f) investigate the inclusion of full/part time signalisation as part of the design for the A20 Coldharbour roundabout.

be endorsed.

210. 19/00067 - Waste Management Bulk Transfer Station Services - East Kent *(Item 10)*

David Beaver (Head of Waste Management) and Kay Groves (Waste Services Manager) were in attendance for this item.

1. Mr Beaver introduced the report that set out the proposal for Kent County Council (KCC) to enter into a contract with a number of suppliers to secure waste transfer station facilities for kerbside waste collected by Canterbury City Council, Dover and Thanet District Councils. The contract covered reception, bulking and hauling of multiple waste streams collected by the Waste Collection Authorities from their weekly collection services and due to the limited KCC waste infrastructure in East Kent, there was continued requirement to commission Waste Transfer Station services from third parties to deliver KCC's statutory role as Waste Disposal Authority. Members of the Committee were asked to comment on and endorse the proposal to award contractual arrangements to Canterbury City Council, Dover District Council and Thanet District Council of variable terms to cover KCC's Statutory requirement as the Waste Disposal Authority.
2. Officers responded to comments and questions as follows:
 - (a) In response to Members comments regarding the referenced policies and strategies, the officers agreed to review these to ensure that the most current documents were being used when compiling future reports.

- (b) Mr Beaver confirmed that a separate Capital bid for a new transfer station in Folkestone & Hythe had been prepared and submitted to the Project Approval Group; the success of that bid was due to be determined in November. Mr Beaver informed Members that whilst a number of sites had been identified, the process of securing an appropriate location was sometimes protracted due to approved housing developments agreements.
- 3. It was RESOLVED that the proposed decision (19/00067) to be taken by the Cabinet Member for Planning, Highways, Transport and Waste to award contractual arrangements for three contracts across Canterbury City Council, Dover District Council and Thanet District Council of variable terms to cover KCC's Statutory Requirement as the Waste Disposal Authority, be endorsed.

211. 19/00068 - Food Waste Processing Contract

(Item 11)

David Beaver (Head of Waste Management) and Kay Groves (Waste Services Manager) were in attendance for this item.

- 1. Mr Beaver introduced the report that outlined the business case and sought approval to commission a contract with a appropriate supplier for the provision of food waste treatment using a new anaerobic digestion plant.. A food processing facility plant would allow the Authority to enter into a single contract and cease extensive haulage to facilities outside of the county, reduce cost and create sustainable re-processing solutions.
- 2. Officers responded to comments and questions as follows:
 - (a) With regard to queries about the level of C02 emissions, Mr Beaver agreed to seek professional guidance and relay the information back to Members.
 - (b) In response to concerns regarding the Governments Resources and Waste Strategy and the impact on local residents should they object to proposed changes in service delivery as a result of legislation, Mr Beaver informed the Committee that Kent County Council could not enforce a service upon a District or Borough Council and that it was predominantly an issue for the Department for Environment, Food and Rural Affairs (DEFRA) and the District/ Borough Council to resolve.
 - (c) Mr Beaver informed Members that Kerbside collected food waste amounted to approximately 36,000 tonnes per annum and said that the Government's resources and waste strategy may mandate that all Collection Authorities provide the same level of service from 2023 which was likely to generate a further 8,000 tonnes per annum from the remaining two Districts; Dartford and Sevenoaks.
 - (d) In response to whether consultations had been carried out with residents regarding the impact of traffic congestion as a result of Blaise Farm, Mr Beaver confirmed that the food waste treatment plant at the site was already close to completion and that consideration of those elements affecting the local residents would have been measured and consulted on prior to planning permission being granted.
 - (e) Mr Beaver welcomed the suggestion from Members to arrange a visit to the site if it generated sufficient interest.

- (f) Mr Jones (Director of Highways, Transportation and Waste) assured Members that the waste industry was highly regulated and that all health and safety issues had been accounted for and embedded within the Policy.
- 3. It was RESOLVED that the proposed decision (19/00068) to be taken by the Cabinet Member for Planning, Highways, Transport and Waste to approve the decision to openly tender & award a new food waste processing services to a supplier within the County, be endorsed.

212. 19/00069 - Provision of a new Household Waste Recycling Centre (HWRC) to serve the needs of Tonbridge and Malling Borough and West Maidstone Residents

(Item 12)

David Beaver (Head of Waste Management) and Kay Groves (Waste Services Manager) were in attendance for this item.

- 1. Mr Beaver introduced the report that set out the proposal for Kent County Council (KCC) to enter into a contract for a new Household Waste Recycling Centre (HWRC) to serve the needs of Tonbridge and Malling Borough and West Maidstone to resolve affiliated capacity issues at waste disposal sites in Tovil and Medway. Mr Beaver confirmed that pending Members comments and approval from the Cabinet Member, the new HWRC would be operating by September 2020.
- 2. Officers responded to comments and questions as follows:
 - (a) Mr Beaver noted Members requests for a new HWRC to facilitate Ashford and Cranbrook residents.
- 3. Mr Rayner proposed, and Mr Chittenden seconded that an amendment be made to the recommendation to include that the Cabinet Member for Planning, Highways, Transport and Waste take action as required to endeavour to retain access to Medway HWRC for Kent residents until the new facility is ready.
- 4. The Chairman put the amended recommendation to the vote and agreement was unanimous.
- 5. It was RESOLVED that the proposed decision (19/00069) to be taken by the Cabinet Member for Planning, Highways, Transport and Waste to:
 - (a) award a contract for a new Household Waste Recycling Centre (HWRC) to serve the needs of Tonbridge and Malling Borough and West Maidstone; and
 - (b) to take action as required to endeavour to retain access to Medway HWRC for Kent residents until the new facility is ready,be endorsed.

213. 19/00065 - Public Rights of Way Asset Management Plan 2019

(Item 13)

Graham Rusling (Public Rights of Way and Access Service Manager) was in attendance for this item.

1. Mr M Hill, OBE (Cabinet Member for Community and Regulatory Services) introduced the report that provided an overview of the Public Rights of Way (PROW) asset management plan 2019 and informed Members of the ongoing annual investment requirements to maintain the asset in a steady state. Mr Hill commended the officers and their continued endeavours to maintain standards in spite of the significant investment gap.
2. Mrs Stewart (Director of Environment, Planning and Enforcement) reiterated Mr Hill's commendations and the ongoing efforts to increase investment in the service, however, the secured investment was considerably less than the required amount to sustain service provisions and mitigate risks due to the strain on current resources to prioritise assets.
3. Mr Rusling informed Members that the Asset Management Plan 2019 brought benefits in targeting investment in the network, managing risk and evaluating new products and materials which would help reduce long term expenditure and sought approval to adopt the revised plan and its approach to managing risk.
4. Officers responded to comments and questions as follows:
 - (a) Members commended the work of the officers involved in delivering the service and asked that their thanks be recorded in recognition of their ongoing endeavours.
 - (b) The officer noted Members' request for innovative pilot schemes of shared cycle ways and invited Members to share their ideas with the Public Rights of Way team.
 - (c) Mr Rusling informed Members that the report focused on the Asset Management Plan, however, it sat within a suite of policy documents. The key, overarching document was the Public Rights of Way improvement Plan which Kent County Council had a statutory obligation to produce and emphasised the importance of the public rights of way network to tourism, active travel, health and the local economy.
 - (d) Mr Hill welcomed the cross-party recommendation for increased funding where opportunities arose.
5. It was RESOLVED that the proposed decision (19/00065) to be taken by the Cabinet Member for Community and Regulatory services to agree:
 - (a) The Public Rights of Way and Access Service Asset Management Plan,
 - (b) The approach taken to managing the risks associated with not fully funding the maintenance of the PROW network in line with asset management principles; and
 - (c) The proposed Service Level Risk Assessments which set out our approach to the management of risk on the PROW network,

be endorsed.

214. 19/00066 - Revised Detailed Emergency Planning Zone (DEPZ) for Dungeness B Nuclear Power Station
(Item 14)

Tony Harwood (Resilience and Emergency Planning Manager) was in attendance for this item.

1. Mr M Hill, OBE, (Cabinet Member for Community and Regulatory Services) introduced the report that set out the Revised and updated Radiation Emergency Preparedness and Public Information Regulations (REPPIR) that were published in May 2019 and the new Associated Code of Practice for offsite planning, which required the County Council to comprehensively review and update its offsite plan for Dungeness B Nuclear Power Station. The report presented a summary of how KCC aimed to carry out those duties.
2. Mr Harwood informed the Committee that REPPIR 2019 placed a duty upon upper tier local authorities to 'make, maintain and test' at least every 3 years offsite emergency plans for nuclear installations. They further described duties relating to informing the public and to health protection countermeasures which were to be taken in the event of a radiation emergency. Revised and updated REPPIR regulations were published in May 2019 alongside an associated Code of Practice for offsite planning, which required KCC to comprehensively review and update its offsite plan for Dungeness B Nuclear Power Station. Mr Harwood confirmed that the Consequence Report for Dungeness B Nuclear Power Station was received on 20th September. It was recommended that a revised DEPZ be developed, which remained at approximately 2.4km radius, by the County Council in consultation with key stakeholders, but which was adjusted to respond more effectively to the geography and demography of the local area. This enabled a precautionary approach in relation to countermeasures and better reflected the pattern of development in the locality.
3. Officers responded to comments and questions as follows:
 - (a) Mr Harwood informed Members that the 2.4km proposal was the most practical layout to administer and that stakeholders, including local residents, were familiar with this established configuration. The 2.4 km DEPZ countermeasures for the public included 'shelter in situ', stable iodine tablet distribution or evacuation from the area. Currently the Dungeness B Nuclear Power Station operator (EDF Energy) distributed public information to all residents and businesses within the DEPZ. Residents and businesses were also issued with a calendar detailing required countermeasures, a supply of stable iodine tablets and advice for residents and others within the DEPZ to 'go in, stay in, tune in', close all doors, windows and turn off air-conditioning in the event of a radiation emergency. Previously, the aforementioned duties fell within the remit of the operator (EDF Energy), however, under the REPPIR 2019, the responsibility fell to upper tier authorities. Mr Harwood assured Members that the proposed 2.4km was practical and pragmatic and was based on risk, empirical evidence and data.
 - (b) In terms of duties and responsibilities of staff, Kent County Council operated a 24/7 Duty Emergency Planning Officer system which was backed up by on-call 24/7 Duty Recovery Directors, Tactical Managers and an on-call emergency response team which enabled administrative support. Mr Harwood

assured Members that KCC always placed its resident's safety at the heart of its decisions and that KCC had the correct command and control architecture and structures in place to ensure appropriate protection.

- (c) The officers noted Members support in communicating with residents and supporting emergency planning education in schools.
- (d) Mr Harwood said that prior to the Fukushima Daiichi nuclear disaster in 2011, emergency planning for nuclear facilities had been predicated on reference incidents (worst case scenario industrial accidents), however, the impact of the 2011 nuclear disaster was so profound it led to the reconsideration of emergency planning and resilience for nuclear plants and these fed into the 2019 Regulations.
- (e) In response to resources to manage the additional responsibilities, the new regulation enabled cost recovery from the operator. EDF had complied with the figure submitted by KCC and funding was due to be recouped for the work that had been carried out.
- (f) In terms of contingency for fishermen, Mr Harwood confirmed that data had been collected around the different times and reasons why fishermen entered the emergency planning zone, however, more work needed to be done to better understand the complexities of this work. The Regulation made reference to the environment and biodiversity and these need to be accounted for in contingency planning.

4. It was RESOLVED that:

- (a) the timetable and work programme to deliver Kent County Council compliance with REPPiR 2019 be noted; and
- (b) the proposed decision (19/00066) to be taken by the Cabinet Member for Community and Regulatory services to confirm the Detailed Emergency Planning Zone (DEPZ) for Dungeness B Nuclear Power Station to remain at the 2.4km radius, be endorsed.

215. ADEPT Kent Live Labs Project

(Item 15)

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

1. Mrs Loosemore introduced the report that set out the innovative technology project undertaken by Kent County Council Highways and the Highways Term Maintenance contractor. Funding for the project was provided by the Department for Transport in conjunction with Association of Directors of Environment, Economy and Place (ADEPT) following an open competition for bids from English highway authorities. KCC was successful in the bidding process and was awarded £1.95m over two years to deliver the project. Mr Loosemore informed the Committee that Decision 19/00056 could not be reasonably deferred and therefore had been taken in accordance with the process set out in Appendix 4 Part 6 of the Council's constitution to accept the DfT funding to enable the Live

Labs project to be delivered with delegated authority to the CD of GET to spend the grant funding.

2. The officer responded to comments and questions as follows:

(a) In response to queries regarding smart cycling sensors, Mr Loosemore informed Members that this had been incorporated into one of the successful bids submitted as part of the Live Labs competition. Kent County Council hoped to explore innovation within asset management on the local network and dependent on available funds, hoped to pilot drone technology. The bid allowed councils to trial a number of innovative technologies and further information regarding the ADEPT SMART Places winners could be accessed via the following link:

<https://www.adeptnet.org.uk/documents/adept-smart-places-winners>

(b) With regard to how innovative technologies could improve the maintenance of gullies, Mr Loosemore said that the sensors themselves would not enable a change or improvement to Policy in terms of cyclist-cleansing or reactive cleansing to residential roads. A change in policy would need to be made first which would require further investment into the current funding available for drainage. The main purpose of the gully sensors on scheduled sites of work enabled resources to be deployed efficiently by analysing the collected data.

(c) The purpose of the trial was to see and understand the quality of data collected from the sensors and to use that information to improve services. The initial trial would be carried out on the primary, resilient and strategic road networks (highest risk roads) to understand the benefits and if successful, the technology would be rolled out to other networks dependent on available funding.

3. It was RESOLVED that:

(a) Members noted that decision 19/00056 had been taken in accordance with Appendix 4 Part 6 of the Council's constitution to accept the DfT funding to enable the Live Labs project to be delivered with delegated authority to the Corporate Director of Growth, Environment and Transport, to spend the grant funding; and

(b) that an interim report be presented to the Committee in due course.

216. Winter Service Policy

(Item 16)

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

1. Mr Loosemore introduced the report that set out the Council's Winter Service Policy and the proposed workplan to implement the lessons learned from previous winter service delivery. In particular, the report set out the proposed

implementation of the changes made to the Winter Service Policy regarding cab technology for digitalised salting routes and the allocation of salt bin numbers.

2. The officer responded to comments and questions as follows:

(a) Mr Loosemore confirmed that Kent County Council continued to trial alternative products to salt, however, these were inherently more expensive. Salt remained the preferred treatment method for all authorities across the country and provided a cost efficient and quick solution to ensuring safety for residents on Kent's roads and footpaths.

(b) Mr Loosemore informed Members that the Winter Service campaign was due to be launched on 17 October 2019 which provided up to date information on ice alerts, weather forecast and gritting schedules. The Government had also issued information for the public on how to clear ice and snow from pavements.

To access the information issued by Government on how to safely clear snow and ice, please use the link provided:

<https://www.gov.uk/clear-snow-road-path-cycleway>

(c) Mr Loosemore confirmed that the map which identified the primary and secondary salting routes was available on the Kent County Council website.

To access the Kent County Council map for primary and secondary salting routes, please use the link provided:

<https://webapps.kent.gov.uk/KCC.MyNearestGIS.Web.Sites.Public/Default.aspx?lyrs=35&xmin=510905&xmax=671095&ymin=91716&ymin=191284&bg=osColour>

(d) Mr Whiting (Cabinet Member for Planning, Highways, Transport and Waste) thanked the Highways officers and colleagues within Parish and District Councils for their continued efforts in clearing Kent's roads and footpaths.

3. It was RESOLVED that the changes to the Winter Service Policy at:

(s.5.2) For the 2019/20 season, 23 primary salting routes will be utilising in-cab technology with digitised salting routes pre-programmed into a navigation unit. These will run on identified primary routes; and

(8.1.3) From October 2019 all salt bins will have a unique number that will be utilised by the contractor for filling and will assist members of the public to accurately report empty bins, be noted.

217. Work Programme (Item 17)

1. It was RESOLVED that the Work Programme be noted, subject to the inclusion of the following items:

(a) Adept Live Labs

(b) Brexit update