

**ENVIRONMENT & TRANSPORT
CABINET COMMITTEE**

Thursday, 23rd January, 2020

10.00 am

**Council Chamber, Sessions House, County Hall,
Maidstone**



AGENDA

ENVIRONMENT & TRANSPORT CABINET COMMITTEE

Thursday, 23 January 2020 at 10.00 am
Council Chamber, Sessions House, County Hall,
Maidstone

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

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

Membership (16)

Conservative (12): Mr S Holden (Chairman), Mr R C Love, OBE (Vice-Chairman),
Mr M A C Balfour, Mr A Booth, Mr T Bond, Mr D L Brazier,
Mr A Cook, Mr N J Collor, Mr A R Hills, Mr J M Ozog,
Mr H Rayner and Vacancy

Liberal Democrat (2): Mr R H Bird and Mr I S Chittenden

Labour (1) Mr B H Lewis

Independents Mr M E Whybrow
Green Party (1)

Webcasting Notice

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

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

UNRESTRICTED ITEMS

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

1 Introduction/Webcast announcement

2 Apologies and Substitutes

To receive apologies for absence and notification of any substitutes present

3 Declarations of Interest by Members in items on the Agenda

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

- 4 Minutes of the meeting held on 29 November 2019 (Pages 1 - 22)
- 5 Verbal Update
- 6 Draft Capital Programme 2020-23 and Revenue Budget 2020-21 (Pages 23 - 36)
- 7 HGV Member Working Group Report (Pages 37 - 40)
- 8 KCC Bus Feedback Portal - Summary of Feedback received January to November 2019 (Pages 41 - 54)
- 9 Transport for the South East: KCC response to draft Transport Strategy for the South East (Pages 55 - 82)
- 10 Statutory review of the Kent Downs Area of Outstanding Natural Beauty (AONB) Management Plan (Pages 83 - 88)
- 11 Terms of reference for Cross-Party Member Group to Develop a Natural Capital Policy (Pages 89 - 94)
- 12 Sky lantern and balloon releases on Kent County Council estate (Pages 95 - 98)
- 13 20/00012 - Short term Waste Management bulk transfer station services - Folkestone & Hythe District Council (Pages 99 - 104)
- 14 Work Programme 2020/21 (Pages 105 - 112)

Motion to exclude the press and public

That under Section 100A of the Local Government Act 1972 the press and public be excluded from the meeting for the following business on the grounds that it involves the likely disclosure of exempt information as defined in paragraph 3 of Part 1 of Schedule 12A of the Act.

- 15 20/00011 - Professional Services Framework Contract Award (Pages 113 - 122)

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)

Benjamin Watts
General Counsel
03000 416814

Wednesday, 15 January 2020

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

KENT COUNTY COUNCIL

ENVIRONMENT & TRANSPORT CABINET COMMITTEE

MINUTES of a meeting of the Environment & Transport Cabinet Committee held in the Council Chamber, Sessions House, County Hall, Maidstone on Friday, 29 November 2019.

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

ALSO PRESENT: Mrs S V Hohler, Mr M D Payne, Miss S J Carey, Mrs R Binks and Mr P J Messenger

IN ATTENDANCE: Mrs B Cooper (Corporate Director of Growth, Environment and Transport), Mr S Jones (Director of highways, Transportation and Waste) and Mrs K Stewart (Director of Environment Planning and Enforcement)

UNRESTRICTED ITEMS

218. Apologies and Substitutes

(Item 2)

Apologies for absence had been received from Mr A Booth and Mr R Love.

Mr Lake was present as a substitute for Mr R Love.

219. Election of Chairman

(Item 3)

1. The Committee elected Mr Holden as Chairman of the Committee.

Agreed without a formal vote

2. Mrs Holden thanked Mr Balfour for his hard work, commitment and valuable contribution to the Committee in his time as Chairman.
3. Mr Holden expressed his ambitions as the new Chairman which reflected the positive and anticipated changes which were to be adopted by the New Leader of the Council, primarily around the functionalities of the Cabinet Committees and greater Member involvement. Mr Holden proposed that the Committee should develop its own themes to complement and advance the work of the administration, but not to contradict it, nor to repeat the work of Select Committees. In order to pursue such a proposition, Mr Holden suggested that Cross-Party Member Groups be established and put forward the suggested themes:

- (a) Trees
- (b) Plastics; and
- (c) Heavy Good's Vehicles (HGV's) - diverting them off of rural roads and onto more strategic routes

Mr Holden invited Members to contact him directly with themes that could potentially be developed by the Cross-Party Members group.

4. RESOLVED that Mr Holden be elected as Chairman of the Committee.

220. Election of Vice-Chairman

(Item 4)

Mr S Holden proposed, and Mr M Balfour seconded that Mr R Love be elected as Vice-Chairman of the Cabinet Committee. There being no other nominations, this was *agreed* without a vote.

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

(Item 5)

Mr R Bird declared an interest in item 16 and 17 of the agenda due to a personal interest in flooding matters and would therefore not participate in the discussion of those items.

Mr A Hills declared an interest in item 16 and 17 of the agenda as Chairman of the Kent Flood Risk Management Committee, however, confirmed that he would participate in the discussion of those items.

222. Minutes of the meeting held on 10 October 2019

(Item 6)

It was RESOLVED that the minutes of the meeting on 10 October 2019 are a correct record and that they be signed by the Chairman.

223. Verbal Update

(Item 7)

1. Miss S Carey expressed her enthusiasm in her new role as the Cabinet Member for Environment and provided Members with a brief insight into the anticipated work that would be undertaken within the coming months, including increased Cross-Party Member Working Groups.
2. Mr Payne (Cabinet Member for Highways and Transport) provided a verbal update on the following issues:

International Transtech Awards

The KCC Public Transport Team won the Gamechanger Award for Rural Innovation at the inaugural International Transtech Awards. This was for

the rural electric mobility minibus scheme which has been operating in the Paddock Wood area.

In July Kent County Council teamed up with Renault to introduce their first electric Renault Master minibus in England. This scheme had been operated by Compaid, the charity helped local disabled and vulnerable people to go about their daily lives and the minibus had been specially designed to cater for their needs. Owing to the success of the scheme the Electric Renault Master was due to go on general sale in 2020.

The bus was also able to monitor driver behaviour. Compaid drivers had achieved a gold standard with no instances of harsh braking, speeding, or sudden uncontrolled or excessive manoeuvres. This was a great testament to the quality of operators that Kent Public Transport had available.

Following the success of the trial, and the earlier successful trial of electric buses throughout Kent, which included Fastrack and Canterbury Park & Ride, Kent Public Transport were working on a policy to only procure electric buses as assets from 2021. This would make Kent Public Transport early adopters and pioneers of KCC's electric strategy.

Transport for Southeast (TFSE)

The shadow Sub-National Transport Body, Transport for the South East, was currently out to consultation on its draft transport strategy. The region included sixteen highway authorities from Kent and Medway to Hampshire and the Isle of Wight; an area that had an economic output greater than Scotland, Northern Ireland and Wales combined, and second only to that of London, yet investment in transportation in the region was woefully low. The TfSE draft transport strategy had a thirty-year vision and would assist the vision for clean growth. The proposed Kent County Council response would be brought to the Environment & Transport Cabinet Committee in January 2020.

Gatwick Airport

Kent Highways & Transport had received significant correspondence regarding the plan by Gatwick Airport Limited to upgrade its emergency runway for routine use to assist with their future growth aspirations. KCC's position was that it was firmly opposed to the proposed upgrade or any potential second runway at Gatwick Airport. The routine use of Gatwick's emergency runway would result in a significant increase in aircraft movements, and a potential increase of noise, air quality and other issues affecting the local communities, which would be intolerable. KCC continued to raise its concerns and would be responding formally to the Development Control Order process.

Parish Seminars

Kent Highways Parish Seminars had been well attended throughout the autumn period. The primary focus was around transportation and Parish Highway Improvement Plans. Mr Payne noted that through collaborative working, KCC and the Parish Councils would be able to work together to identify and deliver priorities for Kent's residents. Mr Payne recorded his thanks to the representatives of Kent Association of Local Councils who also attended and spoke.

Recent Weather Events

Kent Highways teams had attended various flooding areas across the county as a result of recent heavy isolated rainstorms. As part of the Live Labs innovation project, which had been reported at previous Cabinet Committee meetings, KCC sought to improve its approach to drainage maintenance and had installed pilot drain sensors as part of that work. The sensors would automatically identify when highway drains required cleansing. The trials would identify whether the technology could be installed on a wider basis.

Winter service

The highways teams continued to keep Kent's roads and residents safe throughout the winter period. Kent Highways had a full salt stock complement of over 23,000 tonnes and during November, there had been five overnight precautionary salting runs.

Road Resurfacing

Kent Highways had delivered £25 million of the £29 million road surfacing programme. The remainder would be delivered in the New Year once the winter season ended.

Street-lighting

The streetlight conversion programme had delivered 120,000 LED street-light conversions, around 2,000 more than the original contract. Conversions would be ongoing as part of KCC's general approach to streetlight maintenance. This would ensure continued energy saving and carbon reduction.

Windmills

KCC had commissioned urgent repair and weatherproofing works to a selection of the KCC windmills during the year 2019/20.

At Drapers Mill, Margate, a combination of weatherproofing works and mechanical repairs were carried out during the late summer. These involved re-tarring the weather-boarded smock tower, removing and repairing the windows and renewing the covering on the museum roof. Mechanical repairs involved vital work to the fantail gearing and the sweep

framing which was preventing the mill from being able to operate by wind power.

At Meopham Mill, essential holding repairs to the doors and windows at all levels had been undertaken throughout the autumn. Major structural repairs were required and, subject to funding, these would commence next summer.

Following weather damage to the shutters in its sweeps, urgent works were carried out at Cranbrook Union Mill during October. These were successfully done using rope access techniques to avoid the expense of a mobile access platform or cherry picker.

At West Kingsdown Mill, a programme of emergency and urgent weatherproofing works had been commissioned. The work carried out would safeguard the structural timber frame by renewing the weatherboard cladding and windows. A start was made during November and the work was due to be completed in March and April 2020.

3. Cabinet Members responded to comments and questions as follows:
 - (a) Mr Payne confirmed that the policy for procuring electric buses was in reference to KCC's own fleet of assets and this would be carried out with the input from Miss Carey (Cabinet Member for Environment) as part of the Energy and Low Emission Strategy.
 - (b) Mr Lewis commended the work of officers for the work carried out within Margate to mitigate and reduce flooding.
 - (c) With regard to the discolouration of paint on Cranbrook Mill, this was primarily due to the ridged weather boarding which caused bacteria to collect and as a result led to the discolouration.
 - (d) In response Members queries as to whether the drainage sensors would be an addition to the scheduled maintenance programme or a replacement for it, Mr Payne confirmed that the pilot of the drain sensors was in its infancy and that more data needed to be collected to ascertain whether the pilot had been successful and whether the technology could be installed on a permanent basis.

224. Kent & Medway Energy and Low Emissions Strategy - consultation response and next steps
(Item 8)

Carolyn McKenzie (Head of Sustainable Business & Communities) was in attendance for this item.

1. Miss Carey (Cabinet Member for Environment) and Ms McKenzie introduced the report that outlined the results of the Energy and Low Emission Strategy public consultation which was carried out from 1 July 20 23 September 2019. The report set out the proposed responses and suggested alterations to be made to the Strategy for the consideration by the Environment and Transport Cabinet Committee and also set out the next steps for the approval of the Strategy by early 2020.
2. The officer responded to comments and questions as follows:
 - (a) Mrs B Cooper (Corporate Director for Growth, Environment and Transport) responded to comments regarding bus services within Thanet and clarified that there was a proposal put forward which was reversed and as a result KCC carried out the Big Conversation which looked at specific routes (Dover, Sevenoaks, Tenterden, Maidstone and West Malling). An update report on the outcome of those bus pilots would be presented to the Committee at a future date which would identify the impacts of those pilots and help to shape bus provision in the future. Within Thanet, Mrs Cooper confirmed that changes had been made to the bus route, however, there were no cuts to the service.
 - (b) In response to comments concerning appropriate resources and the promotion of work carried out by Ms McKenzie's team, Miss Carey informed Members that discussions had taken place around appropriate resourcing to support the extensive amount of work carried out by the Environment, Planning and Enforcement directorate and this would be incorporated into the budget setting process. Miss Carey tackled the misconception that Kent County Council had failed to make positive environmental changes and noted its successes stories since 2016, including the £40m LED conversion project and reduction in waste to landfill from 40% to 2%. KCC had made tremendous improvements and would continue it its efforts to deliver clean growth.
 - (c) In relation to applying further pressure to those areas and elements that sat outside of KCC control, such a maritime and aviation, Mr Payne informed Members that he attended the Maritime Straits Conference, in conjunction with partners throughout 10 other European countries and signed a joint declaration for the low carbon transition within the maritime industry. Mr Payne informed Members that the Energy and Low Emission Strategy had been produced as a result of the passage project and thanked Ms McKenzie along with her team for their excellent work.

3. It was RESOLVED that the proposed response to the feedback from the public consultation (and alterations if appropriate) and next steps for formal agreement of the strategy in early 20202, be noted.

225. Performance Dashboard

(Item 9)

Rachel Kennard (Chief Analyst) and David Beaver (Head of Waste Management) were in attendance for this item.

1. Ms Kennard introduced the report that showed progress made against targets set for Key Performance Indicators (KPIs) up to September 2019. Eleven of the eighteen KPIs achieved target and were RAG rated green, seven KPIs were below target but had achieved floor standard and had therefore been RAG rated amber.
2. Officers responded to comments and questions as follows:
 - (a) With regard to improvements to be made from the service, Mrs Cooper (Corporate Director for Growth, Environment and Transport) informed the Committee that the indicators were presented to Members on an annual basis for review.
 - (b) In response KPI WM03: Waste recycled and composted at HWRC's and reduced recycle rates, Mr Beaver informed Members that there had been a reduction in the floor target from 67.3% to 64% following the recent change of policy to start charging for soil, rubble, hardcore and plasterboard. Mr Beaver confirmed that the recycled rate was measured against the non-recycled rates (residual tonnes) and as a result of the loss of soil, rubble, hardcore and plasterboard as a recyclable material, recycling rates at the HWRC's had also reduced. The intake of soil, rubble, hardcore and plasterboard had reduced from 38,000 tonnes to around 9,000 tonnes in 2019. Mr Beaver informed Members that the intention was to review the KPIs with Members to ensure they reflected realistic targets.
 - (c) Mr Beaver informed the Committee that there had been an increase in the application of licenses for skips by 45% and said that trade waste had increased by 1.7%.
 - (d) In response to fly tipping, Mr Beaver said that the policy had been in situ for 6 months and confirmed that there had not been an increase in the number of fly tipping incidents reported from District Councils. As a result of the policy, members of the public had started to re-use the materials or sell it, all of which supported KCC's objective to reduce the amount of material deposited at Household Waste Recycling Centres

and promoting alternative means of disposing materials in a sustainable but appropriate way.

- (e) With regard to concerns around the negative financial impact on KCC, Mr Beaver assured Members that any form of waste reduction represented a cost saving for the authority. There were very few materials that generated income for KCC as a vast majority of recyclable materials, including glass, cans and plastic had a significant cost attached to them as they needed to be processed in a particular way in order for them to be re-used/ sold. The price for many of the materials was volatile and subject to global commodity prices, with materials such as paper and card costing around £75 per tonne, however, most authorities were paying £6 per tonne as the global market had ceased to take the material.
- (f) In response to the cost of soil, rubble and hardcore, Mr Beaver confirmed that it cost £20 plus per tonne as the cost of haulage, processing at HWRC's and manpower to deliver the service needed to be factored in.

3. It was RESOLVED that the Performance Dashboard report be noted.

226. Strategic Delivery Plan Monitoring: Quarter 2 2019/20

(Item 10)

David Firth (Policy Adviser) and Shannon Ryan (Business Planning Officer) were in attendance for this item.

- 1. Mr Firth introduced the report which provided an overview of the Council's Strategic Delivery Plan Monitoring arrangements and the analysis and emerging themes from Quarter 2 2019/20 Strategic Outcome 2 activity submissions. Mr Firth noted the importance of ensuring that the Strategic Delivery Plan was structured correctly, both as a management tool and also for Member oversight. The Quarter 2 analysis identified that of the 30 Strategic Outcome 2 activities, only 2 of those were not on track and had been considered by Growth, Economic Development and Communities Cabinet Committee. Mr Firth advised Members that the report would be presented to the Committee in six months' time and welcomed comments from Members.
- 2. It was RESOLVED that the Strategic Delivery Plan Monitoring arrangements and the analysis and emerging themes from Quarter 2 2019/20 Strategic Outcome 2 activity submissions, be noted.

227. 19/00085 - Thanet Parkway Railway Station - Delivery

(Item 11)

Joseph Ratcliffe (Transport Strategy Manager), Tom Marchant (Head of Strategic Planning and Policy) and Stewart Fowler (Principal Transport Planner) were in attendance for this item.

1. Mr Payne (Cabinet Member for Highways and Transport) introduced the report that set out the progress to date on the proposed Thanet Parkway Railway Station and explained that Kent County Council (KCC) would commit up to £17.81m to complete the funding package for the scheme (£34.51m) which would secure a significant contribution (£14m) of Local Growth Fund (LGF) money from the South East Local Enterprise Partnership (SELEP) and it would enable the scheme to be delivered. Following completion of the outline design and submission of a revised planning application, the next stage of the project was to undertake detailed design, and subject to planning determination, to progress onto the delivery stage of the scheme. A decision to progress with the delivery of the scheme was required to ensure no further delay to the project programme and to allow for the spend of LGF money by the end of the Growth Deal Period (March 2021). The final decision to progress with the project would be taken to Cabinet on 2 December 2019.
2. Mrs Stewart (Director of Environment, Planning and Enforcement) informed the Committee that an Executive decision was required in order to deliver the project in the anticipated timescale, and avoid the risk of losing the £14m SELEP funding. Mrs Stewart advised Members that if this deadline was missed it was unlikely that the £14m investment would be available at a future date.
3. Mr Ratcliffe advised Members that the Thanet Parkway Railway Station had undergone a number of design iterations and two planning applications had been submitted. The first planning application submitted in 2018 had been withdrawn due to significant design changes to the scheme and a new Planning Application was submitted in the week commencing 11 November 2019. The newest application was in the process of validation as part of the Planning Applications Group remit; any emerging planning issues would then fall to the Planning Applications Group and Planning Applications Committee to determine.
4. Mr Ratcliffe informed The Committee that the Business Case had been through a vigorous assessment process by SELEP's Independent Technical Evaluator. As a result of that process, officers had produced a revised Business Case which contained the new cost estimate; the details of which were reflected within the Committee report. Mr Ratcliffe confirmed that the revised Business Case and associated costs of the project were due to go through a final validation process, however, the feedback

received from KCC's Consultancy Team was that Thanet Parkway Railway Station represented very high value for money.

5. The Chairman welcomed Mrs Binks and Mr Messenger to address the Committee in their capacity as the local Members for Thanet.
6. Mrs Binks (Member for Broadstairs) raised the following points: -
 - (a) Schools were the primary cause of traffic concerns in Thanet
 - (b) Thanet had seven stations already in existence that needed significant upgrades, including the network rail upgrade of the HS1 which would significantly improve travel time, the Thanet Parkway Railway station would offer no further benefit
 - (c) Commuters from Birchington and Westgate would be encouraged to drive a further 10 minutes to Thanet Parkway Station in order to reduce their train travel time by 14 minutes. However, the train journey for those commuters using the existing town stations would remain the same
 - (d) There was concern in Thanet that the existing stations, which were better situated for commuter use, would become underused and eventually close. This would, mean that those who travelled by train would have to drive further, through a congested road infrastructure network, to access the Thanet Parkway Station. Should that happen, the closure of the existing town centre stations would have a detrimental impact on the visitor economy
 - (e) Thanet Parkway Station was ill-planned with two basic platforms, no toilets a lack of security and no staff to assist vulnerable or disabled passengers
 - (f) If the parking facility was not free, this would have a detrimental effect on the residential estate on the south side of the railway as commuters may leave their cars parked in the housing estate and use the subway to the station
 - (g) Commuters may have to drive to Thanet Parkway Station due to the reduced bus service from Cliffsend
 - (h) Thanet was amongst one of the highest built on areas within the county, Thanet Parkway Station would potentially encourage additional developments to be built on nearby agricultural land

Mrs Binks concluded that Thanet would welcome a quicker connection into London, however, this would only be achieved through an upgrade to the

rail network. Whilst acknowledging that that investment should not be turned away from Thanet, she stated that public money needed to be spent in the correct way to benefit those living and working in Thanet.

7. Mr Messenger (Member for Ramsgate) raised the following points: -
- (a) The variance and increase in the projected cost created uncertainty in the project's long-term viability
 - (b) In 2017 KCC conducted a consultation on the Thanet Parkway Station asking residents whether they agreed or objected to the scheme, out of 355 responses only 34% said yes
 - (c) Mr Messenger had conducted an online survey which asked the residents of Thanet whether they wanted a further rail station; out of the 256 respondents, 226 were opposed to the station and 49 were in agreement.
 - (d) There would only be a reduction in travel time by 10 minutes. Thanet had seven stations already in existence that needed significant upgrades, including the network rail upgrade of the HS1 which would significantly improve travel time
 - (e) A carpark should not be the basis of encouragement for extra rail usage in a time when carbon reduction should be the primary concern
 - (f) With regard to aviation plans from Manston airport, the existing Ramsgate station was the perceived favourable option for both freight and passenger facilities for the airport
 - (g) Thanet was amongst one of the highest built on areas within the county, Thanet Parkway Station would potentially encourage additional developments to be built on nearby agricultural land.

Mr Messenger expressed the view that that prior to a decision at Cabinet, Kent County Council should conduct a further survey as to whether or not residents of Thanet supported the proposal of the additional Thanet Parkway Station.

8. Mr Rayner moved, and Mr Lewis seconded the motion as set out below:

'the Environment and Transport Cabinet Committee recommend to Mr Payne, as Cabinet Member for Highways and Transport, that before further action to effect the printed recommendations on pages 119 and 126 , that Kent County Council undertake a further public survey and consultation with one of the questions on the survey being "do you want the Thanet parkway station" ?'

9. Officers to responded to comments and questions as follows:

(a) Mrs Cooper (Corporate Director of Growth, Environment and Transport) addressed the Committees concerns and motion to conduct a further consultation. She advised Members that the proposed decision in relation to Thanet Parkway Station had an impact on a series of other decisions and assured Members that the proposed decision was to agree that, should the project proceed, then KCC would underwrite the cost and this was to primarily protect its position with the LGF. As advised by Mr Ratcliffe, the progress of the Thanet Parkway Station project was subject to the approval of planning permission being granted and this was still due to go out to consultation. Mrs Cooper suggested Cabinet could agree to delay taking the decision until their meeting in January 2020 which would provide time for KCC to carry out the survey as proposed in the revised recommendation.

(b) In summary, the key concerns raised related to:

- The escalation and variance of cost
- Revised journey improvement time
- The exit strategy
- Queries around the newly generated income
- An updated catchment area and passenger modelling
- EV charging infrastructure within the parking vicinity
- Reconsideration of the key aims and objectives of the station which was initially to bring employment into the Thanet area, not to encourage people out of Thanet and into London

10. It was RESOLVED that *the Environment and Transport Cabinet Committee recommend to Mr Payne, as Cabinet Member for Highways and Transport, that before further action to effect the recommendations on pages 119 and 126 of the report , that Kent County Council undertake a further public survey and consultation with one of the questions on the survey being “do you want the Thanet parkway station”*

228. Fly Tipping Enforcement Plan - Update

(Item 12)

David Beaver (Head of Waste Management) and Hannah Allard (*Waste Business Development*) were in attendance for this item.

1. Miss Carey (Cabinet Member for Environment) introduced the report which provided an update on the actions that had been undertaken since July 2019 and the planned actions over the coming months. Miss Carey informed the Committee that Kent County Council (KCC) had committed

£250,000 to reduce the level of fly tipping in Kent and would continue to build on its close working relationship with the district and borough councils and other partners through the Kent Resource Partnership (KRP) in order to tackle the criminal activity. Miss Carey advised Members that the collection and enforcement of fly tipping was the primary responsibility of the district and borough councils, of which KCC played a key supportive role via the KRP.

2. Supplementary to the above Mrs Allard provided an update to Members on the key actions to date and referred in particular to the “Op Assist” action days, the duty of care communications campaign, the duty of care small business course, enforcement signage, magistrates training and the consistency of reporting.
3. Officers responded to comments and questions as follows:
 - (a) Mrs Allard informed Members that Kent County Council were part of the National Fly Tipping Prevention Group which reviewed the work undertaken across the county. Mrs Allard agreed to review Members requests to circulate feedback from the Magistrates Association.
 - (b) In response to assisting landowners, Mrs Allard confirmed that it was primarily the responsibility of the landowner to appropriately dispose of any fly tipped waste, however, if there was sufficient evidence and an investigation to be undertaken in relation to the incident, then subject to available resources from the District or Borough Council, KCC would help to support the District and Borough councils in the prosecution process.
 - (c) With regard to the dissemination of information to Town and Parish Councils, Mrs Allard assured Members that KCC officers had attended the Parish seminars in order to raise awareness of the campaign. In January 2020, the Waste Management Team also intended to promote the duty of care campaign via short information videos and animations online, via social media, posters, leaflets, newspaper adverts and bus advertisements. The main message of the campaign for residents was to alert them to rogue traders operating in Kent.
 - (d) Mrs Allard confirmed that the days of action had proved to be a successful joint operation and resulted in the following:
 - Swale: 3 vehicles seized, 5 stopped and 2 fixed penalty notices
 - Maidstone: 1 vehicle seized, 1 stopped and 1 fixed penalty notice
 - Thanet: 2 vehicles seized, 21 stopped and 8 notices and 1 fixed penalty notice

Mrs Allard agreed to circulate prosecution results to Members.

- (e) In response to queries concerning the drop in residual waste and cross-border usage of Household Waste Recycling Centres, Mrs Allard

confirmed that the Waste Management Team was due to undertake a postcode data collection survey at the sites and said that the data would be included within the evaluation report of the scheme. With regard to volume of materials deposited at the Medway Household Waste Recycling Centre, Mrs Allard confirmed that this had also reduced.

- (f) Mrs Allard informed the Committee that it was the duty of District and Borough Councils to instigate days of action, however, KCC did sit on
- (g) Mrs Allard informed the Committee that it was the duty of District and Borough Councils to instigate days of action, however, agreed to raise the issue of installing cameras at the identified hotspots within Tunbridge & Malling and Gravesham with the Enforcement officers who sat on the Environmental Crime Practitioners Working Group.

4. It was RESOLVED that the report be noted.

229. 19/00091 - Adoption of Household Waste Recycling Centre Enforcement Policy
(Item 13)

David Beaver (Head of Waste Management) and Hannah Allard (Waste Business Development) were in attendance for this item.

1. Miss Carey (Cabinet Member for Environment) introduced the report that set out the Household Waste Recycling Centre (HWRC) Enforcement Policy which aimed to clarify the procedures that may be taken by Kent County Council (KCC) to ensure compliance with existing KCC HWRC operating policies.
2. Mrs Allard informed the Committee that the Enforcement Policy was a aggregation of existing policies and allowed KCC and its partners to carry out enforcement in a fair, practical and consistent manner. The Policy addressed several key issues and the actions to be taken to prevent of rectify infringements of legislation or policy, including: the abuse of staff and other customers, trade waste, theft of materials, fly tipping and non-adherence to HWRC policies.
3. It was RESOLVED that the proposed decision (19/00091) to be taken by the Cabinet Member for Environment, to introduce the Enforcement Policy which will support KCC and their contracted HWRC Providers in the effective, transparent and permitted delivery of HWRC waste enforcement practices, be endorsed.

230. 19/00092 - SC18031 - Re-commissioning of contracts for the Management and Operation of Household Waste Recycling Centres (HWRCs) and Waste Transfer Stations (WTSs) in Kent, including Haulage Services
(Item 14)

David Beaver (Head of Waste Management) and Hannah Allard (Waste Business Development) were in attendance for this item.

1. Miss Carey (Cabinet Member for Environment) introduced the report that set out the details of the commissioning plan for the recommissioning of contracts for the Management and Operation of Household Waste Recycling Centres (HWRCs) and Waste Transfer Stations (WTSs) in Kent, including haulage services.
2. Mr Beaver informed the Committee that Waste Management operated 18 HWRCs across Kent and within those were 6 Transfer Stations. The contracts for those sites were due to expire in October 2020. The market engagement exercise revealed that the current suppliers had limited appetite to take title and commercial risk for the final disposal of recyclable materials. Therefore the recommissioning of the services would enable Kent County Council to update and standardise the contract terms and Conditions and service specification for all HWRC and WTS across Kent and to award sustainable contracts to suppliers that were incentivised the delivery of a high quality service such as improved customer care, higher recycling levels, reduced contamination and the development of re-use initiatives. Mr Beaver concluded that the commissioning approach would help to maximise recycling in Kent and reduce the cost of waste disposal services.
3. Officers responded to comments and questions as follows:
 - (a) With regard to whether a proposal had been submitted for a HWRC in Cranbrook, it was confirmed that no progress had been made.
4. It was RESOLVED that the proposed decision (19/0009) to be taken by the Cabinet Member for Environment, to award new service contracts for the Management and Operation of Household Waste Recycling Centres (HWRCs) and Waste Transfer Stations (WTSs) in Kent, including haulage services, be endorsed.

231. 19/00090 - Clinical Waste Collection, Reception and Disposal Services - SC18063
(Item 15)

David Beaver (Head of Waste Management) was in attendance for this item.

1. Miss Carey (Cabinet Member for Environment) introduced the report that sought Members approval to enter into a contract for Collection, Reception and Disposal of Clinical Waste materials collected at the kerbside by all Waste Collection Authorities in Kent.
2. Mr Beaver informed the Committee that Kent County Council, as the Waste Disposal Authority under the Environmental Protection Act 1990, had a statutory duty to provide clinical disposal services. Waste Management had worked closely with Strategic Commissioning to test the market and work was underway to evaluate the tenders. Subject to Committee approval, the contract would be effective from 1 January 2020 for a four-year period.
3. It was RESOLVED that the proposed decision (19/00090) to be taken by the Cabinet Member for Environment, to award a new contractual arrangement for the Collection, Reception and Disposal of Clinical Waste collected by the Waste Collection Authorities; and to enter into an up to 4 year arrangement based upon the indicative gate fees, be endorsed.

232. Flood Risk Management Policies

(Item 16)

Max Tant (Flood and Water Manager) and Bronwyn Buntine (Sustainable Drainage Team Leader) were in attendance for this item.

1. Mr Tant introduced the report that outlined the three separate policy items, which subject to approval from the Committee, were to be adopted as part of the Flood Risk Management Policy. This included an update to the Drainage and Planning Policy, the introduction of a Land Drainage Policy; and an updated Section 19 Reporting Policy, all of which had been updated to reflect KCCs functions, current guidance, best practice and clarified KCCs role in flood risk management. Mr Tant referred in particular to the updated Section 19 Reporting Policy and informed Members that based on lessons learned, a public report would only be produced where internal flooding had affected five or more properties or critical infrastructure assets in a localised area.
2. Officers responded to comments and questions as follows:
 - (a) With regard to the installation of ponds on new developments and the issues around long-term maintenance of the SuDS assets, Ms Buntine informed the Committee that recent incident within the Tovil area was the rationale behind the introduction of the verification report condition which ensured that information was gathered on drainage systems and that they were implemented as approved. Ms Buntine advised Members that Borough Councils would need to include conditions for developers to provide the details of such assets within the planning

approval and would expect Borough Councils to consult with KCC on any major sites.

3. It was RESOLVED that the proposed decisions (19/00087, 19/00088 and 19/00089) to be taken by the Cabinet Member for Environment to

(a) adopt the following policies:

- Drainage and Planning Policy (19/00088)
- Land Drainage Policy (19/00087)
- Section 19 Reporting Policy (19/00089); and

(b) delegate to the Director of Environment, Planning and Enforcement the authority to make any further modifications which may be necessary such as formatting changes and typographical errors in order to publish these policies,

be endorsed.

233. 19/00086 - Kent County Council Flood Response Emergency Plan
(Item 17)

Tony Harwood (Resilience and Emergency Planning Manager) and Louise Butfoy (Resilience and Emergency Planning Project Officer) were in attendance for this item.

1. Mrs Hohler (Deputy Cabinet Member for Community and Regulatory Services) introduced the report that set out Kent County Council's Flood Response Emergency Plan. The report outlined the scope and ambition of the latest updates and sought input from Members of the Environment and Transport Cabinet Committee prior to Cabinet Member sign-off of the Flood Response Emergency Plan.
2. Supplementary to the above, Mr Harwood informed the Committee that revisions to the Flood Response Emergency Plan addressed both current and projected climate change impacts for Kent as identified within the UK Climate Change Risk Assessment 2017, the impact of flooding on vulnerable people and communities and reaffirmed Kent County Councils leadership role as a 'Category 1 Responder' (as defined within the Civil Contingencies Act 2004) in the event of coastal, fluvial and surface water flooding. Mr Harwood noted that the sign-off of the Emergency Plan was key as it affected all divisions in the County and, subject to endorsement by the Committee, would act as the overarching policy guidance for KCC flood response interventions. Mr Harwood thanked all officers and Members who had contributed to the development of the revised plan and welcomed comments from the Committee.

3. Officers responded to comments and questions as follows:
 - (a) Mr Jones (Director of Highways and Transportation and Waste) responded to Members comments and recognised that drainage problems needed to be addressed with immediate effect. A number of pilots had been initiated, including the instalment of smart gullies, which monitored drainage and alerted services to any blockages, KCC also led a trial activity on how it allocated funding to improve pre-inspection work to better understand where officers needed to be deployed as a priority and to ensure that the money spent on preventative maintenance work was appropriate and justified. Mr Jones assured Members that Kent County Council was working with all District Councils to implement a new regime which would result in a significant dividend to KCC. Mr Jones recognised the wider challenge around drainage and water management infrastructure and assured Members that work would continue to be done to understand and improve the critical drainage assets.
 - (b) Mr Harwood noted the omission of the non-tidal boat stationed at Tonbridge and agreed to update the appended table accordingly.
 - (c) Mr Jones assured the Committee that a significant amount of work continued to be undertaken to identify critical drainage areas and to understand the process for managing those with a view to finding alternative solutions. KCC had also held a number of seminars with District and Parish Councils to better understand planned activities and to ensure that KCC's plans corresponded to the District and Parish Council planned activities i.e. the harvest period. Mr Jones informed the Committee that a significant amount of work had been done to map the drainage network and that KCC continued to uncover drains that had failed to be transferred over from District records which exposed soakaways and lagoons that were not mapped historically. Mr Jones reaffirmed his confidence in the improved asset portfolio and KCCs improved approach to managing critical assets.
4. It was RESOLVED that the proposed decision (19/00086) to be taken by the Cabinet Member for Community and Regulatory Services to approve the scope and content of the updated KCC Flood Response Emergency Plan, be endorsed.

234. 19/00074 - Kent Resilience Forum Animal and Plant Health Emergency Plan
(Item 18)

Tony Harwood (Resilience and Emergency Planning Manager) and Louise Butfoy (Resilience and Emergency Planning Project Officer) were in attendance for this item.

1. Mrs Hohler (Deputy Cabinet Member for Community and Regulatory Services) introduced the report that set out the revised Kent County Council Animal and Plant Health Emergency Plan. Mrs Hohler informed Members that the scope and audience of the revised plan had been expanded and changed to reflect the multi-agency nature of the Kent Resilience Forum agenda and included within it new risks such as non-native mosquitos, a more detailed local plan in relation to the Ashford Livestock Market and safeguarding for the welfare of animals in transit.
2. It was RESOLVED that the that the proposed decision (19/00074) to be taken by the Cabinet Member for Community and Regulatory Services to:
 - (a) agree the principle of re-designation of the corporate Animal and Plant Health Emergency Plan as a KCC-led KRF document; and
 - (b) approve the scope and content of the Animal and Plant Health Emergency Plan,be endorsed.

235. Ash Dieback in Kent
(Item 19)

Tony Harwood (Resilience and Emergency Planning Manager), Robin Hadley (Soft Landscape Asset Manager) and Louise Butfoy (Resilience and Emergency Planning Project Officer) were in attendance for this item.

1. Miss Carey (Cabinet Member for Environment) introduced the report that provided an update on Ash Dieback in Kent and described the evolving local response, as well as the outbreak's environmental and economic impacts. It further sought to identify future trends and risks, as well as policy, staffing, financial and other resource implications for Kent County Council and its partners. Miss Carey commended Mr Harwood for his report on BBC radio which highlighted the extent of work that continued to be carried out by Kent County Council, Kent Districts and partners to address the spread of the pathogen.
2. Officers responded to comments and questions as follows:
 - (a) Miss Carey agreed to form a cross-party Member Working Group with a specific focus on tree policy. She noted that a significant amount of

work had already been undertaken by the Environment, Planning and Enforcement team to ensure that Kent had its own Tree Policy and on the basis that the Environmental Bill be passed, there would be a number of new opportunities and mechanisms for funding.

(b) Mr Harwood confirmed that a policy had been agreed and adopted by Kent County Council and Kent Districts which rejected a pre-emptive felling approach. Whilst other counties, notably Devon, had adopted a policy that supported significant interventions to clear Ash trees from the roadside, KCC undertook extensive monitoring and only safety specific interventions to reduce impacts on landscape, biodiversity and budgets.. Supplementary to the financial aspect of felling, KCC did not want to remove trees which may be genetically less susceptible to Ash Dieback and were therefore important for ensuring future generations of resistant Ash.

(c) Mr Hadley verified the distinction between urban, street and woodland trees and said that a significant amount of money had gone into tackling Ash Dieback within the woodland setting. The recent exponential increase in extent and intensity of infection and a worsening prognosis, as evidenced within the latest survey data, suggested that the costs to the County Council and its partners would continue to increase year on year and therefore KCC needed to ensure it was taking an informed and proportional approach to managing the outbreak.

3. It was RESOLVED that the planning and response contingencies outlined within this report, be noted.

236. Gypsy and Traveller Service: Proposed approach to the setting of fees and charges

(Item 20)

Pal Sandher (Head of Gypsy and Traveller Service) and Jayne Collier-Smith (Project Manager Gypsy and Traveller Service) were in attendance for this item.

1. Mrs Hohler (Deputy Cabinet Member for Community and Regulatory Services) introduced the report that presented Members with the latest developments in relation to the review of policies which supported the operation of the Council's Gypsy and Traveller Service.
2. Mrs Stewart (Director of Environment, Planning and Enforcement) advised the Committee that the report set out the proposed approach to the setting of fees and charges, which along with the Unauthorised Encampment Policy and Pitch Allocation and Site Management Policy, would be subject to consultation and would be brought back to the Committee in the New Year.

3. It was RESOLVED that the proposed approach to the setting of fees and charges to enable full cost recovery, be noted.

237. Work Programme

(Item 21)

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

- (a) The Kent & Medway Energy and Low Emissions Strategy, action update - March 2020
- (b) Strategic Delivery Plan Monitoring – May 2020

238. Highways Term Maintenance Contract - Position Paper

(Item 22)

Rob Clark (Contract and Commissioning support Manager) and Andrew Loosemore (Head of Highways Asset Management) were in attendance for this item.

1. Mr Payne (Cabinet Member for Highways and Transport) introduced the report that set out the position of the Highway Term Maintenance Contract along with the work undertaken to date in order to progress the Commercial Services (CSKL) delivery option. Mr Payne informed the Committee that Kent Highways delivery model was due to expire on 31 August 2020 and therefore a new delivery model was required. The four delivery options for the future provision of the services had been considered and this included: option 1 which was to extend the contract with Amey for a further year; option 2 which considered re-procurement of on a like-for-like basis; option 3 which explored the option to disaggregate the contract and procure smaller contract packages, of which the Council would take on the management and integration role; and option 4 which was to develop an alliance model between the Council and Commercial services which would sit under the Holding Company. Mr Payne informed the Committee that whilst option 4 was initially considered to be the preferred option, upon closer examination, including the assessment results of the PWC report, option 4 was not a viable alternative model on the basis that it failed to meet three requirements which posed an unacceptable risk to KCC; financial viability, appropriateness and timing. In Summary, Mr Payne expressed that the preferred alternative model would therefore be option 3 which would involve the Highways Asset Management team undertaking a number of procurements for specific services and the advantage of such an option would be assurance in KCC's proven ability to manage and deliver such a contract.

2. Officers responded to comments and questions as follows:

- (a) Mr Payne informed Members that whilst an alliance model was not considered to be a viable option for the Highways Term Maintenance contract, potential procurement roles would continue to be explored with Commercial Services. Mr Payne assured Members that due diligence work would be carried out and that each contract would be tendered.
- (b) Mr Jones (Director of Highways, Transportation and Waste) assured the Committee that in recognition of the importance to deliver the Highway Term Maintenance contract and the impact that the contracting decision would have on the Highways Asset Management team, a Steering Board was established. The members of that Board consisted of the Head of Internal Audit, Corporate Finance and various internal organisations to ensure that all aspects were considered in the wider corporate context.
- (c) Mr Jones informed the Committee that an independent review was sought from PWC to ensure that KCC had incorporated and considered all potential risks. Mr Jones assured Members that the process of commissioning provided KCC with the level of confidence required to take forward the preferred model having undertaken the correct level of scrutiny and due diligence work.
- (d) Mr Jones addressed concerns around the disenfranchisement of staff, and said that of the Amey contingent, 150 to 160 members of staff would be operative level and that it was those operative members that would initially be transferred to undertake various services that KCC were looking to procure. This in turn would provide members with confidence in the continuity of their role within Kent. The next phase of work that needed to be undertaken included a staff engagement exercise. Mr Jones addressed concerns relating to Amey's performance and assured Members that KCC had actively engaged with Amey around the rules of engagement going forward to reduce risk.

3. It was RESOLVED that the report be noted.

From: Peter Oakford, Deputy Leader and Cabinet Member for Finance, Corporate and Traded Services
 Michael Payne, Cabinet Member for Environment and Transport
 Susan Carey, Cabinet Member for Environment

To: Environment and Transport Cabinet Committee – 23 January 2020

Subject: Draft Capital Programme 2020-23 and Revenue Budget 2020-21

Classification: Unrestricted

Summary:

The Draft Budget proposals for 2020-21 were published on 6th January 2020 to support the scrutiny and democratic process through Cabinet Committees, Cabinet and culminating in the annual County Council budget setting meeting on 13th February 2020. The Draft Budget takes account of the response to the consultation and engagement campaign.

This report provides Environment and Transport Communities Cabinet Committee with an opportunity to comment on the Draft Budget proposals and make recommendations to Cabinet Members as part of this process.

Members are asked to bring to this meeting the draft (black combed) 2020-21 Budget Book document published on 6th January 2020 as information from this document is not repeated in this report.

Recommendations:

Members of the Environment and Transport Communities Cabinet Committee are asked to:

- a) NOTE the draft capital and revenue budgets and MTFP, including responses to consultation and the estimate of the government's funding settlement; and
- b) SUGGEST any changes which should be made before the draft is presented to Cabinet on 27th January 2020 and full County Council on 13th February 2020.

1. Introduction

1.1 The Local Government Finance Act 1992 and KCC Constitution requires the Council to consult on and ultimately set a legal budget and Council Tax precept for the forthcoming financial year, 2020-21.

The accompanying Draft Budget book sets out the detailed proposals. This document is designed as a reference document and includes a number of sections/appendices. This report is produced as a guide to help navigate the document.

- 1.2 The democratic process through Cabinet Committees, Cabinet, and ultimately full County Council is the culmination of the budget setting process, which takes almost a year to evolve beginning almost immediately after the budget is approved in February.

This starts with the forecasts for the subsequent year(s) in the MTFP at the same time as the approved budget for the forthcoming year, including the indicative central government settlement. These are based on estimates and subject to regular revision and refinement.

- 1.3 In previous years an interim update of the MTFP has been provided to County Council through the Autumn Budget Statement report. This year an Autumn Budget Statement report was not produced primarily due to the degree of uncertainty following the one-year Spending Review and lack of detail around the local government finance settlement. A multi-year plan for 2021-22 and beyond has not been produced given the settlement is for one year only.

- 1.4 On 16th October 2019 the formal budget consultation was launched as required under the Council's Constitution to set a legal budget and Council Tax. The Draft Budget published in January for the final democratic process is based on funding assumptions derived from the Spending Round and technical consultation on the provisional local government finance settlement. It is also based on provisional Council Tax and business rate tax bases from districts.

There is no indication when the local government finance settlement will be announced, and districts have until 31st January 2020 to finalise their tax base estimates. The Draft Budget also includes the proposed response to the consultation, estimates of spending demand and cost pressures and local spending priorities.

- 1.5 The Budget will be presented to County Council on 13th February for approval and the final Budget Book will be published in March.

2. Fiscal and Economic Context

- 2.1 The national fiscal and economic context is an important consideration for the Council in setting the Budget. This context does not just determine the amount received through central government grants, but also sets out how local government spending fits in within the totality of public spending. This latter aspect essentially sets the government's expectations of how much local authorities would raise through local taxation.

- 2.2 The Chancellor announced on 4th September 2019 the government's spending plans for 2020-21 which are hereon in referred to as the Spending Round (SR2019). SR2019 included additional spending compared to the previous plans.

The stated aim of SR2019 is to provide stability and certainty in funding in 2020-21 to enable government departments and devolved administrations to focus on delivering Brexit. The Chancellor has confirmed that a multi-year Spending Review will follow in 2020 although the exact timing of this has not be confirmed.

- 2.3 SR2019 was originally set within the current fiscal targets: keeping the structural deficit below 2 per cent of GDP in 2020-21 together with total debt falling as a percentage of GDP, and structural deficit to be eliminated and converted to a surplus by the middle of the decade.

The Chancellor would normally be expected to make his annual Budget statement during the autumn in response to forecasts from the Office for Budget Responsibility (OBR) of performance against the targets. The Budget would have included any tax changes necessary to finance spending plans within the targets. In October the Chancellor postponed the Budget statement scheduled for 6th November.

In November he announced the introduction of revised fiscal targets:

- Balance current spending (i.e. excluding capital spending) in three years' time
- Investment limited to 3% of GDP
- Borrowing plans to be reviewed if total debt interest exceeds 6% of tax revenues.

- 2.4 SR2019 was based on a "rollover" concept with the continuation of a number of grants received in 2019-20. The grants continuing are listed in table 1 below with estimates for both the national and KCC amounts in 2020-21:

Table 1 – List of 2019-20 grants which are continuing in 2020-21

Description of grant or fund	2019-20		2020-21 Estimate	
	National Amount £'m	KCC Amount £'m	National Amount £'m	KCC Amount £'m
Revenue Support Grant ¹	2,284	9.5	2,323	9.6
Business Rate Top-up ¹	-	136.2	-	138.5
Business Rate Baseline ¹	12,276	48.7	12,484	49.5
New Homes Bonus Grant	918	6.4	918	6.4
Social Care Support	410	10.5	410	10.5
Business Rate Compensation for under indexation of the	424	6.1	424	6.1

¹ Uplifted by 1.7% uplift to business rate multiplier based on September CPI and adjusted to include notional RSG for business rate retention pilot authorities

multiplier ²				
Business Rate Compensation for other reliefs ²	1,373	4.9	1,373	3.9
Improved Better Care Fund ³	1,837	42.4	2,077	48.5
Winter Pressure Grant	240	6.2		
New Social Care grants			1,000	23.8

- 2.5 SR2019 included an additional £1bn nationally to support Adult and Children’s Social Care pressures. The technical consultation proposed that this would be allocated according to the adult social care relative needs formula (RNF) with up to 15% adjusted to reflect ability to raise council tax. For KCC, this equates to £23.8m share of the £1bn total.
- 2.6 SR2019 also confirmed that the Government intends to set the Council Tax referendum threshold for 2020-21 at 2% (this level is subject to final decision by Parliament). In addition, councils with responsibility for adult social care can choose to levy up to a further 2% increase on council tax under the social care precept.
- 2.7 Finally, the SR confirmed that the £2 billion funding provided to government departments for Brexit will be continued in 2020-21, although at this stage it is not known how much KCC will receive.
- 2.8 There are no indicative spending plans/local government settlement, or Council Tax referendum limits for 2021-22 and beyond, meaning the future funding envelope remains incredibly uncertain. These will not be known until after the outcome of the full Spending Review, which was originally anticipated sometime during 2020 but might be delayed. A further rollover for 2021-22 settlement is one of many possibilities.
- 2.9 Further details are still awaited on whether the new government will proceed with the proposed 75% business rate retention arrangements, and the reforms following the Fair Funding review. These are likely to have a significant impact on future year’s settlements and the Council’s MTFP, this uncertainty makes forward financial planning very imprecise.
- 2.10 In light of the uncertainty, a one-year only plan has been published.

Appendix A in the draft Budget Book provides detail of individual growth pressures and savings. Different scenarios of funding for future years will continue to be modelled so that the potential impact from each scenario is understood.

3. Revenue Budget Strategy and Proposals

- 3.1 The Council’s revenue expenditure is what is spent on the provision of day to day services e.g. care for the elderly/vulnerable adults, supporting

² Notified after final settlement

³ Includes winter monies in 2020-21

children in care, maintaining and managing the road network, library services, etc.

It includes the cost of salaries for staff employed by the Council, contracts for services commissioned by the Council, the costs of servicing debt incurred to support the capital programmes, and other goods and services consumed by the Council.

Revenue spending priorities are determined according to the Council's statutory responsibilities and local priorities as set out in the MTFP, which is the financial expression of the vision set out in the Strategic Statement.

3.2 The Draft Budget book includes the following sections in relation to the revenue budget proposals:

- Section 3 – Revenue Budget - Summary
- Section 4 – Revenue Budget - Key Service Analysis
- Appendix A – Detailed Revenue Plan by Directorate
- Appendix B – Budget Risk Register

The revenue budget sections set out the planned spending on services, the revenue plans in the appendices show the main reasons for year on year changes.

3.3 In order to meet the legal requirement to set a balanced budget, the Corporate Director of Finance must be satisfied that it is based on robust estimates and includes adequate provision for reserves to cover risks and uncertainties. The Draft Budget is increasing by £68m, from £986.4m in 2019-20 to £1,054.3m in 2020-21, although this requires the remaining gap of £1.9m to be resolved.

3.4 The Draft Budget includes provision for £83.1m of additional spending demands (changes to existing budgets plus forecasts for future demand and cost increases) and £21.1m to replace the use of one-off funding/savings in the 2019-20 approved budget.

3.5 These spending demands include the decision to change budgets based on current activity/costs, future known unavoidable cost increases (including contractual price increases, legislative changes and financing capital programme), forecasts for future eventualities (including estimated demand, non-specific price increases and contract retender), and local policy choices (including investment in services, and Kent pay scheme).

The Draft Budget also includes £6.0m of growth for spending priorities that support the new Strategic Statement.

3.6 The 2020-21 Draft Budget includes savings and income proposals of £34.3m. The vast majority of these arise from the full year effect of existing savings plans, or the roll out of existing charging policies.

3.7 The revenue budget can be summarised in the following equation. This equation assumes the Council agrees the proposed Council Tax precept

increases up to but not exceeding the assumed 2% referendum limit and the 2% social care levy.

Spending and Savings			
			£000s
Realignment			10,453.4
Reduction in Grant Income			1,400.0
Pay			7,693.0
Prices/Inflation			20,284.4
Demand/Demography & Legislative			21,238.5
Service Improvements			22,001.4
Sub Total - Pressures			83,070.7
Replace use of one-off solutions used in 2019-20			21,115.2
Savings and Income			-34,283.6
			69,902.3
Funding			
	Spending Round £000s	Other £000s	Total £000s
Council Tax	37,185.0	-4,975.0	32,210.0
Business Rates	827.5	154.9	982.4
Government Grants			
- Business Rate Top Up and RSG	2,476.9		2,476.9
- Other grants	23,836.0	8,463.6	32,299.6
	64,325.4	3,643.5	67,968.9
Current Budget Gap			1,933.4

The remit of the Growth, Environment and Transport (GET) directorate spans two Cabinet Committees and, consistent with prior years, the MTFP is shown at directorate level only.

However, Section 6 of this report sets out the main revenue spending demands and savings/income proposals of both the GET directorate, as a whole, as well as highlighting key entries pertinent solely to this committee.

- 3.8 The 2020-21 MTFP plan is presented in appendix A. This represents the most realistic estimate of future funding following SR2019 (including estimated distribution through the local government finance settlement) and provisional tax base estimates/assumed council tax increases. The plans also include forecasts for future spending pressures and replacing the one-off funding/savings used to balance the previous year's budget.

4. Budget Consultation

- 4.1 As described in paragraph 1.4, the consultation on the Council's revenue budget and Council Tax proposals was launched on 16th October and

closed on 25th November. This consultation sought views on a general Council Tax increase, the social care levy and KCC's spending priorities.

The consultation was web based supported by a social media campaign. This approach was in line with last year, which helped to achieve increased engagement at lower cost, and a total of 1,360 responses were received (compared to 1,717 responses last year). Furthermore, there were fewer numbers who started a response but did not complete the survey (552 compared to 698 last year).

- 4.2 The campaign also aimed to increase public understanding of the Council's budget and the financial challenge arising from rising demand for/cost of providing council services, the need to find cost savings whilst at the same time protecting valued services, and impact on Council Tax. Further evaluation of the extent to which these aims were achieved will be undertaken.
- 4.3 The finance team have worked in collaboration with colleagues responsible for updating the Strategic Statement. A number of engagement events took place between September and November 2019 with residents, businesses, voluntary sector organisations, parish councils, young people and staff.

At these events, information on KCC's current spending plans were provided, and the financial challenges faced next year. Their views on what is important to them and their views on spending priorities have been captured and fed into the budget consultation process.

- 4.4 Overall there was an increased proportion of respondents supporting council tax increases than in last year's consultation, but still lower than historical levels of support in previous years.

In relation to spending priorities, respondents highlighted Adult Social Care for Older People, Education & Youth Services and Public Protection as their three highest priorities. The three lowest spending priority areas were Community Services, Libraries Registration and Archives and Social Support within Adult Social Care.

- 4.5 A detailed report on the information and insight gained from the consultation and engagement strategy is available in the background documents section of this report and on the Council's website.

5. Capital Programme

- 5.1 Capital expenditure is spent on the purchase or enhancement of physical assets, where the benefit will last longer than the year in which it is incurred e.g. school buildings, roads, economic development schemes, IT systems, etc. It includes the cost of purchasing land, construction costs, professional fees, plant and equipment and grants to third parties.

As with revenue, capital spending plans are determined according to the Council's statutory responsibilities and local priorities as set out in the

MTFP, with the ultimate aim of delivering the vision set out in the Strategic Statement.

- 5.2 Capital spending has to be affordable, as the cost of interest on borrowing and setting aside sufficient provision to cover the initial investment funded by loans over the lifetime of the asset, are borne as revenue costs each year over a very long period. This affordability would also apply to invest to save schemes which need to have a reasonable payback period.
- 5.3 Sections 1 and 2 of the Draft Budget Book set out the proposed 2020-23 programme and associated financing requirements. The summary (section 1) provides a high-level overview for the whole Council, and the individual directorate pages (section 2) provides more detail of rolling programmes and individual projects.

As with the Revenue MTFP, Section 6 of this report highlights any key additions, or changes to, the Capital MTFP programme in relation to the GET directorate.

- 5.4 The capital strategy has been revised for the 2020-23 budget and one of the principles is to have a longer-term capital programme over a ten-year period, within which statutory responsibilities and strategic priorities are paramount. It is particularly important to provide some stability for services in a year with a one-year funding settlement from Government. The timing of capital projects and programmes has also been reviewed to ensure capital plans and delivery are as realistic as possible.
- 5.5 Some additional capital spending has been deemed appropriate to meet statutory responsibilities, for invest to save projects or to enable continuation of other key capital ambitions. A total of £120m additional borrowing (across KCC) will be used to fund this spend over the three-year period 2020-23. The revenue consequences of this capital spending have been included in the budget.

6. Headline Directorate Proposals

- 6.1 The proposed net revenue budget for the Growth, Environment and Transport (GET) directorate for 2020-21 is £177.9m. This represents a net increase of £5.5m, with the 2019-20 budget currently set at £172.4m.
- 6.2 New spending demands (pressures) of £8.1m are proposed and these can be further analysed between:
- Price: £2.892m,
 - Demography: £0.672m
 - Legislative: -£0.038m
 - Realignment: £1.107m
 - Service Strategies and Improvements: £3.469m

6.3 The vast majority of these pressures fall under the remit this committee and the significant pressures include:

- Prices – contractual price inflation of £2.892m includes £761k in relation to public transport schemes (Kent Travel Saver and Supported Bus services) and £180k for energy price inflation for the authority's c124k of streetlights.

There is also provision for index-linked inflation of £1.436m for Waste contracts and £450k for Highways.

- Demography – forecast growth/changes to activity forecasts of £672k include provision for £627k of waste tonnage as well as other minor changes for adoption of streetlights and Public Rights of Way (PROW) routes.
- Realignment – this element of the MTFP (£1.107m) relates to existing changes to activity/growth that have changed in the current year and needs to be adjusted for to ensure that current policy is maintained.

There is £857k in relation to the waste service, with operational costs of the Household Waste Recycling Centres (HWRC's) increasing as well as a drop in the commodity price of textiles meaning reduced income. This has been offset by actual/forecast tonnes being lower than budgeted tonnes and £575k is to be removed.

A permanent budget has been established (£400k) for non-recoverable works on our highways e.g. whereby damage has been caused and monies have not been recovered. This figure has been managed down over a number of years and is a relatively minor sum compared to the overall damages that are recovered, but a dedicated budget has been created rather than this being managed in-year.

A negative -£400k reduction in pressure is included here in relation to energy whereby the LED conversion programme continues to out-perform the initial modelling, as well as resisting the budgeted price pressures. The LED programme has now delivered in excess of £6m in permanent savings and has significantly reduced the annual inflation e.g. future unfunded pressures.

- Service Strategies and Improvements – whilst the provision of statutory services is paramount, there has still been investment in a number of services and the GET-wide pressure of £3.5m demonstrates this investment.

Almost £2.2m has been built into the budget for the forecast market uplift of core highway services that were delivered through the term maintenance contract. The service delivery model is being refined and provision has been built into the budget for the estimated uplift in cost from the contract expiry of September 2020 (part year effect). This includes one-off mobilisation costs.

Provision of £250k has also been set aside to contribute to the ongoing issue of fly-tipping and whilst this is not a county council responsibility, we are working with partners to combat this issue. This funding is in place for the next two years.

There is £350k in place to add project management capacity for a number of key waste projects (delivering savings and/or improvements, additional resource to support bid writing e.g. leveraging in external funds and additional project management resource across the whole directorate for a wide-ranging number of KCC priorities.

A provision of £330k is in place for the additional lease costs of a new HWRC in Tonbridge and Malling, as well as temporary transfer station facilities in East Kent until new infrastructure is available (see 6.6 Folkestone & Hythe).

6.4 New savings and income proposals of £3.056m are proposed and these can be further analysed between:

- Efficiency: £1.636m
- Income: £588k
- Transformation: £88k
- Policy: £0.75m

6.5 As with the spending demands, a significant proportion of these savings and income fall within the remit of this cabinet committee. The notable entries for this committee include:

- Efficiency – of the £1.636m of efficiency savings included in the plan, £1.1m of which relates to a review of the performance payments depending on the latest recycling rates across South West and East Kent. Districts are therefore incentivised to improve recycling rates and the savings made on the cost of disposal is shared between parties.

There are further savings of £351k from waste services in relation to reduced tipping away costs (out of district boundaries), reduced contributions to the partnership as well as the part-year effect of an innovative way to dispose of the county's food waste. The food waste will be

processed through an anaerobic digester, which not only disposes of the waste in a more cost-effective and environmental manner but is effectively recycled to create pellets that can be used for agricultural purposes.

- Income – the main element of the £582k increase in fee and charges is the proposed inflationary increase to the Kent Travel Saver scheme. In line with previous years, the cost of the full annual pass is increased by the level of inflation (see 6.3 prices) levied by the bus operators e.g. this annual charge keeps KCC's level of subsidy consistent at approximately £8m per annum.
- Transformation – almost half of the £88k transformation savings relate to the final phasing of the LED conversion energy and maintenance savings. As referred to above (6.3 realignment) a further £400k of energy budget has been reduced taking the overall base saving for the LED project to in excess of £6m.
- Policy – the majority of the £750k policy saving falls within the remit of another committee, which is the full year effect (£100k) of a review of spend on lit signs and bollards, many of which now use energy efficient bulbs.

6.6 The GET directorate has a significant and ambitious capital programme in excess of £1bn including “later years” e.g. beyond the 3-year 2020-23 timeframe. The 3-year programme (including spend to date) amounts to £713m and the majority of which falls under the remit of this cabinet committee, primarily for highways-related schemes.

The significant changes pertinent to this committee, include:

- Highways rolling programme – this budget line has seen by far the most uplift in recent years, with KCC contributing an additional £15m per annum in terms of asset management as part of the 19-20 budget round.

The 20-23 capital programme has seen a further £15m invested in asset management, meaning KCC is now contributing a further £30m per annum, in excess of the annual Department for Transport (DfT) grants.

In addition, by following an asset management approach, there are a number of significant and strategic routes that have not been funded from the DfT grant due to the disproportionate impact it would have on the available funds for asset management. So, for the past two years, KCC has funded the highest category/priority routes and the 20-23 capital programme includes a further £25m (over the 3 years) to spend on these strategic routes.

The estimates for the DfT funded block maintenance grant, the integrated transport grant and the incentive fund allocation have been forecast at existing levels.

- Folkestone & Hythe Transfer Station – Transfer station capacity in East Kent is near full capacity and currently waste is taken across border into Ashford. This cannot continue into the foreseeable future due to projected housing growth and therefore new infrastructure is needed.

Provision has been made in the capital programme for a new transfer station in the Folkestone and Hythe area. The scheme, and projected costs, are at an early and high-level phase and hence will be refined in future years.

- Thanet Parkway – whilst this was a scheme in the existing programme, KCC has made provision for up to a further £15m to be invested in the scheme. This is primarily due to a significant increase in cost estimate arising from the level crossing works required and for which these high-level costs including a significant contingency. Prior to the scheme progressing further, a survey will be commissioned to ascertain whether there is still local support for the scheme.

KCC's proposed investment is now c£17m, with £14m allocated by SELEP as part of the Local Growth Fund.

- Public Transport – schemes totalling £30m have been included in relation to the Fastrack Bean Tunnel as well as the Dover Fastrack Scheme, using grant and other external funding to improve access and public transport infrastructure. Both schemes are at planning and design phases.
- Various Highways schemes – the above refers to the new/amended schemes and projects for the 2020-23 capital programme but this must be set in the context of other highways schemes totalling £605m (including prior spend and projects in “later years” e.g. beyond the 2023) that are funded by Local Growth Fund, NPIF, Housing Infrastructure Fund, other external sources, with KCC's match funding from developer contributions. A number of these schemes are subject to future funding bids, including but not exclusively Major Road Network (MRN) and Large
- Local Major Road (LLMR) funds.

7. Recommendations

Recommendations:

Members of the Environment and Transport Communities Cabinet Committee are asked to:

- a) NOTE the draft capital and revenue budgets and MTFP, including responses to consultation and the estimate of the government's funding settlement; and
- b) SUGGEST any changes which should be made before the draft is presented to Cabinet on 27th January 2020 and full County Council on 13th February 2020.

8. Background Documents

8.1 KCC's Budget webpage

<https://www.kent.gov.uk/about-the-council/finance-and-budget>

8.2 KCC's approved 2019-20 Budget and 2019-21 Medium Term Financial Plan

https://www.kent.gov.uk/_data/assets/pdf_file/0006/93390/Budget-Book-2019-20.pdf

8.3 KCC Budget Consultation launched 16th October 2019

<https://www.kent.gov.uk/about-the-council/finance-and-budget/our-budget>

8.4 HM Treasury Spending Round 2019 document

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/829177/Spending_Round_2019_web.pdf

8.5 KCC report on 2019 Budget Consultation

https://www.kent.gov.uk/_data/assets/pdf_file/0012/103530/Summary-and-analysis-of-budget-consultation-responses.pdf

8.6 KCC Draft Budget book 2nd January 2020

<https://www.kent.gov.uk/about-the-council/finance-and-budget/our-budget>

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From: Michael Payne, Cabinet Member for Highways and Transport
Barbara Cooper, Corporate Director of Growth, Environment and Transport

To: Environment and Transport Cabinet Committee – 23 January 2020

Subject: HGV Member Working Group Report

Classification: Unrestricted

Past Pathway of Paper: N/A

Future Pathway of Paper: N/A

Electoral Division: County-wide

Summary: This report summarises the work undertaken by the group to date and the proposal to implement a trial lorry control area in the County to eliminate or substantially reduce, in so far as practicable, inappropriate HGV movements.

As part of this workstream, officers have been engaged with the Department for Transport with the aim to secure powers such that Kent County Council could undertake enforcement directly within the trial area, rather than be reliant on the police, who currently, are the only authority with relevant powers

Recommendation: The Cabinet Committee is asked to consider and note the work undertaken to date by the Informal Member Working Group and note the new Cabinet Member's intention to formalise the arrangements into a cross-party member group (CPMG).

1. Background

- 1.1 As the UK's gateway to Europe, Kent residents suffer a variety of issues arising from lorry traffic. Where lorries use unsuitable routes away from the strategic road network, many problems are caused such as pollution, noise, vibration and increased demand on road maintenance repairs.
- 1.2 In the last 15-20 years, any highway authority tackling the issues of lorries using inappropriate routes has faced a number of fundamental difficulties: -
 - Weight or width traffic regulation restrictions always exempt access, allowing an errant driver to simply claim they were delivering to an address

- The Police simply do not have the resource to enforce the existing restrictions and when sanctions are enforced, they are simply inadequate as a deterrent
- Lorry drivers are now following (cheap car based) satellite navigation devices and ignoring signs.

All of this has been compounded by the enormous increase in internet home delivery traffic. In 2018, 77% of adults shopped online, compared to 53% in 2016. Van traffic grew by nearly 5% in one year (2015-16).

- 1.3 Officers from this working group engaged with Leicestershire County Council which introduced a lorry control plan in the 1990s and with London Councils where the London Lorry Control Scheme (LLCS) was implemented in 1985.
- 1.4 The Leicestershire control plan was initially successful thanks to enforcement by the police and trading standards, however, as their plan was implemented across a wider area of the shire, enforcement became less prevalent and today, is only periodically enforced by police where “hot spots” are evidenced. To date, both Leicestershire Police and Trading Standards have not prosecuted any individual for breaching the Traffic Regulation Order. This can be directly linked to the enforcement resource and the fact that an officer would need to witness the whole journey made by an HGV through the restricted area. Therefore, the scheme has limited effect on the movement of HGVs.
- 1.5 The LLCS is often, mistakenly, referred to as the lorry ban, when it is actually a control which serves to manage the environmental impact of HGV journeys in London. If hauliers need to gain access via a restricted road, each vehicle will require a permission to carry out deliveries/collections within the hours of control.
- 1.6 The LLCS has (London) specific legislation enabling London Councils to carry out enforcement directly. This legislation also sets higher rates of Penalty Charge Notices that applies to both haulier and driver. Their enforcement team (Manager plus 6 enforcement officers) manage the scheme’s system and issuing of any fines. This is a sustainable approach, where the team are self-funding, with the ability to react and manage the road network in respect of HGV movements.
- 1.7 Under the LLCS, the cost of the Operator PCN is at a higher rate of £550 and the driver PCN is at the lower rate of £130 with a prompt payment reduction of 50% if paid within 14 days. The recipient of a PCN can make a challenge and may be given the opportunity to appeal their case with an independent adjudicator.

- 1.8 The LLCS have recently commenced a trial of enforcement cameras in two boroughs of London and Officers will keep updated with the outputs and benefits of that trial.

2. Trial Option

- 2.1 Given the sustainability and effectiveness of the LLCS, the working group have carried out an initial design for a trial area to the south of Maidstone. This area has been jointly identified with the Kent Association of Local Councils.
- 2.2 The trial area would contain roads that are excluded from the restricted zone and HGVs can use without the need for permission. i.e. these are the primary routes that we would want HGVs to use. If an HGV needed to leave the unrestricted network, they would need a valid reason to travel into/through the restricted zone, for example, a delivery, collection or other exemptions such as that the Haulier's premises may be based within the restricted zone. The trial would support legitimate access.
- 2.2 Officers have engaged with Department for Transport (DfT) to establish the legal mechanisms, outside of London, that would permit Kent County Council to undertake direct enforcement. Officers have had some positive discussions with the DfT, however, this is currently on hold as the government are fully focussed on passing legislation to come into force in time for the UK's planned departure from the European Union on 31st January. DfT have been asked to provide ministers and 10 Downing St with a paper on permitting local authorities relevant enforcement powers under the 2004 traffic Management Act. The response to this paper, expected early 2020, will directly influence when and if legislation could be enacted, which requires a ministerial decision.
- 2.3 In addition to the request for powers, Kent County Council have also strongly requested that the DfT considers that the fine levels are increased to the same level at those levied by the LLCS.
- 2.4 If the position of enabling powers is positive, the group would then engage with the HGV transport bodies (Road Haulage Association and Freight Transport Association) to achieve stakeholder input and support in detailed design. Once this is completed, wider stakeholder engagement and formal consultation would take place.
- 2.5 Confirmation of powers and time limited duration of any approval would then permit officers to identify the resource required to implement and manage the proposed trial area.

- 2.6 Once government position is clear, this will enable officers to construct a delivery timeline with key milestones and work up the costs of operating a trial area.

3. Recommendation

The Cabinet Committee is asked to consider and note the work undertaken to date by the Informal Member Working Group and note the new Cabinet Member's intention to formalise the arrangements into a cross-party member group (CPMG).

4. Contact Details

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From: Michael Payne, Cabinet Member for Highways and Transport
Barbara Cooper, Corporate Director of Growth, Environment and Transport

To: Environment and Transport Cabinet Committee – 23 January 2020

Subject: KCC Bus Feedback Portal – Summary of Feedback received January to November 2019

Key decision: N/A

Classification: Unrestricted

Past Pathway of Paper: N/A

Future Pathway of Paper: N/A

Electoral Division: Countywide

Summary: This report presents results from the bus feedback portal received from its launch in January through to the end of November 2019.

Recommendation: Cabinet Committee is asked to note the contents of the report and to suggest any further actions to be taken.

1. Introduction

- 1.1 The Bus Feedback Portal was introduced in January 2019 as a response to feedback received during last year's Big Conversation on rural transport.
- 1.2 The portal is designed to enable bus users to tell KCC about their experiences of using services and allows KCC to capture data and identify trends. Although the Council does not contract, control or regulate the operators nor fund the majority of their services, understanding these trends enables KCC to seek to address issues on behalf of Kent's bus users with operators.
- 1.3 This report and the more detailed summary (Appendix A) provides information on the feedback received from residents and bus users in the period since it started and also includes more particular analysis of feedback relating to the return of schools in September. It is provided for information but requests feedback from Cabinet Committee to the outputs presented and any actions that members would like to suggest.

2. Summary of Report

- 2.1 Appendix A provides a summary of the feedback received broken down as totals, by month, by area, by operator and by complaint type. Due to the trend

observed, more detailed analysis of the feedback received in relation to Arriva, Go Coach and Stagecoach in September is also included.

- 2.2 Feedback volumes show a particular focus on school bus services. 165 contacts were received in September against a total of 20 during the summer holidays and against a normal monthly average of 49. The September volume is the highest month to date since the launch of the portal and reflects the peak in teething problems when schools return after the holidays and the promotion of the portal through the Schools Kelsi bulletin at the end of August.
- 2.3 Unsurprisingly, the majority of feedback relates to complaints. Since the return of schools (the period from September to end of November) 44% of feedback related to capacity and 37% related to reliability. Capacity complaints in September are expected as even marginal changes to numbers and flows unsettle the network and demand that operators respond through service changes or the provision of larger vehicles. The reduction in complaints in October and November, particularly those relating to capacity reflects the efforts of Bus operators and KCC officers to respond to issues. It also needs to be acknowledged that these can also be dissatisfaction with busy vehicles which are licensed to carry standing passengers as opposed to genuine overloading issues.
- 2.4 Ashford, Dover, Sevenoaks and Tunbridge Wells attracted the highest volumes of feedback in this period reflecting known issues experienced with the return of schools in these areas. When the portal was first launched, the Maidstone area received the highest number of complaints, however this most recent data suggests that previous focus on these services has had a positive effect on performance and this is consistent with more recent feedback from schools in this area which has indicated a reduction in problems.
- 2.5 Understandably, given the proportion of the network that they operate, Arriva and Stagecoach account for 71% of all feedback received since the portal was launched and this remains consistent in September. Go Coach, who operate in west Kent, has also attracted a significant volume of feedback in September. As a result more granular analysis of the feedback for these operators in September has been completed.
- 2.6 Arriva's feedback related largely to capacity and reliability. Four services; number 6 (Maidstone - Tunbridge Wells), number 7 (Maidstone – Tunbridge Wells), number 402 (Sevenoaks to Tunbridge Wells) and number 403 (Sevenoaks to Tonbridge) attracted multiple feedback though the number for each service is minimal. These items will be raised with Arriva through Quality Bus Partnerships and less formally through periodic management meetings.
- 2.7 75% of Go Coach feedback related to capacity and these were focussed on 5 services operating to schools in Tunbridge Wells and 2 services to schools in Sevenoaks which attracted 16 and 6 complaints respectively. This is due in part to Go Coach needing to absorb other services cancelled by other operators in the area at the end of the previous school year. Capacity issues on all of the services identified were known to officers and to Go Coach and are largely resolved. In some instances, occasional capacity problems are

still being experienced but this is thought to be a result of uneven distribution of children between vehicles as opposed to a lack of overall capacity.

- 2.8 37% of all feedback in September related to Stagecoach services and around half were concerned with capacity. Services; 80 / 80A (Sandwich to Dover) and the G-Line (Godinton Park to Ashford) attracted 22 and 14 complaints respectively. The issue on service 80 / 80A relates to a known and high profile capacity issue linked to school opening times in the Dover resolved through some adjustments to routes and timetables. Feedbacks regarding the G-Line service relate largely to reliability and have been raised directly with Stagecoach. They have confirmed that reliability was impacted by a road closure directly on the line of route and compounded by the impact of M20 junction 10A works but that the allocation of additional vehicles over the period has improved this position.

3. Feedback and Actions

- 3.1 Public Transport officers have established a portal results as a standing item on the agenda of all Quality Bus Partnership meetings which provides a more formal setting to highlight these trends with the operators concerned and to work with the operators and District Councils to improve performance.
- 3.2 Less formally, feedback has and will continue to be shared by Public Transport Officers with other operators by Public Transport as part of periodic management meetings and particular trends will be raised more directly.

4. Conclusion

- 4.1 The bus portal was launched in January 2019 following feedback on the 'Big Conversation.' In the first 11 months, there has been an average of 49 contacts per month although monthly contact can vary especially during school term times.
- 4.2 Particular trends have been identified relating to specific services and complaint types. Whilst these are largely issues that were already known, the ability to quantify such trends is proving to be a helpful tool to inform officers conversations with operators.

5. Recommendation:

- 5.1 Cabinet Committee is asked to note the contents of the report and comment on the actions taken.

6. Background Documents

- Appendix A – Summary of results

7. Lead Officers

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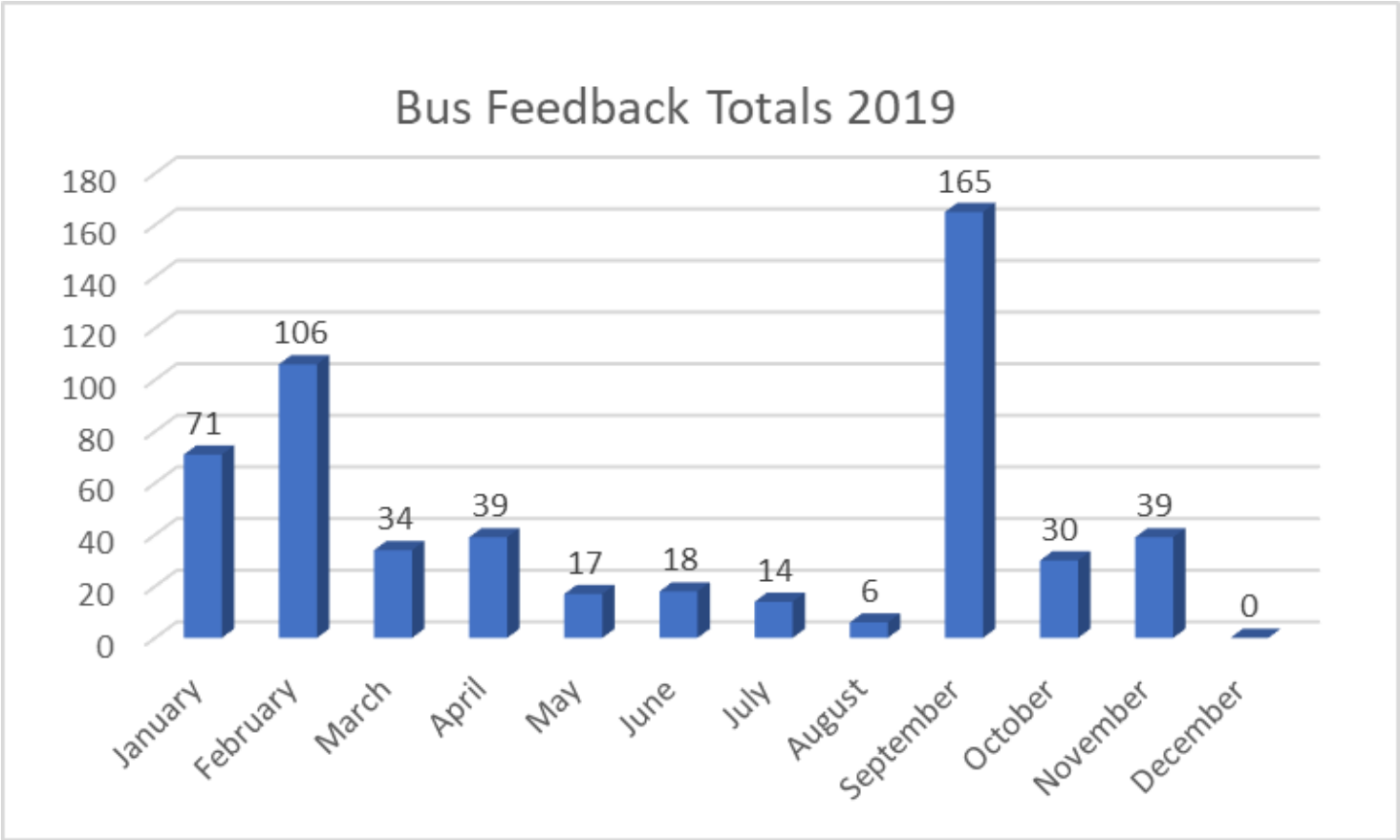
Emai : simon.jones@kent.gov.uk

KCC Bus Feedback Portal

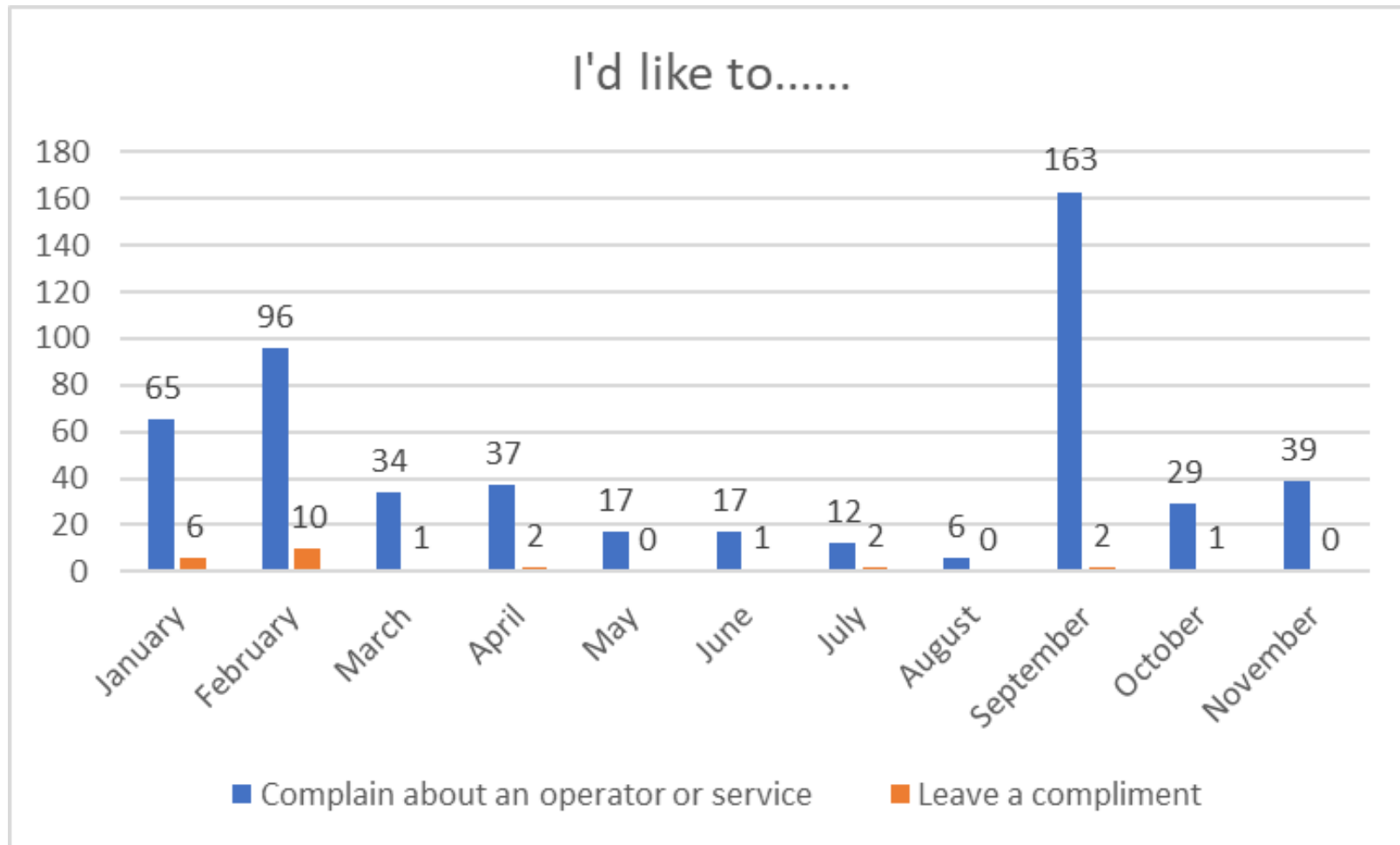
Summary of Feedback (January – November 2019)



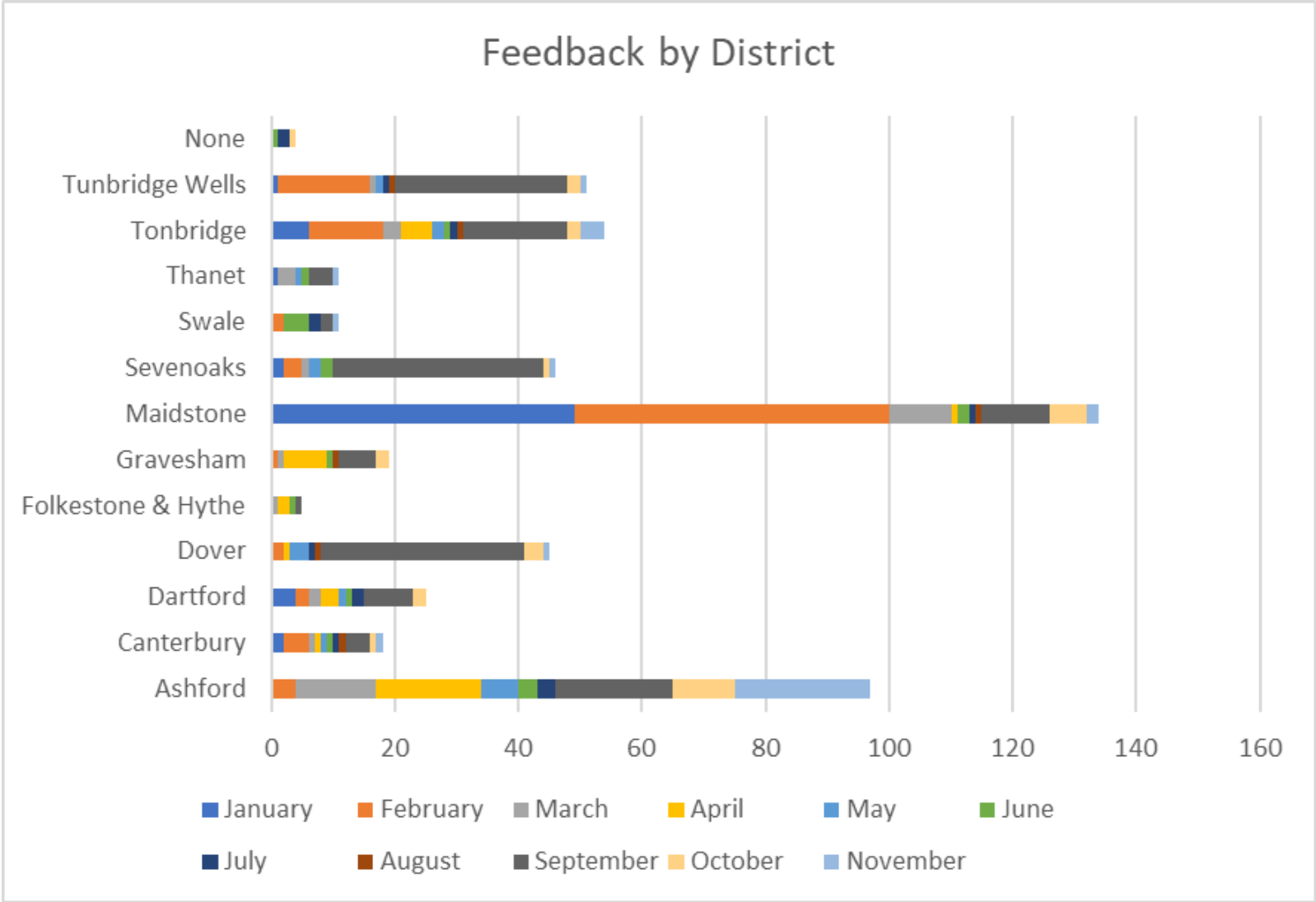
Total Feedback Received by Month



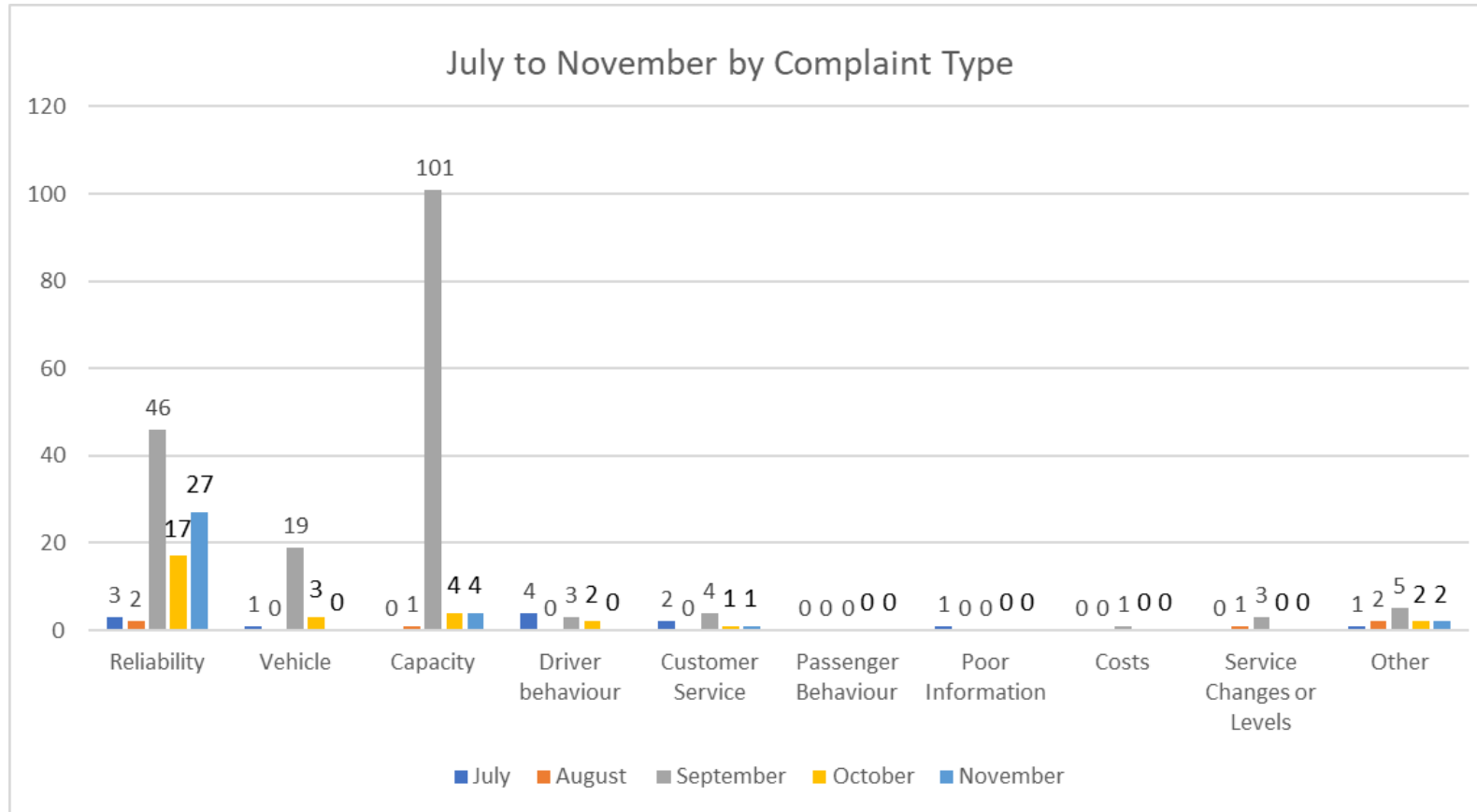
Complaints vs Compliments



Feedback by District



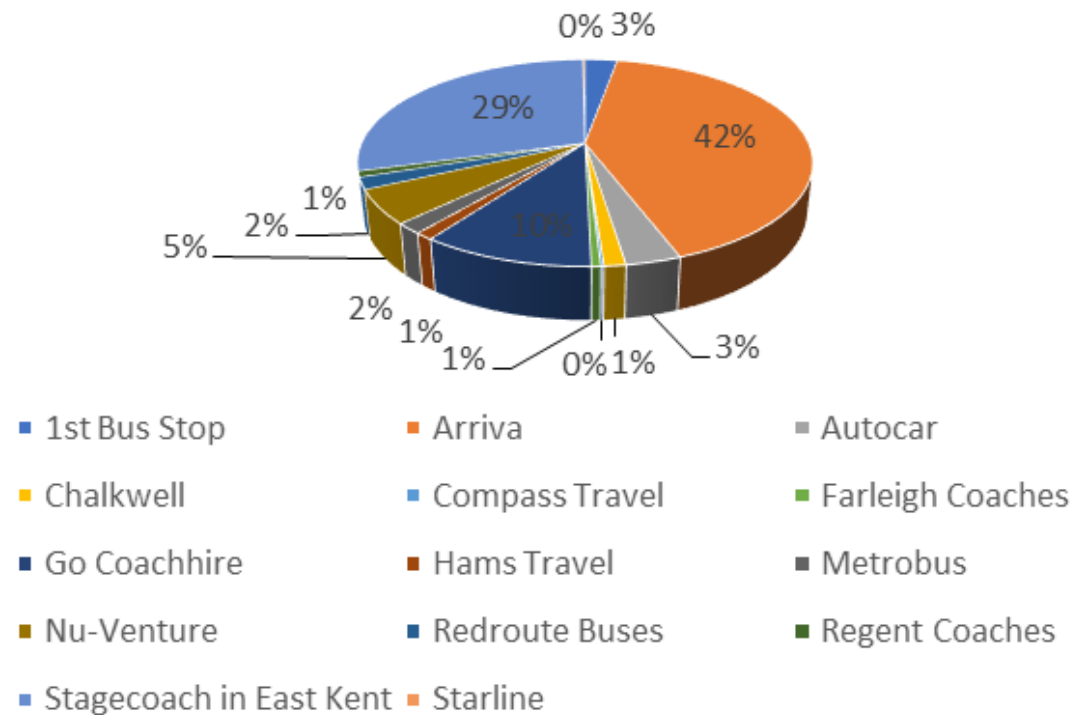
Feedback by Complaint Type



Themes with 'Other' includes; Individual retiming requests, lack of integration with rail, Empty vehicles and objections to services on residential streets.....

Feedback by Operator : Year to Date

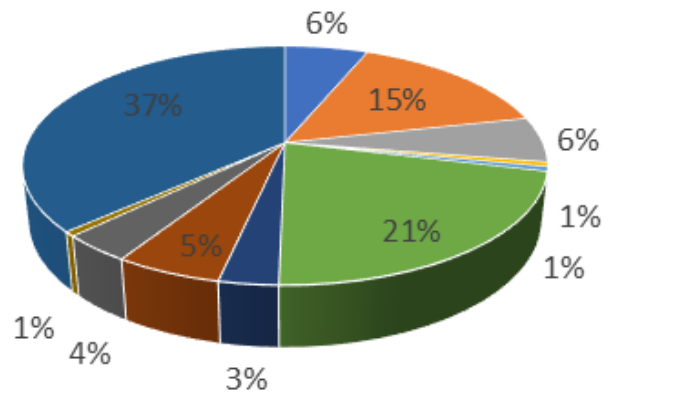
Feedbacks by Operator : Jan. to Nov. 19



1st Bus Stop	15
Arriva	227
Autocar	18
Chalkwell	7
Compass Travel	1
Farleigh Coaches	3
Go Coachhire	56
Hams Travel	6
Metrobus	9
Nu-Venture	29
Redroute Buses	10
Regent Coaches	5
Stagecoach in East Kent	159
Starline	1

Feedback by Operator : September 19

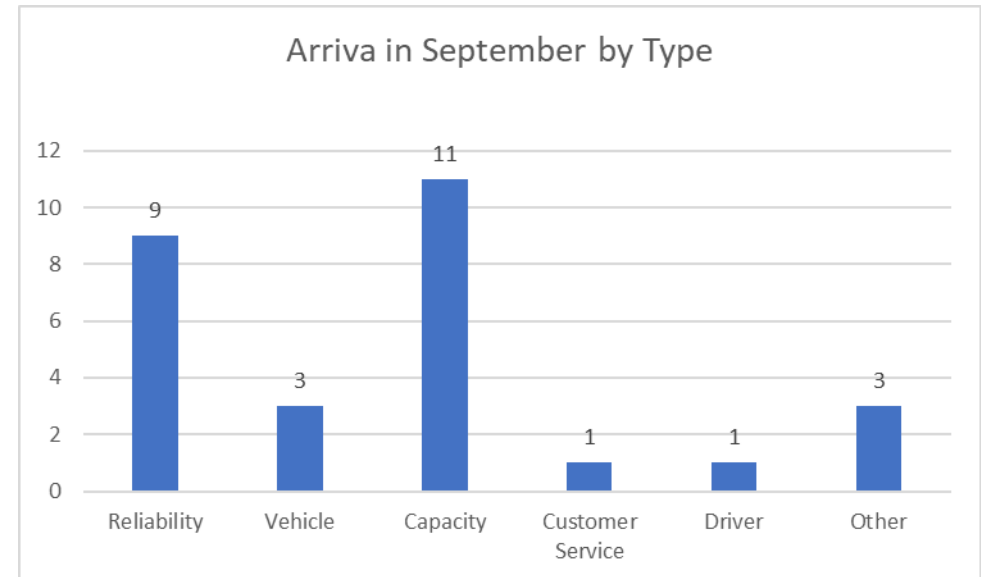
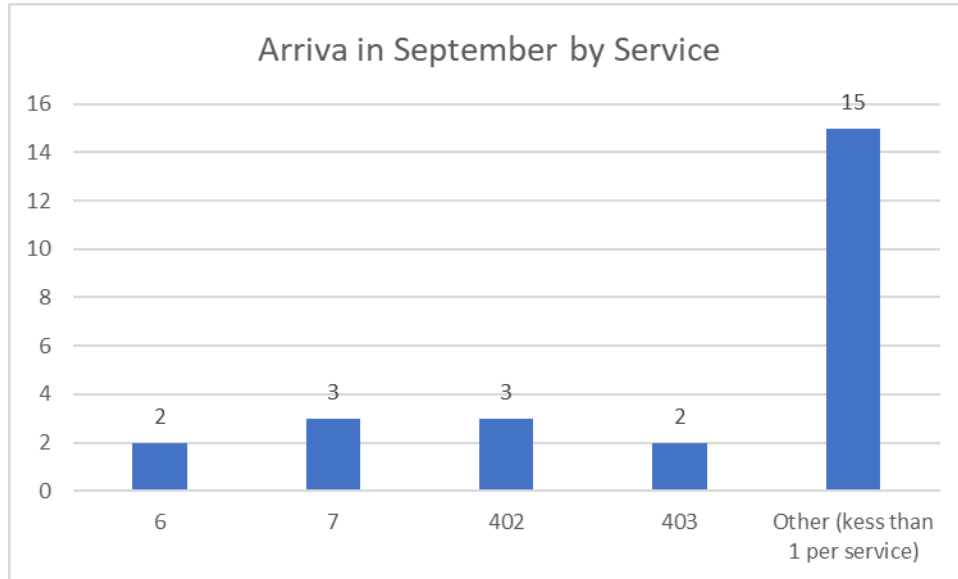
Feedback by Operator : September 19



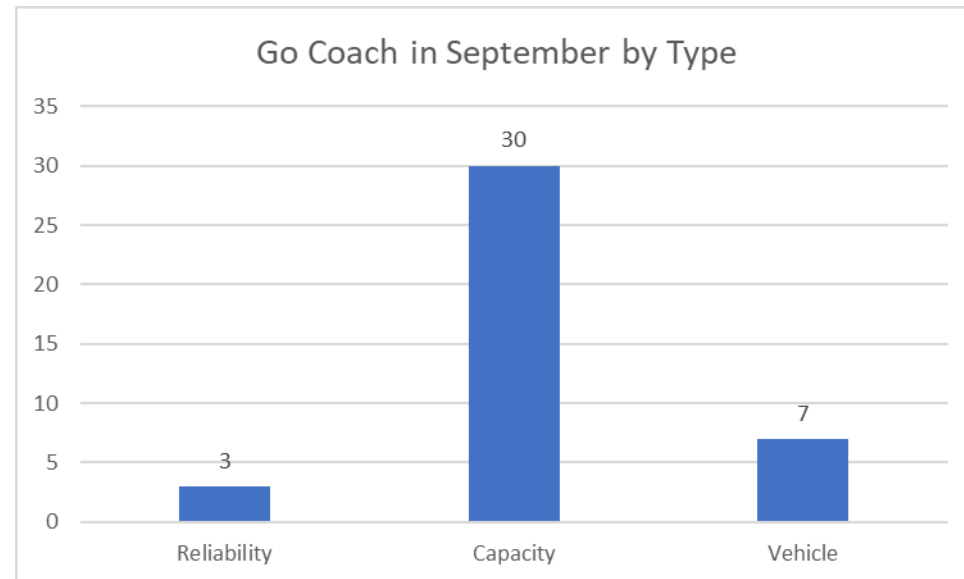
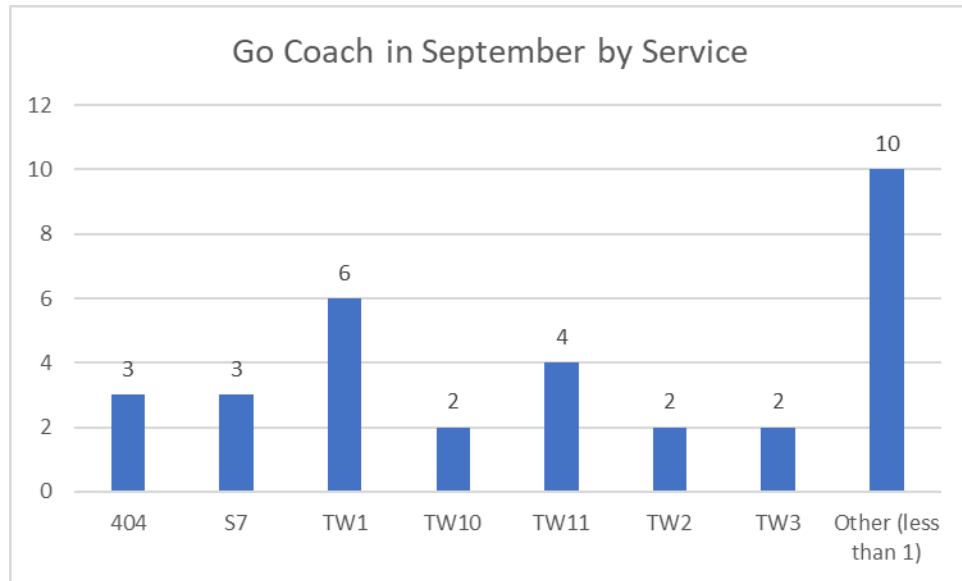
- 1st Bus Stop
- Arriva
- Autocar
- Chalkwell
- Compass Travel
- Go Coachhire
- Hams Travel
- Metrobus
- Nu-Venture
- Redroute Buses
- Stagecoach in East Kent

1st Bus Stop	10
Arriva	25
Autocar	10
Chalkwell	1
Compass Travel	1
Go Coachhire	35
Hams Travel	5
Metrobus	9
Nu-Venture	6
Redroute Buses	1
Stagecoach in East Kent	60

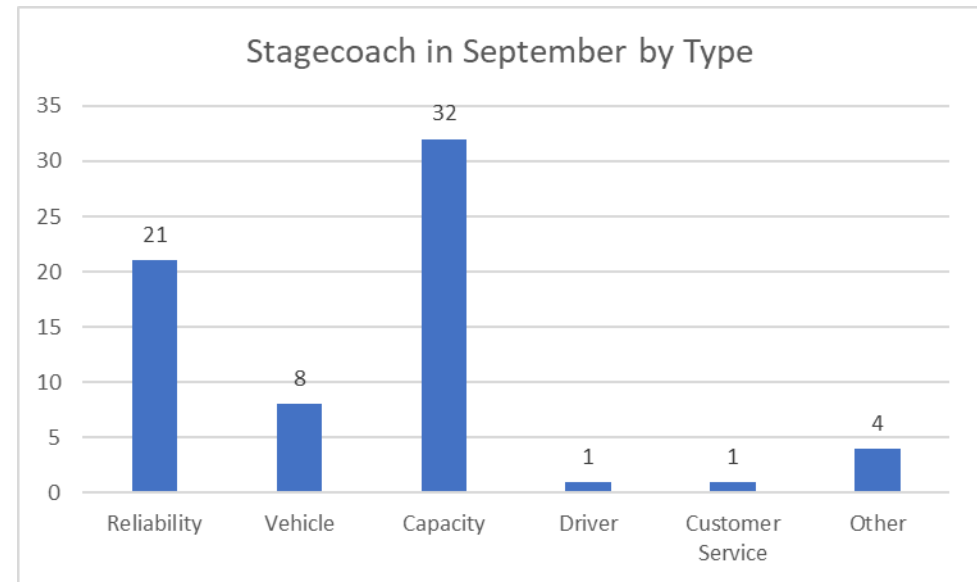
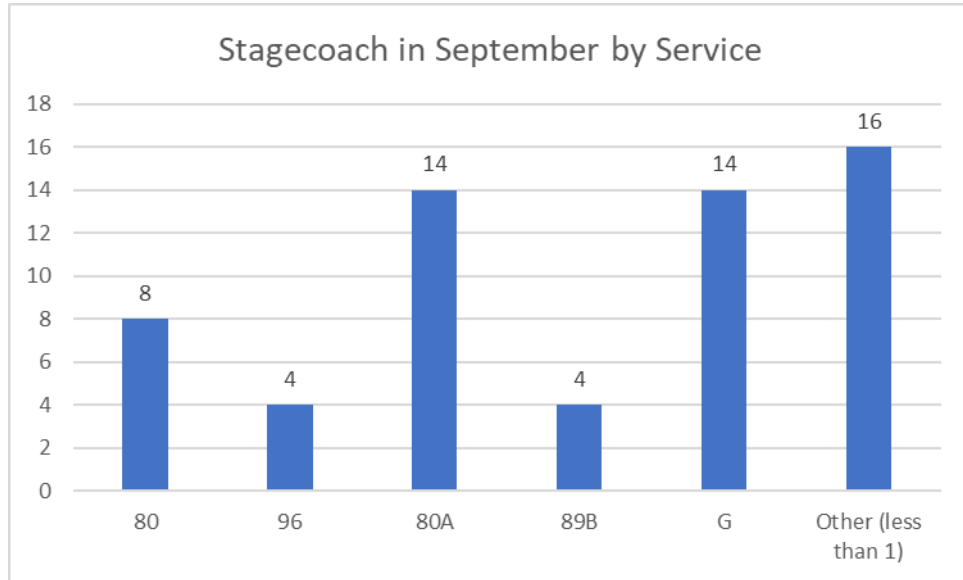
Arriva in September



Go Coach in September



Stagecoach in September



From: Michael Payne, Cabinet Member for Highways and Transport
Barbara Cooper, Corporate Director of Growth, Environment and Transport

To: Environment and Transport Cabinet Committee – 23 January 2020

Subject: Transport for the South East: KCC response to draft Transport Strategy for the South East

Classification: Unrestricted

Past Pathway of Paper: N/A

Future Pathway of Paper: N/A

Electoral Division: All divisions

Summary:

This report outlines the draft *Transport Strategy for the South East*, published by Transport for the South East (TfSE) in October 2019. TfSE is the emerging Sub-national Transport Body (STB) for the South East region working towards statutory status comprising the 16 Local Transport Authorities (LTAs) and 5 Local Enterprise Partnerships (LEPs) covering the area from Berkshire to Medway.

The proposed KCC response fully supports the development of the Transport Strategy and identifies issues and opportunities specific to Kent. It also identifies wider policy objectives that may have differing levels of support across the region, such as demand management measures. Overall, the proposed response is supportive of the narrative of the draft Transport Strategy relating to more sustainable economic growth, and protection/enhancement of our natural and historic environment. The proposed response emphasises the benefit TfSE can have to the region by coordinating transport at a strategic level.

An officer response has been made to TfSE pending Cabinet Committee consideration and endorsement or recommendations to the Cabinet Member. An endorsed or amended response will be sent to TfSE following Cabinet Committee.

Recommendation:

The Cabinet Committee is asked to consider and endorse or make recommendations to the Cabinet Member for Highways and Transport on the proposed Kent County Council response to the consultation on the draft Transport Strategy for the South East.

1. BackgroundSub-national Transport Bodies

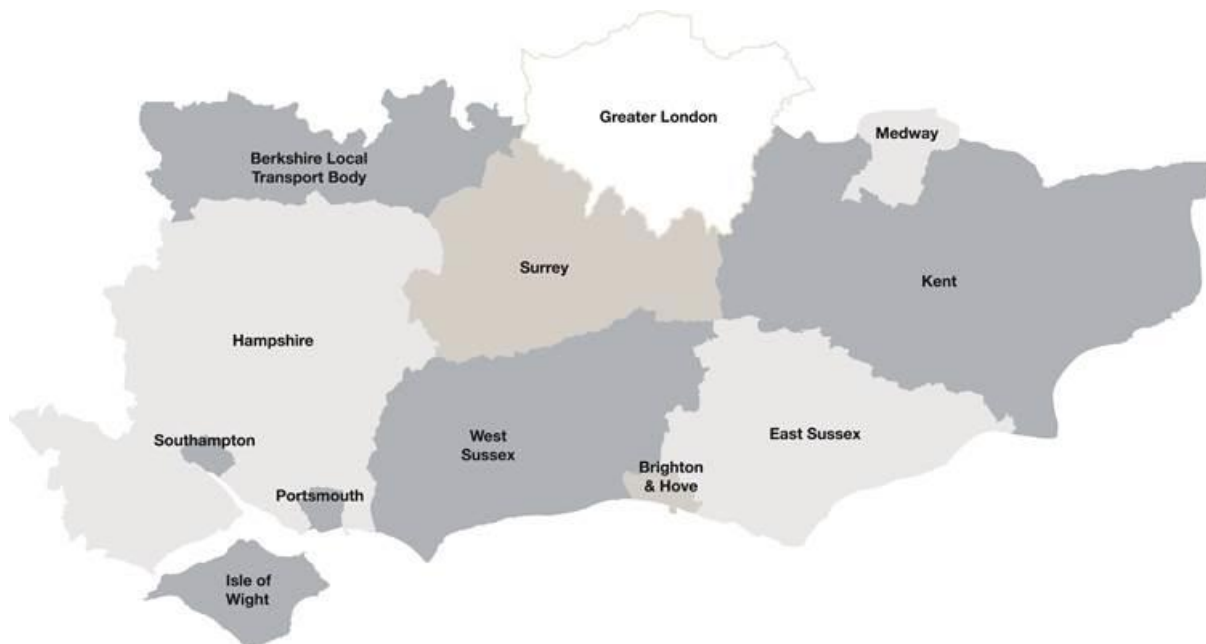
- 1.1. The Cities and Local Government Devolution Act (2016) amended the Local Transport Act (2008) and allowed for the creation of Sub-national Transport

Bodies (STBs). There is currently only one statutory STB in existence: Transport for the North; however, there are a number of STBs that are working towards statutory status and are providing a single voice for their constituent members and helping to prioritise Government transport investment in their parts of the country.

Transport for the South East

- 1.2. In 2016, the South East 7 (SE7) councils proposed the establishment of an STB for the South East that would bring central Government, the South East's Local Transport Authorities (LTAs) and Local Enterprise Partnerships (LEPs) together with Highways England, Network Rail and port, airport, rail and bus operators in one body: Transport for the South East (TfSE). TfSE first met as a shadow board in 2017.
- 1.3. TfSE was launched on 4th March 2018 and is now a partnership of the 16 LTAs and 5 LEPs. Kent County Council (KCC) is a constituent authority (Decision number 16/00120 taken 8/12/18 by the Leader of the Council following discussion at Environment and Transport Cabinet Committee on 17/11/18) and is represented on the TfSE Shadow Partnership Board. The area covered by TfSE is shown in Figure 1.

Figure 1: The Transport for the South East area (source: TfSE).



- 1.4. An update on progress with TfSE was provided to Cabinet Committee in January 2019. Most recently, TfSE held a consultation on its proposal to Government for statutory powers (discussed at Environment and Transport Cabinet Committee 16/07/19). Currently, TfSE is operating in shadow form until it becomes a statutory body. The proposal requested the general functions of a STB and powers relating to rail, highways, bus service provision, smart ticketing, and clean air zones. The proposal also requested some powers that constituent Local Transport Authorities (including KCC)

already hold on the basis that the TfSE would only operate these powers concurrently and with consent of the highway authority. Consequently, KCC's response to this consultation supported the proposal on the condition that the principle of subsidiarity is applied, i.e. that powers are made at the most immediate (or local) level.

- 1.5. One of the key roles of a STB set out in the supporting legislation is to outline how it will deliver sustainable economic growth across its area, whilst taking account of the social and environmental impacts of its proposals. The draft Transport Strategy, which is the subject of this report, is a major step in the process of determining which policies, initiatives and schemes should be prioritised to deliver sustainable growth.

2. Draft Transport Strategy for the South East and Proposed KCC Response

Approach to Developing the Transport Strategy for the South East

- 2.1 The draft Transport Strategy sets out an alternative approach to transport planning. Traditionally, planning has been based on extrapolating current trends to inform investment decisions ('predict and provide'). Conversely, TfSE seeks to actively choose a preferred future scenario and 'backcast' ('decide and provide') to plan what infrastructure is needed to achieve it.
- 2.2 The proposed KCC response is supportive of this approach but emphasises that national policy positions will have to be considered, and influenced, to push forward some of the priorities of the Strategy. It reiterates the KCC position on the proposed powers for TfSE (that they should be applied at the most appropriate level) and identifies Kent's own strategic transport priorities as set out in *Local Transport Plan 4: Delivering Growth without Gridlock* (LTP4). Importantly, it asks for the scope of the Strategy to be more clearly set out and particularly its role in the preparation of Local Plans across the county.

Vision, Goals and Priorities

- 2.3 The vision statement for the Strategy is:

By 2050, the South East of England will be a leading global region for net-zero carbon, sustainable economic growth where integrated transport, digital and energy networks have delivered a step-change in connectivity and environmental quality.

A high-quality, reliable, safe and accessible transport network will offer seamless door-to-door journeys enabling our businesses to compete and trade more effectively in the global marketplace and giving our residents and visitors the highest quality of life.

- 2.4 The draft Strategy sets strategic goals aligned to the three pillars of sustainability:

- **Economy:** improve productivity and attract investment to grow our economy and better compete in the global marketplace.
- **Society:** improve health, safety, wellbeing, quality of life, and access to opportunities for everyone.
- **Environment:** protect and enhance the South East's unique natural and historic environment.

2.5 The strategic goals are supported by 15 strategic priorities that are most important to deliver the Strategy's vision. These include better connectivity between the region's major economic hubs, improved air quality, and a reduction in carbon emissions to net zero by 2050.

2.6 The proposed KCC response strongly supports the strategic vision and goals because they align with the Outcomes for Transport set in LTP4.

Journey Types and Key Principles

2.7 The draft Strategy identifies six journey types (radial journeys, orbital and coastal journeys, inter-urban journeys, local journeys, international gateways and freight journeys, and future journeys) and five key principles are applied to these to identify issues and opportunities for each. These principles are:

1. Supporting sustainable economic growth, but not at any cost;
2. Achieving environmental sustainability;
3. Planning for successful places;
4. Putting the user at the heart of the transport system; and
5. Planning regionally for the short, medium and long term.

2.8 The KCC proposed response strongly supports these overarching principles.

The Strategy

2.9 The draft Strategy considers each of the six journey types across the region and states the challenges and opportunities for each. For Kent, these are:

2.10 **Radial journeys** are described as being historic routes having evolved from the high demand for commuting between London and the South East. Some of the issues highlighted here include poor journey times to North Kent, Maidstone and East Kent by mainline rail, and the reduced quality of the A21 as a strategic road south of Pembury. The Strategy sets out a number of initiatives to address these, including more High Speed 1 services, improved road and rail connectivity to Thanet, and extending radial routes (such as Crossrail to Ebbsfleet).

2.11 **Orbital and coastal journeys** are longer distance journeys running perpendicular to the radial routes. They provide important east – west links but have slower journey times and lower capacity than the radial routes. Challenges are the M25 running overcapacity, lack of long-distance orbital rail services, and the poor performance of the coastal road and rail corridor (A259 in Kent and slow stopping services, such as on the Marshlink). Initiatives to address this are longer-term demand management to address highway

congestion, the delivery of the Lower Thames Crossing, completion of railway network electrification (or introduction of more bi-mode trains), railway capacity enhancements, improved orbital connectivity to Gatwick, and build consensus on a strategy for the coastal corridor.

- 2.12 **Inter-urban journeys** are medium-distance journeys between economic hubs and the Strategic Road Network (SRN - motorways and trunk roads) that are mostly served by the recently designated Major Road Network (MRN). Challenges are that some key routes are of a poor standard, the deterioration of bus services over recent years, and road safety 'hot-spots'. Initiatives to address these are supporting MRN and Large Local Majors schemes, supporting initiatives to enhance (but at the least maintain) the viability of bus services, and delivering better inter-urban rail connectivity.
- 2.13 **Local journeys** are short distance trips typically undertaken at the start or end of a journey and can be made by any mode of transport. Challenges identified include conflict between different modes and users, air quality issues on urban corridors, poor integration between modes (such as bus and rail), pressure on bus services (especially in rural areas), and affordability of public transport. Initiatives to address these issues include developing high-quality public transport, improving air quality (by reallocating space, reducing speeds, switching modes, etc.), prioritising pedestrians and cyclists over the private car, investing in passenger information, developing integrated transport hubs, lobbying Government for enhanced funding for buses, lobbying for a freeze in rail fares, and improving public transport accessibility.
- 2.14 **International gateways and freight journeys** generally benefit those outside of the South East making them crucial for the whole country's economy. Challenges are the proposed expansion of Gatwick Airport increasing its capacity for passengers and freight, potential expansion at Dover, poor resilience of the SRN serving the Port of Dover and Channel Tunnel, severe congestion at the Dartford Crossing, a falling mode share of rail freight nationally, it being challenging to reducing HGV emissions, and the unknown future relationship between the UK and EU. Initiatives to address these are improved public transport to airports, support for road and rail improvements to cater for port expansion, delivery of the Lower Thames Crossing, implementation of improvements to support rail freight, new technology to improve freight vehicle efficiency, and help international gateways to adapt to changes to trade patterns. TfSE also want to develop a Freight Strategy and Action Plan for the South East.
- 2.15 **Future journeys** are described as any journey that may be facilitated by an emerging technology. The draft Strategy emphasises that technologies and social trends are hard to predict but there are certain trends that are likely to continue, such as the 'sharing' economy, increased environmental awareness, and political devolution. Challenges identified by the Strategy are gaps in electric and digital infrastructure (such as electric vehicle charging points), potential poor economic viability in rural areas, ensuring no one is 'left behind', the risk that new technology could undermine walking/cycling/public transport journeys (as has happened with Uber), the further risk that new technologies may fragment the delivery of transport services, increased local

freight traffic due to online shopping, and the possibility that decarbonisation of transport will not solve congestion. Initiatives to address these are future proofing the digital and energy sectors, incorporating 'Mobility as a Service' into the current public transport network, encouraging a consistent approach to smart ticketing, and developing a Future Mobility Strategy for the South East.

('Mobility as a Service' describes a change from privately owned vehicles to mobility being something you can access and pay for on demand, including the integration of private and public transport through a unified journey planner and payment account.)

- 2.16 The KCC proposed response identifies a few factual errors in the description of some of the challenges relating to Kent. It also suggests some other challenges that are of relevance to the different journey types, such as current disruption due to the Operation Brock infrastructure on the M20, the environmental constraints in delivering new orbital routes across the South East, and international issues with rail freight paths. In terms of the initiatives to address the various challenges, KCC's proposed response is supportive and suggests some additional measures that could be considered in the Strategy. For example, the benefits of express coach services over bus services in areas not well connected by rail (e.g. Maidstone to Canary Wharf), and the benefit of interoperability of cycle hire schemes via a single app compared with multiple schemes competing.
- 2.17 A potentially difficult area of the draft Strategy to implement is demand management policies, which could include road user charging. The KCC proposed response states that any scheme in the South East would need to consider Government policy (such as on fuel duty) and be carefully designed subject to an extensive Equality Impact Assessment. It would also require the agreement and support of the relevant Highway Authorities.

Implementation

- 2.18 The draft Strategy acknowledges that the Government's current transport investment programmes (including Highways England's Road Investment Strategy 2, and Network Rail's Rail Investment Programmes) will focus on short term capacity constraints. However, in the medium to long term, the draft Strategy advocates a focus on public transport services, supporting integrated transport and land use planning, and demand management policies.
- 2.19 The Partners and Stakeholders were asked for their input on priority interventions, and the draft Strategy has summarised them as follows:
- **Highway schemes** – localised improvements will continue to be needed to adapt to changing traffic patterns. However, new roads or extensions of existing ones should become a lower priority in the long term. Highway schemes should target port access, major development sites, and deprived communities.
 - **Railway schemes** – a high priority in the short, medium and long term.

- **Interchanges** – a continuing high priority where they facilitate multi modal journeys and accessible development.
- **Urban transit schemes** – including Bus Rapid Transit and Light Rail Transit, which are a priority for the medium to long term.
- **Public transport access to airports** – a high priority that must be delivered alongside ongoing expansion.
- **Road and public transport access to ports** – a high priority to be delivered in the short term.
- **Technology** – is supported but widespread rollout might not be realised until the medium to long term.
- **Planning policy** – interventions that can be made at this level are a high priority for the short term.
- **More significant demand management policy** – such interventions are a longer-term goal.

2.20 The draft Strategy includes a table of Key Performance Indicators aligned to each of the strategic priorities. These range from monitoring delivery rates of improvements on road and rail corridors, to measuring the percentage of sites allocated within Local Plans developed in line with Local Transport Plans, to seeing a reduction in carbon emissions from transport.

2.21 The proposed KCC response generally agrees with the proposed performance indicators but identifies a range of difficulties in applying them across such a diverse area, not least in terms of Local Government structures. This is particularly relevant to the objective which seeks to better integrate land use and transport planning because in many areas one council is not jointly the Local Transport Authority and Local Planning Authority. Consequently, the proposed response asks that Local Planning Authorities have greater involvement in developing this area of the Transport Strategy, as well as and by informed guidance on the role of and on the Transport Strategy (once TfSE is a statutory body) in the preparation of Local Plans.

2.22 There are two potentially challenging performance indicators for the environment: for no net degradation of natural capital, and no net loss of biodiversity. The Integrated Sustainability Appraisal for the draft Strategy concludes that to achieve biodiversity net gain would be “challenging” for road schemes. However, Government has indicated that biodiversity net gain will become mandatory for new developments. The proposed KCC response suggests that TfSE needs to carefully consider the implications of these indicators for future schemes and interventions, particularly those on the Strategic Road Network. It also asks whether the indicators are intended to be balanced against one another, such that some reduction in natural capital might be acceptable where a scheme significantly reduces the number of people Killed and Seriously Injured, for example.

Next Steps

2.23 The draft Strategy is currently undergoing a public consultation. Following a review of all the comments received, TfSE will revise and then seek approval for the Transport Strategy from the Shadow Partnership Board. The Strategy will then be reviewed every five years.

- 2.24 TfSE is commissioning a programme of studies exploring some of the themes from the Transport Strategy. This will include Area Studies that will focus on specific corridors in the South East, a Freight Strategy and Action Plan, a Future Mobility Strategy, Mobility as a Service, and, Smart and Integrated Ticketing. These studies are expected to be developed over the next two years.

3. Conclusions

- 3.1 TfSE has released its draft *Transport Strategy for the South East*. KCC strongly supports the development of the Transport Strategy and welcomes the opportunity it provides to take a coordinated regional approach to transport planning so that the constituent authorities can work together to deliver a better future for the South East.
- 3.2 KCC's proposed response reiterates that speaking with a single voice will enable TfSE to truly influence Government decision making on transport infrastructure in the South East. It is also an important body to potentially devolve powers and/or funding down from Government to enable local decisions.
- 3.3 The vision and strategic goals for the draft Transport Strategy align with KCC's own ambition for transport that was set out in LTP4 (2017). Details of specific schemes will not be forthcoming until the Area Studies and thematic studies (freight, smart ticketing, Mobility as a Service, future mobility) are completed over the next two years. However, the draft Strategy does suggest some strategic-level interventions (such as support for the Lower Thames Crossing, and potential connectivity enhancements between Crossrail and Ebbsfleet).
- 3.4 KCC's proposed response is, overall, very supportive and welcomes the opportunity to help shape the Transport Strategy. Proposals that are potentially challenging to implement are demand management policies (including road user charging) and the closer integration of transport and land use planning across the region. The proposed response identifies that the Local Planning Authorities (in Kent, this is the districts) need greater involvement to determine how the *Transport Strategy for the South East* should be applied at a local level.
- 3.5 Comments received by TfSE on the draft Strategy will be reviewed and the Strategy revised accordingly. It will then be taken to the Shadow Partnership Board for approval.

4. Financial Implications

- 4.1 As a constituent authority KCC contributes £58,000 per year to fund the development of TfSE. This has been matched by £1 million of funding from the Department for Transport (DfT) in 2018/19 and another £500,000 in 2019/20. Any further funding this year has been postponed due to the pre-election period.

5. Legal Implications

5.1 N/A

6. Equalities Implications

6.1 TfSE has undertaken an Integrated Sustainability Appraisal, which includes an Equalities Impact Assessment on the draft Strategy. It found that:

“...the interventions are likely to result in a positive impact on protected characteristics, particularly age and deprivation. Improvements to the transport network, including pedestrian and cycleways, should result in more reliable and comfortable journeys, encouraging users to move away from private vehicles.”

7. General Data Protection Regulations (GDPR) Considerations

7.1 A Data Protection Impact Assessment (DPIA) is not required as this consultation response does not require the processing of personal data.

8. Other Corporate Implications

8.1 N/A

9. Governance

9.1 Decision (16/00120) taken by the Leader on 8 December 2018 to establish and participate in the formation of TfSE was resolved at the Environment and Transport Cabinet Committee on 17 November 2016.

9.2 The Cabinet Member or Deputy Cabinet Member for Highways and Transport represents KCC on the TfSE Shadow Partnership Board. The Corporate Director for Growth, Environment and Transport represents KCC at the TfSE Senior Officer Group.

10 Recommendation:

The Cabinet Committee is asked to consider and endorse or make recommendations to the Cabinet Member for Highways and Transport on the proposed Kent County Council response to the consultation on the draft Transport Strategy for the South East.

11 Background Documents

Appendix A: Proposed KCC response questionnaire to TfSE’s consultation on the draft Transport Strategy for the South East.

Further information on TfSE’s draft Transport Strategy, including the full suite of documents, can be found on its website:

<https://transportforthesoutheast.org.uk/transport-strategy/>

Shadow Sub-National Transport Body for the South East, Item 221, Environment and Transport Cabinet Committee, 17 November 2016
<https://democracy.kent.gov.uk/ieListDocuments.aspx?CId=831&MId=6225&Ver=4>

Sub-national Transport Bodies: Transport for the South East, Item 146, Environment and Transport Cabinet Committee, 17 January 2019.
<https://democracy.kent.gov.uk/documents/s88577/Item%207%20-%20Sub-national%20Transport%20Bodies%20-%20Transport%20for%20the%20South%20East.pdf>

Kent County Council's Response to Transport for the South East's Proposals Consultation, Item 198, Environment and Transport Cabinet Committee, 16 July 2019
<https://democracy.kent.gov.uk/documents/s91339/Item%2015%20-%20Report%20-%20KCC%20Response%20to%20Transport%20for%20the%20South%20East%20Proposal%20Consultation.pdf>

Decision 16/00120 Sub National Transport Board for the South-East
<https://democracy.kent.gov.uk/ieDecisionDetails.aspx?ID=2215>

12 Contact details

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Transport for the South East Draft Transport Strategy: consultation questionnaire

Have your say

We are interested in your views on our draft Transport Strategy. Please read the draft Transport Strategy, which is available from our [website](#), before completing the questionnaire.

Our consultation is open from 7 October 2019 to 10 January 2020. You can submit your views in the following ways:

- Complete the questionnaire online via transportforthesoutheast.org.uk/transport-strategy
- Complete this form and return by email to tfse@eastsussex.gov.uk
- Complete this form and return by post to **Freepost TRANSPORT FOR THE SOUTH EAST**

Please submit your views by **11:59pm on 10 January 2020**.

If you are returning this form by email or by post, and do not have enough space in the following text boxes, you are welcome to include separate sheets. If so, please specify which question(s) you are responding to.

Privacy notice

We take data protection seriously. Please be assured that your information will be used appropriately in line with data protection legislation, will be stored securely and will not be processed unless the requirements for fair and lawful processing can be met.

Information that you provide through this questionnaire will be used to inform the development of Transport for the South East's Transport Strategy and to keep you updated on our work. Responses will be shared with our suppliers responsible for the consultation analysis and reporting, though your information will never be sold for direct marketing purposes.

Our staff are trained to handle your information correctly and protect your confidentiality and privacy. Once the Transport Strategy has been completed in 2020, your records will be retained for no more than two years following that date. Our full privacy notice is available from transportforthesoutheast.org.uk/privacy

A summary of responses to this consultation will be published on the TfSE website at transportforthesoutheast.org.uk. The summary will include a list of organisations that responded but not personal names, addresses or other contact details. If you do not wish for your organisation's name to be included in the analysis of responses, please tick the box below:

I want my organisation's details to remain confidential in any published analysis

If you would like to be added to our email database to receive regular updates from Transport for the South East, please tick the box below and supply your email address.

I would like to receive news and updates from Transport for the South East by email

Email address: _____

Further information

If you have any questions about the consultation, you can contact us by email at tfse@eastsussex.gov.uk or call us on **0300 3309474**.

About you

The following questions will help us to understand the range of people and organisations who have submitted responses to the consultation. The information you provide will not be used for any purpose other than assessing responses.

1. Are you providing your own response or responding on behalf of an organisation/group? Please tick one of the boxes below.

Providing my own response (please respond to Question 2)



Responding on behalf of organisation/group (please respond to Questions 3 and 4)

2. If you are responding as an individual, please provide your name and postcode below and then continue to Question 5.

Name: _____

Postcode: _____

3. If you are responding on behalf of an organisation or group, please provide the following details:

Organisation name: Kent County Council

Your name: Katie Pettitt

Your role: Principal Transport Planner - Strategy

Please turn over.

4. Which category of organisation or group are you representing?

(Please tick all the boxes that apply)

- Academic (includes universities and other academic institutions)
- Business
- Business representative group (includes CBI, Chambers of Commerce, LEPS)
- Campaign group
- Charity/voluntary sector group
- Elected representative (includes MPs, MEPs and local councillors)
- Environment, heritage, amenity or community group (includes environmental groups, schools, church groups, residents' associations, recreation groups and other community interest organisations)
- Local Government (includes county councils, district councils, parish and town councils and local partnerships)
- Professional body/representative group
- Statutory body
- Transport, infrastructure or utility organisation (includes transport bodies, transport providers, infrastructure providers and utility companies)
- Think tank
- Transport user group
- Prefer not to say
- Other *(please tick box and specify below)*:

5. Please confirm that you have read the draft Transport Strategy before completing this questionnaire? Please tick as appropriate

- I have read the full [draft Transport Strategy](#)
- I have read the [draft Transport Strategy executive summary](#), but not the full document
- I have not read either the full draft Transport Strategy nor the executive summary

Our Approach

6. Rather than the traditional transport planning approach of ‘predict and provide’ based on responding to trends and forecasts, we have adopted a ‘decide and provide’ approach to identify a preferred future for the South East in 2050. Please see Paragraphs 1.16 to 1.20 of the draft Transport Strategy for further information.

To what extent do you agree or disagree with the use of this ‘decide and provide’ approach? Please tick one box.

Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
✓	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

7. The draft Transport Strategy advocates the evolution of transport policy away from one based on ‘planning for vehicles’ to one based on ‘planning for people’ and ‘planning for places’ Please see Paragraphs 1.21 to 1.25, and Figure 1.3, of the draft Transport Strategy for further information.

To what extent do you agree or disagree that transport policy across the South East should evolve in this way? Please tick one box.

Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
✓	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

8. In Paragraphs 1.26 to 1.30 of the draft Transport Strategy, we explain our preferred future scenario: ‘Sustainable Route to Growth’.

How important do you feel the key features of our ‘Sustainable Route to Growth’ scenario are for the future of the South East? Please tick one box for each feature.

Key feature	Very important	Fairly important	Neither important / unimportant	Fairly unimportant	Not important at all	Don't know
The South East is less reliant on London and has developed its own successful economic hubs	✓	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The benefits of emerging technology are being harnessed	✓	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Land-use and transport planning are better integrated	✓	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Key feature	Very important	Fairly important	Neither important / unimportant	Fairly unimportant	Not important at all	Don't know
A shift away from private cars towards more sustainable travel modes	✓	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Targeted demand management measures, with more mobility being consumed on a 'pay as you go basis'	<input type="checkbox"/>	✓	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The transport system delivers a cleaner, safer environment	✓	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

9. Do you have any additional comments about our approach to developing the draft Transport Strategy? Please describe these below.

In developing the recent Local Transport Plan 4: Delivering Growth without Gridlock 2016 – 2031 (LTP4), Kent County Council (KCC) positively engaged with the Local Planning Authorities and consulted with stakeholders and the wider public on the desired ambition for transport in the county and the outcomes that the transport network should achieve. KCC developed proposals for transport priorities, which were either specific schemes or the identification of issues to resolve with a scheme to be designed in the future. Transport priorities were identified at strategic, countywide and local level. Consequently, LTP4 is the most recent position on transport priorities in Kent. However, there are other complimentary strategies that also support the aims of the draft Transport Strategy for the South East. These include the Freight Action Plan for Kent and the Kent Environment Strategy.

The Kent and Medway Energy and Low Emissions Strategy is currently under development and was recently taken to public consultation. This outlines Kent and Medway's approach to achieving the target of net zero emissions by 2050, but significant action is expected by 2030. Consultation feedback clearly showed that there is a desire for a more ambitious and quicker route to net zero, including a desire to reduce the emphasis on the electric car and focus more on alternatives to the car and modal shift. Another theme in the feedback was around growth and the potential conflict between net zero and other policies, particularly those around planning and transport. It is welcome that TfSE is addressing these same concerns in the Transport Strategy. Development must be viewed through a clean growth and net zero lens, which includes minimising the need to travel by ensuring that digital and broadband infrastructure is in place and local facilities exists so people can make active travel choices.

The primary benefit of the Sub-national Transport Body model is the ability for the South East region to speak with a single voice on strategic transport infrastructure. Working together will allow the South East to provide a coherent view on where funding for transport providers such as Highways England, Network Rail and the rail franchises should be prioritised. By building consensus, national government will have to take account of prioritisation at a local level in the allocation of funds.

LTP4 set out KCC's strategic transport priorities. These are:

- Enabling growth in the Thames Estuary – including junction upgrades on the A2/M2, increased High Speed rail services to Ebbsfleet, improved connectivity between Ebbsfleet and Crossrail 1,

- New Lower Thames Crossing,
- Bifurcation of port traffic – requiring a series of junction improvements and road widening schemes on the M2/A2 and M20/A20,
- Port expansion,
- A solution to Operation Stack,
- Provision of overnight lorry parking,
- Ashford International station signalling upgrade (now almost complete),
- Journey time improvements on the Ashford to Ramsgate railway line via Canterbury West and the new Thanet Parkway station,
- Rail improvements,
- Bus improvements.

For bus and rail improvements, the key aims are to create an integrated network and greater mode share for public transport, particularly to support new development in areas such as the Thames Gateway.

Turning to the specific details of the formation of this draft Strategy, it is clear that congestion-alleviating measures ultimately result in a return to congestion once the unlocked capacity is filled. For example, the removal of the toll booths at the Dartford Crossing provided a short-term benefit of up to 15 minutes journey time saving, but a resultant increase in usage of the crossing led to a return to the crossing operating at capacity for much of the day. Building additional mileage of highway is not a long-term solution to cater for the increase in congestion in the South East, nor will it accommodate the additional traffic generated from planned homes and employment sites. Continued economic growth will be hindered without alternative ways to travel and a concurrent reduction in demand for travel. Therefore, actively planning at the regional level for a future that is sustainable, and providing the infrastructure for that future, is fundamental to delivering the vision for the South East.

Profoundly important to moving away from ‘predict and provide’ is the view at a national policy level. Currently, this has been heavily focused on investment in road building, with many ad hoc funding pots available in recent years for congestion-busting schemes of various sizes. Conversely, funding for public transport has not been so forthcoming, especially evident in cuts to supported bus services. KCC is the largest contractor of bus services in the TfSE area but has been forced to rescind support for some services due to budget constraints. The Transport Strategy for the South East must lobby policy and funding decisions taken at a national level.

KCC fully supports the Area Studies, which will look at the individual characteristics of corridor routes across the South East in more detail and identify specific interventions to achieve the vision for sustainable economic growth. These Area Studies must involve the Local Planning Authorities and also take account of existing Local Transport Plans.

Major Economic Hubs and Strategic Corridors have been identified and are the focus of the Transport Strategy. The Major Road Network and the national assets of the Strategic Road Network and rail network have also been identified as targets for TfSE (and requested powers predominantly relate to these). However, the Strategy scope includes villages and towns away from these networks, including journeys to join these networks. The scope of the Strategy’s applicability needs to be more clearly set out including how it expects Local Planning Authorities, Highway Authorities and Local Transport Authorities to apply it to their own operations and strategic planning. As per KCC’s response to the TfSE consultation on proposed powers and functions, KCC supports TfSE having powers concurrently to the constituent authorities provided that the principle of subsidiarity is adhered to.

Our Area

10. Chapter 2 of the draft Transport Strategy summarises the characteristics, challenges and opportunities in the South East.

To what extent do you agree or disagree that the evidence set out in Chapter 2 of the draft Transport Strategy makes a strong case for continued investment in the South East’s transport system? *Please tick one box.*

Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don’t know
✓	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

11. Please use the space below to provide any other comments you may have about the information set out in Chapter 2, or any additional evidence that you think should be included.

Necessarily, much of the evidence base is from 2011 census data and is approaching a decade out of date. Where possible, National Travel Survey, TRICS, or similar datasets should be used to provide indicative information on likely changes to travel patterns to inform the Transport Strategy and future Area Studies. For example, residents travelling to Greater London from Ashford (Kent) and Folkestone appear relatively low (although without the size of the MSOAs shown on the map it is hard to tell conclusively). Since 2009 the domestic High Speed services have dramatically improved rail journey times from these towns and consequently more residents are now London commuters than in 2011, only shortly after the service was introduced. High Speed services at Ashford International are now running full to standing in the peak periods.

The International Gateway role of the South East is unique amongst all other regions in England. The extent to which this function supports the economies of other regions could be strengthened in the ‘Our Area’ section of the Strategy, for example including information on Just in Time (JIT) deliveries that regularly transit the Dover Straits with car parts destined for Oxfordshire, and likewise the need for Scottish seafood to cross into France within 24 hours. Without an efficient transport network in the South East, other regions would not be so successful. This is also, of course, affected by the planned withdrawal of the UK from the European Union and further highlights the threat to the national economy if the South East’s road network is congested.

Strengthening the Strategy around how the South East supports the Midlands and other regions would also help counter some political arguments. For example, ideas around economically rebalancing the UK meaning less investment in the South East or diverting investment from the South East, which would have a detrimental effect nationally.

Paragraph 2.66 refers to the airports in the area, and there is a footnote to the diagram listing other airports in the region. This has excluded Lydd Airport (London Ashford) from the Kent region, and there may also be the reopening of Manston Airport (pending the decision on the submitted DCO, expected early 2020).

Paragraph 2.73 describes the fragmented approach to transport and land use planning in the South East as a result of the differing Local Government structures across the region. The draft Transport Strategy seeks to promote integration between economic, spatial and transport planning in the South East. Whilst this approach could have clear benefits for the region and really help achieve the vision for the South East set out in the draft Strategy, the approach also generates some questions about TfSE in its current form that need to be addressed. Firstly, spatial planning (in two tier authorities) is a responsibility held by the District Councils with transport planning carried out at County level. District Councils will need much greater input to TfSE than they have had to date if there is to be a real impact on spatial planning. Further, many of the Local Planning Authorities in Kent are currently preparing their Local Plans, which typically have a 15-year horizon and increasingly challenging targets for housing growth. When the Transport Strategy for the South East becomes a statutory document, the policy it promotes for the region will have to be considered in these Local Plans at the point of their next review and update. There needs to be much greater integration between TfSE and Local Planning Authorities if there is to be a meaningful impact on land use planning as a means of reducing the need to travel and creating a self-sufficient region.

Our Vision, Goals and Priorities

12. Our vision is that: ‘By 2050, the South East of England will be a leading global region for net-zero carbon, sustainable economic growth where integrated transport, digital and energy networks have delivered a step-change in connectivity and environmental quality.

‘A high-quality, reliable, safe and accessible transport network will offer seamless door-to-door journeys enabling our businesses to compete and trade more effectively in the global marketplace and giving our residents and visitors the highest quality of life.’

To what extent do you support or oppose our vision for the South East? *Please tick one box.*

Strongly support	Tend to support	Neither support nor oppose	Tend to oppose	Strongly oppose	Don't know
✓	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

13. Do you have any further comments on our vision? *Please provide these below.*

KCC strongly supports the strategic vision and goals, which align with the Council's own Local Transport Plan 4: Delivering Growth without Gridlock.

14. The draft Transport Strategy sets out three strategic goals that underpin our vision. These goals will help to translate the vision into more targeted and tangible actions (*please see Paragraphs 3.3 to 3.7 for more details on our vision and goals.*)

To what extent do you agree or disagree with the goals set out within the draft Transport Strategy? *Please tick one box for each goal.*

Goal	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
Improve productivity and attract investment to grow our economy and better compete in the global marketplace	✓	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improve health, safety, wellbeing, quality of life, and access to opportunities for everyone	✓	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Protect and enhance the South East's unique natural, built and historic environment, and tackle climate change together	✓	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

15. Under each of the three goals, we set out a number of specific economic, social and environmental priorities. Further information on these priorities can be found in *Paragraphs 3.8 to 3.10 of the draft Transport Strategy*.

To what extent do you agree or disagree that these are priorities which the Transport Strategy should aim to achieve?
Please tick one box for each row.

Priority	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
Economic priorities						
Better connectivity between our major economic hubs, international gateways and their markets	✓	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
More reliable journeys between the South East's major economic hubs and international gateways	✓	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
A more resilient transport network to incidents, extreme weather and the impacts of a changing climate	✓	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Helping our partners meet future housing, employment and regeneration needs sustainably	✓	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Use of digital technology to manage transport demand, encourage shared and efficient use of transport	✓	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Social priorities						
A network that promotes active travel and active lifestyles	✓	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improved air quality through initiatives to reduce congestion and encourage shifts to public transport	✓	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
An affordable, accessible transport network for all that promotes social inclusion and reduces barriers	✓	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

A seamless, integrated transport network with passengers at its heart	✓	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
A safely planned, delivered and operated transport network	✓	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Environmental priorities						
A reduction in carbon emissions to net zero by 2050	✓	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
A reduction in the need to travel, particularly by private car	✓	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
A transport network that protects and enhances our natural, built and historic environments	✓	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Use of the principle of 'biodiversity net gain' in all transport initiatives	✓	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Minimisation of transport's consumption of resources and energy	✓	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

16. Are there any other economic, social and/or environmental priorities which you feel the Transport Strategy should aim to achieve? Please describe these below.

Some of the strategic priorities in this response form differ from those in the draft Transport Strategy. For example, the second social priority in the draft Strategy is to improve air quality *supported by* initiatives to reduce congestion and encourage shifts to public transport, whereas in this response form the improved air quality is achieved *by* reducing congestion and shifting to public transport. The County Council supports initiatives to improve air quality, especially because of the authority's responsibility to improve the general health of everyone living in Kent.

The Strategy should make it clearer that the net zero carbon commitment is related only to the transport sector, if this is the case. It should also be clear on what parts of the transport sector this relates to, e.g. public transport funded by the public sector, logistics operations (including ferries and freighters using the ports in the South East), private personal transport, the aviation sector given the country's two largest airports are in the region, etc.

The draft Transport Strategy could consider a priority that addresses adapting to emerging transport technologies, such as connected and autonomous vehicles, and ensuring that the South East's transport network can accommodate them.

17. The draft Transport Strategy sets out a number of principles that are used to identify the key transport issues and opportunities in the South East (see Paragraphs 3.11 to 3.38 of the draft Transport Strategy for more information).

To what extent do you support or oppose these principles? Please tick one box for each principle.

Principle	Strongly support	Tend to support	Neither support / oppose	Tend to oppose	Strongly oppose	Don't know
Supporting sustainable economic growth, but not at any cost	✓	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Achieving environmental sustainability	✓	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Planning for successful places	✓	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Putting the user at the heart of the transport system	✓	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Planning regionally for the short, medium and long-term	✓	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Our Strategy

18. Six key journey types are identified within Chapter 4 of the draft Transport Strategy. We identify the key challenges and opportunities for each of the six journey types, and indicate the types of schemes and policy responses that will be needed to address these challenges. Subsequent area studies will be used to identify comprehensive packages of initiatives. **We are not seeking detailed feedback on individual schemes at this stage**, but we want to make sure we have identified the key challenges and the broad types of responses that will be needed for each of the movement types.

To what extent do you agree or disagree that the key challenges relating to each of the journey types have been correctly identified? Please tick one box for each journey type.

Journey type	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
Radial journeys	<input type="checkbox"/>	✓	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Orbital and coastal journeys	<input type="checkbox"/>	✓	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Inter-urban journeys	<input type="checkbox"/>	✓	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Local journeys	<input type="checkbox"/>	✓	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
International gateways and freight journeys	<input type="checkbox"/>	✓	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Future journeys	✓	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

19. Please use the space below to make any additional comments on the key challenges that have been identified, or to explain any additional challenges that you think need to be addressed. Please specify which movement type(s) your comments relate to.

Radial journeys: Challenge 1 identifies Maidstone as having poor connectivity by rail to London compared with other parts of the region. Maidstone is well-connected by rail, but journey times are slow on the Maidstone East line (to Victoria) taking around 1 hour 12 minutes. In the morning and evening peaks there are also High Speed services to St Pancras taking 53 minutes. The proposed Thameslink service between Maidstone and Cambridge would have connected Maidstone East with the City of London again, but this has been subject to indefinite delay.

A challenge that has been omitted is the potential delays on the M20/M2 corridors caused by disruption due to exiting the EU. This is a particular threat to freight journeys, but also to residents, business and tourist traffic making radial journeys between Ashford and Maidstone.

Orbital journeys: Challenge 3 identifies the A27 as playing a rural single carriageway role in Kent. This is incorrect as the A27 terminates at Pevensey at the junction with the A259, which runs along the East Sussex and Kent coast as far as Folkestone. Given that the A259 in Kent was detrunked, perhaps this orbital corridor would better include the A2070 from Brenzett to Ashford, where it joins the M20 coastbound.

Challenge 4 correctly assesses the gap in cross-regional road capacity between the M20 and M23, and M23 and A3. It should also make reference to the environmental constraints in this movement if the existing roads were to be substantially upgraded (such as the A272), or new expressways/motorways constructed. In west Kent and East Sussex there is the High Weald Area of Outstanding Natural Beauty (AONB), then the South Downs National Park, and the Surrey Hills AONB to the north.

Inter-urban journeys: These challenges accurately capture the issues for inter-urban journeys. However, a key challenge for inter-urban journeys (especially in Kent) is the school traffic. Where residents have a choice over which school their children attend then typically the average length of the journey to school increases.

Local journeys: As above, school run journeys form many of the local journeys taking place and are a challenge for the network.

International gateways and freight journeys: Increasing rail freight mode share is a big challenge. With cross-Channel rail services there is an issue with availability of train paths in France because of conflicts with passenger services. On the conventional railway network in the South East there is also an issue with train paths being available for freight because they would have to use routes through London that are prioritised for passengers in the peaks. Although there is demand for rail freight services, it is important to appreciate that this is not the same freight that is currently entering through the Channel Tunnel and Port of Dover.

Regarding freight passing through the South East and then being sorted in the Midlands and returned to the South East for local distribution, further research is needed. Although it may appear inefficient because of seemingly duplicate HGV movements through the region this is not necessarily the case if they are returning with a backload and would otherwise have returned empty.

Depending on the UK's future relationship with the EU, smart borders should be addressed as a potential challenge/opportunity within this section.

International gateway journeys for leisure purposes really fall into the inter-urban journey group and would be better separated from freight journeys because they have very different needs and impacts despite using the same entry/exit points in the UK. Freight is time-sensitive and economically important nationally as well as serving vital needs like the transport of medicines. Tourist journeys (outbound) are more about switching modes to more sustainable options.

Inbound tourist journeys are more centred on giving an efficient and pleasant experience, as well as providing options for tourists to visit the South East region easily and not be so London-centric.

20. To what extent do you agree or disagree with the initiatives we have outlined to address the challenges that have been identified for each journey type? Please tick one box for each journey type.

Journey type	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
Radial journeys	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Orbital and coastal journeys	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Inter-urban journeys	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Local journeys	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
International gateways and freight journeys	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Future journeys	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

21. Do you have any additional comments on the journey types which form part of our draft Strategy, including any of the initiatives we have identified for each of the journey types? Please provide details below, making clear where applicable which initiative(s) you are referring to.

Radial journeys: The initiatives could include reference to radial services as well as radial routes, e.g. Thameslink to Maidstone in order to get a direct rail link to the City again, and also radial coach services such as those serving north Kent (see Kings Ferry coaches).

Holistic demand management policies could include road user charging or fare price increases in the morning peak (beyond demand management fares already in place on the rail network). From the perspective of the private car, there is already a form of road user charging in fuel duty but central government policy has seen this reduced or frozen in recent years. Introducing a localised road charging scheme would need to be done in line with national policy and be subject to an extensive Equalities Impact Assessment. People who need to travel at set times of day (usually the peaks) tend to be in some of the least well-paid jobs and may disproportionately be women, for example working in retail or caring professions. Any road user charging proposals would also have to be scrutinised and approved by the relevant Local Highways Authorities before being progressed any further. KCC reserves judgement on whether it could support such proposals at this time as to date the Council has not been asked to take a view.

Orbital journeys: As for radial journeys, demand management policies need careful consideration to demonstrate that they can be applied in a fair and equitable way. The London congestion charge is commonly used as an example because those that can afford to pay still drive into central London, so it disproportionately disadvantages the poorer in society. Improving connectivity to Gatwick Airport must focus on public transport, including rail and coach services. To encourage

further private car journeys would be counterproductive to the aims of this Transport Strategy and to the Gatwick Airport Surface Access Strategy.

Inter-urban journeys: There are other possible initiatives that could help inter-urban journeys, such as guided busways and inter-urban coach services. One of the greatest limiting factors for inter-urban journeys being completed by bus is the journey time – not due to congestion but due to repeated stops. Predominantly a range of short journeys are completed on the route (village to town, intra-urban or feeding a railway station) rather than a single longer inter-urban journey. The quality of the service also reduces their effectiveness at replacing the car or train over this distance, such as a lack of heating and uncomfortable seating.

Local journeys: In prioritising the needs of pedestrians and cyclists the emphasis should be on good design rather than just providing facilities. For example, a cycleway on the footway where cyclists have to stop at every minor road junction is inconvenient and uncomfortable to use, probably resulting in those that would have cycled anyway using the road. Conversely, a slightly raised cycle lane that runs in what would be considered the carriageway (but is effectively segregated) that crosses all junctions as the main road does is safer and more attractive to use. Some of the measures implemented on the Continent could be applied but would need some form of driver re-education to be effective.

International gateway and freight journeys: The Lower Thames Crossing initiative also includes reference to Junction 9 of the M3, but it is not clear how that helps with Challenge 4. Perhaps it should be included as a separate initiative to make use to SRN and MRN funding to address congestion hot spots on key freight corridors.

The initiative to help gateways adjust to changes in trade patterns should also include reference to technology (such as timed slots on ferries) and also a solution to disruption caused by Operation Brock and Operation Stack.

Future journeys: As the draft Strategy correctly states, it is almost impossible to say how future innovations may change the transport network. Whether we get more drone-based deliveries (as trialled in Milton Keynes), different kinds of private vehicles, autonomous pods instead of buses for Park & Ride services, or completely car-free developments that are designed to ‘force’ residents to use shared mobility and public transport, we simply cannot say. Transport for the South East needs to work with all other regions and national government to steer the direction and regulation of such services to ensure that the region, and the country, does not end up with incompatible multi-operator ventures.

For example, the multiple independent cycle hire schemes in London mean that all operators are targeting the same market (potentially with different geographies) but the user wants access to a shared bike wherever they are without having to sign up to several different schemes in London alone – let alone when they are outside the Capital and they wish to use the Brighton & Hove scheme, for example. A more efficient and passenger-centric model would be to use the same model of revenue allocation as the railway industry does. The user signs up to one bike hire app where they can see all available bikes from all operators, they pay the hourly rate (which could vary by demand and location) and the central system proportionately allocates revenue to the individual bike hire operator. Likewise, personal banking is heading in this direction so that there is one banking app showing all available accounts making it easier to switch and exercise choice. But without a central body to coordinate these private ventures then we are likely to continue to see a fragmented system without interoperability.

An initiative should be included for TfSE to take an active role in these conversations and develop apps (or other technology) to give users a genuinely informed choice on journey times, prices, and environmental consequences.

Implementation

22. In Chapter 5 of the draft Transport Strategy, a number of performance indicators are set out that will be used to monitor progress of the Strategy.

To what extent do you agree or disagree with these performance indicators? *Please select one box for each performance indicator group.*

Performance indicator group	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
Economic performance indicators	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Social performance indicators	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Environmental performance indicators	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

23. Chapter 5 of the draft Transport Strategy also sets out how the Strategy will be implemented, including Transport for the South East's role and future funding challenges.

Do you have any comments about the implementation of the Strategy including the performance indicators, our role and/or the future funding challenges? Please describe these below.

Economic performance indicators: The indicator measuring improved public transport to Heathrow Airport should also include Gatwick Airport.

The indicator that assesses how many allocated Local Plan sites are done so in line with Local Transport Plans will have different meanings across the South East. In unitary authorities the two will have been developed in conjunction, and two-tier authorities will take a different approach. Kent's Local Transport Plan is deliberately strategic so that each district can develop a transport strategy to support their own Local Plan (in partnership with the County Council) that goes into the detail of individual transport schemes once the call for sites has identified likely site allocations. The indicator would not measure a new approach to planning but could instead have little substance to it.

If TfSE's aim is to properly integrate land use and transport planning to achieve the goals in this Transport Strategy, then all the Local Planning Authorities need to be involved and a more meaningful indicator would be for Local Plans newly prepared or reviewed and updated, to be done so in line with the Transport Strategy for the South East. Although this may depend on the process of TfSE becoming a statutory body and the Transport Strategy, therefore, a statutory document.

For a 'smart' transport network there is a need for an indicator around the use of technology on the road network, most likely in the future. This could include advanced in-car warning systems about congestion or incidents so that traffic uses an alternative route. It could also be related to freight being more efficiently held and routed to the ports to avoid congestion and potentially carry out customs clearances remotely, if necessary. This emphasises the importance of good digital coverage throughout the region.

Social indicators: Rather than measuring the absolute number of bikeshare schemes, it might be better to measure the interoperability of bike share schemes as this would be a more passenger-centric way of looking at the network. Alternatively, if data was available, the indicator could measure the use of these schemes instead. For example, 10 schemes serving 10,000 active users would appear better than 5 schemes that serve 20,000 active users if using the proposed metric.

Environmental indicators: The two indicators for net degradation of natural capital and net loss of biodiversity are absolute. TfSE and its constituent authorities need to fully consider how this applies to Strategic Road Network and new rail schemes in the area. For example, some options for the proposed A27 Arundel Bypass would destroy ancient woodland, which is the most biodiverse woodland in the country. Planting new woodland, or translocating soil from the

ancient woodland, is mitigation but it is not a direct replacement for the loss of that woodland and would arguably still result in a net loss of biodiversity. The Integrated Sustainability Appraisal confirms this by stating that the opportunity for biodiversity net gain from road schemes would be “challenging.” Likewise, facilities such as Motorway Service Areas and lorry parking (especially like that previously proposed by Highways England at Stanford West on the M20) would cause a failure in this indicator due to the huge biodiversity impacts, embodied carbon, loss of agricultural land, and impacts on the setting of historic assets. The final version of the Strategy should also explain whether the priorities (and therefore indicators) are intended to be balanced against one another, such that some reduction in natural capital might be acceptable where a scheme significantly reduces the number of people Killed and Seriously Injured, for example.

Funding and financing: Currently the funding mechanism and role for TfSE (and other Sub-national Transport Bodies) is unclear. The only role that central government has allocated to date is the prioritisation of schemes for Major Road Network and other funding. Currently transport funding sits at a range of different levels, including with the Local Enterprise Partnerships for the Local Growth Fund (LGF). This has now finished, but any successor should have due input from the Sub-national Transport Bodies as well as Local Authorities to ensure there is a regional transport planning perspective. It may be appropriate for any successor funds to LGF for transport schemes to be administered by TfSE but Kent awaits further information from Government on what these funds might be, and what the new Government’s future ambition for STBs is. Therefore, from the perspective of a resident in the South East, it might be useful to include some information on the current funding and financing role that TfSE has and what it aspires to be in the future.

To access funding for transport schemes the current method of assessment is based on best value for money, which is often criticised for being heavily weighted in terms of travel time savings by private car. The draft Transport Strategy takes a very proactive approach in planning for the future and planning for a change to sustainable travel (necessitating investment in public transport and cycling/walking infrastructure and services). However, it may be difficult to achieve a sufficiently high Benefit Cost Ratio for such schemes and so TfSE should plan to influence Government policy and consider how such schemes could be prioritised for funding when judged against more ‘traditional’ congestion-relief schemes.

Powers and functions: One of the powers that has *not* been requested is to set priorities for local authorities on roads that are not part of the Major Road Network. Much of this draft Transport Strategy has been focused on planning for people and for place, and the MRN is such a small part of the overall road network in the South East that it means the influence of this Strategy is potentially minimal unless the implementation plan includes how TfSE expects the constituent authorities and Local Planning Authorities to apply the principles of the Strategy, and by when. This should also be an indicator for success of the Strategy. To achieve this, the Local Planning Authorities will need to be more closely involved in TfSE in future.

As per the response to the TfSE consultation on the proposed powers and functions, KCC continues to support these on condition that the principle of subsidiarity applies. Decisions on the use of those powers must be made at the most immediate (or local) level by the constituent authorities. KCC maintains that the real power of a STB is to work at the strategic level to achieve a shared vision for the region, as well as to devolve powers from central government to give the South East more control over its future.

Integrated Sustainability Appraisal

Alongside the draft Transport Strategy, we have also completed an Integrated Sustainability Appraisal, which has looked into the potential impacts that the Transport Strategy could have on a range of sustainable development indicators. This includes (but is not limited to) impacts on the environment, health, equality of access to opportunities, and community safety. You can [view this document](#) as part of the public consultation. The following questions are about the independent Integrated Sustainability Appraisal. Please therefore read the Integrated Sustainability Appraisal document before answering the following questions.

24. To what extent do you agree or disagree that the Integrated Sustainability Appraisal represents a thorough assessment of the draft Transport Strategy? Please tick one box only.

Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
✓	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

25. Do you have any additional comments regarding the Integrated Sustainability Appraisal? *Please describe these below.*

Until specific scheme proposals come forward it is difficult for a sustainability appraisal to be properly carried out, and consequently the Habitats Regulation Assessment is delayed until specific proposals or more plan detail is available.

Before any demand management policy is implemented, it will need to be subjected to a thorough Equalities Impact Assessment to ensure that it does not disadvantage any group with a protected characteristic. The current Equalities Impact Assessment does not assess this particular intervention (as per the point above, it is only able to assess at the broad strategy level currently).

Overall views

26. To what extent do you agree or disagree that the draft Transport Strategy provides the mechanism that will enable Transport for the South East to achieve our mission of growing the South East's economy by delivering a safe, sustainable and integrated transport system that makes the region more productive and competitive, improves the quality of life for all residents and protects and enhances its natural and built environment. *Please tick one box only.*

Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
<input type="checkbox"/>	✓	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

27. Are there any additional comments that you would like to make that are relevant to this consultation on the draft Transport Strategy for the South East? *Please describe these below.*

In further developing the final Transport Strategy, TfSE should identify ways that it can influence national policy so that it is better aligned with this forward-thinking Strategy. Where TfSE is clearly learning from London in the power of planning the transport network for different functions (vehicles, place, people) this is largely at odds with national direction. The Department for Transport has launched a series of funds aimed at planning for vehicles, and for unlocking development by releasing capacity on the road network. Government policy will undoubtedly shift with the increasing focus on climate change and TfSE should ensure it is at the forefront of bidding for these funds, but also shaping how they are formed.

TfSE should try not to concentrate too much on any one idea as seems appropriate in the current paradigm, such as smart ticketing. Whatever is developed in this area needs to be future-proofed and take account of existing opportunities, for example by mobile apps. Smart ticketing could turn out to be a smart wallet, for example. And in that situation, there are already contactless cards, which Transport for London have been able to utilise leading to the rapid decline of the Oyster Card. In this way, it might be more appropriate for TfSE to provide a back-office function to permit cross-network and cross-operator travel with integrated fares rather than a physical card system.

Kent County Council is fully supportive of the development of this regional Transport Strategy and welcomes the opportunity to comment, as well as to support the development of the final Strategy in our role as a constituent authority.

Thank you for taking the time to complete this questionnaire.

From: Susan Carey, Cabinet Member for Environment
Barbara Cooper, Corporate Director of Growth, Environment and Transport

To: Environment and Transport Cabinet Committee – 23 January 2020

Decision No: N/A

Subject: Statutory review of the Kent Downs Area of Outstanding Natural Beauty (AONB) Management Plan

Classification: Unrestricted

Past Pathway of Paper: N/A

Future Pathway of Paper: N/A

Electoral Division: Countywide

Summary: This report sets out the context and details of the review of the statutory Management Plan for the Kent Downs Area of Outstanding Natural Beauty (AONB). It describes the process for the review, the major changes to the Plan proposed in the review and seeks Member views before the consultation. Officers will construct a response for agreement by the Cabinet Member within the consultation timeframes. The final Management Plan will come back to the Cabinet Committee in before formal agreement by the Council.

Recommendation(s):

The Environment and Transport Cabinet Committee is asked to consider and note the need for and benefit of the AONB Management Plan, and to provide views to the Cabinet Member for Environment on the proposed areas for revision in the new draft Management Plan which will be considered in drafting Kent County Council's formal response.

1. Introduction

- 1.1 This report sets out the statutory background, process, main changes and timetable for the statutory review and adoption of the Kent Downs AONB Management Plan. It provides Cabinet Committee with an opportunity to comment on the main proposed changes ahead of the consultation which will require a response to be prepared and submitted on behalf of KCC.

2. Background

- 2.1. The Kent Downs Area of Outstanding Natural Beauty (AONB) covers around 25% of the county of Kent; it is a nationally and internationally Protected Landscape afforded equivalence in importance with the English National

Parks. The landscape of the Kent Downs is much valued by the people of Kent and supports an important rural and visitor economy. The primary purpose of AONBs is to conserve and enhance the natural beauty of the landscape.

- 2.2. The County Council has a statutory requirement through the Countryside and Rights of Way Act 2000 (CRoW Act) to act jointly with the 11 other Local Authorities which contain parts of the Kent Downs AONB to prepare, review and adopt a Management Plan for the landscape.
- 2.3. Under the Act, the Plan is required to formulate the local authorities' policies for the management of the AONB and for carrying out the associated local authorities' functions in relation to it.
- 2.4. The current Kent Downs AONB Management Plan, adopted in 2014 and available at the Kent Downs AONB website (link provided here: <https://www.kentdowns.org.uk/landscape-management/management-plan/>), is currently being reviewed. The review is being undertaken by the Kent Downs AONB Unit on behalf of the AONB Partnership. The preparation of the review has involved extensive consultation and engagement including expert input from topic groups and a wide-ranging public engagement process.
- 2.5. A revised draft Management Plan will be published for consultation in February. The window for responding to that draft Plan will be determined by the Joint Advisory Committee but will accord with best practice. The key themes of the review are shared in this report to offer Committee members the opportunity to provide views on the revised plan in advance of the full plan being available and to alert the Committee to the statutory process and the need to adopt the plan once revised. A KCC response will be pulled together taking the Committee's views on board; the final KCC response will be signed off by the Cabinet Member for Environment. The final Management Plan will be brought back to the Committee for further views when the Council is asked to sign it off.

3. The proposed revisions

- 3.1. Natural England (Government's statutory advisor on landscape) has been clear and consistent in its view that the existing Kent Downs AONB management plan and its reviews represent exemplary or best practice and therefore much of the existing plan remains in place.
- 3.2. That being said, there are considerable changes in the context in which the plan operates, including new legislation, new guidance and changes to government and other relevant agendas, to which the revised plan will seek to respond.
- 3.3. Amongst these key contextual changes is notably the recognition of the scale and impact of biodiversity loss that the country has experienced in recent decades as a result of development and other pressures. In addition, and,

linked is the urgency that has been placed upon responding to climate change impacts, particularly with the pressures of further growth.

- 3.4. To this end, Kent has witnessed and is planning for increasing development pressure locally and the planned growth of housing and population identified in the Kent Growth and Infrastructure Framework of nearly 180,000 new homes by 2031.¹ This scale of development will increasingly put pressure on the AONB itself and the setting of the area – both of which are afforded some protection through the national duty placed on local authorities to have regard to the AONB.
- 3.5 At the same time, the benefits of ‘natural capital’ particularly to health and wellbeing, as well as the value placed on our finest landscapes for recreation and tourism, are becoming increasingly recognised. This value has prompted the national Government to commission an independent review (i.e. AONBs and National Parks). This review has produced recommendations which would see the role of AONBs in these wider health and wellbeing as well as economic agendas strengthened.
- 3.6 Leaving the EU creates uncertainty but there is a considerable opportunity for the AONB Management Plan to form an important strategic framework for the new arrangements such as the new Environmental Land Management Systems (agri-environment payments) and rural economic development activity.
- 3.7 To date, the AONB Unit have engaged with partners and stakeholders, considering the existing management plan and propose areas for review, as well as the findings of a complete Landscape Character Assessment review. As part of this process, the Unit has taken forward the Strategic Environmental Appraisal (SEA) and the Sustainability Appraisal (SA) scoping as well as an Equalities Impact Assessment (EqIA).
- 3.8 The Unit are now in the process of finalising a draft Management Plan for consultation, which will take into account the above contextual changes and trends. To this end, the revised plan seeks to make a number of revisions to the current Management Plan including the following key highlights:
 - The vision has been altered to a shorter time period (20 to 10 years) in response to the scale and pace of change identified in Kent and the timetable adopted by Local Authorities to respond to the climate and ecological emergencies they have declared or recognised;
 - Reference to the global 2030 agenda for Sustainable Development, the 17 Sustainable Development Goals and places the plan in the local context of the national commitment to deliver these goals;
 - The setting of ambitious targets to achieve a net zero carbon target for the AONB area;
 - The introduction of a natural capital and ecosystems approach throughout;

¹ Kent and Medway Growth and Infrastructure Framework (2018 Update).
https://www.kent.gov.uk/data/assets/pdf_file/0018/80145/GIF-Framework-full-document.pdf

- Reference to the work happening in the south east area amongst National Landscapes to prepare a vision in response to the opportunities and threats from the growth trajectories in the London City Region;
- The potentially large investments in landscape management signalled as part of New Environmental Land Management Systems following EU Exit, intended net gain, nature recovery and natural capital plans will be referenced and the aims and principles will be updated to seek that these support, potentially augment and do not conflict with valued landscape character and strengthen resilience;
- The Kent Biodiversity Strategy (KBS) (DRAFT) is referenced and the expectations are that the Management Plan and KBS align;
- New principles will be added to promote the sustainable management of visitors, extend the defined area further into the marine environment and to promote and support further land purchases by 'protective owners' such as the National Trust as well as building partnerships with existing land owners to help take forward the conservation and enhancement of the area.
- The link between the landscape and community health and well-being will be strengthened and a new aim and principle has been added to reflect this important priority; and
- All sections will be updated and strengthened with up to date information on specific topics, including the woodland and trees chapter, which will link into the work that KCC is developing to deliver an increase to tree planting across the county (covered elsewhere on this Cabinet Committee agenda).

3.9 The full draft Management Plan will be available via the consultation which will be launched in February. In the interim, Cabinet Committee views are sought on the above areas for revision.

4. Financial Implications

4.1. Kent County Council provides a contribution to core funding to the Kent Downs AONB Partnership and hosts the AONB Unit, which is otherwise primarily supported by the Department for Environment, Food and Rural Affairs (Defra). There are no changes proposed to level of core funding with the Management Plan review, and therefore no direct financial implications.

5. Policy Framework

5.1 The AONB Management Plan directly supports the KCC strategic outcomes, and specifically the outcome that Kent communities feel the benefits of economic growth by being in work, healthy and enjoying a good quality of life.

6. Legal implications

6.1 The Countryside and Rights of Way Act (CROW Act) 2000 (sections 89 and 90) created a statutory responsibility for Local Authorities to act jointly to prepare, adopt and subsequently review Management Plans for Areas of Outstanding Natural Beauty (AONBs).

- 6.2 The Kent Downs AONB is recognised and protected nationally and internationally for its natural beauty. In recognition of this importance, a statutory requirement is placed on the council to act jointly with the other local authorities to prepare and review a management plan for the landscape. The Kent Downs AONB management plan is already recognised as ‘exemplary’ and ‘best’ practice by the Government’s statutory advisor for landscape.
- 6.3 The Kent Downs AONB Management Plan review is taken forward by the Kent Downs AONB Unit and overseen by the Kent Downs AONB Joint Advisory Committee (JAC). Kent County Council is represented at a senior level on the JAC by both an elected Member and Officer.

7. Next steps

- 7.1 The Partnership will consult on the draft management plan from launch in February for a period of at least weeks. A revised draft will be prepared in the light of consultation responses for a special JAC meeting provisionally to take place in late spring 2020.
- 7.2 Following consultation, the Partnership will finalise the Management Plan following any final local authority comments. Local authority JAC Officers and Members are required by the CRoW Act (2000) to take the plan through a formal adoption stage at each local authority and confirm with the AONB Unit.
- 7.3 Following this stage, the plan is published and deposited with the Secretary of State as required by the CRoW Act (2000.) At least 4 months are recommended for local authority partners to go through their individual adoption processes.

8. Conclusions

- 8.1 The nationally protected landscapes of the Kent Downs AONB are a great asset and vital component of the county of Kent covering around a quarter of the county and providing a green lung, much valued by local people and visitors alike. The Downs supports a substantial rural, agricultural and visitor economy.
- 8.2 The Kent Downs AONB is recognised and protected nationally and internationally for its natural beauty. In recognition of this importance, a statutory requirement is placed on the council to act jointly with the other local authorities to prepare and review a Management plan for the landscape. The Kent Downs AONB Management Plan is already recognised as ‘exemplary’ and ‘best’ practice by the Government’s statutory advisor for landscape.
- 8.3 The role of the AONB landscape in mitigating climate change, enhancing health and well-being and contributing to nature recovery in both a local and national context is increasingly apparent and emphasised in the draft revised plan.
- 8.4 Following consultation, the council is required to adopt the revised plan; it is therefore important that every effort is made to feed into the consultation and ensure that the Council is content with the revised draft.

9. Recommendation(s)

9.1 The Environment and Transport Cabinet Committee is asked to consider and note the need for and benefit of the AONB Management Plan, and to provide views to the Cabinet Member for Environment on the proposed areas for revision in the new draft Management Plan which will be considered in drafting Kent County Council's formal response.

10. Background Documents

Current Kent Downs AONB Management Plan:

<https://www.kentdowns.org.uk/landscape-management/management-plan/>

11. Contact details

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From: Susan Carey, Cabinet Member for Environment
Barbara Cooper, Corporate Director of Growth, Environment and Transport

To: Environment and Transport Cabinet Committee – 23 January 2020

Subject: Terms of reference for Cross-Party Member Group to Develop a Natural Capital Policy

Classification: Unrestricted

Past Pathway of Paper: N/A

Future Pathway of Paper: N/A

Summary: This report describes the context for a Natural Capital Policy which will encompass the commitment to plant a tree for every head of population in Kent but as part of a wider framework to protect, enhance and use Kent's natural capital to manage and adapt to climate change and support biodiversity. This member working group will work with officers to set the outcomes, objectives and scope of the proposed policy and framework, which itself will sit within a broader context of the relevant strategies such as the Kent Environment Strategy, the Energy and Low Emissions Strategy, and the Kent Biodiversity Strategy.

Recommendation(s): The Cabinet Committee is asked to comment on and agree the terms of reference for the proposed Cross-Party Member Group (CPMG).

1. Background

- 1.1 At the October meeting of the Environment and Transport Cabinet Committee, the then-Cabinet Member for Planning, Highways, Transport and Waste committed KCC to facilitating the planting of a tree for every head of population.
- 1.2 This commitment was made in the context of growing concerns about the impacts of Ash Dieback, as well as a number of emerging policy developments for the county and Council, including the consultation on an Energy and Low Emissions Strategy and the publication of a Kent Biodiversity Strategy.
- 1.3 Indeed, the ambition to accelerate tree planting across the county offers the opportunity to contribute to a number of different but linked outcomes – from biodiversity to carbon sequestration.
- 1.4 This report sets out briefly the context of and potential scope for the policy framework and proposes a terms of reference for the Cross-Party Member Group (CPMG) to which the Cabinet Committee has committed.

2. Context

- 2.1 The impetus to create a Tree Policy and Natural Capital Framework comes from multiple directions.
- 2.2 The Climate Change agenda has been recognised as requiring an urgent response. Many local authorities have declared or recognised climate emergencies and set net zero carbon targets for their local areas and organisations. KCC has also recognised a climate emergency and the work that is being undertaken to develop an Energy and Low Emissions Strategy is timely in providing a framework for the reduction of air pollution and carbon emissions.
- 2.3 In addition, Kent Nature Partnership is developing the Kent Biodiversity Strategy, which provides a countywide approach to the restoration and creation of habitats that are thriving with wildlife and plants, ensuring the county's terrestrial, freshwater, intertidal and marine environments regain and retain good health.
- 2.4 Supporting these broad climate change and biodiversity ambitions are specific plans and policies like Kent's Plan Bee, the Pollinator Action Plan, which has been developed in the last year and seeks to deliver, promote and enthuse others to participate in work that will benefit pollinators.
- 2.5 There has also been significant progress in the development of initiatives to use the natural environment to better manage flood risk. KCC and other partners are piloting initiatives to deploy natural flood risk management, which involves the use of natural processes are used to reduce the risk of flooding and coastal erosion – for example, changing the way that land is managed so that soil can absorb more water, or planting trees and hedgerows to help manage the flow of water in extreme rainfall events.
- 2.6 Against these opportunities, there are very real threats to the natural environment in Kent which have been highlighted to the Cabinet Committee previously, including most notably, Ash Dieback. As reported to Cabinet Committee in November of this year, the problem of Ash Dieback has become increasingly apparent, and the disease will fundamentally alter the character of the wooded landscapes of Kent.
- 2.7 There is also a challenge in finding suitable sites for urban trees with so many underground services competing for roadside space.
- 2.8 With these contexts in mind, there are a number of local authorities across the country that have committed to a programme of tree planting as an action that can address a number of the opportunities and threats emerging. These include Surrey County Council, which has recently committed to planting a tree for every head of population and raising them to maturity. In addition, Cornwall Council have set out an intention to undertake a "mass woodland tree planting programme, once fully developed a Forest for Cornwall covering approximately 8,000

hectares (to be confirmed by further calculations), or about 2% of Cornwall's land mass."¹

- 2.9 It is within this wider context that KCC has committed to looking at options for accelerating tree planting across the county.

3. Potential scope of the policy framework

- 3.1 The scope of the framework will be developed in collaboration with the CPMG, as this scope will be fundamental to ensuring the ultimate success of achieving the outcomes agreed. Whilst the importance of the commitment to tree planting is recognised, it is recommended that the Council not restrict its focus with this piece of work to trees in the development of the proposed policy framework.
- 3.2 One of the principal challenges with the planting of trees as a strategy for achieving environmental outcomes on the scale of KCC's ambition is that it takes time for the impact of such an approach to be realised – simply by nature of the fact of the time it takes for a new tree to mature. For instance, it is understood that it will be a good 20 to 30 years before any significant carbon sequestration will be achieved from a newly planted tree.
- 3.3 In fact, grassland, wetland and saltmarsh restoration may well provide quicker gains as may other intertidal areas. With the longest county coastline, we have a great potential but the Council will need to be considering this opportunity strategically now with our partners to ensure we harness this potential. The same applies for other habitats.
- 3.4 A broader strategy which looks at all-natural solutions to climate change – both mitigation and adaptation – including trees and other natural solutions and promotes a multiple benefits approach (i.e. not just carbon sequestration but also tackles biodiversity loss, water management, amenity etc) would provide a more rounded approach. It would also help ensure that any action taken, including tree planting, is considered holistically to ensure it is the right action in the right place and doesn't have perverse negative impacts.
- 3.5 Creating a framework of this scope and scale will only be effective if it is done on a county-wide basis as opposed to just a KCC policy. As such, the scope will need to consider engagement with other key partners such as the Areas of Outstanding Natural Beauty, the Countryside Management Partnerships, Kent Wildlife Trust and organisations like Natural England and the Forestry Commission.
- 3.6 With the right scope, this work would also be valuable in directing investment expected from biodiversity net gain and would be part of a suite of strategies informing the framework for the Local Nature Recovery Strategies which LPAs are expected to be required to develop over the coming year. We are currently looking to build on our work on natural capital asset mapping and planning to

¹ Cornwall Council (2019). *Climate Change Plan: creating the conditions for change through direct action and a new form of place-based leadership for Cornwall to become net carbon neutral*
<https://www.cornwall.gov.uk/media/40176082/climate-change-action-plan.pdf>

look at opportunities and risk to our natural capital assets and the services/benefits they provide – part of this will consider natural climate solutions and can be integrated within this work to form a spatial evidence base for this strategy.

4. Enabling action in the short term

- 4.1 Bearing in mind that the above scope would entail a period of time to get right, it is proposed that in the short term, KCC works with partners to develop a high level set of guidance for anyone wishing to plant trees to support the ambitions set out in section 2.
- 4.2 This guidance would help those wishing to plant trees to do so in a way that supports these ambitions of mitigating climate change impacts and supporting biodiversity, whilst not introducing new threats to the current tree populations of Kent. Importantly, such guidance would ensure that Council services and partners and residents do not feel the need to “hold back” whilst the framework is being developed.

5. Proposed terms of reference

- 5.1 With this potential scope in mind, the proposed terms of reference for the Tree Framework Member Group are set out below:
- 5.2 **Purpose:** The purpose of the CPMG will be to work with officers and the Cabinet Member for Environment to shape a policy framework for the development of the natural environment across the county to effectively address a wide range of the Council’s ambitions for the environment.
- 5.3 **Objectives:** The CPMG will seek to specifically shape the analyse and plan phases of this piece of work, including to:
 - Agree the outcomes and objectives for the proposed policy framework;
 - Agree the scope of the proposed policy framework; and
 - Provide steer to officers in the plan for the development of the policy framework, providing check and challenge at key points
- 5.4 **Membership of the CPMG:** The membership of the group will be composed of a cross-party group of members from the Environment and Transport Cabinet Committee.
- 5.5 **Governance:** The CPMG would report into the Environment and Transport Cabinet Committee, which will make recommendations to the Cabinet Member and/or Cabinet as appropriate to progress the development of the framework.
- 5.6 **Meetings:** The meetings of the group will be scheduled at a frequency as necessary to support the work of the group.

6. Next steps

- 6.1 Once the terms of reference are agreed, the CPMG will be established and will be brought together as soon as possible for an inaugural meeting to agree the outcomes and scope of the potential framework. Further meetings will be agreed as necessary with the group then, with the expectation that the CPMG will report on progress to the March Cabinet Committee meeting.

7. Recommendation(s)

The Cabinet Committee is asked to comment on and agree the terms of reference for the proposed Cross-Party Member Group (CPMG).

Contact details

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There is a growing awareness of the beneficial role of trees in both prevention and mitigation of the effects of climate change

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From: Michael Payne, Cabinet Member for Highways and Transport
Susan Carey, Cabinet Member for Environment
Barbara Cooper, Corporate Director of Growth, Environment and Transport

To: Environment and Transport Cabinet Committee – 23 January 2020

Subject: Sky lantern and balloon releases on Kent County Council estate

Classification: Unrestricted

Past Pathway of Paper: N/A

Future Pathway of Paper: N/A

Electoral Division: County-wide

Summary: The release of sky lanterns and balloons has a detrimental environmental impact, and as such, KCC has been asked to consider the adoption of a ban on the use of such devices on the County Council's estate. This report summarises the issues and seeks the advice of Cabinet Committee on the potential development of such a ban.

Recommendation(s): The Cabinet Committee is asked to consider and advise the Cabinet Members for Highways and Transport and for Environment on the need for, and scope of, a formal policy banning the releases of sky lanterns and balloons on Kent County Council estate.

1. Overview and existing KCC policy for sky lanterns and balloons

- 1.1 Balloon and sky lantern releases have become increasingly popular as a way of commemorating a special event. However, the negative environmental impact of such activities is now widely understood and many are now adopting bans on such releases.
- 1.2 Released sky lanterns and balloons pose a risk of harm or death to both wildlife and livestock through ingestion, entanglement, entrapment and associated trauma. By their very nature, they also generate litter, and unexpired sky lanterns present a clear fire hazard, particularly during dry weather spells.
- 1.3 As a result, a number of organisations, including the Campaign for Rural England, Chief Fire Officers Association¹, National Farmers Union², Marine

¹ <http://www.cfoa.org.uk/12050>

² <https://www.nfuonline.com/cross-sector/rural-affairs/rural-concerns/rural-concerns-news/nfu-urges-councils-to-introduce-sky-lantern-bans/>

Conservation Society³, Country Landowners Association and the RSPCA⁴ are urging individuals to refrain from their use and campaigning for councils to introduce bans on such releases.

- 1.4 In England, 53⁵ local authorities have introduced a balloon and/or sky lantern release ban; eight of these are County Councils⁶. Included in these 53 are five Kent authorities – Canterbury, Dover, Swale, Thanet and Tonbridge & Malling (balloon ban only).
- 1.5 Kent County Council does not have a formal ban or policy but does state on its website, in relation to sky lanterns, that “we do not condone their use on any Kent County Council land.” The webpage also currently includes suggestions for alternatives to balloon and lantern releases.
- 1.6 However, it has been suggested that Kent County Council should consider a more definitive and stronger policy that actually bans the release of both sky lanterns and balloons on its estate.
- 1.7 The development of such a policy would require consultation with services, such as country parks and registration (ceremony venues), to determine whether such a policy could be enforced and therefore would be feasible.

2. Financial Implications

- 2.1 Development of such a policy would require officer time, which would be provided by the Natural Environment & Coast team within EPE.
- 2.2 Any direct financial impacts (such as staff time to educate and enforce such a policy) or indirect financial impacts (through negative impacts on paid-for services offered) of implementing and enforcing such a policy would be determined as part of the consultation with the affected services.

3. Policy Framework

- 3.1 Addressing the impacts of sky lantern and balloon releases will fall under the strategic outcome of *Kent communities feel the benefits of economic growth by being in-work, healthy and enjoying a good quality of life* and supporting outcome of *Kent’s physical and natural environment is protected, enhanced and enjoyed by residents and visitors*.
- 3.2 Such action would also contribute to KCC’s Environment Policy, in that it would *protect and enhance biodiversity and the natural and historic assets on Council owned land or land managed in partnership with others*; and the Kent Environment Strategy, in that it would *avoid or minimise negative impacts on the environment*.

³ <https://www.mcsuk.org/campaigns/dont-let-go-councils>

⁴ <https://www.rspca.org.uk/getinvolved/campaign/endskylitter>

⁵ <https://www.mcsuk.org/campaigns/dont-let-go-councils>

⁶ Cornwall, Devon, Durham, Essex, Herefordshire, Norfolk, Northumberland, Worcestershire

4. Equality Impact Assessment

- 4.1 If development of a policy is agreed by the Cabinet Member, an Equality Impact Assessment will be carried out as part of this work.

5. Recommendation(s)

Recommendation(s): The Cabinet Committee is asked to consider and advise the Cabinet Members for Highways and Transport and for Environment on the need for, and scope of, a formal policy banning the releases of sky lanterns and balloons on Kent County Council estate.

6. Background Documents

Existing KCC statement on sky lanterns: <https://www.kent.gov.uk/about-the-council/strategies-and-policies/environment-waste-and-planning-policies/sky-lanterns>

7. Contact details

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From: Susan Carey, Cabinet Member for Environment
Barbara Cooper, Corporate Director of Growth, Environment and Transport

To: Environment & Transport Cabinet Committee – 23rd January 2020

Subject: Short term Waste Management bulk transfer station services – Folkestone & Hythe District Council

Decision No: 20/00012

Classification: Unrestricted

Past Pathway of Paper: HTW Divisional Management Team for approval

Future Pathway of Paper: For Cabinet Member Decision

Electoral Division: Folkestone & Hythe District.

Summary: This report seeks agreement to enter into a short-term contract with a supplier to secure Waste Transfer Station facilities for kerbside waste collected by Folkestone & Hythe District Council. A short-term solution is required whilst the service is seeking capital finance to develop infrastructure to provide a long-term solution.

This is to receive, bulk and haul multiple waste streams collected by the Waste Collection Authorities from their weekly waste collection service.

As there is no KCC waste transfer infrastructure in the region, there is a continued requirement to commission Waste Transfer Station services from third parties to deliver KCC's statutory role as Waste Disposal Authority. There are currently no KCC owned Waste Transfer Station facilities in Folkestone & Hythe District, nor mercantile suppliers, therefore a bid for capital finance has been submitted to develop such a facility for the medium to long term.

Recommendation(s): The Cabinet Committee is asked to consider and endorse or make recommendations to the Cabinet Member for Environment to commission and award a short-term contractual arrangement for a facility to receive, bulk and haul municipal waste to cover KCC's Statutory Requirement as the Waste Disposal Authority as shown as Appendix A.

1. Introduction

- 1.1 Kerbside waste in the Folkestone & Hythe District is currently collected and disposed of through the East Kent Waste Partnership that comes to an end in December 2020. KCC currently has title to residual waste, however, all recyclable waste streams collected, are the title of Veolia. Veolia charge KCC

for the disposal of these recyclable materials through the East Kent Waste Partnership agreement.

- 1.2 The title of all material streams is returning to KCC when this contract comes to an end, which means KCC must procure increased waste transfer facilities for the waste collected by Folkestone & Hythe District.
- 1.3 Similar arrangements have now been made through the award of contract to service Canterbury City Council & Thanet District Council. A decision has been made to secure services for Dover District Council, however this is to be re-tendered in February 2020 along with this proposed tender.

2 The Report

- 2.1 Waste collected in Folkestone & Hythe District Council is currently disposed of through a small transfer station at Ross Way, Folkestone and the larger Ashford Transfer Station – there are no Transfer Station facilities in this District, as such a capital bid for infrastructure has been submitted to develop a facility.
- 2.2 This short-term contract will serve the district independently, with the contract to be implemented from November 2020 when the current contractual partnership expires. The tenure of this contract will last up to four years. A Prior Information Notice (PIN) was issued in August 2019 seeking interest from the market. Market interest was obtained from suppliers outside of the district boundary.
- 2.3 As the East Kent Waste Partnership comes to an end in December 2020, the title of recyclable waste materials returns to KCC; these materials will be added to the scope of this contract. KCC will secure additional final disposal contracts for these recyclable materials as part of its commission programme.
- 2.4 Suppliers will need to provide facilities, planning consents and be permitted to receive, bulk and haul materials to KCC's designated final disposal points. Annual tonnage of waste collected in this district was 36,602 tonnes in 2018/19.
- 2.5 There are no mercantile facilities or potential suppliers operating in the Folkestone & Hythe District, which means that KCC is legally obligated to recompense the collection authority for the additional costs associated with tipping waste outside of the district boundary. Known as tipping away payments, this compensates a district for the additional costs associated with extra vehicles, labour and running costs. There is a loss of productivity for the collection service due to extended drive times to discharge waste. Current tipping away charges payable to Folkestone & Hythe District Council are £207k per annum.
- 2.6 As there is no tipping facility within the district, and dependant of where the short-term facility is located, these costs are likely to increase until a new facility can be built as there is no mercantile operator in the district and the current small transfer site at Ross Way, Folkestone will cease. Bid evaluation will consider the additional tipping away charges in the financial / cost evaluation of qualified tenders.

2.7 Waste is currently delivered to two sites; Ashford Transfer Station for the residual and food waste and Ross Way depot, Folkestone, for the mixed dry recyclables. Both facilities are unsustainable due to respective capacity and conditions issues. A single delivery point is sought to deposit these waste streams by waste collection vehicles, materials are then bulked and hauled to KCC's final waste disposal points.

3. Financial Implications

3.1 Indicative contract expenditure is funded, in part, through existing operational waste management budgets. However, there is a budget pressure that has been incorporated into the medium-term plan as the current arrangements are known to be below current market value.

3.2 Waste Management has worked closely with Strategic Commissioning and has tested market interest. Mercantile gate fees and transportation costs are well understood in East Kent.

3.3 Annual costs for such a service, which accounts for the anticipated tonnage and haulage to multiple destination points is in the region of £950k per annum.

3.4 Additional tipping away charges will be payable to this district, until such a time that a facility can be developed within the district boundary. These costs are incorporated into the existing budget and medium-term financial plan.

4. Legal Implications

4.1 Under the Environmental Protection Act (EPA) 1990, as the Waste Disposal Authority, KCC has a legal obligation to provide a waste disposal service. The Landfill (England & Wales) Regulations 2012, require local councils to increase recycling and composting of household waste.

4.2 EPA section 51, paragraph 10 states that a Waste Disposal Authority shall pay to a Waste Collection Authority a reasonable contribution towards expenditure incurred by a WCA in delivering waste pursuant of a direction under S51 (4)(a) above to a place which is unreasonably far from a WCA's area.

5.0 Equalities and Data Protection implications

5.1 An EqIA has been completed. This service does not affect those with protected characteristics as it is a business to business non-customer facing operational service.

5.2 Data Protection implications – initial screening is that a full DPIA will not be necessary as no personal data is collected for the tendering or operation of this contract.

6. Conclusions

- 6.1 Under the Environmental Protection Act 1990, as the Waste Disposal Authority, KCC has a legal obligation to provide a waste disposal service.
- 6.2 A short term contract is required to receive, bulk and haul 36,302 tonnes of waste per annum which covers residual, bulky and mixed dry recyclable materials.
- 6.3 Tipping away charges are likely to increase as it is high unlikely that mercantile transfer facilities will be available within the District
- 6.4 In anticipation of a successful capital award, KCC will commission the design and construction its own infrastructure to serve Folkestone & Hythe District Council enabling KCC to avoid all tipping away charges and meet the expected housing and waste growth across the area.

7. Recommendation(s)

Recommendation(s): The Cabinet Committee is asked to consider and endorse or make recommendations to the Cabinet Member for Environment to commission and award a short-term contractual arrangement for a facility to receive, bulk and haul municipal waste to cover KCC's Statutory Requirement as the Waste Disposal Authority as shown at Appendix A.

8. Appendices

Appendix A – Proposed Record of Decision.

9. Contact details

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KENT COUNTY COUNCIL – PROPOSED RECORD OF DECISION

DECISION TO BE TAKEN BY:

Susan Carey, Cabinet Member for Environment

DECISION NO:

20/00012

For publication
Key decision*

Expenditure or savings of > £1m

Subject: Title of Decision:

Short term Waste Management bulk transfer station services – Folkestone & Hythe District Council

Decision:

As Cabinet Member for Environment, I agree to commission and award a short-term contractual arrangement for a facility to receive, bulk and haul municipal waste to cover KCC's Statutory Requirement as the Waste Disposal Authority.

Reason(s) for decision:

Under the Environmental Protection Act 1990, as the Waste Disposal Authority, KCC has a legal obligation to provide a waste disposal service. Waste from

There are no waste transfer facilities or potential suppliers operating in the Folkestone & Hythe District. This means that KCC is legally obligated to recompense the collection authority for the additional costs associated with tipping waste outside of the district boundary. These tipping away payments, amount to £207k per annum.

Kerbside waste in the Folkestone & Hythe District is currently collected and disposed of through the East Kent Waste Partnership that comes to an end in December 2020. Under this contract waste is delivered to two sites; Ashford Transfer Station for the residual and food waste and Ross Way depot, Folkestone, for the mixed dry recyclables. Both facilities are unsustainable due to respective capacity and conditions issues, therefore a bid for capital finance has been submitted to develop such a facility for the medium to long term.

Until this facility is available, a short-term solution is required once the current contract ends in December 2020.

Cabinet Committee recommendations and other consultation:

The proposal will be discussed by Members of the Environment and Transport Cabinet Committee at their meeting on 23 January.

Any alternatives considered:

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

.....
signed

.....
date

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From: Benjamin Watts, General Counsel

To: Environment and Transport Cabinet Committee on – 23 January 2020

Subject: Work Programme 2020 -2021

Classification: Unrestricted

Past and Future Pathway of Paper: Standard agenda item

Summary: This report gives details of the proposed work programme for the Environment and Transport Cabinet Committee.

Recommendation: The Environment and Transport Cabinet Committee is asked to consider and agree its Work Programme for 2020/21.

1. Introduction

- 1.1 The proposed Work Programme, appended to the report, has been compiled from items in the Future Executive Decision List and from actions identified during the meetings and at agenda setting meetings, in accordance with the Constitution.
- 1.2 Whilst the Chairman, in consultation with the Cabinet Members, is responsible for the programme's fine tuning, this item gives all Members of this Cabinet Committee the opportunity to suggest amendments and additional agenda items where appropriate.

2. Work Programme 2020/21

- 2.1 The proposed Work Programme has been compiled from items in the Future Executive Decision List and from actions arising and from topics, within the remit of the functions of this Cabinet Committee, identified at the agenda setting meetings [Agenda setting meetings are held 6 weeks before a Cabinet Committee meeting, in accordance with the Constitution].
- 2.2 The Cabinet Committee is requested to consider and note the items within the proposed Work Programme, set out in appendix A to this report, and to suggest any additional topics to be considered at future meetings, where appropriate.
- 2.3 The schedule of commissioning activity which falls within the remit of this Cabinet Committee will be included in the Work Programme and considered at future agenda setting meetings to support more effective forward agenda planning and allow Members to have oversight of significant services delivery decisions in advance.
- 2.4 When selecting future items, the Cabinet Committee should give consideration to the contents of performance monitoring reports. Any 'for information' items

will be sent to Members of the Cabinet Committee separately to the agenda and will not be discussed at the Cabinet Committee meetings.

- 2.5 In addition to the formal work programme, the Cabinet Member for Economic Development, the Chairman of the Cabinet Committee and other interested Members are intending to visit all district councils over the next two years starting with Dover, Dartford, Swale and Thanet.

3. Conclusion

- 3.1 It is vital for the Cabinet Committee process that the Committee takes ownership of its work programme to deliver informed and considered decisions. A regular report will be submitted to each meeting of the Cabinet Committee to give updates of requested topics and to seek suggestions for future items to be considered. This does not preclude Members making requests to the Chairman or the Democratic Services Officer between meetings, for consideration.

5. Recommendation: The Environment and Transport Cabinet Committee is asked to consider and agree its Work Programme for 2020/21.

6. Background Documents: None

7. Contact details

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Environment and Transport Cabinet Committee - WORK PROGRAMME 2020/21

Item	Cabinet Committee to receive item
Performance Dashboard	At each meeting
Work Programme	At each meeting
Budget Consultation	Annually (November/December)
Final Draft Budget	Annually (January)
Risk Register – Strategic Risk Register	Annually (March)
Annual Equality and Diversity Report	Annually (June/July)
Winter Service Policy	Annually (September)
Bus Feedback Portal update	Quarterly (every three months)
Strategic Delivery Plan Monitoring	Bi-Annual (every six months – November & May)

31 March 2020				
No.	Item	Key Decision	Date added to WP	Additional Comments
1	Intro/ Web announcement (Standing Item)	NO		
2	Apologies and Subs (Standing Item)	NO		
3	Declaration of Interest (Standing Item)	NO		
4	Minutes (Standing Item)	NO		
5	Verbal Update (Standing Item)	NO		
6	Performance Dashboard (Standing Item)	NO		
7	Bus Feedback Portal update (Quarterly)	NO		
8	Risk Register	NO		
9	Transport for the South East (TfSE) - Transport Strategy Consultation - response from KCC	YES		
10	Proposed Adoption of the Kent Downs AONB Management Plan 2019 – 2024	YES		
11	Energy and Low Emission Strategy	NO		
12	Kent Biodiversity Strategy	NO	23/09/2019	Deferred from Jan to March
13	Gypsy and Traveller Unauthorised Encampment Strategy	NO	22/08/2019	
14	Gypsy and Traveller Service Charges and Rent Setting Policy (key decision)	YES		
15	Gypsy and Traveller Service: Pitch allocation and site management Policy (key decision)	YES		
16	Update report on a range of emergency planning work outside of Brexit preparations	NO		
17	Work Programme (Standing Item)	NO		
	EXEMPT			
18	Contract Management (Standing Item)	NO		

14 May 2020				
No.	Item	Key Decision	Date added to WP	Additional Comments
1	Intro/ Web announcement (Standing Item)			
2	Apologies and Subs (Standing Item)			
3	Declaration of Interest (Standing Item)			
4	Minutes (Standing Item)			
5	Verbal Update (Standing Item)			
6	Performance Dashboard (Standing Item)			
7	Strategic Delivery Plan Monitoring (Bi-Annual)			
8	Heritage Strategy		27/09/2019	Requested by Tom Marchant
9	Work Programme (Standing Item)			
	EXEMPT			
10	Contract Management (Standing Item)			

17 July 2020				
No.	Item	Key Decision	Date added to WP	Additional Comments
1	Intro/ Web announcement (Standing Item)			
2	Apologies and Subs (Standing Item)			
3	Declaration of Interest (Standing Item)			
4	Minutes (Standing Item)			
5	Verbal Update (Standing Item)			
6	Performance Dashboard (Standing Item)			
7	Bus Feedback Portal update (Quarterly)			
8	Annual Equality and Diversity Report (Annual item)			
9	Work Programme (Standing Item)			
	EXEMPT			
10	Contract Management (Standing Item)			

15 September 2020				
No.	Item	Key Decision	Date added to WP	Additional Comments
1	Intro/ Web announcement (Standing Item)			
2	Apologies and Subs (Standing Item)			
3	Declaration of Interest (Standing Item)			
4	Minutes (Standing Item)			
5	Verbal Update (Standing Item)			
6	Performance Dashboard (Standing Item)			
7	Winter Service Policy			
8	Work Programme (Standing Item)			
	EXEMPT			
9	Contract Management (Standing Item)			

12 November 2020				
No.	Item	Key Decision	Date added to WP	Additional Comments
1	Intro/ Web announcement (Standing Item)			
2	Apologies and Subs (Standing Item)			
3	Declaration of Interest (Standing Item)			
4	Minutes (Standing Item)			
5	Verbal Update (Standing Item)			
6	Performance Dashboard (Standing Item)			
7	Bus Feedback Portal update (Quarterly)			
8	Strategic Delivery Plan (Bi-Annual)			
9	Budget Consultation (Annual)			
10	Work Programme (Standing Item)			
	EXEMPT			
11	Contract Management (Standing Item)			

12 January 2021				
No.	Item	Key Decision	Date added to WP	Additional Comments
1	Intro/ Web announcement (Standing Item)			
2	Apologies and Subs (Standing Item)			
3	Declaration of Interest (Standing Item)			
4	Minutes (Standing Item)			
5	Verbal Update (Standing Item)			
6	Performance Dashboard (Standing Item)			
7	Work Programme (Standing Item)			
	EXEMPT			
8	Contract Management (Standing Item)			

18 March 2021				
No.	Item	Key Decision	Date added to WP	Additional Comments
1	Intro/ Web announcement (Standing Item)			
2	Apologies and Subs (Standing Item)			
3	Declaration of Interest (Standing Item)			
4	Minutes (Standing Item)			
5	Verbal Update (Standing Item)			
6	Performance Dashboard (Standing Item)			
7	Bus Feedback Portal update (Quarterly)			
8	Work Programme (Standing Item)			
	EXEMPT			
9	Contract Management (Standing Item)			

Items for Consideration that have not yet been allocated to a meeting	
17/00084 – A247 Sutton Road, Maidstone at its junction with Willington street	
18/00037 - M2 Junction 5	
North West Maidstone Transfer Station	Requested at E&T Cabinet Committee on 16 July 2019.
Natural Capital	
Road Crossing Patrol Policy (Decision)	
Tunbridge Wells Transport Strategy	
Transport for South East (TfSE) - endorse TfSE proposal	Joe Ratcliffe has advised that due to the Secretary of State's letter informing TfSE that they cannot apply for statutory status at this time, there will be no final proposal in September. Return of paper to Cabinet Committee will depend on Government.
Update report on the North West Maidstone Transfer Station	Requested at E&TCC on 16 July 2019
Update report on Serious Organised Crime	Requested at E&TCC on 16 July 2019
Update report on Brexit	Requested at E&TCC on 16 July 2019
Gypsy and Traveller Service Charge and Rent Setting Policy (Decision)	(TBC)
Gypsy and Traveller: Pitch Allocation and Site Management Policy (Decision)	(TBC)
ADEPT – Live Labs (update report)	Requested at E&TCC on 10 October 2019
Brexit (update report)	Requested at E&TCC on 10 October 2019

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KENT COUNTY COUNCIL – PROPOSED RECORD OF DECISION

DECISION TO BE TAKEN BY:

Michael Payne, Cabinet Member for Highways and Transport

DECISION NO:

20/00011

For publication

Key decision*

Expenditure or savings of > £1m

Subject: Title of Decision: HTW Professional Services Framework Contract

Decision:

As Cabinet Member for Highways and Transport, I agree to provide the Director of Highways Transportation & Waste the delegated authority to enter into appropriate contractual arrangements for the provision of technical environmental professional services Framework contract, including any possible future extensions.

Reason(s) for decision:

H&T has a duty to ensure the effective discharge of the Council's statutory duties and powers as Local Transport & Highway Authority, including the duty of care to help ensure safe passage for all road users. Our focus is on improving lives by ensuring every pound spent in Kent is delivering better outcomes for Kent's residents, communities and businesses.

In order to deliver its duties to the community, HTW requires a professional engineering services contract. Kent needs a flexible, resilient mechanism to seamlessly access a source of multidisciplinary technical expertise to guarantee the timely delivery of projects and schemes for the fulfilment of HTW's statutory duties as the Highway Authority.

This will be achieved through entering into a professional services framework contract with multiple suppliers.

Cabinet Committee recommendations and other consultation:

Market engagement and benchmarking with other Local Authorities to test the supplier's capacity and business delivery models was conducted to ensure KCC fully understood the supply chain to develop an appropriate way forward prior to undertaking competitive procurement.

The proposal will be discussed by Members of the Environment and Transport Cabinet Committee at their meeting on 23 January.

Any alternatives considered:

Two other options were considered:

- To procure a large-scale contract with a single provider.
- Continued use of the existing national frameworks.

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

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signed

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date

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