

**ENVIRONMENT & TRANSPORT
CABINET COMMITTEE**

Friday, 17th July, 2020

10.00 am

Online



AGENDA

ENVIRONMENT & TRANSPORT CABINET COMMITTEE

Friday, 17 July 2020 at 10.00 am
Online

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

Membership (15)

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 (1):	Mr A J Hook and Mr I S Chittenden
Labour (1)	Mr B H Lewis
Independents Green Party) (1)	Mr M E Whybrow

In response to COVID-19, the Government has legislated to permit remote attendance by Elected Members at formal meetings. This is conditional on other Elected Members and the public being able to hear those participating in the meeting. This meeting will be streamed live and can be watched via the Media [link](#) on the Webpage for this meeting.

County Councillors who are not Members of the Committee but who wish to ask questions at the meeting are asked to notify the Chairman of their questions in advance.

UNRESTRICTED ITEMS

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

- 1 Introduction/Webcast announcement
- 2 Apologies and Substitutes
- 3 Virtual Meeting Protocol (Pages 1 - 6)
- 4 Declarations of Interest by Members in items on the Agenda
- 5 Minutes of the meeting held on 23 January 2020 (Pages 7 - 20)
- 6 Verbal Update from Cabinet Members

- 7 Decision Summary Report (Pages 21 - 22)
- 8 Performance Dashboard - Quarter 4, 2019/20 & Proposed KPIs - 2020/21 (Pages 23 - 40)
- 9 20/00062 - Kent & Medway Energy and Low Emissions Strategy - Final draft for formal adoption by Kent County Council (Pages 41 - 100)
- 10 20/00028 - A20 London Road Aylesford Junction Improvement (Pages 101 - 132)
- 11 20/00058 - Local Growth Fund Round 3b Third Party Scheme - M2 Junction 5 Highway Improvement Scheme (Pages 133 - 140)
- 12 20/00064 - Local Growth Fund - Kent Strategic Congestion Management Programme - A2/A251 Junction Improvement Scheme (Pages 141 - 148)
- 13 20/00065 - Manston Green Junction Improvement - Infrastructure delivery partner with Thanet District Council (Pages 149 - 170)
- 14 Adoption of the Kent Mineral Sites Plan and modifications to the Kent Minerals and Waste Local Plan 2013 - 2030 resulting from the Early Partial Review (Pages 171 - 182)

Please note that this report is accompanied by a number of appendices. Given their size, these appendices have been published on the County Councils website alongside the agenda and are available via the modern.gov app.
- 15 ADEPT Kent Live Labs Project (Pages 183 - 192)
- 16 DfT Emergency Active Travel Fund (Pages 193 - 196)
- 17 Fleet Services for Highways, Transport and Waste (Pages 197 - 202)
- 18 Work Programme (Pages 203 - 208)

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

Thursday, 9 July 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.

From: Ben Watts, General Counsel
To: Environment and Transport Cabinet Committee – 17 July 2020
Subject: Protocols for Virtual Meetings
Classification: Unrestricted

1. Introduction

- (a) In line with provisions in the Coronavirus Act, regulations have come into force giving local authorities the ability to take a more flexible approach to holding meetings.
- (b) However, the core governance requirements for meetings remain. Notice still needs to be given for meetings and the Agendas need to be made available online. The public's right to observe meetings remains the same and so provision needs to be made for the public to hear the discussion and see it where possible as well.
- (c) The regulations are written so that each local authority can tailor their ability to hold virtual meetings to the technology they are able to put into place. Use of the technology needs to ensure the business of the Council can be conducted fairly and without any participant or observer being unduly disadvantaged.
- (d) Formal meetings held virtually are still formal meetings, and while the procedures and rules remain the same as when all Members are present in the same room, it will be a different way of working.

2. Protocols for Virtual Meetings

- (a) Each Committee is being asked to adopt a set of supplementary protocols to guide how virtual meetings will be run. These are geared to explaining how the requirements of the Constitution will be put into effect in a virtual setting.
- (b) Adopting these Protocols will enable Members to have a common point of reference and to understand how business will be conducted. For members of the public observing our virtual meetings, this will improve transparency and understanding of the democratic process.
- (c) A set of Protocols for this Committee are attached as an Appendix to this report.

3. Recommendation:

That in order to facilitate the smooth working of its virtual meetings, the Committee agrees to adopt the appended Protocols.

4. Background Documents

The Local Authorities and Police and Crime Panels (Coronavirus) (Flexibility of Local Authority and Police and Crime Panel Meetings) England and Wales) Regulations 2020 - SI 2020 392, <http://www.legislation.gov.uk/uksi/2020/392/contents/made>

5. Contact details

Report Author and Relevant Director:

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Draft – Protocol for Meetings of the Environment and Transport Cabinet Committee held under SI 2020 392

General

1. Part Three of the Constitution (Standing Orders) shall continue to apply for all virtual meetings except where there is a requirement, implied or otherwise, for Members to be physically present in the same location.
2. These Protocols supplement but do not replace the Standing Orders in the Constitution and exist to make meetings held under SI 2020 392 more effective and efficient.
3. Reference to Chair or Clerk relate to the Chair or Clerk of the specific virtual meeting.
4. The Monitoring Officer or his deputies are available to assist and advise the Chair and the Clerk as necessary.
5. Members are respectfully reminded to ensure that the electronic device through which they are attending the virtual meeting has sufficient battery charge.

Rules of Conduct

6. The Chair's ruling on the meaning or application of these Protocols or any other aspect of the proceedings of a meeting held virtually cannot be challenged.
7. The Chair may give any direction, or vary these Protocols, when they consider it appropriate to do so in order to allow for the effective and democratic management of the meeting but must take advice from the Clerk before so doing.
8. Immediately before the commencement of the virtual meeting, all participants must switch the video and microphone settings to "off" and only turn them on when invited to speak by the Chair.
9. Members are reminded that any member of the public may observe the meeting.
10. The conversation function referred to in the Protocols is also known as the 'meeting chat'. Members should proceed as if the content can be viewed by participants and the wider public and only use the function for procedural matters as set out below. It should not be used to discuss the substantive issue – this should be done verbally.

Attendance

11. Members must affirm their presence by typing the word 'Present' in the conversation function of the meeting. This shall be accepted by the Clerk as the equivalent of the Member having signed the attendance list.
12. Where a Member is leaving the meeting permanently or temporarily, the word 'Absent' shall be typed in the conversation function. Where the Member joins the meeting once more, 'Present' shall be typed once more.
13. Where a Member has declared a DPI or other interest which means they need to absent themselves for part of the meeting, the Member shall leave

the meeting completely at the appropriate time. The Clerk shall email the Member when they are able to re-join. The Clerk will confirm the absence by checking the meeting attendees and confirming the same to the Chair.

14. The standard quorum of one third of the total voting membership applies and this number must have indicated they are 'Present' for the meeting to commence or continue. The Clerk will conduct electronic checks on quoracy periodically throughout the meeting.

Substitutes

15. In order to ensure that Members have access to the virtual meeting, it is requested that formal notification of substitutes to the Clerk be made at least 48 hours prior to the start of the meeting. The start time of the meeting will be affected if this is not done.

Speaking

16. Members and other participants in the meeting must wait to be called on by the Chair before speaking.
17. Attendees may indicate a desire to speak through use of the conversation function. The Clerk will ensure these are brought to the attention of the Chair in the order received.
18. Members not part of the Committee wishing to speak shall request permission from the Chair in advance so that the Clerk is informed 24-hours ahead of the meeting.

Motions and Amendments

19. Except where the motion before the Committee is set out in the Agenda, any Member is entitled to request that a motion or amendment before the Committee be typed out in the conversation function by the proposer. Where this is done, the Clerk shall read out the motion/amendment.
20. All proposed motions/amendments will need to be seconded by a Committee Member present in line with usual practice.
21. The Chair shall ask for Members' views on the motion/amendment. Where the view of the Committee is unclear, the Chair shall call for a vote.

Voting

22. Voting will be through a rollcall of all Members taken in alphabetical order, or through a poll overseen by the Clerk through the conversation function, with the Clerk announcing whether the motion/amendment was agreed or not agreed once this has concluded. The Chair will announce at the start of the meeting which of these methods is to be used.
23. Where a poll is the chosen method but is not able to take place, the Chair shall ask Members to record whether they are for, against, or abstaining in the conversation function. No response shall be taken as an abstention.
24. No votes shall be recorded in the Minutes unless sections 16.31 or 16.32 of the Constitution apply.

Clerking

25. There will normally be a minimum of two Officers supporting the Chair and Committee during a virtual meeting. One will act as a facilitator to support the Chair. The other will be taking minutes.

Other Provisions

26. Where the minimum legal requirements apply and Members are only able to hear each other and be heard, the Chair shall be responsible for identifying speakers etc., and will be supported in this by the Clerk as facilitator. A rollcall shall be held at the start of the meeting, and at other times as deemed necessary by the Chair, to establish quoracy in these circumstances.

Part Two Meetings

27. At the start of any formal meeting, or part of any formal meeting, from which the press and public have been excluded in accordance with section 15.17 of the Constitution, Members shall type the words 'Present - Alone' to verify that no unauthorised person is able to hear, see, or otherwise participate in the meeting.
28. A Part Two meeting will normally be anticipated and will be scheduled in advance as a separate virtual meeting. Where the need to move into a Part Two meeting only becomes apparent during the meeting, the item affected should be adjourned to a later date.

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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 Thursday, 23 January 2020.

PRESENT: Mr S Holden (Chairman), Mr R C Love, OBE (Vice-Chairman), Mr M A C Balfour, Mr R H Bird, 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 I S Chittenden, Mr B H Lewis, Mr M E Whybrow and Mr H Rayner

ALSO PRESENT: Mr P M Hill, OBE, Miss S J Carey and Mr M D Payne

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

UNRESTRICTED ITEMS**239. Membership**

(Item 1)

The Chairman announced that Mr Northey had joined the Committee in place of Mr Payne.

240. Apologies and Substitutes

(Item 2)

No apologies for absence had been received.

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

(Item 3)

Mr R Bird declared in interest in item 7 of the agenda due to his residency in Yalding.

Mr M Balfour declared an interest in item 10 of the agenda as the Kent County Council representative on the Joint Advisory Committee of the Area of Outstanding Beauty (AONB).

242. Minutes of the meeting held on 29 November 2019

(Item 4)

1. A question was raised regarding the public consultation carried out in accordance with the revised Thanet Parkway recommendation made at the last Environment and Transport Cabinet Committee *(item 11, minute*

227.8). Mr Payne (Cabinet Member for Highways and Transport) informed the Committee that the results of the survey that had been actioned as a result of the revised recommendation presented to Cabinet on 2 December 2019 had not been published, however, the item was due to be discussed at Cabinet on Monday 27 January 2020.

2. It was RESOLVED that the minutes of the meeting on 29 November are a correct record and that they be signed by the Chairman.

243. Verbal Update

(Item 5)

1. Mr Hill, OBE (Cabinet Member for Community and Regulatory Services) provided a verbal update on the expected changes to the Brexit planning assumptions and presented the information (as set out below) from the Kent Resilience Forum:

- (a) Kent County Council (KCC) and the Kent Resilience Forum (KRF) received official notification from Government on 24 December that operation Yellowhammer (Government's contingency plan) had been stood down and as a result Operation Fennel (Kent County Council's contingency plan) would not be stood up for 31 January 2020.

On 13 January 2020 Highways England began work to remove the Brock barrier from the M20 and all work was expected to be completed by 1 February 2020. Both KCC and KRF had issued press releases informing the public of the barrier removal.

The Department for Exiting the European Union (EU) had confirmed that the Withdrawal Agreement Bill was expected to be ratified by the end of the month and the working assumption was that there would be no disruption or additional checks at the ports as of 1 February 2020 as the UK would still be treated as a member state. There remained a risk that the UK would leave the EU without a trade agreement on 31 December 2020 (the end of the implementation period). KCC and the KRF were working with key stakeholders to understand the potential implications of this in Kent. The KRF had not yet received any updated planning assumptions for December 2020, however, Government departments had provided assurance that the assumption would be shared within the next two months. When planning assumptions were received the County Council and the KRF would work with planners and partners to ensure that appropriate mitigations were in place to minimise any impact to Kent businesses, residents and communities. The County Council continued to plan for any risk of industrial protest or any other direct action that sought to influence on-going negotiations. There were 172 service specific business continuity plans in place

which were subject to regular review and updates to ensure that the Council was resilient to potential disruption.

Two emergency planning exercises were also staged during January which used a prolonged Operation Stack scenario.

2. Miss Carey (Cabinet Member for Environment) gave a verbal update on the following:

(a) **Kent Biodiversity Strategy**

The Kent Biodiversity Strategy was due to be complete by the end of February 2020 and a report would be presented to the Committee in March 2020.

(b) **Household Waste Recycling Centres**

Miss Carey commended the staff at the Household Waste Recycling Centres (HWRCs) for their on-going commitment to delivering a high-standard of service, particularly over busy periods such as Christmas. Miss Carey said that she had visited Kent's HWRC sites and had received positive feedback from residents regarding the excellent facilities offered by KCC.

(c) **Tonbridge & Malling Household Waste Recycling Centre consultation**

The Tonbridge & Malling Household Waste Recycling Centre consultation was underway. Members of the public had until 31 January 2020 to submit their response to the consultation and statutory bodies had until 7 February 2020. Subject to a satisfactory outcome of the planning process and the ability to meet the local authority's pricing threshold, the contract was scheduled for award on 25 February 2020. Members would receive a further update at the Environment and Transport Cabinet Committee on 31 March 2020.

(d) **Energy and Low Emission Strategy**

The Energy and Low Emission Strategy consultation report had been taken to the Kent and Medway Chief Executive Board and was to be presented to the Kent and Medway Leaders Board on 26 January 2020 for further comment and amendment. A report would be presented to the Environment and Transport Cabinet Committee in March 2020.

(e) **Kent Environment Strategy**

Officers continued to work on the actions that had emerged from the Kent Environment Strategy and these were to be developed further by the Kent Environment Strategy Cross-Party Member Working Group, the meeting of which was due to be held on 30 January 2020. A list of 'no regrets' and 'do now' actions were also in the process of being developed and would be circulated to all partners in due course. Work

also continued on the Net Zero assessment that fell within the remit of the Kent Environment Strategy Cross-Party Member Working Group. KCC was also on-track to set the accelerated target for the carbon budget and associated action plan by May 2020. Miss Carey noted that KCC had installed solar panels on five of its buildings and planned for a further solar installation over the coming months. KCC had also identified two closed landfill sites as possible locations for a solar farm. An assessment to review the proposal was underway.

3. Mr Payne (Cabinet Member for Highways and Transport) gave a verbal update on the following:

(a) **The weather and potholes**

The predicted road surface temperatures in December resulted in thirty nights of gritting, with twelve full county-wide runs and one partial run.

The prolonged wet weather on Kent's roads had a detrimental impact and as a result, KCC had received an increased number of inquiries relating to potholes. Kent's Highways team had addressed this, and repairs had been undertaken. Mr Payne informed the Committee that 75% of pothole inquiries had been reported via the online portal. He encouraged Members to promote the use of the online reporting tool to their residents as a more effective way of collating data, prioritising work and effectively deploying the correct resources.

The tail end of storm Brendan was felt mainly across mid and west Kent on the night of 14th January. Out of Hours highway officers were doubled up for the event and were kept busy most of the night particularly with fallen trees and flooding. On the morning of 15th only three roads remained closed because of fallen trees and these were opened once cleared.

KCC had received £1.2m for the 2020 Pothole Blitz and would be using 10 contractors from February to help deliver the required work. KCC had also adopted the approach, where appropriate, of carrying out large patch repairs which encompassed a number of smaller defects.

(b) **Faversham Bridge**

The Faversham Creek bridge was removed in early December 2019 which exposed a number of structural failings. Mr Payne re-visited the site on 12 December when it was decided to upgrade the footpath with a new tarmac surface and temporary lighting. The new surface would remain in place as a permanent asset of the residents after the bridge's repair. During the interim, the bridge had temporary pads constructed either side of the abutments to support the new temporary footbridge

and road bridge which was installed on 16 January 2020. It would be open to the public on 24 January 2020. Mr Payne expressed his thanks to the residents of Faversham for their cooperation and to KCC's contractors for their rapid response and consideration. He also thanked Earl Bourner (Kent Highways) who had had the day-to-day responsibility for efficiently managing responses to a difficult set of issues.

4. The Cabinet Members and Director of Highways, Transportation and Waste responded to comments and questions as follows:

(a) Mr Hill agreed to circulate the estimated cost of the Brexit planning assumptions and operations to Members.

(b) In response to suggestions made to include the Highways telephone number on Council Tax forms for residents to report potholes, Mr Payne said that it for County Members to encourage and help their residents to make enquiries using the online reporting tool.

(c) With regard to the recuperation of costs for the Faversham bridge, Mr Jones (Director of Highways, Transportation and Waste) assured Members that KCC was in dialogue with the Peel Port (Faversham's Maritime Authority) regarding issues around flood gates, navigational rights, liabilities etc. The details were confidential and so could not be shared with the committee, but it was assured that KCC continued to pursue cost liabilities.

5. It was RESOLVED that the verbal updates be noted, with thanks.

244. HGV Member Working Group Report

(Item 7)

Tim Read (Head of Transportation) was in attendance for this item.

1. Mr Payne (Cabinet Member for Highways and Transport) introduced the report which summarised the work undertaken to date by the Heavy Goods Vehicle (HGV) Informal Member Working Group and the proposal to implement a trial lorry control area in the county to eliminate or substantially to reduce, inappropriate HGV movements. Mr Payne thanked the Chairman for his initiative and sought agreement from the Committee to formalise the arrangements into a Cross-Party Member Working Group (CPMG).

2. Mr Read informed the Committee that as part of the work officers had been engaged with the Department for Transport (DfT) with the aim of securing powers Kent County Council (KCC) would require in order to undertake enforcement directly within the trial area, rather than be reliant on the police, currently the only authority with relevant powers.

3. The Chairman thanked Mr Read and his commendable efforts to support the HGV working group. Furthermore, he informed the Committee that a meeting had been scheduled with The Leader of the Council to discuss the need for political weight to get the transfer of powers from the government to Kent County Council (KCC). There had been discussions with Kent MPs and KCC was working with the Kent Association of Local Councils on the initiative.
4. The officer responded to comments and questions as follows:
 - (a) In response to trial locations, Mr Read informed Members that having seen the effectiveness of the London Lorry Control Scheme (LLCS), the working group had carried out an initial design for a trial area south of Maidstone. It had been jointly identified with the Kent Association of Local Councils. Mr Read explained that Kent's overall network size was not dissimilar to London and therefore there would be no reason why the scheme would not be as effective if powers were granted.
 - (b) With regard to funding, Mr Read informed Members that the work of the CPMWG would be funded through the existing budget for traffic management. Potentially more money might be needed and this would be taken to Cabinet following the establishment of the CPMWG and confirmation from the DfT. Mr Read told Members the LLCS used specific (London) legislation which enabled London councils to enforce the scheme directly and also enabled Councils to set higher rates of Penalty Charge Notices. The ability to set and issue higher rate fines, allowed the LLCS to operate a self-sustaining scheme with just six enforcement officers. Mr Read advised Members that KCC could work with the police to use their resources or could employ its own enforcement officers, the outcome would be dependent on government's agreement to devolve moving traffic offence enforcement powers to KCC.
 - (c) In response to concerns regarding the practicalities of enforcement, Mr Read assured Members that there would be full consultation with district and borough councils, the Freight Transport Association and the Road Haulage Association. The scheme did not seek to restrict legitimate business, its purpose was to re-direct unauthorised HGVs to more strategic routes and away from Kent's rural roads. The DfT had been asked to provide Ministers and 10 Downing Street with a paper on permitting local authorities relevant enforcement powers under the 2004 traffic Management Act. The response to the paper, expected in early 2020, would directly influence when and if legislation could be enacted, which required a ministerial decision. In the interim, KCC encouraged the public to report illegitimate vehicles on rural roads. In terms of foreign lorries, the LLCS employed European debt recovery agencies to ensure penalty notices were paid and that had proven successful. There was also the possibility of employing technological methods such as cameras to ensure vehicles were recognised upon their return to the UK.

- (d) Members fully supported the initiative and upon the request of the Chairman, the following Members expressed an interest in joining the Cross-Party Member Working group: Mr I Chittenden, Mr B Lewis, Mr H Rayner and Mr J Ozog. The Chairman asked that Members contact the Committee Clerk to confirm their interest in joining the working group.
5. It was RESOLVED that the work undertaken to date by the Informal Member Working Group and the intention to formalise the arrangements into a Cross-Party Member Working Group, be noted.

245. KCC Bus Feedback Portal - Summary of Feedback received January to November 2019

(Item 8)

Steve Pay (Public Transport Planning and Operations Manager) was in attendance for this item.

1. Mr Payne (Cabinet Member for Highways and Transport) introduced the report that set out the results of the bus feedback portal received from its launch in January through to the end of November 2019 and future actions as a result of the feedback received.
2. The officer responded to comments and questions as follows:
 - (a) In response to questions relating to Kent County Council's ability to apply pressure on bus operators to provide additional capacity for school children, Mr Pay informed Members that only 3% of bus operated journeys across Kent fell under the contractual control of KCC. The remaining 97% fell within the contractual control of the commercial bus operators, governed by the Traffic Commissioner. Mr Pay explained that whilst the Council did not contract, control or regulate the operators, the portal helped KCC to understand trends and helped to facilitate informed discussions with the bus operators. Mr Pay told Members that the finding a solution to the issues was not always simplistic and often involved an intelligent mechanism and statutory process which took up to 70 days.
 - (b) With regard to the regularity of communication between KCC and the bus operators, Mr Pay confirmed that Public Transport officers had established portal results as a standing item on the agenda of all Quality Bus Partnership meetings. That provided a more formal setting to highlight the trends with the operators concerned and enabled officers to work with the operators and district councils to improve performance. Less formally, feedback had been, and would continue to be, shared by Public Transport officers with other operators as part of periodic management meeting. Particular trends would be raised more directly.

- (c) Mr Pay acknowledged Members concerns regarding the bus portal interface and website accessibility.
 - (d) Mr Pay recognised the dichotomy in KCC providing the discretionary Travel Saving Scheme to support parents and passholders, but not having the contractual or regulatory power to compel bus operators to make any changes. The bus portal had been created for that reason and gave KCC the ability to capture feedback and voice its concerns directly to the bus operators.
 - (e) In response to the rise in complaints during September, Mr Pay assured Members that a significant degree of work continued to take place with bus operators around the return of schools in September. However, schools had become proactive in managing the issue and representatives from a Maidstone Secondary School had regular meetings with the primary bus operator in that area to try to persuade them to make favourable changes.
 - (f) The Chairman sought the Committee's view on receiving an update report on a six-monthly basis. The proposal was unanimously agreed.
3. It was RESOLVED that the report be noted, and that an update report be presented to the Committee every six months.

246. Transport for the South East: KCC response to draft Transport Strategy for the South East
(Item 9)

Katie Pettit (Principle Transport Planner) was in attendance for this item.

1. Mr Payne (Cabinet Member for Highways and Transport) introduced the report that set out the proposed Kent County Council (KCC) response to the draft Transport Strategy for the South East.
2. Mrs Pettitt informed Members that there was currently only one statutory sub-national transport body (STB) in existence with statutory status, which was Transport for the North. However, there were a number of STBs that were working towards statutory status, one of which was Transport for the South East (TfSE) which was the most advanced in getting statutory status. The proposed KCC response strongly supported the development of the Transport Strategy which was aligned with KCC's own ambition for transport. The draft Strategy was in the process of undergoing a public consultation, however, following a review of the comments received, TfSE aimed to submit a revised Transport Strategy to the Shadow Partnership Board for approval in April 2020, alongside a proposal to government to devolve powers and/or funding to enable local decisions to be taken to

implement the strategy. A review of the finalised plan would be undertaken every five years.

3. Officers responded to comments and questions as follows:

(a) Mrs Stewart (Director of Environment, Planning and Enforcement) advised Members that the complexity of the timing meant officers had to submit a response before the Committee was due to meet. However, this was done on the understanding that the proposed response would be presented to the Committee for final comment and any revisions to it would be permitted.

(b) Mr Payne noted that whilst the examples of partnership working had not been included within the report, there were a number of successes that had been achieved through the collaborative efforts of other authorities, such as the inclusion of Brenley Corner to the Strategic Network.

(c) Mr Payne told Members that that Secretary of State had endorsed the approach taken by TfSE that it would be treated as a statutory body whilst in its current shadow form. In 2018, TfSE had received a grant of £13m from Government to help deliver its objectives and received a further £500k to continue such work. Mr Payne noted that TfSE was the first statutory transport body, operating in shadow form, that had received any money from the government within the last year.

4. It was RESOLVED that the proposed Kent County Council response to the consultation on the draft Transport Strategy for the South East, be noted.

247. Sky lantern and balloon releases on Kent County Council estate

(Item 12)

It was RESOLVED that the need for, and scope of, a formal policy banning the releases of sky lanterns and balloons on Kent County Council estate, be noted.

248. Terms of reference for Cross-Party Member Group to Develop a Natural Capital Policy

(Item 11)

Katie Stewart (Director of Environment, Planning and Enforcement) was in attendance for this item.

1. Miss Carey (Cabinet Member for Environment) introduced the Natural Capital Policy report which included a commitment to plant a tree for every person living in Kent. It was, she said, part of a wider framework to protect, enhance and use Kent's natural capital to manage and adapt to climate

change and support biodiversity. The Cross-Party Member Group would work with officers to set the scope of the proposed policy and framework. It would sit within the broader context of the relevant strategies such as the Kent Environment Strategy, the Energy and Low Emission Strategy, and the Kent Biodiversity Strategy. Miss Carey thanked Mrs Stewart and the officers involved for their continued commitment and for their ability to develop small concepts into something significant and inspiring.

2. Members fully supported the initiative and upon the request of the Chairman, the following Members expressed an interest in joining the Cross-Party Member Working group: Mr M Balfour, Mr I Chittenden, Mr B Lewis and Mr M Whybrow. The Chairman asked Members to contact the Committee clerk to confirm their interest in joining the working group.
3. It was RESOLVED that that the terms of reference for the proposed Cross-Party Member Working Group, be noted.

249. Statutory review of the Kent Downs Area of Outstanding Natural Beauty (AONB) Management Plan
(Item 10)

Katie Stewart (Director of Environment, Planning and Enforcement) was in attendance for this item.

1. Miss Carey (Cabinet Member for Environment) introduced the report that set out the context and details of the review of the statutory Management Plan for the Kent Downs Area of Outstanding Natural Beauty (AONB).
2. Mrs Stewart told Members that Kent County Council was bound by law to act jointly with eleven other Local Authorities which contained parts of the AONB to prepare and adopt a management plan for the landscape. The current AONB adopted in 2014 was under review and a revised draft management plan was due to be published for consultation in February 2020. The key contextual changes to the draft management plan included recognition of climate change; development pressures on the AONB; uncertainty around leaving the European Union; the associated issues around land management and the importance of the AONB in contributing to the health and wellbeing of communities. Further detail of the contextual changes was outlined in section 3.8 of the report.
3. Officers responded to comments and questions as follows:
 - (a) Mr Balfour, via the Chairman, answered the Committee's question about the proposed revision of AONB boundaries. He said that because of the complexity of the review, there was no intention to revise the AONB boundaries.

(b) In response to concern about the time scale for review, Mrs Stewart said that whilst the vision had been altered to a shorter period (20 to 10 years) because of the scale and pace of change in Kent, the adopted AONB Management Plan would be reviewed regularly because of the speed at which government policy changed. Kent County Council had made representations to its partners and stakeholders about the need for regular reviews of the AONB Management Plan, but it would put that view into the formal response.

4. It was RESOLVED that the need for and benefit of the AONB Management Plan, including the proposed areas for revision in the new draft management plan which were to be considered in Kent County Council's formal response, be noted.

250. 20/00012 - Short term Waste Management bulk transfer station services - Folkestone & Hythe District Council
(Item 13)

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

1. In response to Members' request for clarification regarding the development of the waste transfer station facilities for kerbside waste collected by Folkestone & Hythe District Council, Mr Beaver confirmed that the short-term contract would last up to four years. He said that that within the Capital Programme, a bid had been submitted for a permanent structure to be built at Ross Way. That location was part-owned by Folkestone and Hythe District Council and Kent County Council (KCC) and was part leased to a partner company of KCC and it was likely to become available in due course. Two outline-designs had been submitted and both could cater for the anticipated growth.
2. With regard to market appetite, Waste Management worked closely with Strategic Commissioning to test market interest and had been able to attract three potential suppliers from outside the district boundary.
3. It was RESOLVED that the proposed decision (20/00012) to be taken by the Cabinet Member for Environment, to award a short-term contract for a facility to receive, bulk and haul municipal waste to cover KCC's statutory requirement as the waste disposal authority, be endorsed.

251. Draft Capital Programme 2020-23 and Revenue Budget 2020-21
(Item 6)

It was RESOLVED that the Draft Capital and Revenue Budgets and Medium-Term Financial Plan, including the responses to the consultation and estimate of the government's funding settlement, be noted.

252. Work Programme 2020/21

(Item 14)

1. In response to queries regarding a report to the Committee in March on the Thanet Parkway consultation, Mrs Cooper (Corporate Director of Growth, Environment and Transport) informed Members that the consultation had been undertaken and the results of the survey would be reported to Cabinet for consideration on Monday 27 January 2020. Mrs Cooper advised Members that information provided to the Environment and Transport Cabinet Committee would be dependent on the outcome decided at Cabinet.
2. It was RESOLVED that the Work Programme be noted, subject to the inclusion or amendment of the following items:
 - (a) The Bus Feedback Portal to be reported every six months
 - (b) The Gypsy and Traveller Service Charges and Rent Setting Policy to be reported on in March 2020
 - (c) The Gypsy and Traveller Unauthorised Encampment Strategy to be deferred to allow further testing requirements
 - (d) Gypsy and Traveller Service: Pitch allocation and site management Policy to be deferred due to consultation timescales
 - (e) The Kent Biodiversity Strategy to be reported in March 2020
 - (f) The Energy and Low Emissions Strategy to be reported in March 2020
 - (g) Removal of the Transport for South East (TfSE) – Transport Strategy Consultation

253. Motion to Exclude the Press and Public

(Item)

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

254. 20/00011 - Professional Services Framework Contract Award

(Item 15)

Tim Read (Head of Transportation) was in attendance for this item.

1. Mr Read introduced the report that detailed the Highways, Transportation and Waste service requirements, the current and previous method of

accessing technical and professional services; and a summary of the work to commission the new professional services contract with other options considered.

2. It was RESOLVED that the proposed decision (20/00011) to be taken by the Cabinet Member for Highways and Transport 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, be endorsed.

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

To: Environment and Transport Cabinet Committee – 17 July 2020

Subject: Decision Summary Report – For Information

Classification: Unrestricted

Summary: This information report summarises the decisions taken or in progress by the Cabinet Member for Environment and Cabinet Member for Highways & Transport during the temporary suspension of Cabinet Committee meetings during the COVID crisis.

Recommendation: The Environment and Transport Cabinet Committee is asked to note the report.

1. Background Information

- 1.1 In the absence of Cabinet Committees, revised arrangements were put in place for taking key decisions remotely.
- 1.2 To ensure Members were engaged with decision-making, the new arrangements included a PRE-PROD (Proposed Record of Decision) stage in addition to existing decision-making stages.
- 1.3 Following publication of the Forthcoming Executive Decisions summary on the KCC website, under the PRE-PROD stage, a confidential draft decision report and PROD was emailed to relevant Cabinet Committee members asking for comments and questions. Any feedback would be shared with the Cabinet Member making the decision for consideration.
- 1.4 The final draft decision report and PROD was then published on the KCC website and emailed to relevant Cabinet Committee members asking again for comments and questions to be shared with the relevant Cabinet Member for consideration before the Record of Decision was published. Once published, the decision was subject to a call-in period of 5 working days before it could be implemented. This is in-line with the decision-making procedures set out in the KCC Constitution.
- 1.5 In April, the government passed emergency legislation which allowed local authorities to hold virtual meetings. After testing technology to ensure the meetings could run smoothly, Cabinet Committee briefings were organised for June. The Environment and Transport Cabinet Committee Members Briefing was held on 1 June where a summary of decisions taken or in progress was reported.

2. Decision Summary

2.1 Following further consideration of the governance and meeting arrangements by the Monitoring Officer, formal Cabinet Committee meetings have resumed from 1 July.

2.2 In the period that the Cabinet Committee was suspended:

- Decision number 20/00029: A249 Grovehurst and Key Street Junction Improvement was implemented on 5 May
- Decision number 20/00025: Kent County Council adoption of the Kent Nature Partnership Biodiversity Strategy was implemented on 5 May
- Decision number 20/00052: Organics Waste Processing Contracts – request to extend was implemented on 15 June
- Decision number 20/00010: Transport for the South East – Proposal to Government is in progress under the virtual key decision-making arrangements. The anticipated implementation date is 17 July.
- Decision number 20/00059: West and Mid Kent Dry Recyclables Processing Contracts Lots 1 and 2 and the Contract for the Processing of Wood Waste 2010-2015 (2020) is in progress under the virtual key decision-making arrangements. The anticipated implementation date is 23 July.

2.3 Future key decisions will be taken through the Cabinet Committee process.

3. Recommendation

Recommendation:

The Environment & Transport Cabinet Committee is asked to note the report.

4. Contact details

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Barbara Cooper

Corporate Director, Growth, Environment and Transport

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

To: Environment & Transport Cabinet Committee – 17 July 2020

Subject: Performance Dashboard – Quarter 4, 2019/20 & Proposed KPIs – 2020/21

Classification: Unrestricted

Summary:

The Environment and Transport Performance Dashboard shows progress made against targets set for Key Performance Indicators (KPIs). The latest Dashboard includes data up to March 2020 and is the year-end report. The impact of Coronavirus on these particular indicators was limited at this point.

Thirteen of the eighteen KPIs achieved target and are RAG rated Green. Five KPIs were below target but did achieve the floor standard and are RAG rated Amber. No KPIs were below target and RAG rated Red.

Recommendation(s):

The Environment and Transport Cabinet Committee is asked to NOTE the performance report, and COMMENT on proposed KPIs for 2020/21

1. Introduction

- 1.1. Part of the role of Cabinet Committees is to review the performance of the functions of the Council that fall within the remit of the Committee. To support this role, Performance Dashboards are regularly reported to each Cabinet Committee throughout the year, and this is the fourth and final report for the 2019/20 financial year.
- 1.2. The report covers the results up to the end of March 2020. The direct impact of Coronavirus was limited at this point, with only one KPI based on a partial data return.

2. Performance Dashboard

- 2.1. The Dashboard provides a progress report on performance against target for the Key Performance Indicators (KPIs) for 2019/20. These KPIs, activity indicators and targets came before the Cabinet Committee for comment in May 2019. The current Environment and Transport Performance Dashboard is attached at Appendix 1.
- 2.2. KPIs are presented with RAG (Red/Amber/Green) alerts to show progress against targets. Details of how the alerts are generated are outlined in the Guidance Notes, included with the Dashboard in Appendix 1.

- 2.3. All five KPIs in Highways & Transportation achieved target and RAG rated Green. Work in progress saw a significant increase in February as winter weather, including recent storms, created additional enquiries and faults. The last quarter continued to see a high demand in drainage enquiries continuing to peak at over 600 per week. The poor weather resulted in over 1,270 potholes reported in a single week, but monthly targets for completion in timescale were still met.
- 2.4. Performance achieved target for three of the five Waste Management indicators. The policy to introduce charges for recycling of soil and rubble has seen a reduction in non-domestic waste tonnage going to HWRCs; although this reduction in waste is positive, it has affected recycling rates. The target for WM03 (recycling rates for HWRCs has been changed for 2020/21) to reflect the success of waste avoidance of the soil, rubble and hardcore.
- 2.5. For digital take-up, five indicators achieved target and were RAG rated Green, and two achieved the floor standard and were RAG rated Amber. Complex queries around booking onto speed awareness courses continue to need to be dealt with by telephone. The face to face courses were suspended due to Coronavirus, with the provision of these moving online. There are now no half year applications for the KCC Travel Saver; historically, the vast majority of these were purchased online in December/January and this has impacted on the overall percentage applying online. No new applications are currently being processed due to uncertainties on how and when schools will reopen in September following the Coronavirus pandemic.
- 2.6. For Environment, Planning and Enforcement, Greenhouse Gas emissions have reduced in the 12 months to December. This reduction was not enough to meet the more challenging schedule for a 38% reduction by March 2021 which was brought in this year. There have been several energy efficiency and solar projects completed recently, which will start to be reflected in next year's figures.

3. KPIs proposed for 2020/21

- 3.1. KPIs proposed for use in the 2020/21 dashboard are detailed in Appendix 2.

4. Recommendation(s):

The Environment and Transport Cabinet Committee is asked to NOTE the performance report, and COMMENT on proposed KPIs for 2020/21.

5. Contact details

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Environment and Transport Performance Dashboard

Financial Year 2019/20

Results up to March 2020

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Produced by Strategic Commissioning – Performance & Analytics

Publication Date: July 2020

Guidance Notes

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

RAG RATINGS

GREEN	Target has been achieved
AMBER	Floor Standard* achieved but Target has not been met
RED	Floor Standard* has not been achieved

*Floor Standards are the minimum performance expected and if not achieved must result in management action

Activity Indicators

Activity Indicators representing demand levels are also included in the report. They are not given a RAG rating or Direction of Travel alert. Instead they are tracked within an expected range represented by Upper and Lower Thresholds. The Alert provided for Activity Indicators is whether they are in expected range or not. Results can either be in expected range (**Yes**) or they could be **Above** or **Below**.

Key Performance Indicators Summary

Highways and Transportation	RAG
HT01 : Potholes repaired in 28 calendar days (routine works not programmed)	GREEN
HT02 : Faults reported by the public completed in 28 calendar days	GREEN
HT04 : Customer satisfaction with service delivery (100 Call Back)	GREEN
HT08 : Emergency incidents attended to within 2 hours	GREEN
HT12 : Streetlights, illuminated signs and bollards repaired in 28 calendar days	GREEN

Digital Take up	RAG
DT01 : Percentage of public enquiries for Highways Maintenance completed online	GREEN
DT03 : Percentage of concessionary bus pass applications completed online	GREEN
DT04 : Percentage of speed awareness courses booking completed online	AMBER
DT05 : Percentage of HWRC voucher applications completed online	GREEN
DT06 : Percentage of Highway Licence applications completed online	GREEN
DT15 : Percentage of KCC travel Saver applications completed online	AMBER
DT16 : Percentage of 16+ Travel Saver applications completed online	GREEN

Waste Management	RAG
WM01 : Municipal waste recycled and composted	AMBER
WM02 : Municipal waste converted to energy	GREEN
WM01 + WM02 : Municipal waste diverted from landfill	GREEN
WM03 : Waste recycled and composted at HWRCs	AMBER
WM04 : Percentage of customers satisfied with HWRC services	GREEN

Environment, Planning and Enforcement	RAG
EPE14 : Greenhouse Gas emissions from KCC estate (excluding schools)	AMBER

Service Area	Director	Cabinet Member
Highways & Transportation	Simon Jones	Michael Payne

Key Performance Indicators

Ref	Indicator description	Nov	Dec	Jan	Feb	Mar	Year End	RAG	Target	Floor
HT01	Potholes repaired in 28 calendar days (routine works not programmed)	96%	96%	91%	97%	97%	90%	GREEN	90%	80%
HT02	Faults reported by the public completed in 28 calendar days	96%	94%	92%	93%	91%	94%	GREEN	90%	80%
HT04	Customer satisfaction with service delivery (100 Call Back)	83%	89%	86%	91%	*	87%	GREEN	85%	70%
HT08	Emergency incidents attended to within 2 hours	97%	97%	100%	98%	99%	98%	GREEN	98%	95%
HT12	Streetlights, illuminated signs and bollards repaired in 28 calendar days	91%	90%	95%	90%	94%	92%	GREEN	90%	80%

* Survey was not completed in March due to Coronavirus

Service Area	Director	Cabinet Member
Highways & Transportation	Simon Jones	Michael Payne

Activity Indicators

Ref	Indicator description	Nov	Dec	Jan	Feb	Mar	Year End	In expected range?	Expected Range	
									Upper	Lower
HT01b	Potholes repaired (as routine works and not programmed)	823	970	786	1,585	1,472	11,587	Yes	13,900	9,100
HT02b	Routine faults reported by the public completed	4,427	5,144	5,542	6,812	8,293	59,419	Yes	63,000	51,000
HT06	Number of new enquiries requiring further action (total new faults)	8,065	8,535	11,234	11,765	8,954	97,605	Yes	114,000	94,000
HT07	Work in Progress (enquiries waiting for action) - end of month snapshot	5,780	7,255	7,371	8,750	7,261	n/a	Yes	8,000	6,750

Service Area	Director	Cabinet Members
Waste Management	Simon Jones	Susan Carey

Key Performance Indicators (Rolling 12 months)

Ref	Indicator description	Mar 19	Jun 19	Sep 19	Dec 19	Mar 20	RAG	Target	Floor
WM01	Municipal waste recycled and composted	48%	48%	47%	47%	46%	AMBER	50%	45%
WM02	Municipal waste converted to energy	50%	50%	51%	51%	52%	GREEN	48%	44%
01+02	Municipal waste diverted from landfill	98%	98%	98%	98%	98%	GREEN	98%	89%
WM03	Waste recycled and composted at Household Waste Recycling Centres HWRCs	68.7%	68.3%	67.0%	65.6%	64.8%	AMBER	69.3%	64.0%
WM04	Percentage of customers satisfied with HWRC services (Annual Indicator)	n/a	n/a	n/a	98%	n/a	GREEN	96%	85%

WM01 & WM03 – These measures have been impacted by the policy change in June 2019 to introduce charging for soil, rubble, hardcore and plasterboard which was previously recycled at HWRCs.

Service Area	Director	Cabinet Members
Waste Management	Simon Jones	Susan Carey

Activity Indicators (Rolling 12 months)

Ref	Indicator description	Mar 19	Jun 19	Sep 19	Dec 19	Mar 20	In expected range?	Expected Range	
								Upper	Lower
WM05	Waste tonnage collected by District Councils	539,270	533,281	537,064	538,758	541,645	Yes	555,000	535,000
WM06	Waste tonnage collected at HWRCs	171,320	168,262	159,725	151,409	142,931	Below	184,000	164,000
05+06	Total waste tonnage collected	710,590	701,543	696,789	690,167	684,576	Below	739,000	699,000
WM07	Waste tonnage converted to energy at Allington Waste to Energy Plant	317,891	315,021	316,221	315,839	324,626	Yes	340,000	280,000

WM06 - The volume of non-household waste collected at HWRCs has reduced since the charging policy for soil, rubble, plaster and hardcore (non-household) was introduced in June 2019, and this has impacted on the total waste collected. There has also been some shift towards more dry (non-organic) waste being recycled via District kerbside collections.

Service Area	Director	Cabinet Member
Highways, Transportation and Waste	Simon Jones	Michael Payne

Digital Take-up indicators

Ref	Indicator description	Nov	Dec	Jan	Feb	Mar	Year End	RAG	Target	Floor
DT01	Percentage of public enquiries for Highways Maintenance completed online	59%	58%	58%	55%	55%	53%	GREEN	50%	40%
DT03	Percentage of concessionary bus pass applications completed online	38%	44%	44%	43%	40%	39%	GREEN	25%	15%
DT04	Percentage of speed awareness courses bookings completed online	72%	75%	73%	76%	79%	76%	AMBER	80%	65%
DT05	Percentage of HWRC voucher applications completed online	97%	97%	98%	97%	97%	97%	GREEN	95%	85%
DT06	Percentage of Highway Licence applications completed online	81%	89%	81%	87%	83%	84%	GREEN	70%	60%
DT15	Percentage of KCC Travel Saver applications completed online (Rolling 12 months)	78%	76%	73%	73%	73%	73%	AMBER	80%	60%
DT16	Percentage of 16+ Travel Saver applications completed online (Rolling 12 months)	81%	80%	80%	80%	80%	80%	GREEN	80%	60%

DT04 – Work continues with Agilisys to better understand how customer calls can be reduced and further channel shift achieved so more bookings are completed online. Following suspension of face to face courses at the end of March due to Coronavirus, a transition to on-line courses is expected to generate additional queries from customers. In addition, there will remain some more complex enquiries that require customers to ring in and seek assistance.

DT15 – There are no half year applications now and historically the vast majority of these were purchased online in December/January and therefore this has impacted on the overall percentage applying online. No new applications were being processed following the Coronavirus pandemic, but the intention is to re-open the scheme for applications for the new school year in mid-July.

Division	Director	Cabinet Member
Environment, Planning and Enforcement	Stephanie Holt-Castle	Susan Carey

Key Performance Indicator (Rolling 12 months, reported quarterly in arrears)

Ref	Indicator description	Dec 18	Mar 19	Jun 19	Sep 19	Dec 19	RAG	Target	Floor
EPE14	Greenhouse Gas emissions from KCC estate (excluding schools) in tonnes	31,885	30,462	30,052	30,658	30,267	AMBER	29,600	32,000

EPE14: Although emissions reduced in the 12 months to December, it was not enough to meet the more challenging schedule brought in this year, for a 38% reduction by March 2021 from the 2016 baseline. There have been several energy efficiency and solar projects completed recently, which will start to be reflected in next year's figures.

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Proposed KPIs and Activity indicators for 2020/21

Highways

Key Performance Indicators

Ref	Indicator description	2019/20 Actual	2020/21 Target	2020/21 Floor
HT01	Potholes repaired in 28 calendar days	90%	90%	80%
HT02	Routine faults/enquiries reported by the public completed in 28 calendar days	94%	90%	80%
HT04	Customer satisfaction with routine Highways service delivery (100 Call back survey)	87%	85%	70%
HT08	Emergency incidents attended to within 2 hours	98%	98%	95%
HT12	Streetlights/illuminated signs/bollards repaired in 28 calendar days	92%	90%	80%

Activity indicators

Ref	Indicator description	Threshold	Q1	Q2	Q3	Q4
HT01b	Potholes repaired (as routine works and not programmed)	Upper	4,300	2,600	3,000	4,200
		Lower	3,100	1,400	1,800	3,000
HT02b	Routine faults reported by the public completed	Upper	13,700	14,600	14,900	18,500
		Lower	10,700	11,600	11,900	15,500
HT06	Number of new enquiries requiring further action (faults)	Upper	26,000	27,000	27,000	34,000
		Lower	21,000	21,000	22,000	28,000
HT07	Work in Progress (outstanding enquiries waiting action)	Upper	7,300	6,900	7,500	8,600
		Lower	6,300	5,900	6,500	7,600

Waste Management

Key Performance Indicators – rolling 12 months

Ref	Indicator Description	2019/20 Actual	2020/21 Target	2020/21 Floor
WM01	Municipal waste recycled and composted	46%	50%	45%
WM02	Municipal waste converted to energy (including conversion to refuse derived fuel)	52%	49%	44%
WM03	Percentage of waste recycled and composted at HWRCs	65%	65%	60%
WM04	Customer satisfaction with Household Waste Recycling Centre Services	98%	96%	85%

Activity indicators

Ref	Indicator description	Threshold	Annual
WM05	Waste tonnage collected by district councils	Upper	550,000
		Lower	530,000
WM06	Tonnage managed through HWRC (rolling 12 months) (WM06)	Upper	160,000
		Lower	140,000
	Total Waste Tonnage	Upper	710,000
		Lower	670,000
	Waste tonnage converted to energy at Allington Waste to Energy Plant	Upper	340,000
		Lower	280,000

Highways, Transport and Waste

Digital Take-up

Ref	Indicator description	2019/20 Actual	2020/21 Target	2020/21 Floor
DT01	Percentage of public enquiries for Highways maintenance reported online	53%	55%	45%
DT03	Percentage of concessionary bus pass applications completed online	39%	45%	30%
DT04	Percentage of speed awareness courses bookings completed online	76%	80%	65%
DT05	Percentage of HWRC voucher applications completed online	97%	95%	85%
DT06	Percentage of Highway Licence applications completed online	84%	90%	75%
DT15	Percentage of KCC Travel Saver applications completed online	73%	80%	60%
DT16	Percentage of 16+ Travel Saver applied for online	80%	80%	60%

Environment, Planning and Enforcement

Key Performance Indicators

Ref	Indicator description	2019/20 Latest	2020/21 Target	2020/21 Floor
EPE14	Total Greenhouse Gas emissions from KCC estate (excluding schools) in tonnes	30,267	28,100	29,500

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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 – 17 July 2020

Subject: Kent & Medway Energy and Low Emissions Strategy - Final draft for formal adoption by Kent County Council

Decision No: 20/00062

Classification: Unrestricted

Past pathway of paper: Environment and Transport Cabinet Committees: [Jan 2018](#), [September 2018](#), [November 2018](#), [May 2019](#) and [November 2019](#).

Future pathway of paper: For Decision by Cabinet Member

Electoral Division: All

Summary: This report presents the final draft of the Kent and Medway Energy and Low Emissions Strategy (ELES) to be formally approved and adopted by the Cabinet Member for the Environment.

Recommendation(s):

The Environment and Transport Cabinet Committee is asked to consider and endorse or make recommendations to the Cabinet Member for Environment to:

Approve the Strategy for adoption and implementation, working in partnership with all Local Authorities in Kent & Medway, utilising the existing Kent Environment Strategy delivery framework; and

delegate authority to the Corporate Director of Growth, Environment and Transport to take relevant actions, including but not limited to entering into contracts or other legal agreements, as necessary to implement this decision.

1. Introduction

1.1 The purpose of the Kent and Medway Energy and Low Emissions Strategy is to identify an evidence-based pathway to deliver clean growth, and specifically, strategies and actions to eliminate poor air quality, reduce fuel poverty and deliver an affordable, clean and secure energy supply for Kent and Medway. The Strategy includes the commitment to meet the UK Government's target to achieve net-zero emissions by 2050 for the country.

- 1.2 The Strategy was most recently brought to ETCC on 28 November 2019 for consideration and recommendation after edits were made to the draft Strategy (papers presented to ETCC in November 2018 and May 2019) following the results of the Kent and Medway Energy and Low Emissions Strategy Public Consultation, which ran from the 1 July to the 23 September 2019. The Strategy has also been further amended to reflect the COVID-19 pandemic.
- 1.3 The resulting revised Kent and Medway Energy and Low Emissions Strategy is attached for approval and subsequent adoption by the Cabinet Member for Environment.

2. Final Draft Strategy for approval

- 2.1 The objective of the Kent and Medway Energy and Low Emissions Strategy is to outline the Kent and Medway approach to achieving a reduction in carbon emissions and improvements in air quality, with an agreed Kent and Medway target of net-zero emissions by 2050. The aims of the strategy are:

1. **EVIDENCE:** Provide an ongoing evidence and intelligence base; linking data sets to identify hot spots and opportunities, and to build the business case for action across Kent and Medway.
2. **POLICY AND STRATEGY:** Facilitate the development of evidence-based policy and strategy to future proof growth, tackle emerging issues and realise opportunities.
3. **LEADERSHIP:** Support the public sector across Kent and Medway to play a strong leadership role with regards to challenges and opportunities.
4. **ACTION:** Facilitate increased and accelerated action and implementation across Kent and Medway.

- 2.2 The Strategy is a key element of the County Council's and Kent and Medway public sector partners' approach to tackling the climate emergency. It provides evidence-based pathways to deliver clean growth, and additionally, specific strategies and actions to eliminate poor air quality, reduce fuel poverty and deliver an affordable, clean and secure energy supply for Kent and Medway. The Strategy was reviewed and amended to take account of COVID-19 in May 2020.

- 2.3 The 10 priority actions link directly to a detailed implementation plan which is being finalised and adjusted in light of COVID-19. The Strategy and implementation plan will be made available on the KCC web pages in order that members of the public and external organisations can understand how the Strategy's Vision is being realised. A summary of the 10 actions is given in Table 1 below. The full set of priority actions can be found on pages 15 to 28 of the Strategy.

- 2.4 The detailed Implementation Plan is being developed by officers and partners in discussion with the Cabinet Member for the Environment and will be agreed

in Autumn 2020 by the new Kent and Medway Environment Group (see Appendix B for membership), chaired by Colin Carmichael Chief Executive of Canterbury City Council and coordinated by KCC. This detailed implementation plan will be responsive to policy and evidence changes and inform both Business as Usual as well as projects and will be formally monitored on an annual basis and reported to the Kent and Medway Environment Group and the Kent Environment Board.

Table 1: Kent and Medway Energy and Low Emissions Strategy 10 Priority Actions
<p>PRIORITY 1: EMISSION REDUCTION PATHWAYS TO 2050 Set area and organisational five-year carbon budgets and emission reduction pathways to 2050, with significant reduction by 2030.</p>
<p>PRIORITY 2: PUBLIC SECTOR DECISION MAKING Develop a consistent approach across Kent and Medway, to assess, manage and mitigate environmental impacts (both positive and negative), resulting from public sector policies, strategies, service delivery, commissioning and procurement.</p>
<p>PRIORITY 3: PLANNING AND DEVELOPMENT Ensure climate change, energy, air quality and environmental considerations are integrated into Local Plans, policies and developments, by developing a clean growth strategic planning policy and guidance framework for Kent and Medway, to drive down emissions and mainstream climate resilience.</p>
<p>PRIORITY 4: CLIMATE EMERGENCY INVESTMENT FUND Establish a trusted Kent and Medway 'Climate Emergency' carbon sequestration, offset and renewable energy investment scheme and fund.</p>
<p>PRIORITY 5: BUILDING RETROFIT PROGRAMME Set up a Kent and Medway net-zero buildings retrofit plan and programme for public sector, domestic and businesses.</p>
<p>PRIORITY 6: TRANSPORT, TRAVEL AND DIGITAL CONNECTIVITY Set up a smart connectivity and mobility modal shift programme – linking sustainable transport, transport innovations, active travel, virtual working, broadband, digital services, artificial intelligence and behaviour change.</p>
<p>PRIORITY 7: RENEWABLE ENERGY GENERATION Set up an opportunities and investment programme for renewable electricity and heat energy generation</p>
<p>PRIORITY 8: GREEN INFRASTRUCTURE Develop a multi-functional, natural capital opportunity and investment programme – focusing on environmental projects that store carbon, increase climate change resilience, improve air quality and increase biodiversity.</p>
<p>PRIORITY 9: SUPPORTING LOW CARBON BUSINESS Develop a support programme for Kent and Medway's Low Carbon Environmental Goods and Services sector</p>

PRIORITY 10: COMMUNICATIONS

Develop a comprehensive communications, engagement and behaviour change programme targeted at residents, employees, businesses and visitors.
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3. Financial Implications

3.1 This report relates to the Strategy itself and not individual costed actions. As projects that Kent County Council are involved in are developed, the supporting evidence and any cost implications will be identified, and the business case developed through the appropriate KCC governance processes.

3.2 Coordination of the delivery of the Kent and Medway Energy and Low Emissions Strategy falls within the remit of the existing Sustainable Business and Communities team.

4. Policy Framework

4.1 This paper and the activity within it are directly linked to the Kent County Council's commitment to "A Cleaner and Greener Kent" and directly supports the COVID-19 Economic Recovery Plan.

4.2 The Kent and Medway Energy and Low Emissions Strategy forms part of the Kent Environment Strategy and its Implementation Plan. The Kent and Medway Energy and Low Emissions Strategy is also relevant to the Kent and Medway Growth and Infrastructure Framework, Local Transport Plan 4 (and will inform LTP5) and the emerging Health and Wellbeing Strategy and Kent's Public Health Outcomes.

5. Equalities Impact Assessment

5.1 An Equalities Impact Assessment has been undertaken for the Kent and Medway Energy and Low Emissions Strategy, which has been updated as a result of the public consultation. There are no significant negative impacts. As this Strategy is aimed at improving health outcomes, there are likely to be more positive equality impacts than negative, particularly for Age, Maternity, Carers and Disability.

5.2 Any changes required to KCC policies to implement the proposed net-zero action plan will need to be assessed as part of the policy change process.

6. General Data Protection Regulation Considerations

6.1 A Data Protection Impact Assessment is not needed as this Strategy does not require the processing of personal data.

7. Conclusion

- 7.1 The intention of the Strategy is to recognise the climate emergency and the need to take significant action in the next 10 years in order to be able to achieve net zero emissions for the county by 2050.
- 7.2 Under the framework of the Kent Environment Strategy and the Energy and Low Emissions Strategy, the KCC Sustainable Business and Communities Team has been taking forward the Kent County Council response to the County Council Climate Emergency motion presented in May 2019. KCC is working with LASER to establish how we will achieve net-zero carbon emissions as an organisation, and how this might be achieved with an accelerated target. This will be presented to Full Council on 16 July 2020.
- 7.3 The KCC Sustainable Business and Communities Team have commissioned Anthesis to undertake a net-zero pathway analysis for Kent and Medway. The analysis will recommend 5 yearly carbon budgets for the county and identify the preferred combination of activities required to achieve net-zero by 2050. The report is due to be completed this autumn and will be brought to ETCC.

8. Next Steps and Timescales

- 8.1 Subject to comments from Environment and Transport Cabinet Committee, the Strategy will proceed to approval by the Cabinet Member for the Environment, district colleagues and key partners, such as Kent Leaders Group and Kent Chief Execs Group, with a formal launch at the Kent and Medway Net-Zero Conference on 27 November 2020.

9. Recommendation(s)

Recommendation(s):

The Environment and Transport Cabinet Committee is asked to consider and endorse or make recommendations to the Cabinet Member for Environment to:

Approve the Strategy for adoption and implementation, working in partnership with all Local Authorities in Kent & Medway, utilising the existing Kent Environment Strategy delivery framework; and

delegate authority to the Corporate Director of Growth, Environment and Transport to take relevant actions, including but not limited to entering into contracts or other legal agreements, as necessary to implement this decision.

10. Appendices and Background Documents

- Appendix A – Proposed Record of Decision
- Appendix B - Kent and Medway Environment Group Membership
- Appendix C - Kent and Medway Energy and Low Emissions Strategy
- Kent Environment Strategy – www.kent.gov.uk/environmentstrategy
- Appendix D - ELES EQiA

- Papers presented to Environment & Transport Cabinet Committee [Jan 2018](#), [September 2018](#), [November 2018](#), [May 2019](#) and [November 2019](#).

11. Contact details

Christine Wissink – Interim Head of Sustainable Business & Communities
Christine.wissink@kent.gov.uk 03000 413482

Relevant Director: Stephanie Holt-Castle, Interim Director Environment, Planning and Enforcement 03000 412064

KENT COUNTY COUNCIL – PROPOSED RECORD OF DECISION

DECISION TO BE TAKEN BY:

Miss Susan Carey, Cabinet Member for the Environment

DECISION NO:

20/00062

For publication

Key decision: YES

Subject Matter / Title of Decision

Kent County Council adoption of the Kent & Medway Energy & Low Emission Strategy (sub-Strategy of the Kent Environment Strategy)

Decision:

As Cabinet Member for Environment, I agree to:

Approve the Strategy for adoption and implementation, working in partnership with all Local Authorities in Kent & Medway, utilising the existing Kent Environment Strategy delivery framework; and

delegate authority to the Corporate Director of Growth, Environment and Transport to take relevant actions, including but not limited to entering into contracts or other legal agreements, as necessary to implement this decision.

Reason(s) for decision:

To develop a combined Energy & Low Emissions Strategy – this option demonstrates the interlinking nature of actions required to address climate change emissions, air pollution, energy security and the opportunities for greater partnership activity.

Formal adoption of a new Strategy to be implemented across the county in partnership with all Kent local authorities, where Kent County Council is the lead partner.

Cabinet Committee recommendations and other consultation:

The Strategy was most recently brought to ETCC on 28 November 2019 for consideration and recommendation after edits were made to the draft Strategy (papers presented to ETCC in November 2018 and May 2019) following the results of the Kent and Medway Energy and Low Emissions Strategy Public Consultation, which ran from the 1 July to the 23 September 2019. The Strategy has also been further amended to reflect the COVID-19 pandemic.

Any recommendations from Cabinet Committee on 17 July will be included on the Record of Decision.

Any alternatives considered and rejected:

1. Do not adopt the new strategy but continue action under Kent Environment Strategy (KES) which was last updated in 2016 and itself identified a need for a Low Emissions Strategy to reduce carbon emissions and improve air quality.
2. Develop a separate Energy Strategy and a Low Emissions Strategy – this was the initial plan until it was realised that many of the key actions to deliver both strategies were the same.

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

.....
signed

.....
date

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APPENDIX B

Kent and Medway Environment Group Membership

Officer	Title	Organisation
Colin Carmichael	Chief Executive (KMEG Chair)	Canterbury City Council
Shelia Davison / Lorna Ford	Head of Community Safety and Wellbeing / Head of Corporate Policy, Economic Development and Communications	Ashford Borough Council
Tricia Marshall / Suzi Wakeham	Deputy Chief Executive / Director of Community Services	Canterbury City Council
Sheri Green	Strategic Director and Monitoring Officer	Dartford Borough Council
Roger Walton / Diane Croucher	Director of Environment and Corporate Assets / Head of Regulatory Services	Dover District Council
Charlotte Spendley	Director of Corporate Services	Folkestone and Hythe District Council
Melanie Norris	Director of Communities	Gravesham Borough Council
Stephanie Holt-Castle Christine Wissink Elizabeth Milne Lucy Breeze	Director for Environment, Planning and Enforcement Interim Head of Sustainable Business and Communities Natural Environment and Coasts Manager / Kent Nature Partnership Kent Environment Strategy Programme Manager (secretariat)	Kent County Council
Angela Woodhouse	Head of Policy, Communications and Governance	Maidstone Borough Council
James Williams Ruth Dulieu	Director of Public Health Assistant Director, Frontline Services	Medway Council
Richard Morris	Chief Officer for Environment and Operational Services	Sevenoaks District Council
Nick Vickers / David Clifford	Chief Financial Officer / Head of Policy, Communications and Customer Services	Swale Borough Council
Gavin Waite	Director of Operational Services	Thanet District Council
Eleanor Hoyle	Director of Planning, Housing and Environment	Tonbridge and Malling Borough Council
Paul Taylor / Gary Stevenson	Director of Change and Communities / Head of Housing, Health and Environment	Tunbridge Wells Borough Council
Richard Penn	Environment Planning and Engagement Manager	Environment Agency Defra Group

Officer	Title	Organisation
Julia Hunt	Head of Advocacy	Kent Wildlife Trust
Nick Johannsen	Director of Kent Downs AONB	Kent Downs AONB
Ray Johnson (ret)	Board Member	Invicta Chambers of Commerce
Scott Elliott	Head of Health and Wellbeing Services	Medway Council Public Health representative

KENT AND MEDWAY ENERGY AND LOW EMISSIONS STRATEGY

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MEETING THE CLIMATE CHANGE CHALLENGE

JUNE 2020



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FOREWORD

We've only got one world. Just one. And it's changing.

Some will say **"It's always changed"** but this time around humans are responsible. The decisions we make today set the course for our planet's future. We must do the right thing.

Our Energy and Low Emissions Strategy is a big document with a single, simple goal - to ensure that every resident, neighbourhood and business in the county takes some simple steps to care for this beautiful, productive yet fragile part of the world – the bit we call Kent.

It is part of Kent's wider Environment Strategy and offers you an invitation - an invitation to come with us and find something you can do for your world. Get involved. Join in.

The first step is to recognise this climate emergency and the second is to commit to the change we need to rescue and sustain our world. There is huge pressure for growth in our county and we need to find new ways to ensure it is GOOD growth. It matters to our environment, our economy and our health. As the gateway to Europe we are well placed to take a lead on energy and emissions and our contribution could have positive impacts far beyond our county boundaries.

The call to action is all around us. We see a growing number of severe weather events and nature's response of flooding and then water shortages, icy winters and then rising temperatures. Kent is a wonderful county full of opportunity, but the truth is that some of our people live in places where air quality is low or where fuel poverty is high.

We can all make better choices - when we travel, when we invest, where and when developers plan new homes, when we choose a vehicle or when we insulate our homes. Those decisions are better when advice and learning is shared and when private and public sectors work together.

Please take a look at this Strategy and commit yourself to be part of it.

It means the world to us.



A handwritten signature in black ink that reads "Roger Gough".

Roger Gough
Leader of Kent County Council



A handwritten signature in black ink that reads "Alan Jarrett".

Alan Jarrett
Leader of Medway Council

VISION

By 2050 the county of Kent has reduced emissions to net-zero and is benefiting from a competitive, innovative and resilient low carbon economy, where no deaths are associated with poor air quality.

INTRODUCTION

The **coronavirus pandemic has changed the world**, but presents an opportunity to rebuild the county stronger, cleaner and more resilient. At the same time, **our climate is changing** and the effects are already being felt in Kent and Medway. Limiting our contribution to global warming and driving low carbon economic recovery will undoubtedly be the most urgent issues of this decade.

In recognition of the UK **environment and climate emergency**, all 14 local authorities in Kent and Medway have committed to ambitious targets to reduce greenhouse gas emissions to net-zero by 2050 at the latest. Our joint action has already seen carbon dioxide emissions in the area fall by 37% since 2005, but fully decarbonising our economy

over the coming years will require momentous effort and rely on action taken in partnership.

The coronavirus pandemic will severely restrict growth in the short term, but as we emerge from this crisis the longer-term trajectory will be a **return to growth**, and this growth must be low carbon. By 2031 it is anticipated that there will be almost 180,000 new homes and nearly 400,000 extra people, a 24% increase from 2011 levels. The local economy is also expected to expand, creating an additional 170,300 jobs by 2031 a 21% increase from 2011 levels, in line with forecast population growth.

Economic recovery presents an opportunity to invest in new jobs and low carbon infrastructure; support innovation, re-skilling and retraining to expand the low carbon and environmental goods and services sector; and drive a shift in social norms and behaviour change that will benefit health and reduce emissions. A green, clean economic recovery will help protect the climate, air, land and water on which future generations depend.

Kent and Medway are already experiencing significant environmental issues and constraints.

Trees, hedgerows, grasslands, wetlands and saltmarsh all provide **natural carbon storage** that can provide a significant contribution to our net-zero targets; as well as other environmental and health benefits. However, these important habitats are



at risk from land use pressures, lack of appropriate management, climate change and diseases such as Ash Dieback (*Hymenoscyphus fraxineus*), which threatens Kent's most widespread tree species.

Although air quality is generally improving in line with national trends, there are still **43 Air Quality Management Areas** across Kent and Medway and significant pockets of poor air quality along the county's major road networks. It is estimated that in 2017, there were 922 deaths associated with particulate matter (PM2.5) exposure across Kent and Medway.¹

Pollution from road vehicles is the main cause of poor air quality across Kent and Medway and is also the largest source of carbon emissions. In addition, congestion continues to be a problem, with average journey times on A-roads increasing 6% since 2015. Keeping the county moving is a high priority, as congestion negatively impacts productivity levels and air quality.

Actions to improve and promote public transport and encourage walking and cycling for short journeys, will have the dual benefit of reducing harmful emissions and tackling congestion. Supporting the switch away from petrol and diesel to clean, alternatively fuelled vehicles will also be essential. Over 4,845 ultra-low emission vehicles are already registered in Kent.

The cost of energy is rising. The average annual domestic combined gas and electricity bill increased by 8.8% between 2017 and 2019 and now costs

£1,360.² Government data shows that in 2017, 9.6% of Kent and Medway residents were living in **fuel poverty**.

Many Kent and Medway homes, often those of the most vulnerable residents, are cold and poorly insulated. 34% of homes that have an Energy Performance Certificate have the lowest energy efficiency ratings (E, F and G); usually due to inadequate insulation and inefficient heating systems, which can result in higher energy bills.

In industry, approximately 75% of the energy used is to produce heat, much of which is wasted. This is also true across Kent and Medway. The Government expects **business and industry** to improve energy efficiency by at least 20% by 2030,³ this includes a focus on industrial heat recovery.

Ensuring an **affordable energy supply** for all and continuing to promote energy efficiency, forms a significant element of our Strategy. Supporting new forms of renewable low carbon energy supply will be an important part of the mix, and an opportunity to grow new low carbon sectors. The county has already seen an increase in renewable energy generation of 726% since 2012 (230MW to 1900MW). We must be bold and encourage new developments to create their own decentralised energy.

However, low carbon technologies such as electric vehicles and local renewable energy generation pose a challenge to the electricity grid network in Kent and Medway which is already significantly constrained, and which could inhibit future growth. Therefore,

we must work with the energy utility companies to create a more resilient, **smart and innovative local energy system** to ensure we have the energy we need, when we need it, at the right price and without any negative environmental impacts.

Economic recovery, if clean, is a significant opportunity for Kent and Medway. Measures to tackle poor air quality and lower greenhouse gas emissions will have multiple benefits. For instance, promoting walking and cycling for short journeys improves health and reduces congestion; increasing tree and hedgerow coverage can help improve air quality, manage flood risk and support biodiversity; and supporting a switch to more efficient, low carbon energy use creates jobs and new market opportunities.

By tackling poor air quality, energy and carbon constraints in parallel, and by working closely across the public sector, business and communities to scale up action, we can protect health, the environment and be a significant player in the low carbon environmental goods and services sector (LCEGS) both in the UK and internationally.



¹ Calculated using all age, all cause deaths

² Provisional estimated average bill, Department for Business, Energy and Industrial Strategy (December 2019).

³ Department for Business, Energy & Industrial Strategy, "Helping businesses to improve the way they use energy: call for evidence," 18th July 2018 [online]

PURPOSE OF THIS STRATEGY

The Kent and Medway Energy and Low Emissions Strategy sets out how we will respond to the UK climate emergency and drive clean, resilient economic recovery across Kent and Medway. Taking an evidence-based approach, it identifies a pathway to reduce greenhouse gas emissions, eliminate poor air quality, reduce fuel poverty, and promote the development of an affordable, clean and secure energy supply for this county. It is informed by and delivers, but does not duplicate, the priorities and actions from other strategies related to energy and the environment. The strategy also builds on the strengths and activities of other partner organisations.

The Strategy has four strategic aims:

- 1. EVIDENCE:** Provide an ongoing evidence and intelligence base; linking data sets to identify hot spots and opportunities, and to build the business case for action across Kent and Medway
- 2. POLICY AND STRATEGY:** Facilitate the development of evidence-based policy and strategy to future-proof economic recovery, tackle emerging issues and realise opportunities
- 3. LEADERSHIP:** Support the public sector across Kent and Medway to play a strong leadership role with regards to challenges and opportunities
- 4. ACTION:** Facilitate increased and accelerated action and implementation across Kent and Medway

The priority actions to deliver these four aims over the next five years are described on pages 15-27. Further information on the detailed actions, timescales and outputs are provided in the technical implementation plan, which is published alongside this strategy.

SUPPORTING DELIVERY OF THE KENT ENVIRONMENT STRATEGY

The Kent and Medway Energy and Low Emissions Strategy sits within the framework of the Kent Environment Strategy, which was published in 2016.

The Kent Environment Strategy provides the basis for closer cross-sector partnership working between environment, health and economic agendas. It identifies the high-level priorities to support sustainable economic growth whilst protecting and enhancing the natural and historic environment, and sustaining vibrant, healthy and resilient communities.

The Kent and Medway Energy and Low Emissions Strategy delivers across all three themes of the Kent Environment Strategy:

THEME 1: BUILDING THE FOUNDATIONS FOR DELIVERY – aims to ensure decision makers have an evidence-based understanding of the risks and opportunities relating to energy and emissions and are incorporating them into strategies, plans and actions.

THEME 2: MAKING THE BEST USE OF EXISTING RESOURCES, AVOIDING OR MINIMISING NEGATIVE IMPACTS – aims to ensure existing infrastructure, assets and resources across the public, private and domestic sector are managed to reduce emissions and build a clean future energy supply.

THEME 3: TOWARDS A SUSTAINABLE FUTURE – aims to ensure Kent and Medway's communities, businesses and public sector have embraced clean growth and are working towards developing a clean, affordable and secure local energy future.

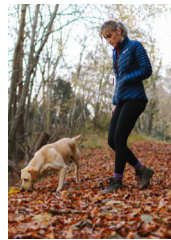
POLICY CONTEXT

Climate change, energy and air quality issues are high on the national agenda. The Government has set a clear policy direction by revising the Climate Change Act 2008 to legislate for net-zero by 2050. Net-zero means reducing greenhouse gas emissions to almost zero and balancing any remaining emissions with schemes to remove carbon dioxide from the atmosphere, such as tree planting or technology.

Further policy is set out in the Home Energy Conservation Act 1995, the 25 Year Environment Plan (2018), the Clean Growth Strategy (2017), the Clean Air Strategy (2019) and Clean Maritime Plan (2019), which aim to protect and enhance the environment, mitigate climate change, support clean, low carbon economic growth and address the negative impacts on health from a poor environment.

Local action will play a significant role in achieving these ambitions and therefore local policy must reflect these priorities. The key strategies that have influenced the development of the Energy and Low Emissions Strategy are summarised in Figure 1. Further detail on the policies driving action are outlined in the ***Kent and Medway Energy and Low Emissions Strategy Evidence Base***, which is published alongside this strategy.

CHALLENGES



25 YEAR ENVIRONMENT PLAN

Aims to deliver cleaner air and water; thriving plants and animals; connect people with the environment; and secure the environment for future generations.



SUSTAINABLE DEVELOPMENT GOALS

Adopted by all United Nations Member States, the goals provide a shared blueprint for peace and prosperity for people and the planet, now and into the future.



CLEAN AIR STRATEGY

Focuses on reducing industrial and transport emissions. It also aims to reduce particulate matter emissions from solid fuel used in homes. It also aims to tackle rising agricultural emissions.



INDUSTRIAL STRATEGY

Aims to boost productivity, create good jobs and position the UK as a leader in low cost, low carbon innovation.



THE ROAD TO ZERO

Aims to ensure almost every car and van is zero emission by 2050. It supports delivery of both the Industrial and Clean Growth Strategies.



THE CLEAN GROWTH STRATEGY

Aims to achieve nearly zero emissions from buildings and transport by 2050.



LOCAL TRANSPORT PLAN 4: DELIVERING GROWTH WITHOUT GRIDLOCK (2016-2031)



LOCAL ENERGY STRATEGY: ENERGY SOUTH 2 EAST

Provides an analysis of the opportunities and challenges across heat, transport and power in South East England.

OPPORTUNITIES

FIGURE 1: Key national and regional strategies influencing the development of the Kent and Medway Energy and Low Emissions Strategy.

EXAMPLES OF ACTIVITY AND ACHIEVEMENTS IN KENT AND MEDWAY

Carbon dioxide emissions in Kent and Medway fell 37% between 2005 and 2017, hitting our 2020 Kent Environment Strategy target two years early.



Low Carbon Across the South East (LoCASE) has been identified in the Tri-LEP Energy Strategy as an exemplar project for replication across the south-east region. Supported by European funding, LoCASE provides free support to help businesses become more competitive and profitable while protecting the environment and encouraging low carbon solutions. Since LoCASE began in 2016, £3.5m has been awarded to 425 Kent and Medway businesses.



The installed capacity of solar, wind, waste and Combined Heat and Power (CHP) increased by 726% in five years, from 230MW in 2012 to 1,900MW in 2017.

Kent and Medway's non-domestic gas consumption decreased by 57% between 2005 and 2018, whilst domestic gas consumption fell by 20% over the same period.

The number of days of moderate or high air pollution in Kent and Medway fell between 2012 and 2016 and there have been improvements in most Air Quality Management Areas.



Since the Warm Homes Scheme began in 2014, over 2,400 energy efficiency measures have been installed in over 2,300 homes in Kent and Medway.



89% of newly built homes in Kent and Medway had an Energy Performance Certificate rating of A or B in 2017, meaning they have the highest energy performance, up from 62% in 2011.

Average household electricity use in Kent and Medway continues to fall; down from 4,117 kWh in 2015, to 3,894 kWh in 2018. A 5% reduction in three years.

4,845 ultra-low emission vehicles (ULEVs) are registered in Kent (September 2019). In February 2019, Kent County Council was awarded £180,000 from the Government's Office of Low Emission Vehicles to install 8 rapid chargers for use by taxis in 6 Kent Districts.

In a 2018 survey of Kent residents, 85% reported that they have fitted energy efficiency measures, such as loft or cavity wall insulation, and 40% have fitted energy monitoring equipment.

There has been a 42% increase in people using train stations in Kent in the past ten years. In 2016/17, 1.8 million people used Ebbsfleet International Station.

KENT AND MEDWAY KEY FACTS AND FIGURES

54%

of total fuel consumption is from gas and electricity



Heat networks⁴ currently provide 2% of the UK heat demand, but this is estimated to rise to 43% by 2050.

EFG RATING

23% of homes and 19% of public buildings are E, F, or G rated, meaning they have the worst energy performance, highest energy running costs and make a bigger contribution to emissions.



11% of residents have reported that they struggle to pay their energy bills. 41% of those, live in rented accommodation.⁵

BY 2031 KENT AND MEDWAY ARE EXPECTING TO SEE⁶



178,600
additional homes
(24% growth)



396,300
additional people
(23% growth)



170,300
additional jobs
(21% growth)

This predicted population and economic growth will require a higher demand for energy. It is likely that domestic gas and electricity sales will rise by 23% and 19% respectively from 2014/15 to 2030/31.



14.3% increase in the number of vehicles on major roads in Kent between 2006 and 2016



9.2M

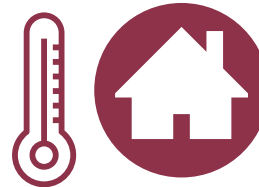
vehicle movements at Port of Dover and Channel Tunnel every year



73,000
households in fuel poverty (2017)



Only a 4.5% fall in carbon emissions from transport since 2005.



Kent's rate of Excess Winter Mortality was the same as the South East and English averages in 2017/18.

Kent's rate of Excess Winter Mortality was the same as the South East and English averages in 2017/18.

Kent and Medway's mortality rate associated with poor air quality is worse than the national average.

43 AIR QUALITY

Air Quality Management Areas, where air pollutants have been known to exceed government objectives.

⁴ Heat networks supply heat from a central source to consumers.

⁵ Kent Environment Strategy resident survey, July 2018

⁶ Figures identified by the Growth and Infrastructure Framework for Kent and Medway

OUR CHALLENGES

Despite the many successes and opportunities, Kent continues to face some significant challenges. These will need to be addressed in the short to medium-term if the environmental condition of the county is not to see considerable deterioration. The Kent and Medway Energy and Low Emissions Strategy Evidence Base identifies the key issues, which are summarised here:

SECURING A CLEAN, GREEN ECONOMIC RECOVERY

Supporting economic recovery from the coronavirus pandemic and accommodating the significant levels of housing growth currently required by government will be a major challenge for the county and is an influencing factor in all the key issues identified. This means not only creating new jobs and supporting low carbon innovation, but also advancing climate action in ways that make Kent and Medway more resilient and attractive places for low carbon companies to invest. Principles of Clean Growth (growing our economy whilst reducing greenhouse gas emissions), must be factored into all planning and development polices and decisions, whilst not becoming a barrier to new development.

REDUCING GREENHOUSE GAS EMISSIONS TO NET-ZERO

All local authorities in Kent and Medway have committed to reducing greenhouse gas emissions to net-zero. Our current progress is a 37% reduction in carbon dioxide emissions since 2005 but achieving our target will require a substantial step up in action, both in terms of scale and speed.

Whilst emissions from the industry and commercial sector and domestic sector have fallen significantly over the period (falling 57% and 35% respectively), emissions from the transport sector have only reduced by 4.5% (see Figure 2). The transport sector is now the largest source of emissions in Kent and Medway.

To date, much of the reduction in emissions has been due to a national decrease in the use of coal for electricity generation and the closure of a small number of energy-intensive industrial plants. However, in order to achieve net-zero, all

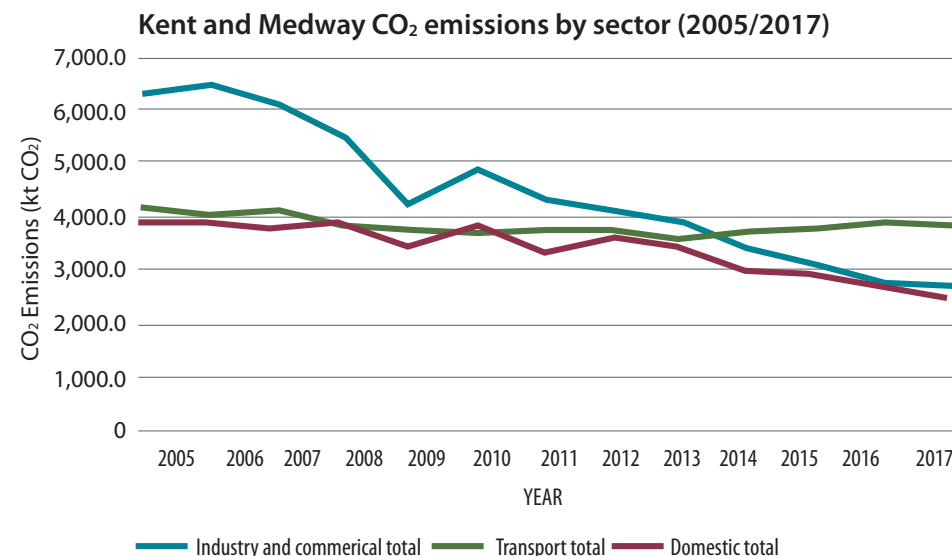


FIGURE 2: CO₂ emissions profile for Kent and Medway; this data includes estimated emissions for the industrial and commercial, transport and domestic sectors. Note: kt refers to kilotons

sectors will need to use resources much more efficiently and switch to low-carbon fuels for electricity, heating and transport.

We will also need to increase the amount of carbon stored in the natural environment; this is known as carbon sequestration. Soil and vegetation such as trees, hedges, wetlands and kelp all store carbon, so improving land management practices and increasing vegetation coverage will be essential if we are to achieve our net-zero target. These measures can also provide other benefits, such as reducing air and water pollution, reducing flood risk, improving biodiversity and providing health, cultural and leisure opportunities for local communities.

TACKLING HOT-SPOTS OF POOR AIR QUALITY

Poor air quality is a major health challenge for the UK causing both short and long-term effects on health. Long-term exposure to air pollution can impact on all stages of life; from asthma in children, to emerging evidence linking fine particulate matter (PM2.5) to the progression of Alzheimer's and Parkinson's.

Public Health England estimates that the cumulative health and social care costs of air pollution (PM2.5 and NO₂) in England could reach £18.6 billion by 2035. Poor air quality also has adverse impacts on the natural environment through damage to vegetation, soils, rivers and lakes.

Although air quality in the county is generally improving in line with national trends, there are still 43 Air Quality Management Areas and significant pockets of poor air quality along the major road networks. Kent and Medway's position between London and the continent brings air quality challenges associated with cross-channel traffic, including a disproportionately large number of HGVs, with their associated diesel emissions. Around the coast and ports, shipping brings additional impacts from the use of marine diesel. Even air pollution sources from outside Kent and Medway impact the population; with easterly winds bringing pollution from continental sources and westerly winds bringing urban pollution from London.

PROTECTING THE VULNERABLE

It is often the most vulnerable and deprived that suffer the most from poor air quality, cold homes and fuel poverty. Whilst air pollution is harmful to everyone, some people are at greater risk due to

- living in areas with high levels of air pollution
- learning or working near busy roads
- age; in the womb, infancy, early childhood and the elderly
- existing medical conditions, such as lung and heart disease and asthma.

These vulnerabilities are heightened among those living in the most deprived communities. This is due to poor housing and indoor air quality, the stress of living on a low income, unhealthy diet, smoking and limited access to green spaces.

Eliminating poor air quality and fuel poverty and achieving net-zero emissions will require changes to the way we travel, access services and use energy. We must therefore ensure that all residents in Kent and Medway are supported to make and benefit from these changes. For example, providing funding to help those in fuel poverty improve the energy efficiency of their home and ensuring superfast broadband, public transport and refuelling points for low carbon vehicles are widely available.

GROWTH WITHOUT GRIDLOCK – ENABLING INTEGRATED AND CONNECTED TRANSPORT, TRAVEL AND DIGITAL CONNECTIVITY

A convenient, affordable and reliable transport network is vital for providing access to facilities and services, connecting businesses and communities and reducing social isolation. However, transport contributes over 40% of the county's carbon emissions and pollutants from road vehicles have a negative impact on air quality and human health.

Kent is already experiencing increased congestion on its road and rail network. The average delay on Kent's A-roads has increased almost 7% since 2015 and average speed has dropped 1% over the same period. With severe congestion on the highway network, particularly in major town centres, growth across the county will be constrained without investment.

Achieving safe and effective transport networks that support clean economic recovery is a significant challenge. Our action must not only focus on low carbon road transport such as electric and hydrogen vehicles, but also promote smarter driving and traffic management; improve infrastructure for walking and cycling (active travel); ensure convenient connections to clean public transport; and support new transport models such as car clubs, car sharing and automated vehicles through the use of smart technology.

Promoting and supporting active travel will be an essential element of the strategy, which will not just help to reduce emissions, but also bring numerous health benefits.

At the same time, we need to support smarter working practices. The coronavirus pandemic forced many organisations and businesses to adapt to home working

overnight. As restrictions are lifted and the economy recovers, we must utilise and learn from this experience, whilst continuing to improve broadband services and enhance access to digital services to ensure demand for travel reduces permanently. Over 95% of Kent and Medway's homes and businesses now have access to superfast broadband, but there are still significant challenges to get 100% consistent coverage and service across the county and ensure the full benefits of digitalisation are realised.

ENSURING ENERGY SUPPLIES ARE LOW-CARBON, SECURE, AFFORDABLE AND LOCAL WHERE POSSIBLE

Energy prices are increasing again. Government data estimates that the average annual domestic combined gas and electricity bill increased by 8.8% between 2017 and 2019 and now costs £1,360. Higher energy prices can have an impact on business recovery and residents' wellbeing. Although fuel poverty levels vary across the county; from 12.3% in Thanet, to 7.7% in Dartford, eight council areas recorded fuel poverty rates higher than the South East average of 8.7% in 2017.

Continued economic growth means that our energy consumption is set to rise. A study commissioned by Kent County Council revealed that between 2014/15 and 2030/31, gas demand in Kent and Medway is expected to increase by approximately 23% and electricity demand is expected to increase by 19%.

Demand for energy is exacerbated by the fact that large amounts are wasted. The UK has some of the least energy efficient housing stock in Europe and much of the industrial heat produced in South East England is released into the atmosphere, despite the fact it could be reused. There is a huge opportunity to utilise more efficient technology to reduce energy demand and achieve cost savings for residents and businesses alike.

Demand for heat and electricity, together with generation and supply is intrinsically linked to carbon dioxide emissions, due to our current reliance on fossil fuels. It is therefore essential to understand how much energy is used, by whom, how and for what, and how this might change in the future. This will allow us to identify the most appropriate and cost-effective interventions to support the transition to a secure, affordable, low or zero carbon energy system.

The challenge of decarbonising energy at the local level will be threefold:

- Increase the supply of local, low carbon energy generation, at or near the point of use, whether domestic or industrial.
- Significantly cut consumption of energy derived from fossil fuels, for example, facilitating low-carbon energy connections for properties that are not connected to the gas network and still heated by coal or oil.
- Eliminate wasted energy through greater energy efficiency, targeting industrial processes, commercial buildings and homes.

OVERCOMING ENERGY GRID CONSTRAINTS

Energy security is vital to the development and growth of Kent and Medway in the coming years. However, the energy system in the UK and Kent is changing. Two-thirds of the UK's existing coal, gas and nuclear power stations are set to close by 2030 and any future power stations must be largely decarbonised, if the UK is to achieve its legally binding target of cutting carbon emissions to net-zero by 2050.

Much of the county is already subject to electricity grid network constraints, which is making new connections increasingly difficult, particularly for new energy generation projects. Electricity demand is also expected to grow significantly by 2050, driven by the growth in electric vehicles and increased electrification of heating, which could see up to 60% of homes using heat pumps. A drive towards locally generated renewable energy, often from smaller, more dispersed sources, will further ramp up pressure on an already constrained electricity grid network.

Changing supply and demand, though an enormous opportunity, also presents significant challenges to our existing system nationally and locally. It will require large amounts of investment in infrastructure and the transmission and distribution networks. It will be essential to map existing electricity and gas grid constraints against future development, to identify potential issues early and to identify any opportunities for local generation solutions, such as district heating systems.

HOW WE DEVELOPED THIS STRATEGY

Underpinning this Strategy is the *Kent and Medway Energy and Low Emissions Strategy Evidence Base*, which is drawn from a wide range of sources:

- Government strategies, plans, reports and national data sets.
- The Tri-LEP Energy Strategy and Evidence Base.
- The Kent and Medway State of the Environment Report and annual monitoring report.
- AECOM Renewable Energy for Kent 2017 Update.
- Public health indicators and evidence covering national and local area data.
- Home energy conservation and fuel poverty action plans and reports.
- Air quality monitoring plans and reports from Kent District and Borough Councils and Medway Council.
- Public and private sector research and current activity on the topics of energy, fuel poverty, transport, air quality, growth and planning and the impacts on public health.
- The 2018 Kent Environment Strategy Public Perception Survey.

Central to the development of this strategy has been stakeholder engagement, through a dedicated cross-sector working group, workshops and consultations. Organisations and partners involved in the development of the strategy include, amongst others, all Local Authorities in Kent and Medway, Joint Chief Executives, Joint Kent Leaders, NHS, Kent Fire and Rescue Service, South East Local Enterprise Partnership, Kent and Medway Economic Partnership, Public Health, Kent Housing Group, Kent and Medway Air Quality

Partnership, Kent and Medway Sustainable Energy Partnership, Kent Energy Efficiency Partnership, Kent Planning Officers Group and Kent Health and Wellbeing Board. A summary of the review process is shown in Figure 3.

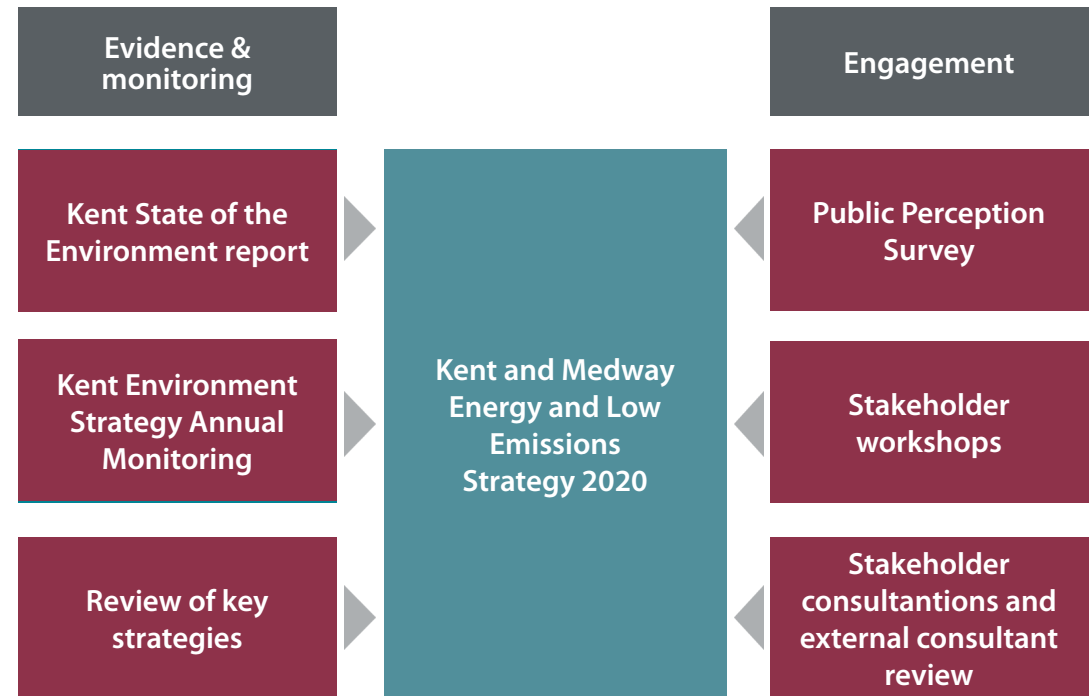


Figure 3: Summary of the review process used to develop the Kent and Medway Low Emissions Strategy

ENERGY SOUTH TO EAST: TOWARDS A LOW CARBON ECONOMY - THE TRI-LEP ENERGY STRATEGY

The Government’s Department for Business, Energy and Industrial Strategy (BEIS) has requested and provided the funding to all Local Enterprise Partnerships (LEPs) to produce regional Local Energy Opportunities Strategies, which should provide a clear analysis of the local opportunities and challenges across heat, transport and power.

In response to this request, the South East Local Enterprise Partnership (SELEP) has partnered with Coast to Capital and Enterprise M3, to develop an ambitious regional Local Energy Strategy, which aims to reduce emissions from energy and transport and support clean growth.

The strategy has identified five themes and 18 potential technological project model interventions, which are shown in Figure 4. These interventions will be scalable across the geography to increase impact and investment and develop partnership working across Local Enterprise Partnerships, including Kent and Medway. Where project models are relevant for Kent and Medway, suitable actions will be reflected in the Kent and Medway Low Emissions Strategy.

The full strategy can be found at www.southeastlep.com/our-strategy/energy-south2east.

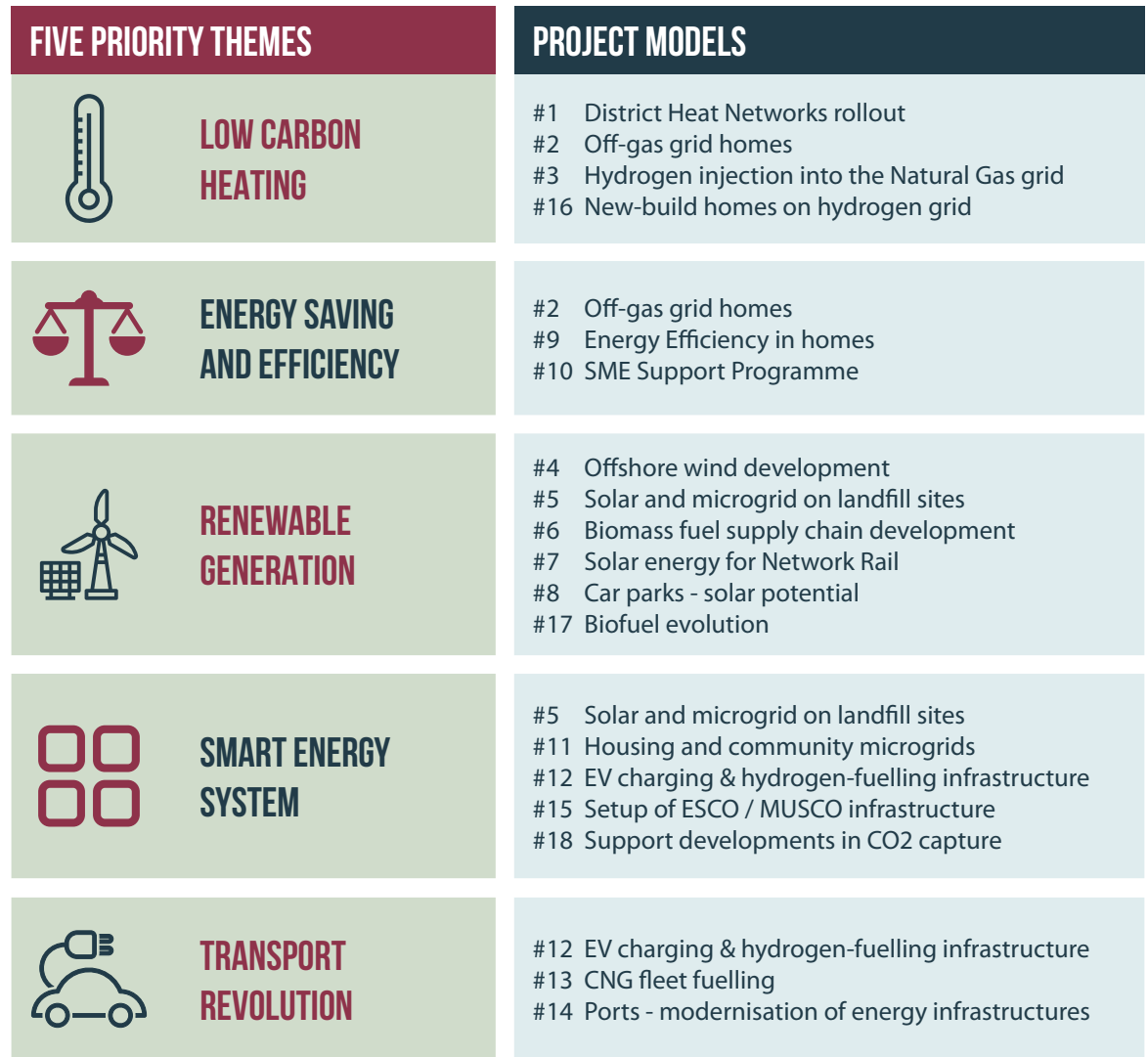


Figure 4: The 5 themes and 18 project models in the Energy South2East Action Plan.

OUR TEN PRIORITIES

Achieving our vision will require significant, coordinated action across all sectors for the next thirty years. The following pages describe the ten areas that have been identified as a priority for collaboration and the immediate, short- and longer-term actions required.

The priorities are not listed in order of importance and will be implemented concurrently. No regrets actions that should be undertaken immediately have also been included to ensure significant action takes place as soon as possible.

A technical implementation plan accompanies this strategy and provides detailed information on the specific actions that will be taken, action owners, timescales and outputs.





PRIORITY 1: **EMISSION REDUCTION PATHWAYS TO 2050**

Set five-year carbon budgets and emission reduction pathways to 2050 for Kent and Medway, with significant reduction by 2030.

RATIONALE

Carbon budgets will set quotas for the amount of greenhouse gases that can be emitted in five-year periods. These can then be used to identify the actions (or pathways), that will allow us to stay within our carbon budgets. Such evidence-based pathways will ensure we prioritise the most cost-effective activities and will support more collaborative working with partners across the county, region and nationally. It will also highlight where appropriate engagement is needed to influence aspects outside local authorities' control.

OUTCOME

Everyone in Kent and Medway can see the scale of action required to achieve net-zero emission by 2050, with significant reductions in emissions by 2030. Decision makers understand where action and resources should be targeted. Progress is monitored and reported.

HIGH LEVEL ACTIVITIES

DO NOW	Agree evidence and current baseline for five-year carbon budgets.
	Set local authority carbon budgets with emission reduction pathways to net zero by 2050, with significant reduction by 2030.
SHORT TERM (BY 2023)	Set costed and jointly owned area-based carbon budgets for Kent and Medway.
	Set detailed, area-based emission reduction pathways to net zero by 2050, with significant reduction by 2030. Pathways to cover all public and private organisations and communities.
	Monitor and report progress publicly.
FOR LONGER TERM CONSIDERATION (BY 2030)	Develop a full carbon footprint for Kent and Medway based on consumption (not territorial or organisational boundaries), with consumption targets and reduction measures integrated into existing carbon budgets.



PRIORITY 2: PUBLIC SECTOR DECISION MAKING

Develop a consistent approach across Kent and Medway, to assess, manage and mitigate environmental impacts (both positive and negative), resulting from public sector policies, strategies, service delivery, commissioning and procurement.

RATIONALE

The decisions made by Kent and Medway’s public sector affect the environment and everyone living and working in the area. Kent County Council alone spends over £1.5 billion each year providing a range of essential services to the people of Kent. Developing a simple way to assess, manage and mitigate these impacts will ensure public sector policies, services and spending support our environmental targets. In addition, the public sector’s influence and spending power will help drive demand and support innovation in the local clean growth sector.

OUTCOME

Public sector decisions and spending are consistent with our net-zero and clean growth targets and are utilising opportunities to drive market change and support expansion in the clean growth sector.

HIGH LEVEL ACTIVITIES

DO NOW	Develop a simple checklist to identify where significant environmental issues and opportunities may arise, for use on imminent key decisions, major commissions and procurements.
	Revisit existing social value commitments within contracts and align to climate change and net-zero ambitions where possible.
	Stronger emphasis on reducing carbon miles and on buying local goods and services where possible.
SHORT TERM (BY 2023)	Develop a full net-zero and climate change impact assessment and social value framework aligned with Kent and Medway targets, to include: specific policies such as requiring the supply chain to match net-zero commitments; simple checklists; guidance and tool kits; training and technical support.
	Develop a supply chain support programme to enable small and medium sized enterprises (SMEs), within large supply chains to effect change and reduce costs; adopt new lower impact processes and win new business.
FOR LONGER TERM CONSIDERATION (BY 2030)	Consider expanding to include a full carbon and ecological footprint, based on consumption and lifetime costs in strategy, policy, commissioning and procurement.



PRIORITY 3: PLANNING AND DEVELOPMENT

Ensure climate change, energy, air quality and environmental considerations are integrated into Local Plans, policies and developments, by developing a clean growth strategic planning policy and guidance framework for Kent and Medway, to drive down emissions and incorporate climate resilience.

RATIONALE

Almost 180,000 new homes will have been built in Kent and Medway by 2031 and will still be in use after 2050. To ensure the buildings and infrastructure we construct today are fit for the zero-carbon future, we need to ensure planning policies and decisions embrace clean growth, support good quality sustainable design and promote low carbon travel, transport and digital connectivity. A joint evidence base and planning resource, together with shared position statements, guidance and policies will help inform planning decisions and future-proof new developments.

OUTCOME

New developments in the county are sustainable, carbon neutral and climate resilient. Kent and Medway's development and construction industry is supported to be cutting edge to enable a quicker economic recovery for the sector.

HIGH LEVEL ACTIVITIES

DO NOW	Secure agreement for a joint Kent and Medway clean growth and climate change evidence base and planning resource, to ensure that planning decisions are fully informed by the latest evidence and advice.
	Refresh the Kent Design Guide to reflect clean growth, net-zero and climate change mitigation and adaptation.
SHORT TERM (BY 2023)	Develop a jointly owned, clean growth and climate change evidence base for planning policy and development control.
	Develop a clean growth and climate change strategic planning framework for Local Plans and development, by identifying common guidance, position statements, policies and targets.
	Set stretching net-zero targets for any new development over 100 houses.
FOR LONGER TERM CONSIDERATION (BY 2030)	Fully integrate clean growth and climate change into Local Plans and planning policies.
	Aim for "energy positive" new developments and communities (communities producing more energy than they are using).



PRIORITY 4: **CLIMATE EMERGENCY INVESTMENT FUND**

Establish a trusted Kent and Medway ‘climate emergency’ carbon offset scheme and renewable energy investment fund

RATIONALE

Before the coronavirus pandemic, funding for climate emergency actions came from many disparate sources including; developer contributions, business rates, public sector funding, charitable donations from residents and businesses, and external grants and funding. There is likely to be significantly less funding available for environmental projects in the short to medium term, so ensuring money is invested in projects that have the greatest impact and bring multiple benefits will become increasingly important.

A climate emergency investment fund for Kent and Medway will pool the funding available and match it to the most cost effective and biggest impact schemes. The fund will be informed by renewable energy and natural capital opportunities studies.

OUTCOME

Developers, businesses, public sector and residents can offset their carbon emissions by investing in meaningful ‘climate emergency’ projects in Kent and Medway, such as tree and hedge planting, habitat improvement, renewable energy generation and building retrofit. The fund not only generates additional resources for delivering our climate emergency targets, but also brings environmental and social benefits.

HIGH LEVEL ACTIVITIES

DO NOW	Review existing funding streams and see how they can be tweaked to provide additional resource.
	Package up quick wins and ‘oven-ready’ projects suitable for external funding such as crowd funding or business sponsorship
	Review external funding expertise and opportunities and look at increasing access to finance through collaboration and development of a central resource.
SHORT TERM (BY 2023)	Develop and promote a Kent and Medway offset scheme and permanent crowd funding space to support new and existing local environmental projects and groups.
FOR LONGER TERM CONSIDERATION (BY 2030)	Further develop a cross-sector, multi-agency sequestration, offset and low carbon investment fund for Kent and Medway that can be used by the public, community and private sector.

CASE STUDY: WORKING WITH SCHOOLS TO TACKLE AIR POLLUTION

In 2018, Maidstone Borough Council and Tunbridge Wells Borough Council environmental health teams worked with local schools to tackle local air pollution. Schools who signed up to the Clean Air for Schools Scheme were helped to undertake an engaging class experiment. Schools were provided with two free air monitoring tubes per month, along with a teaching pack and guidance on how to record data and report the results back to the council.

This hands-on approach allowed students to analyse the direct relationship between the volume of traffic outside their school and its impact on air pollution within the school grounds. The objective was to encourage a reduction in car journeys made by parents and to highlight the effects of leaving engines idling while dropping off and collecting children.

The project was launched in conjunction with the KM Charity Team's Green Champions and is sponsored by the Mid-Kent Environmental Health Team, with no funding required from the schools. For more information, or to register, visit: www.maidstone.gov.uk/cleanairforschools. Similar schemes are now also run by Medway Council and Swale Borough Council, in partnership with the KM Charity Team.



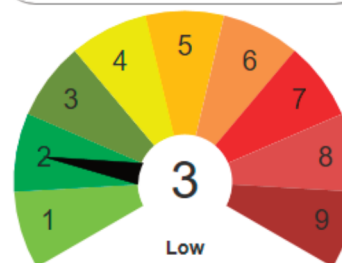
CASE STUDY: KENT AIR WEBSITE

The Kent and Medway Air Quality Monitoring Network is funded by the district and borough councils within the county, Medway Council and Kent County Council. The network aims to promote the improvement of air quality within the region, to help local authorities to meet their obligations under environmental regulations and to maintain an accessible database of robust measurements for public reporting, research and development.

The Kent Air website has been developed by the network to provide easy public access to live air quality levels, historic data measured from automatic monitoring and NO2 diffusion tubes, and published data and reports for Medway and all district and borough councils except for Dartford and Sevenoaks (whose data is hosted on the London Air Quality Network website: www.londonair.org.uk). The website also provides information about the health impacts of air pollution and recommended health advice for the forecast level of pollution.

[Home](#) / [Latest Levels](#)

Highest Reporting Site - Canterbury
AURN



- [Monitoring Site Summary](#)
- [24 Hour Summary](#)
- [Dynamic Tables](#)
- [Current Levels](#)



PRIORITY 5: BUILDING RETROFIT PROGRAMME

Develop Kent and Medway net-zero buildings retrofit plans and programmes for public sector, domestic and business.

RATIONALE

Over the next 30 years, most of the emissions from the built environment will be from buildings or communities that are already in existence today. In addition, some of our most vulnerable residents are living in cold, energy inefficient homes which are expensive to run; worsening health problems and causing fuel poverty. Funding for building improvements is fragmented and complicated by property ownership issues, and projects often need to be done at scale to attract the investment needed.

In the short term, our activities will focus on expanding and accelerating existing domestic energy efficiency and fuel poverty initiatives and supporting energy efficiency and low carbon heat generation in non-domestic buildings. These programmes will then need to be expanded to ensure retrofit is seen from the perspective of a 'place', linking public buildings and the public realm, schools, businesses and homes, both rented and owned.

OUTCOME

Greenhouse gas emissions from Kent and Medway's existing buildings are significantly reduced and the housing stock no longer exacerbates levels of fuel poverty. High volume retrofit programmes for homes, businesses and public sector buildings maximise external funding and finance, supporting the local retrofit industry to be cutting edge.

HIGH LEVEL ACTIVITIES

<p>DO NOW</p>	<p>Undertake 'quick-wins' in public and commercial premises such as converting lighting to LEDs, installing energy and water efficiency measures and controls and training building managers.</p> <p>Utilise and promote existing funding pots:</p> <ul style="list-style-type: none"> • Kent and Medway Warm Homes Programme and other domestic energy efficiency and fuel poverty projects through the Kent Energy Efficiency Partnership (KEEP). • LOCASE (Low Carbon Across the South East) grant support programme to improve efficiency of local businesses.
<p>SHORT TERM (BY 2023)</p>	<p>Establish a public sector building retrofit programme, identifying joint initiatives that maximise economies of scale including shared buildings and facilities, EV charging and micro energy generation.</p> <p>Look to scale up housing retrofit by maximising government funding and developing innovative funding mechanisms with a focus on fuel poor; difficult to treat properties such as park homes; off-gas properties; private rented sector; and 'Able to Pay'.</p> <p>Scope cross-sector place-based approach, identifying quick wins and how we can work with private investors to scale up retrofit across Kent and Medway.</p>
<p>FOR LONGER TERM CONSIDERATION (BY 2030)</p>	<p>Develop a large scale, cross-sector, area-based retrofit programme. The programme will focus on place and public realm, including business and communities, to create net-zero and "energy positive" communities.</p>



PRIORITY 6: TRANSPORT, TRAVEL AND DIGITAL CONNECTIVITY

Set up a smart connectivity and mobility modal shift programme – linking sustainable transport, transport innovations, active travel, virtual working, broadband, digital services, artificial intelligence and behaviour change.

RATIONALE

Tackling poor air quality and achieving safe and effective transport networks that support low carbon economic recovery have been highlighted as key challenges for Kent and Medway. Furthermore, greenhouse gas emissions from transport have remained stubbornly high, but the coronavirus pandemic triggered a change in digital and travel behaviours that could be utilised to ensure emissions from transport are reduced permanently.

Tackling these issues and opportunities will require a combination of measures that improve infrastructure and facilities to encourage low carbon travel and drive behaviour change. We must also continue to tackle poor air quality hotspots, through the implementation of Air Quality Management Plans.

OUTCOME

Greenhouse gas emissions from transport and travel are significantly reduced and air quality is improved.

HIGH LEVEL ACTIVITIES

DO NOW	<p>Set a challenging 2030 business miles reduction target for the public sector.</p> <p>Work collaboratively with the public and private sector to roll out EV charging points and infrastructure for walking and cycling.</p> <p>Support public transport providers, including school transport providers, to use lower emission vehicles.</p> <p>Tackle poor air quality hotspots through the implementation of Air Quality Management Plans.</p>
SHORT TERM (BY 2023)	<p>Develop and expand sustainable travel policies that reduce car use and business miles, through a hierarchy of travel options to reduce the need to travel, encourage modal shift to walking, cycling and public transport or increase car sharing.</p> <p>Implementation of low-carbon mobility hubs for electric cars, electric bikes and push bikes, to include battery storage and solar panels where possible.</p>
FOR LONGER TERM CONSIDERATION (BY 2030)	<p>Review and develop approaches that consider:</p> <ul style="list-style-type: none"> • locating services nearer to public transport or within walking distance of communities • reallocation of road space in favour of more sustainable travel modes • increased control, regulation and charging for public parking in favour of electric vehicles and public transport • increased involvement in regulation of public transport and taxis to tackle poor air quality and lower greenhouse gas emissions • testing and roll-out of new technologies to enable the transition to low carbon transport and travel.

CASE STUDY: PARK AND PEDAL IN CANTERBURY

In June 2018, Canterbury City Council launched its Park and Pedal scheme at Wincheap Park and Ride. Over 1,200 journeys were recorded between July 2018 and January 2019. Of these journeys, 87% were by customers who were not regular users of the Wincheap Park and Ride and would normally have driven into the city centre.

Cyclists who sign-up to the scheme pay a £15 deposit for a key card that allows them to leave their bike in a high security compound. They are then able to drive to the car park each morning and park for free, before grabbing their bike and heading into the city, helping to cut the queues and improving air quality in the town centre.

The scheme was largely funded by a £21,300 grant from Kent County Council. The Park and Pedal map can be viewed on Canterbury City Council website and shows bike routes from Wincheap Park and Ride into the city, cycle racks and places to refill your water bottle.



CASE STUDY: MAKING KENT HOMES WARMER

Through a combination of schemes and initiatives, local authorities in Kent and Medway have been able to maximise funding and signpost residents to initiatives that make homes warmer, reduce health inequalities and lower carbon emissions.

Since 2013, Dartford, Dover, Gravesham, Tonbridge and Malling and Tunbridge Wells Councils have offered a Collective Energy Switching scheme, called Energy Deal. Residents can register for free to take part in energy auctions (held 3 times a year), to identify lower energy tariffs without any obligation to switch. Since 2013, the Energy Deal has helped residents save £804,632 on their energy bills collectively.

Kent and Medway partners are also working together to promote the Warm Homes scheme that helps residents identify energy efficiency measures that will help lower their energy bills and make their homes feel warmer. Since the Warm Homes scheme began in 2014, over 2,400 energy efficiency measures have been installed in over 2,300 homes. In total, the measures are expected to save an estimated 39,000 tonnes of carbon and save residents £8.8 million over the course of the measures' life.

For more information visit www.energydealswitch.com and www.kent.gov.uk/warmhomes





PRIORITY 7: RENEWABLE ENERGY GENERATION

Set up an opportunities and investment programme for renewable electricity and heat energy generation.

RATIONALE

Securing a low carbon, sustainable economic recovery will require us to transform the way we generate energy. Whilst some of this will be done at the national level, we must also support new low-carbon energy infrastructure opportunities, such as those presented in the Tri-LEP Energy Strategy. We will focus on supporting opportunities that allow more of our energy to be produced locally and from renewable sources and increasing the number of new developments supplied by local energy centres and district heating schemes.

OUTCOME

The county is an exemplar for renewable energy generation; producing more low carbon energy than it consumes and stimulating enhanced renewable energy supply chain opportunities that will support a green recovery.

HIGH LEVEL ACTIVITIES

DO NOW	<p>Install roof-top solar panels on all suitable public sector buildings.</p> <p>Support residents and small businesses to install roof-top solar panels, by offering a group purchasing scheme such as Solar Together Kent.</p>
SHORT TERM (BY 2023)	<p>Undertake a renewable electricity and heat energy generation opportunities study for Kent and Medway. The study will build on existing knowledge and focus on all existing and emerging technologies including solar, wind, nuclear, heat pumps, district heating and green gas such as hydrogen.</p>
FOR LONGER TERM CONSIDERATION (BY 2030)	<p>Develop a joint Future Energy Investment Programme for Kent and Medway looking at:</p> <ul style="list-style-type: none"> • hydrogen • green gas • decentralised energy in new developments • community energy generation • other emerging energy technologies.



PRIORITY 8: GREEN INFRASTRUCTURE

Develop a multi-functional, natural capital opportunity and investment programme – focusing on environmental projects that store carbon, increase climate change resilience, improve air quality and soil health and increase biodiversity.

RATIONALE

Soil, trees, hedgerows, grassland, wetlands and maritime habitats all store carbon, so improving land management practices and increasing coverage of these habitats will be essential if we are to achieve our net-zero target. In addition, our actions to increase carbon storage can also support our efforts to respond to the ecological emergency, support the Kent Biodiversity Strategy and increase resilience to climate change. The development of an opportunity and investment programme will ensure resources can be targeted at the most appropriate projects, capable of generating the most benefits.

OUTCOME

There is increased capacity for Kent and Medway’s natural environment to store carbon and offset the county’s greenhouse gas emissions: bringing additional benefits such as reduced air and water pollution, increased flood storage capacity, improved biodiversity and providing health, cultural and leisure opportunities for local communities.

HIGH LEVEL ACTIVITIES

DO NOW	<p>Identify natural environment ‘quick-wins’ and areas where tree establishment is needed, especially in relation to Ash Dieback.</p> <p>Produce tree planting guidance to ensure the right tree species are planted in the most appropriate places.</p>
SHORT TERM (BY 2023)	<p>Assess the carbon and resilience value of natural capital in Kent and Medway, together with other potential functions.</p> <p>Scope develop and implement a multi-functional, natural capital opportunity and investment programme.</p>
FOR LONGER TERM CONSIDERATION (BY 2030)	<p>Expand the natural capital opportunity and investment programme to include all sectors.</p>



PRIORITY 9: SUPPORTING LOW CARBON BUSINESS

Develop and implement a Kent and Medway business recovery and support programme to cut costs and win new business.

RATIONALE

The coronavirus pandemic has had a significant impact on local businesses and many will need support to recover. In addition, whilst many local businesses have already taken action to save money and reduce their impact on the environment, our evidence shows that this activity needs to be expanded and rapidly accelerated if we are to achieve our low carbon vision. A dual pronged approach to local business support, which utilises the considerable purchasing power of Kent and Medway’s public sector and supports businesses to reduce their environmental impact will help drive a low carbon economic recovery.

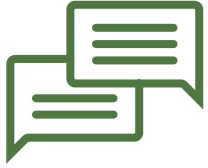
OUTCOME

Greenhouse gas emissions from local small and medium sized enterprises are reduced and businesses are supported to make the most of the economic opportunities that arise as we transition to a low carbon economy.

HIGH LEVEL ACTIVITIES

DO NOW	<p>Support public sector suppliers to complete Steps to Environmental Management (STEM) training (or equivalent), in order to identify supply chain emissions and drive efficiencies where possible⁷</p> <p>Promote and refer businesses and supply chain to LOCASE, for support and access to grant funding to reduce their costs and access new markets.</p>
SHORT TERM (BY 2023)	<p>Conduct public sector supply chain assessments, focusing on the largest suppliers.</p> <p>Undertake a supply chain analysis of the economic opportunities from the low carbon sector across Kent and Medway (funded through SELEP).</p> <p>Require public sector suppliers to undertake STEM or a similar scheme.</p> <p>Working in partnership with local authorities and the Kent and Medway Economic Partnership, develop a targeted business support supply chain programme for the Kent and Medway public sector, building on LOCASE.</p>
FOR LONGER TERM CONSIDERATION (BY 2030)	<p>Develop local supply chain, low carbon clusters or opportunities (dependent on supply chain analysis).</p>

⁷ The STEM accreditation scheme was developed through Low Carbon Across the South East (LOCASE) and is free to members of the Low Carbon Kent business network. It helps businesses improve their environmental performance through a series of assessments and certificates (blue, silver and gold), which correspond to National Standard BS 8555.



PRIORITY 10: COMMUNICATIONS

Develop a comprehensive communications, engagement and behaviour change programme targeted at residents, employees, businesses and visitors.

RATIONALE

We will not tackle the climate emergency through technology alone: our net-zero future will only be achieved if we successfully change perceptions, behaviour and social norms. Despite a recent surge in public interest in climate change there remain many psychological, social and cultural barriers to behaviour change, alongside a lack of physical capability or opportunity. These barriers are compounded by many competing voices seeking to advance their own part of the environmental agenda. We will need to work closely with our partners to develop simple, tailored and targeted communications that raise awareness and encourage a change in perceptions and behaviour.

OUTCOME

Residents, employees, businesses and visitors to Kent and Medway understand how their actions impact the environment; are aware of the risks of climate change and poor air quality; appreciate the value of the natural environment; and are sufficiently well informed and motivated to adopt more sustainable and low carbon behaviours. This increased awareness and engagement increases the impact of the other programmes developed through this Strategy.

HIGH LEVEL ACTIVITIES

DO NOW	Link up existing stakeholder communications and agree shared messages on topics such as air quality, fuel poverty, active travel and energy efficiency. Use the Kent Environment Strategy Conference as a mechanism to raise the profile of local authority collective action.
SHORT TERM (BY 2023)	Develop a joint communications, engagement and behaviour change strategy and programme for residents, public sector staff and businesses. Monitor effectiveness of campaigns and develop into targeted behaviour change programmes.

CASE STUDY: ELECTRIC BUS TRIAL

In March 2018, Kent took part in an eight-week electric bus demonstrator trial commissioned by Volvo Bus UK and ABB UK. The trial aimed to demonstrate to Kent County Council, Prologis and Arriva (the bus operators), that electric buses can be operational without disrupting current schedules, whilst also improving air quality, energy efficiency, noise and passenger comfort, as well as providing financial benefits. The trial was conducted along the 23.6km-long 'Fastrack Route A', operating 20 hours daily between Dartford and Bluewater.

Data gathered from the trial showed that an energy saving of 69.3% could be realised on the Fastrack Route A (based on the annual energy use of current diesel buses; 2,063MW, versus the energy used by the bus on the trial; 634MW). Feedback from Arriva was positive, with the electric bus outperforming expectations and the drivers reporting that they preferred the electric vehicles. The public were also complimentary, with 70% of Twitter comments being neutral or positive.

The demonstration proved that the vehicle operated within Fastrack's operational requirements. It also helped promote the drive towards zero emissions technology and whilst the vehicle itself drew attention, the visual element of the charging infrastructure proved to be much more effective and thought provoking for the general public and stakeholders alike.



CASE STUDY: LOW CARBON ACROSS THE SOUTH EAST

The Low Carbon Across the South East (LoCASE) project provides free support to help businesses become more competitive and profitable, by reducing environmental impacts through resource efficiencies and encouraging low carbon innovation. It does this through a three-pronged approach of stimulating demand, supporting supply and transferring knowledge. The scheme is administered by Kent County Council and supports businesses in Kent and Medway, Essex, Thurrock, Southend-on-Sea and East Sussex.

So far the project has seen nearly £3.5 million of EU grant funding approved for 425 Kent and Medway Small and Medium Sized Enterprises (SMEs), towards a huge range of purposes. This investment is set to deliver over 4,000 tonnes of carbon dioxide equivalent of savings through 250 energy and resource efficiency projects; from simple lighting, heating and insulation works, to investing in more effective and sustainable business practices. To date this support has helped create 160 jobs, launch 45 new products or services and support 31 business start-ups in Kent and Medway's burgeoning Low Carbon Environmental Goods and Services sector.

It was due to this success that LoCASE was identified as an exemplar project for replication across the south east in the Energy South2East regional local energy strategy. It was also selected as a runner-up by the President of the Association of Directors of Environment, Economy, Planning and Transport (ADEPT) Awards in 2018.

The project will continue to administer additional funding up to a value of £49 million to support businesses in the South East, in addition to expanding delivery into the neighbouring Local Economic Partnership (LEP) areas of Coast to Capital, Enterprise M3 and the Solent. This will open up access to LoCASE support to any SME based in Kent, Medway, Essex, Surrey, Hampshire and the Solent.

HOW WE WILL DELIVER THIS STRATEGY

The Kent and Medway Energy and Low Emissions Strategy sets out how we will respond to the UK climate emergency and ensure our recovery from the coronavirus pandemic drives clean and resilient economic growth, eliminates poor air quality, reduces fuel poverty, and promotes the development of an affordable, clean and secure energy supply across Kent and Medway. Building on the strengths and activities of local authorities and their partners, the strategy identifies ten high level priorities for action now and in the short- and long-term.

The strategy is owned by all 14 Kent and Medway local authorities, but the actions will need to be taken in partnership with other public and private sector partners, academic and charitable organisations. In addition, the strategy will develop programmes that will require the support of local businesses, community groups and residents if they are to be successful.

A technical implementation plan accompanies this strategy and provides detailed information on the specific actions that will be taken to achieve each priority, the partners involved, timescales and outputs. Progress, risks and issues will be regularly reviewed by Kent Leaders, Kent Chief Executives and appropriate partnerships. Progress reports and the latest indicators will be published online at www.kent.gov.uk/environment.

The Energy and Low Emissions Strategy is a sub-strategy of the Kent Environment Strategy and is intrinsically linked to several other strategic documents and policies across Kent. These are shown in Figure 4.

Regional	Energy South to East: Local Industrial Strategy
	Local Economic Plan and Strategic Economic Statement
	Transport Strategy for the South East
County wide	Environment Strategy
	Growth and Infrastructure Framework
	Biodiversity Strategy
	Local Transport Plan
	Active Travel Strategy (excluding Medway)
	Health and Wellbeing Strategy
	Joint Strategic Needs Assessment
	Fuel Poverty Strategy
	Housing Strategy
	Enterprise and Productivity Strategy (in development)
	Sustainability and Transformation Plan
Local	Local Plans
	Covid-19 recovery plans
	Green Infrastructure Strategies
	Sustainable School Travel Strategy (Medway only)
	Walking and Cycling Strategies
	Air Quality Management Area Strategies

Figure 4: Key strategies linked to the Kent and Medway Energy and Low Emissions Strategy

MEASURING PROGRESS – OUR INDICATORS

To ensure our activities remain effective, it is essential that we monitor and evaluate progress against our priorities regularly. To do this we will establish and monitor the following key indicators; ensuring that they remain measurable over the lifetime of this strategy. These indicators will be monitored quarterly (as they are updated) and published online.

THEME	INDICATOR	BASELINE
Carbon dioxide emissions	Total carbon dioxide (CO ₂) emissions	8,958.2 kilo tonnes of CO ₂ (2017). Total CO ₂ emissions have fallen by 37% since 2005.
	Per capita carbon dioxide (CO ₂) emissions	4.9 tonnes per person (2017).
Air quality	Annual exceedance of key air pollutants	2 site failures for NO _x and 2 site failure for O ₃ (2018).
	Number of days of moderate or higher air pollution	78 days (21.3% of the year), where at least one pollutant recorded levels of moderate or higher air pollution (2018).
	Deaths associated with particulate matter (PM2.5)	922 deaths associated with particulate matter (2017).
	Number of air quality management areas	43 air quality management areas (2019).
Green infrastructure	Tree canopy coverage	To be developed
	Carbon storage value of habitats	To be developed
Energy	Annual energy consumption of local authority estate (all 14 councils)	To be developed
	Average domestic energy consumption (gas and electricity) per customer	16,781 kilowatt hours (2017).
	Carbon emissions from gas and electricity consumption	4.87 Mega tonnes CO ₂ (2017).
	Renewable electricity generation	1,751 Mega Watts (2018).

Transport	Carbon emissions from the transport sector	3,953.7 kilo tonnes of CO ₂ (2017).
	Active travel to school (walking, cycling, scooting)	64.2% of primary school children. 36.6% of secondary school children (2018).
	Active travel to work (census data – updated every 10 years)	In 2011, 32% of people that work within 5km of their home actively travelled to work in Kent.
	Journey delays on local A-roads (excluding Medway)	35.4 seconds per vehicle per mile (2018).
	Journey delays on local A-roads (Medway only)	46.9 seconds per vehicle per mile (2018).
	Electric Vehicle Registrations	4,845 electric vehicle registrations (December 2019).
	Road transport fuel consumption	1,182,943 tons of oil equivalent.
	Number of car share / car clubs in operation	To be developed
	Kilometres of footpath/cycle lane improved	To be developed
Housing and health	Households in fuel poverty	73,010 (9.6%) households in fuel poverty (2017).
	Excess winter deaths	1,610 excess winter deaths 29.6% averaged excess winter mortality (2017/18).
	Carbon emissions from the domestic sector	2,585.9 kilo tonnes of CO ₂ (2017).
	Household water consumption	To be developed
	Energy Performance Certificate (EPC) rating of homes	83% of new builds had an EPC rating of A or B (2018). 16% of all domestic EPC lodgements were rated A or B for energy efficiency (2018).
	Number of energy efficiency measures installed in homes	To be developed

GLOSSARY

Active travel - Travel and transport by physically active modes of transport such as cycling, walking or scooting.

Air quality - The composition of the air in terms of how much pollution it contains.

Air Quality Management Areas (AQMAs) – Where Local Authorities have found that air pollution objectives have been exceeded or are not likely to be achieved, an Air Quality Management Area must be declared. The size of these areas is not predefined and can vary.

Department for Business, Energy and Industrial Strategy (BEIS) – Formed in 2016 The Department for Business, Energy and Industrial strategy is a government department responsible for business, industrial strategy, science and innovation and energy and climate change policy.

Car club – Car clubs allow you to rent a car by the hour. Car clubs offer the benefits of using a car without the expense or inconvenience of maintaining and running your own car.

Clean energy – Energy that is not produced from fossil fuels (coal, oil or natural gas)

Clean growth – set out in the Government’s Clean Growth Strategy, the concept aims to lower carbon emissions, protecting the environment and meeting

our climate change obligations, whilst stimulating growth and prosperity, increasing earning power and creating and supporting thousands of jobs.

Combined Heat and Power (CHP) - When electricity is generated, up to 60% of the energy can be wasted as lost heat. Combined Heat and Power schemes are designed to recover most of this waste heat and use it to power a turbine and generate more electricity.

Department for Environment, Farming and Rural Affairs (DEFRA) – Formed in 2001, the Department for Environment, Food and Rural Affairs is the government department responsible for environmental protection, food production and standards, agriculture, fisheries and rural communities in England.

District heating - A district heating system is a network of insulated pipes, which delivers heat (or chilled water) from a centralised energy centre to multiple end users.

Energy Performance Certificate (EPC) - EPCs are intended to inform potential buyers or tenants about the energy performance of a building, so they can consider energy efficiency as part of their investment or business decision. The scale is from A-G, A being the most efficient.

Energy switching – a process carried out by consumers aiming to reduce their energy bills by changing their energy provider.

Excess Winter Deaths – is defined as the difference between the number of deaths which occurred in winter (December to March) and the average number of deaths during the preceding months (August to November) and the subsequent four months (April to July).

Flexible working - Flexible working is a way of working that suits an employee’s needs, for example having flexible start and finish times, or working from home.

Fuel poverty - Fuel poverty in England is measured by the Low Income High Costs definition, which considers a household to be in fuel poverty if they have fuel costs that are above average (the national median level) and where if they were to spend that amount, they would be left with a residual income below the official poverty line.

Geographic Information Systems (GIS) – A computer system that allows analysis of spatial data by organising layers of information into visual maps and 3D scenes. Commonly used GIS applications are ArcGIS and MapInfo.

Greenhouse gases - As defined under the Kyoto Protocol, these include:

Carbon dioxide (CO₂) Methane (CH₄) Nitrous oxide (N₂O)

Hydrofluorocarbons (HFCs) Perfluorocarbons (PFCs) Sulphur hexafluoride (SF₆)

Green infrastructure - Green infrastructure is a network of multi-functional green space, both new and existing, both rural and urban, which supports the natural and ecological processes and is integral to the health and quality of life of sustainable communities.

Growth and Infrastructure Framework – prepared by Kent County Council to provide a view of emerging development and infrastructure requirements to support growth across Kent and Medway. It provides a strategic framework across the County, for identifying and prioritising investment across a range of infrastructure, for planned growth up to 2031.

Hard-to-treat homes – homes that cannot accommodate routine, cost-effective energy efficiency measures. Homes considered hard-to-treat are often not connected to the gas network or are built with solid walls (without a cavity); this includes older properties and park homes.

Heat networks - A heat network, sometimes called district heating, is a distribution system of insulated pipes that takes heat from a central source and delivers it to a number of domestic or non-domestic buildings. The heat source might be a facility that provides a dedicated supply to the heat network, such as a combined heat and power plant; or heat recovered from industry and urban infrastructure, canals and rivers, or energy from waste plants.

Local Enterprise Partnership (LEP) – LEPs are locally owned partnerships between local authorities and

businesses. They play a central role in determining local economic priorities and undertaking activities to drive economic growth and the creation of local jobs.

Low Carbon Across the South East (LoCASE) – An EU funded project set up to help businesses tackle and adapt to climate change, by aiming to reduce costs by cutting emissions and promoting the opportunities of the low carbon and environmental goods and services market.

Low carbon economy - An economy which has a minimal output of greenhouse gas emissions.

Mega Watt (MW) - a measure of power, one million watts.

Net-zero – Achieving net-zero carbon emissions by deeply cutting emissions, with remaining emissions offset by removal from the atmosphere (eg. by trees or technology).

Renewable energy - Energy produced using naturally replenishing resources. This includes solar power, wind, wave, tide and hydroelectricity. Wood, straw and waste are often called solid renewable energy, while landfill gas and sewerage gas can be described as gaseous renewables.

Small and Medium Sized Enterprises (SMEs) - Micro, small and medium-sized enterprises who employ fewer than 250 people and which have an annual turnover of less than £25 million.

Superfast broadband - In the UK, 'superfast' broadband is defined as a connection with download speeds of 24Mb or above.

Sustainable development - Development that meets the needs of the present without compromising the ability of future generations to meet their own needs. It is central to the economic, environmental and social success of the country and is the core principle underpinning the National Planning Policy Framework.

Tri-LEP – A term used to describe collaboration between the South East, Coast to Capital and Enterprise M3 Local Economic Partnerships. The Tri-LEP area covers much of south east England including Kent, Sussex, Surrey, Hampshire and Essex.

Ultra-Low Emission Vehicles (ULEVs) – Ultra low emission vehicles (ULEVs), also known as plug-in vehicles, emit extremely low levels of motor vehicle emissions compared to traditional petrol or diesel vehicles.

Vulnerable resident – A term for an individual who is at risk of harm due to life circumstances such as being homeless, frail or elderly or has a mental or physical illness.

KENT AND MEDWAY ENERGY AND LOW EMISSIONS STRATEGY

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KCC - Growth, Environment and Transport Directorate (GET).

Equality Analysis / Impact Assessment (EqIA) template

Name of decision, policy, procedure, project or service:

Kent & Medway Energy and Low Emissions Strategy

Brief description of policy, procedure, project or service

To co-ordinate the development of an Energy and Low Emissions Strategy for Kent & Medway. This identifies and prioritises action to reduce harmful emissions that contribute to climate change and poor air quality leading to impacts on people's health. The Strategy will also incorporate the strategic approach to energy across the County as there is significant overlap in activity and the resources that are delivering actions.

This Strategy will strengthen and support the UK government's Clean Air Strategy (under consultation), Kent Environment Strategy implementation plan and District Councils' air quality action plans.

It will also take into account the Government's Industrial Strategy, Clean Growth Strategy, the 25 Year Environment Plan and Road to Zero.

Aims and Objectives

Objectives of group

- To oversee the development of a Strategy and Action Plan for Kent & Medway that provides a comprehensive and cohesive framework, to set out the ambition and challenge for a step change in action.
- To seek out relevant data and information to ensure a robust evidence-based approach.
- Identify individuals, groups and organisations that have a key role to play in this agenda and ensure effective engagement and consultation to obtain their contributions and support.
- To identify the areas requiring a partnership approach to be most effective, opportunities for quick wins, synergies between KCC and District Councils.

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- Promote increased partnership action and information sharing.
- Take individual responsibility to promote opportunities, align action and foster a wider awareness of the development of the strategy and the challenges faced from this agenda through our own roles and interactions.

Outcomes

- Support the delivery of Kent & Medway air quality objectives, as defined by EU Directives and the UK's Air Quality Strategy to reduce the level of air pollutants
- To focus local authority action where it can positively influence more secure, sustainable and affordable energy (the energy trilemma) to benefit Kent residents and businesses
- Deliver a joined-up approach to tackling the challenges of climate change and air quality
- Demonstrate tangible improvements in tackling air pollution through more partnership activity
- Ensure actions and resources are focused where they are needed most and to benefit the most vulnerable residents

Outputs

- Strategy and Action plan
- Comprehensive evidence base and identified gaps, where more research is required
- Identify policies required to influence local planning/local plans
- Develop simple messages for the public, for partners to use in communications
- Develop Kent & Medway case studies
- Develop a knowledge hub of current/planned actions
- Joint funding opportunities

JUDGEMENT

- **Adjust and continue - adjust to remove barriers or better promote equality**

The initial screening did not identify any significant negative impacts, instead some low negative impacts are most likely to be outweighed by the wider positive benefits from the strategy and action plan.

During the development of the Strategy through 2018 and into 2019, further evidence was sought on the previously assumed negative impacts.

One Medium negative impact identified related to parking location and/or design with associated electric vehicle charging point, where access barriers could arise for disabled drivers and carers.

During the public consultation which ran from 2nd July to 23rd September 2019, feedback was invited about Equalities impacts. Several responses advised additional concerns, and these have been included within this revision. This impacts assessment supports the final version of the Strategy to be presented to the Environment & Transport Cabinet Committee and Kent Chief Executives and Leaders.

The additional information is also being considered to inform the supporting action plan. The aim is to ensure that any negative impacts for specific protected characteristics are minimised or addressed as far as reasonably practicable through the final Strategy and action plan.

I have found the Adverse Equality Impact Rating to be **Low**

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GET Document Control

Revision History

Version	Date	Authors	Comment
V0.1	13/11/2017	D Kapaj	Initial screening grid completed by Sustainable Business & Communities team (team meeting)
V0.2	23/11/2017	D Kapaj	Review and development of first draft by first meeting of K&M energy and low emissions working group
V0.3	31/01/2018	D Kapaj	Further feedback from K&M energy and low emissions working group and EPE E&D groep
V0.4	19/02/2018	D Kapaj	Refined further based on additional feedback and evidence obtained
V0.5	28/03/2018	D Kapaj	Refined further based on additional feedback and evidence obtained
V0.6	05/04/2018	D Kapaj	Formatted into GET template and feedback from A Agyepong
V1	29/08/2018	D Kapaj	Finalised content to support Environment & Transport Cabinet Committee paper
V2	08/05/2019	D Kapaj	<p>Additional evidence obtained:</p> <ul style="list-style-type: none"> - availability of electric/hybrids on Motability Scheme - barriers to walking for over 65s - benefits of 20mph zones - DfT report – disabled people behaviours and attitudes to travel - additional impacts identified by HTW EV Strategy EqIA <p>Revised impacts accordingly – risk level unchanged and no new significant negative impacts</p>

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V3	04/11/2019	D Kapaj	Public consultation feedback on equalities impacts taken into account: <ul style="list-style-type: none"> - Impacts for the gypsy and traveller communities. - Fuel poverty - The affordability of new technologies (Electric vehicles, solar, heat pumps etc) for those on low incomes (disabled including those with long-term health issues, older people, families with young children, carers)
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Document Sign-Off (this must be both the relevant Head of Service and the relevant Director)

Attestation

I have read and paid due regard to the Equality Analysis/Impact Assessment. I agree with the actions to mitigate any adverse impact(s) that has /have been identified.

Name	Signature	Title	Date of Issue
Carolyn McKenzie	<i>C McKenzie</i>	Head of Sustainable Business & Communities	14 th November 2019
Katie Stewart	<i>K Stewart</i>	Director of Environment Planning & Enforcement	14 th November 2019

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Part 1 - Screening

Regarding the decision, policy, procedure, project or service under consideration,

Could this policy, procedure, project or service, or any proposed changes to it, affect any Protected Group (listed below) less favourably (negatively) than others in Kent?

Could this policy, procedure, project or service promote equal opportunities for this group?

Please note that there is no justification for direct discrimination; and indirect discrimination will need to be justified according to the legal requirements

Protected Group	You MUST provide a brief commentary as to your findings, or this EqIA will be returned to you unsigned			High/Medium/Low Favourable Impact
	High Negative Impact	Medium Negative Impact	Low Negative Impact	
Age		Affordability of new energy technologies, where grants are not available.	Encouraging public transport over car potentially gives rise to personal safety concerns ie vulnerable to abuse/forced home. Those with memory problems feel particularly vulnerable. (although road safety stats show public transport is safer than cars ie fewer accidents) Evidence 5	High – children/young people due to evidence of air quality impact on lung development (up to age 9) and long-term effect on health into adulthood Medium – improvements to public transport and

				<p>walking/cycling infrastructure to provide improved access to active travel options for those who cannot afford their own transport.</p> <p>Medium – improving air quality and home energy efficiency will reduce risks of illness and/or early death particularly linked to conditions mainly affecting young children or older people or due to living in colder homes. (ie heart disease, stroke, COPD)</p> <p>Medium - Young people (aged 18-29) – 25% less likely to own a car, so reliant on public transport/ lift-share and active travel and this age group will benefit from improvements to this</p>
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				<p>infrastructure and availability of pay-as-you-go car clubs.</p> <p>Medium – Young and older people are less likely to be injured or die where 20mph zones are in force (improved safety and reduced air pollution). Over 65s are more likely to walk in places where there are lower speed limits or where footpaths are well maintained.</p> <p>Evidence 3 & Evidence 6</p> <p>Medium – the Strategy aims to target those off the gas network and hard to heat homes such as park homes occupied by retirees</p>
Disability		<p>Physical ability to access suitable parking with electric vehicle charging points could inhibit take up by this group.</p> <p>Evidence 4</p>	<p>Encouraging public transport over car potentially gives rise to personal safety/access concerns (DfT report confirms safety related incidents on and around transport are more likely for disabled people)</p>	<p>Low - Improving air quality may reduce symptoms of some disabling health conditions</p>

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		Affordability of new energy technologies, where grants are not available.	Avoid excluding from active travel opportunities as far as reasonably practicable, although disabled are less likely to walk or cycle compared to non-disabled. More frequent and accessible public transport is likely to be a preferable option.	<p>Low – Some energy efficiency improvements such as boilers are linked to disabled adaptations which can benefit those with a disability (e.g. disabled facilities grant)</p> <p>Low – disabled people are less likely to travel and when they do more likely to use buses and taxis compared to cars – improved access to and reducing emissions from these modes will benefit this group Evidence 5</p>
Gender			Encouraging public transport over car potentially gives rise to a personal safety concern (perception by women that personally safer using own car – no recent evidence found for UK/Kent) (although road safety stats show public transport is safer than cars ie fewer accidents)	

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Gender identity/ Transgender			Ensure inclusive promotions/communications Encouraging public transport over car potentially gives rise to a personal safety concern (although road safety stats show public transport is safer than cars ie fewer accidents)	
Race			Encouraging public transport over car potentially gives rise to a personal safety concern (although road safety stats show public transport is safer than cars ie fewer accidents) Using images that are reflective of Kent's population in campaigns and promotions. Ensuring clear language is used and language barriers are reduced where possible in the promotion of schemes and projects under this strategy (inclusive promotions and schemes)	Medium – the Strategy aims to target those off the gas network and hard to heat homes such as mobile/park homes occupied by Gypsy & Traveller communities
Religion and Belief			Ensure inclusive promotions	
Sexual Orientation			Ensure inclusive promotions	
Pregnancy and Maternity			Encouraging public transport over car potentially a personal safety concern (although road safety stats show public transport is safer than cars ie fewer accidents)	Poor air quality impacts lung development of growing foetus (Evidence 1 Evidence)

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				2) and young children. Improving air quality benefits this group
Marriage and Civil Partnerships			N/A	
Carer's Responsibilities		Physical ability to access suitable parking with electric vehicle charging points could inhibit take up by this group. Affordability of new energy technologies, where grants are not available	Carers may be more likely to need a car due to transporting children or cared for individuals, some with specific needs requiring larger (and potentially more polluting) vehicles. Need for careful communications in encouraging less polluting transport modes as affordability for carers on low incomes may be a key issue.	

Conclusion: Overall no significant negative impacts identified, there is potentially one Medium impact for disabled people and carers, which requires the consideration of the selection of locations and design of parking spaces allocated for electric vehicle charging.

More positive benefits will be delivered for the young, old, disabled and maternity (unborn foetus).

Part 2 - Full Equality Analysis /Impact Assessment

From the screening grid, identify the Protected Groups impacted

Disabled

Information and Data used to carry out your assessment

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Evidence 1 Impacts of poor air quality on unborn foetus <https://www.bmj.com/content/359/bmj.j5299>

Evidence 2 Lifelong impact of air quality <https://www.rcplondon.ac.uk/projects/outputs/every-breath-we-take-lifelong-impact-air-pollution>

Evidence 3 Barriers to walking for over 65's <https://www.ciht.org.uk/news/uneven-footways-prevent-older-people-from-walking/>

Evidence 4 Availability of electric and hybrid vehicles for disabled people eligible under the UK motability scheme <https://www.motability.co.uk/>

Evidence 5 DfT report - Disabled peoples travel behaviour and attitudes to travel

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/647703/disabled-peoples-travel-behaviour-and-attitudes-to-travel.pdf

Evidence 6 Impact of 20mph zones <http://eprints.uwe.ac.uk/34851/>

Feedback from the public consultation

Who have you involved consulted and engaged with?

Sustainable Business and Communities team

Kent & Medway Energy & Low Emissions Working group

GET E&D group

A Agyepong, corporate E&D lead

Full public consultation held July to September 2019

Analysis

Benefits have been identified for Age (both young and old), disabled, gender, race and pregnancy (unborn foetus).

Adverse Impact,

Version 1 - Assumed that disabled (specifically physical) may be at a disadvantage when using an Electric Vehicle

This assumption has been further investigated and found that there are 72 hybrid and electric vehicle options available via the Motability scheme. Therefore, access to low emissions vehicles is not seen as a barrier for disabled drivers.

Version 2 - There is still potential for barriers to access to parking bays with electric charge points for disabled and also carers. This needs to be considered when determining EV charge point locations and associated parking design for individual schemes. This information has been passed on for consideration in the revision of parking standards for Kent Design.

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Version 3 – Public consultation feedback highlighted concerns regarding the affordability of new technologies and vehicles for those on low incomes including benefits, particularly where grants are not available, or eligibility criteria is not met. This has been added as Medium impact to age, disability and carers.

In addition, a Medium positive impact has been added for Age (retirement homes) and Race (Gypsy & Traveller communities) who occupy mobile/park homes, which are off the gas network. This is a target audience for reducing fuel poverty.

Positive Impact:

The provision of cleaner vehicles and access to improved walking, cycling and public transport has positive advantages for the characteristics age, disability and pregnancy (unborn foetus).

Part 3 - Action Plan

Protected Characteristic	Issues identified	Action to be taken	Expected outcomes	Owner	Timescale	Resource implications
Disability Pregnancy and Maternity	Potential barrier to take up of electric vehicles due to inadequate parking design	Take into account when revising the parking standards under Kent Design	This will need to be taken account of by KCC and District partners when securing funding and establishing actions to expand EV infrastructure across Kent	S Bengé	October 2019	None

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

The action is part of Economic Development’s business plan 2019-20 – Kent Design refresh

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

To: Environment & Transport Cabinet Committee – 17 July 2020

Decision No: 20/00028

Subject: A20 London Road Aylesford Junction Improvement.

Classification: Unrestricted

Past Pathway of Paper: None

Future Pathway of Paper: Key Decision by Cabinet Member

Electoral Division: Aylesford South

Summary: Approval to take the highway improvement for A20 London Road Aylesford Junction through the next stages of development and delivery including authority to progress statutory approvals and to enter into funding, land and construction contracts.

Recommendation(s): The Cabinet Committee is asked to consider and endorse, or make recommendations to the Cabinet Member for Highways & Transport on the proposed decision as follows:

- i) give approval to the outline design scheme for the A20 London Road Aylesford in Tonbridge & Malling for development control and land charge disclosures, drawing number **A20HR-CAP-HGN-00-DR-C-0043**;
- ii) give approval to progress all statutory approvals or consents required for the scheme, drawing number **A20HR-CAP-HGN-00-DR-C-0043**;
- iii) give approval to enter into land agreements with third parties as necessary;
- iv) give approval to enter into construction contracts as necessary for the delivery of the scheme and
- v) give approval to undertake engagement with all relevant stakeholders as identified in the communication plan.
- vi) The Corporate Director for Growth, Environment & Transport, under the Officer Scheme of Delegations and in consultation with the Corporate Director for Finance and Procurement, to enter into relevant legal agreements and take other actions necessary to implement this decision.

1. Introduction

- 1.1 The MITP (explain MITP) aims to reduce congestion and ease traffic movements through Maidstone and Tonbridge & Malling. The scheme will assist in fulfilling the strategic aims of delivering the local housing and employment growth targets.

- 1.2 This element of the MITP is the proposed improvements to the existing signalised junction on the A20 London Road at the junction with Hall Road and Mills Road at the Retail Park entrance. The A20/Mills Road/Hall Road Roundabout is located on the A20 primary route and is in close proximity to the strategic highway; the M20. This junction leads to an industrial and retail area and gives access to potential residential development.
- 1.3 The scheme is located within the Borough of Tonbridge and Malling, close to the Maidstone Borough border and is interlinked with the built-up area of Maidstone. The Malling portion of Tonbridge and Malling (known as Ditton in the census built-up areas) is almost contiguous with Maidstone. The proposed scheme is located on the A20 which is one of the key radial routes leading through the Maidstone built-up area to the town centre, via a Park & Ride site and new housing sites. The A20, in the opposite direction, also serves a built-up ribbon through Malling (initially Aylesford and Royal British Legion Village). The location is shown in Figure 1.1 This ribbon development includes a variety of retail parks, the Royal British Legion Village and developing housing sites. It serves as a key route to Maidstone Hospital (B2246 Hermitage Lane) and the Maidstone NW strategic allocation.

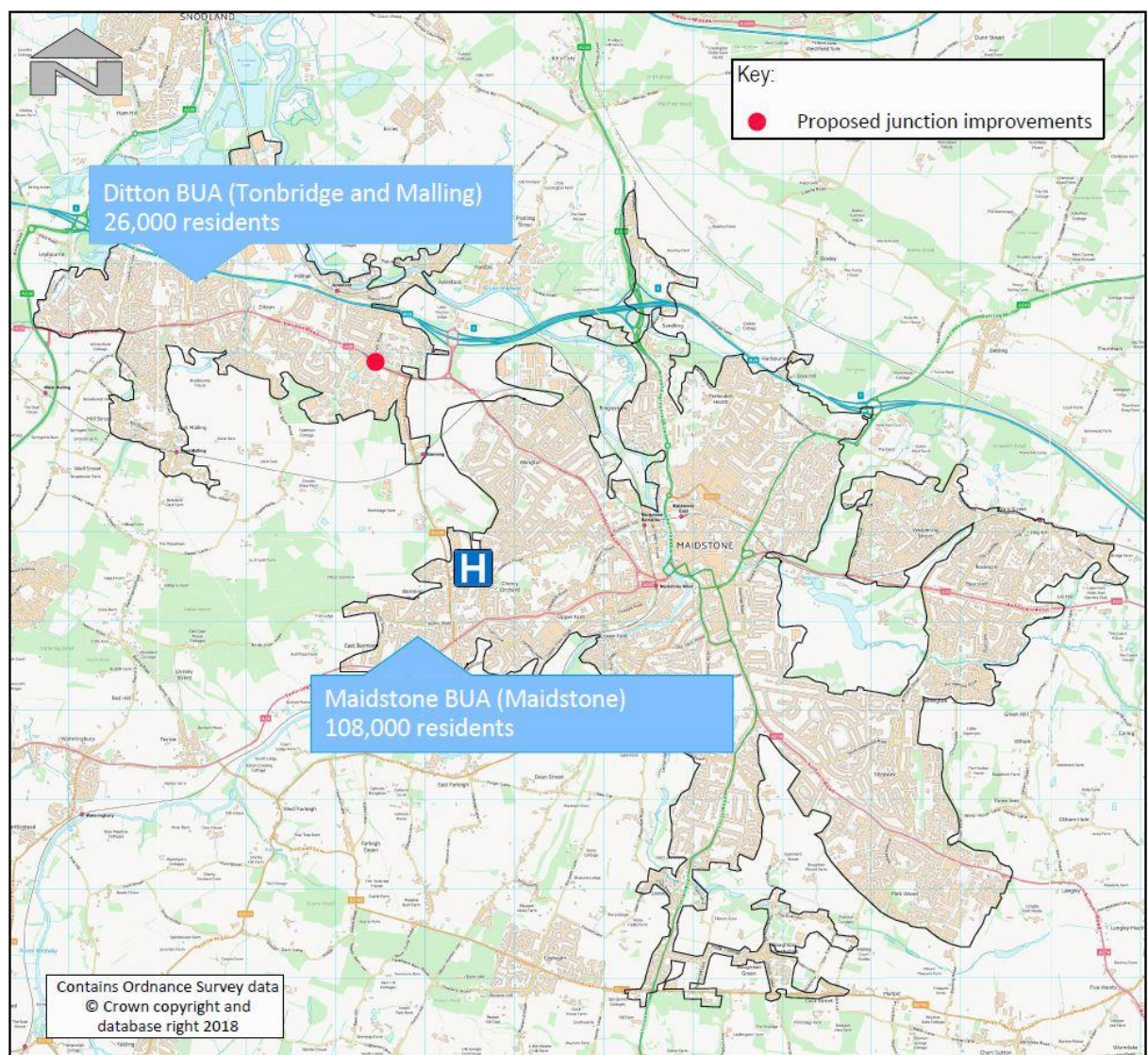


Figure 1.1 Maidstone and Ditton built-up areas (scheme shown)

- 1.4 The junction is in close proximity Junction 5 of the M20 and potential housing/business units. To the west of the site, the A20 continues into Tonbridge and Malling passing through the settlements of Ditton, Larkfield and Leybourne. This section of the A20 experiences congestion and some queueing at junctions.
- 1.5 The junction experiences significant congestion, particularly during the AM and PM peak periods and is a designated Air Quality Management Area (AQMA). A corridor study carried out by Kent County Council identified a package of measures to reduce congestion and improve journey time reliability. The adjacent retail park is a key local business area that see's high volumes of visitors. This intervention will improve access to the retail park. Improvements to the junction to improve capacity would allow growth both for employment and for residential developments through the forthcoming Tonbridge and Malling Local Plan. Additionally, a junction improvement would improve capacity, assist in the free-flow of traffic, reduce journey times and pollution, helping to address the issues within this AQMA.
- 1.6 Complementary highway improvements adjacent to the site are also proposed including Local Growth Fund improvements to Coldharbour Roundabout (recommended at E&T on 10th October 2019).
- 1.7 The scheme is aiming to reduce congestion for the study area, both private motor vehicles and for the bus routes between Maidstone and Malling. Important bus routes are the 71/72 Arriva Greenway (Maidstone – Ditton), and one of the routes from the hospital to the town centre. These are shown in Figure 1.2.



Figure 1.2: Bus routes

- 1.8 There are significant development proposals in the area adjacent to the proposed junction improvement. The junction improvement will help to unlock these sites for development. Proximal development sites to A20/Mills Road /Hall Road Junction Improvement.

Location	Area	Dwellings
Maidstone NW	Maidstone	1200
Whitepost Field, Aylesford (Gladman)	Malling	800
East Malling Research (EMR)	Malling	1300
Preston Hall	Malling	200
Nursery Fields	Maidstone	400
Total		3900

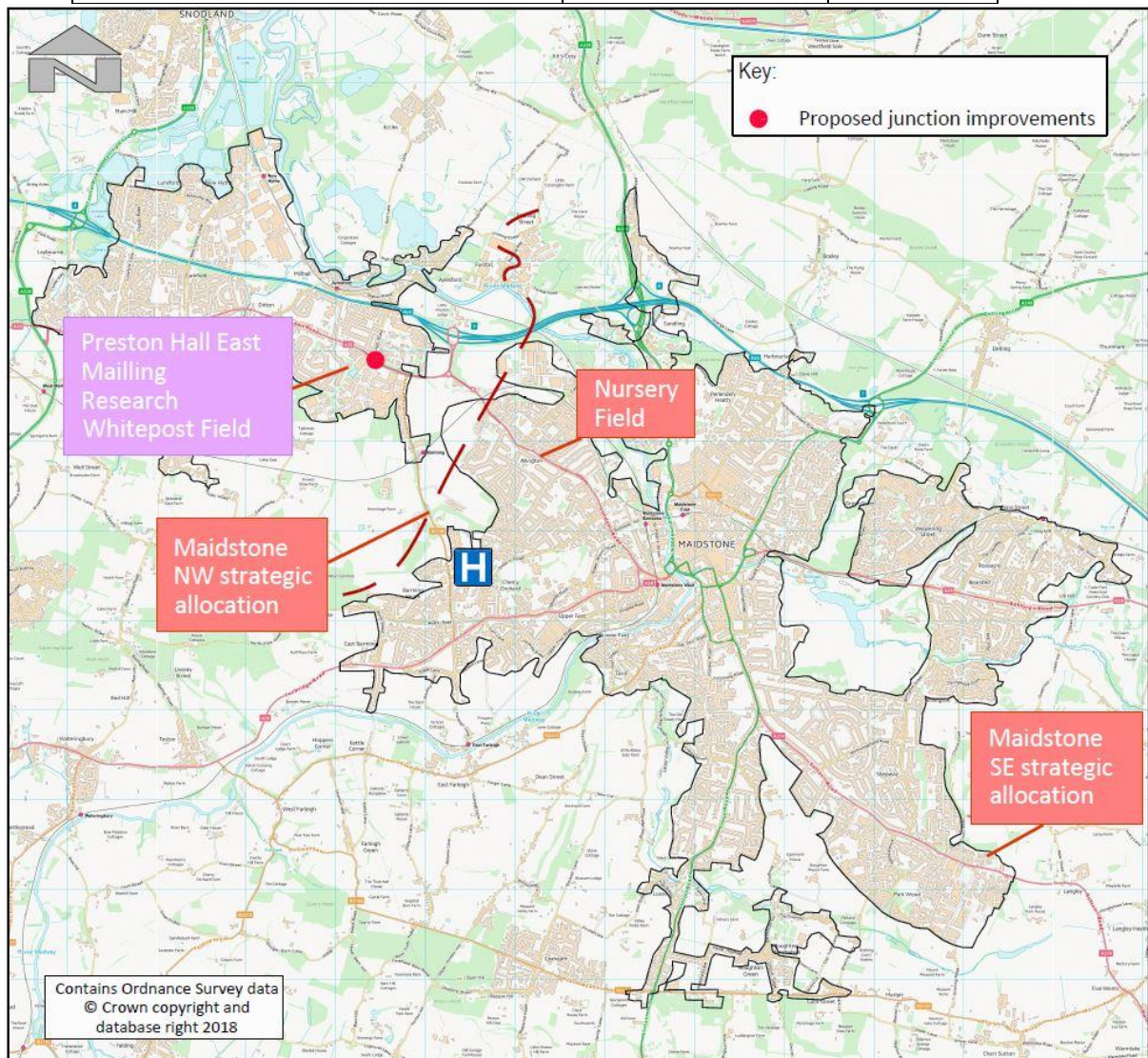


Figure 1.3: Development sites

- 1.9 Allowing the existing situation to continue is likely to worsen the levels of congestion and delays described above. This will present a constraint to the planned development for the west side of Maidstone Borough and the east of Tonbridge & Malling Borough.

1.10 The introduction of further homes and employment opportunities to the local area will inevitably increase the number of people using the already saturated highway network. Increasing delay and congestion will encourage drivers to use inappropriate minor roads and to take longer circuitous routes to their destinations.

1.10.1 Bus services will be exposed to the same delay and congestion which will worsen journey times and the reliability of services. The air quality recorded at the monitoring station was already above the recommended threshold in 2008 and it will deteriorate because of additional traffic travelling through this congestion 'hotspot'. Excessive congestion at key points on the network will further inhibit movement around Malling. This in turn will make the area less accessible and consequently less attractive as a retail and business location.

1.10.2 There are no capital financial implications or risks for KCC. All costs associated with the scheme and its construction, currently estimated at £3.5m (including 2020/21 costs), are to be funded through the award of the Local Growth Fund through the SELEP and Sec106 developer contributions (see below), including all staff/land costs associated with the delivery of this scheme. Sec106 contributions, in the whole, have been banked and the remaining will be received by KCC prior to award of contract. This scheme is very well supported by the SELEP Board, Local Authorities, Parishes and has received endorsement from the Tonbridge & Malling Joint Transportation Board. The risk of this scheme not proceeding is low and KCC will continue to engage with the relevant stakeholders to keep them updated on programme and progress.

2. Financial Implications

2.1 The estimated cost of the A20 London Road Ayelsford roundabout scheme is **£3.5m**; the allocation from the Local Growth Fund is **£2.2m** and Developer Contribution of **£1.3m**.

£000s	2019-20	2020-21	2021-22	Total
LGF Contribution		£2200k		£2200k
Developer Contributions S106's		£1300k		£1300k
Total		£3500k		£3500k

2.2 Costs of developing the scheme are included within the estimate. Feasibility design work was funded via a previously endorsed SELEP Business Case.

3. Policy Framework

3.1 The scheme supports policy objectives of supporting existing businesses and encouraging economic activity with housing growth and job creation by reducing congestion and improving infrastructure and accessibility.

4. Scheme Detail

- 4.1 A preliminary modelling exercise has recently been undertaken, using traffic data collected in 2018, to update the baseline situation and confirm the proposed scheme continues to demonstrate operational and capacity benefits to the local and strategic network. The results have demonstrated benefits with a noticeable reduction in overall delays and queues on the A20 London Road Aylesford.
- 4.2 The majority of the scheme can be delivered within the highway curtilage of the A20. However, land to the south west of the existing junction, at no cost, Crown Estates are dedicating the land for the scheme and giving KCC a Licence for construction working space. Both the Licence and Dedication Agreements are agreed and ready to complete upon the E&T Decision. Planning consent is not required, no other land needs to be acquired and it is unlikely that any other statutory approvals or consents will be required but is included in the decision recommendation as a contingency safeguard.
- 4.3 Substantial investigatory works have been carried out in the early stages of the design process. The details of which are being used to positively inform the detailed design and provide a more robust cost estimate. Topographical surveys, ecology surveys, geotechnical surveys, drainage surveys, core testing and arboricultural surveys have all been completed.
- 4.4 Air quality and noise assessments have been undertaken and demonstrate a positive impact of the scheme on these elements. The base data will then be utilised to inform the post scheme review.
- 4.5 It is recognised this will have a significant impact on the local area, particularly during construction, and as such initial meetings have been undertaken with Tonbridge & Malling Borough Council, Maidstone Borough Council and Highways England and a steering group formed which continually updates and feeds back progress and concerns. A virtual Consultation has been agreed and will be launched at the end of July 2020 with specific engagements sessions (if Government Guidelines allow) will be arranged in a locally convenient location to outline the schemes advantages and address concerns of the local community. The use of social media will play an important role in the dissemination of information. A dedicated email address and 'Twitter' account will be operational for this purpose. Newsletters will be delivered prior to, and during construction and will offer details of specific operations, progress and key dates.
- 4.6 Delivery of the scheme in practical terms will be dependent on completing the procurement process, under European procurement rules. Delivery will also be dependent on the cost and affordability. Cost estimates have been developed with a pre-tender estimate being completed by an independent cost consultant.
- 4.7 On the basis the procurement proceeds satisfactorily and road space permits to carry out the works affecting the A20/M20 being granted by Kent County Council, a start of construction in November 2020 is anticipated.

5. Risks

- 5.1 A scheme Risk Register has been formulated for this project and identified associated risks captured accordingly. This register identifies the likelihood and mitigation measures of any such risks. An uncontrollable risk remains around the uncertainty of transition at the end of December 2020, this could have an implication on the project costs and or deliverability. KCC remain confident that the estimates, undertaken by an independent Cost Consultant, has a significant contingency allowance for any fluctuation in market prices. Liaison will also continue with the KCC Streetworks team to ensure roadspace remains available to deliver the scheme in the timescales identified. There does remain a risk in delivering beyond the Growth Deal, however, SELEP have been made fully aware of this and a construction contract will be entered into prior to the end of the growth deal as will be combined with the Coldharbour Roundabout scheme.

6. Equality Implications

- 6.1 An Equality Impact Assessment has been completed for this project, see background documents. This has concluded that none of the Protected Characteristics are affected by the proposed scheme and therefore KCC will periodically review this document whilst keeping all the relevant groups informed and updated.

7. Legal Implications

- 7.1 Heads of Terms have been drafted for the sale of the required third-party land and are to be communicated to the landowner in due course. It is not anticipated that this process will be delayed, and negotiations continue with the landowners representative who attends the Project Steering Group Meetings.

8. Conclusion

- 8.1 This is a significant investment in Tonbridge & Malling which benefits the Maidstone area and is an important scheme to help reduce congestion on the A20 strategic route, whilst supporting housing development, job creation and growth in the local area. Considerable investigatory and preliminary work has been carried out and there is confidence that a construction date of November 2020 can be achieved.

9. Recommendation(s):

The Cabinet Committee is asked to consider and endorse, or make recommendations to the Cabinet Member for Highways & Transport on the proposed decision as follows:

- i) give approval to the outline design scheme for the A20 London Road Aylesford in Tonbridge & Malling for development control and land charge disclosures, drawing number **A20HR-CAP-HGN-00-DR-C-0043**;

- ii) give approval to progress all statutory approvals or consents required for the scheme, drawing number **A20HR-CAP-HGN-00-DR-C-0043**;
- iii) give approval to enter into land agreements with third parties as necessary;
- iv) give approval to enter into construction contracts as necessary for the delivery of the scheme and
- v) give approval to undertake engagement with all relevant stakeholders as identified in the communication plan.
- vi) The Corporate Director for Growth, Environment & Transport, under the Officer Scheme of Delegations and in consultation with the Corporate Director for Finance and Procurement, to enter into relevant legal agreements and take other actions necessary to implement this decision.

10. Background Documents

General Arrangement Drawing Numbers **A20HR-CAP-HGN-00-DR-C-0043**

EqIA Report

11. Contact details

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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:

20/00028

For publication

Key decision*

Yes

Subject: A20 London Road Aylesford Junction Improvement

Decision:

The Cabinet Member for Highways & Transport is asked to give approval to take the highway improvement for A20 London Road Aylesford Junction through the next stages of development and delivery including authority to progress statutory approvals and to enter into funding, land and construction contracts.

Specifically to:

- i) give approval to the outline design scheme for the A20 London Road Aylesford in Tonbridge & Malling for development control and land charge disclosures, drawing number A20HR-CAP-HGN-00-DR-C-0043;
- ii) give approval to progress all statutory approvals or consents required for the scheme, drawing number A20HR-CAP-HGN-00-DR-C-0043;
- iii) give approval to enter into land agreements with third parties as necessary;
- iv) give approval to enter into construction contracts as necessary for the delivery of the scheme and
- v) give approval to undertake engagement with all relevant stakeholders as identified in the communication plan.
- vi) The Corporate Director of Growth, Environment & Transport, under the Officer Scheme of Delegations and in consultation with the Corporate Director for Finance and Procurement, to enter into relevant legal agreements and take other actions necessary to implement this decision.

Reason(s) for decision:

The Maidstone Integrated Transport Plan (MITP) aims to reduce congestion and ease traffic movements through Maidstone and Tonbridge & Malling. The scheme will assist in fulfilling the strategic aims of delivering the local housing and employment growth targets.

This element of the MITP is the proposed improvements to the existing signalised junction on the A20 London Road at the junction with Hall Road and Mills Road at the Retail Park entrance. The A20/Mills Road/Hall Road Roundabout is located on the A20 primary route and is in close proximity to the strategic highway; the M20. This junction leads to an industrial and retail area and gives access to potential residential development.

Cabinet Committee recommendations and other consultation:

Initial meetings have been undertaken with Tonbridge & Malling Borough Council, Maidstone Borough Council and Highways England and a steering group formed which continually updates and feeds back progress and concerns.

A virtual Consultation has been agreed and will be launched at the end of July 2020 with specific engagements sessions (if Government Guidelines allow) will be arranged in a locally convenient

location to outline the schemes advantages and address concerns of the local community. The use of social media will play an important role in the dissemination of information. A dedicated email address and 'Twitter' account will be operational for this purpose. Newsletters will be delivered prior to, and during construction and will offer details of specific operations, progress and key dates.

Any alternatives considered:

Not progressing the scheme:
Allowing the existing situation to continue is likely to worsen the levels of congestion and delays described above. This will present a constraint to the planned development for the west side of Maidstone Borough and the east of Tonbridge & Malling Borough.

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

.....
.....
signed

.....
.....
date

Name:



- NOTES:
1. ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED.
- KEY:
- HIGHWAY BOUNDARY
 - CENTRAL ISLAND
 - FOOTWAY
 - CARRIAGEWAY
 - SPLITTER ISLAND

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION	
In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following:	
CONSTRUCTION	
MAINTENANCE/CLEANING	
DECOMMISSIONING/DEMOLITION	
It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement	

Rev	Drawn	Chkcd	Appd	Description	Date
P01	CS	KS		FIRST ISSUE	03.04.2019

Purpose of Issue: **For Review & Comment** S3

Classification: **Commercial in Confidence**

Client:

Project: **A20/ Hall Road Roundabout**

Drawing: **General Arrangement**

Scale @ A1	Drawn	Checked	Approved
1:500	CS	KS	

Project No. CS096347 Date: 03-04-19

Drawing Identifier: **A20HR-CAP-HGN-00-DR-C-0043** BS1192 Compliant revision P01

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A20 London Road/Mills
Road/Hall Road Junction
Equalities Impact Assessment –
Initial Screening
23 August 2019

Quality Management

Job No	CS/096347		
Project	A20/ Hall Road roundabout		
Location	A20 London Road/Mills Road/Hall Road Junction Improvement.		
Title	Equalities Impact Assessment – Initial Screening		
Document Ref	A20HR_CAP_GEN_01_RP_C_0067	Issue / Revision	S2-P01
File reference	F:\ZEGYZEGY PROJECTS\CS096347 CldhbrR\03 Delivery\HGN Highways\04 Reports\06 EqIA\A20HR-CAP-GEN-01-RP-C-0067 S2 P01.docx		
Date	23 August 2019		
Prepared by	Graeme Lansell		
Checked by	Kim Still		
Authorised by	Andrew Burrows		

Revision Status / History

Rev	Date	Issue / Purpose/ Comment	Prepared	Checked	Authorised
S2-P01	23.08.2019	First Issue	GL	KS	AB

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Appendices

Appendix A

1. Introduction

1.1 Scheme Introduction

Capita Property and Infrastructure has entered into a contract to provide design services for improvements to A20 London Road/Mills Road/Hall Road signalised junction for Kent County Council (KCC). AMEY developed an initial concept design for KCC, from which Capita have developed the design.

The proposed scheme is to modify the existing signalised junction to increase capacity, as shown on drawing A20HR/CAP/HGN/00/DR/C/0043 which is included within Appendix A.

The highway improvements consist of the following:

- Removal of junction signals and construction of new gyratory to provide additional traffic lanes;
- Reallocation of traffic lanes on the approaches to provide additional capacity for the key destinations;
- Installation of new puffin crossings on A20 London Road and Mills Road.
- Relocation of the bus stops to accommodate new gyratory.

2. Equality Impact Assessment

2.1 The Equality Act 2010

- 2.1.1 The Equality Act 2010 came in to force on 1st October 2010 and brought together over 116 separate pieces of legislation in to a single Act. The Act provides a legal framework to protect the rights of individuals that share defined 'protected characteristics' and advance equality of opportunity.
- 2.1.2 Those 'protected characteristics' which identify the vulnerable groups who may be disproportionately impacted upon, or discriminated against, are outlined in Table 1. Protection extends to those who are perceived to have these characteristics or who suffer discrimination because they are associated with someone who has that characteristic, e.g. cares for someone with a disability.

Table 1: Protected Characteristics Covered within an Equality Impact Assessment

PROTECTED CHARACTERISTICS	PEOPLE AND ASPECTS INCLUDED
Gender	Men, women, married and single people; parenting, caring, flexible working and equal pay concerns
Religion or belief	People who have a religious belief; people who are atheist or agnostic; people who have a philosophical belief which affects their view of the world or the way they live.
Age	Children (0-16), young people (17-25), working age people (15-64) and elderly people (65 and over).
Disability	People with physical, mental, sensory, visible or hidden impairment (e.g. cancer, HIV, dyslexia).
Race	People from various ethnic groups, as for the Census categories, e.g. White British, Chinese, British Asians, Travellers, Gypsies, Roma, those who of Caribbean origin, people of mixed heritage, White Irish communities and people of other nationalities who reside in Britain.
Sexual orientation	Heterosexual and bisexual men and women, gay men and lesbians.
Gender reassignment (Transgender/transsexual)	Anyone who is proposing to undergo, are undergoing or have undergone a process for the purpose of reassigning their sex.
Pregnancy and maternity	Pregnant women and new mothers – protection against maternity discrimination (including as a result of breast feeding).
Marriage and civil partnership	People who are married or are civil partners.

- 2.1.3 Section 149 of the Act provides for a Public Sector Equality Duty. This requires that public bodies such as KCC, in the exercise of their functions, give;

“due regard to the need to:

- (a) Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act;*
- (b) Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;*
- (c) Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.”*

- 2.1.4 The duty also applies to private sector companies when carrying out functions or services on behalf of public sector bodies.

KCC’s Equality and Human Rights Policy and Objectives (2016-2020) states:

“As a public sector organisation we follow the Public Sector Equality Duty (PSED) under the Equality Act 2010, to protect individuals from discrimination against people on the basis of their protected characteristics”

“As a significant service provider in the County we aim to deliver those services effectively to all members of the community on the basis of equal access in recognition of the diverse needs of different members of the community. Officers will assess the equality impact of new and existing processes, strategies and policies on our residents, communities and visitors to Kent. One of the ways in which KCC will do this is through conducting Equality Impact Assessments (EqIA’s) to ensure that its PSED is central to its work and that any adverse impacts on a particular group are identified and addressed.”

2.2 Methodology

- 2.2.1 Highways England has developed guidance to the EqIA process. This guidance has been adopted as current industry practice for highway sector schemes. This guidance sets out the three key stages involved in an EqIA. The guidance was used to inform the approach for the EqIA of the A20/Mills Road/Hall Road junction improvements.

- 2.2.2 The key objective of the initial screening exercise was to identify which, if any, of the protected characteristics could experience direct or indirect disproportionate impacts, either positive or negative, thereby setting out whether a full EqIA is necessary.

The screening process is a process by which the following issues are considered:

- Whether there is evidence to suggest that any of the protected characteristics have particular sensitivities or needs in relation to the scheme;
- Whether there are existing inequalities or access barriers to services or developments which need to be considered;
- Whether there are particular community groups or stakeholders presenting protected characteristics who have expressed interest or concerns about the proposed scheme.

2.3 Equality Impact Assessment

2.3.1 This document provides the EqIA for the scheme and assesses the level of impact the scheme may have on those protected groups for which the screening identified as having the potential to be disproportionately affected.

2.3.2 Table 2 below will form the basis of the assessment structure where either a high, medium or low negative or positive impact for each of the protected characteristic groups, based on professional judgement where there is no set guidance, will be assigned.

The EqIA has used the statistical information available from the Office for National Statistics based on an area search using the site post code. For this EqIA Aylesford and the County of Kent has been used for profile comparison.

Table 2: Proposed Equality Impact Assessment Structure

Protected Group	High Negative Impact	Medium Negative Impact	Low Negative Impact	High/Medium/Low Positive Impact
Age	Extent: Likely to affect the well-being of most or all people from the specified equality group. Duration: Long term.	Extent: Likely to affect the well-being of many people from the specified equality group. Duration: Medium term.	Extent: Likely to affect a small number of people from one or more equality groups. Duration: Short-medium term. Reversibility: Like to be	Assessment criteria proposed to follow that for negative impacts in terms of extent, duration and reversibility.
Disability				
Gender				
Gender Identity/ Transgender				
Race				
Religion and Belief				
Sexual Orientation				
Pregnancy and Maternity				
Marriage and Civil Partnerships				

3. Local Social Profile

3.1 Introduction

3.1.1 Using data from the 2010 Census, available on the Office for National Statistics, a local social profile has been compiled from publicly available data to provide context for the assessment. For this assessment the 2010 Census provided information for Aylesford based upon the postcode for the site, with the County of Kent used for comparison. The data obtained comprised information on the following:

- Protected characteristic groups;
- Local Communities;

3.2 Protected Characteristics Profile

3.2.1 Data from the Office of National Statistics (nomis website) has been gathered on the following protected characteristics from Section 4 of the Equality Act 2010.

- Age
- Race
- Religion or belief
- Gender

Data for the other protected profiles is not available from the 2011 Census information.

3.2.2 Age Profile

The ONS 2011 Census information indicates that the percentage of population over 45 is slightly higher in Aylesford (40.3%) than within the County of Kent (35.8%).

Table 3: Age Profile of Aylesford and Kent

Age Group	Aylesford		Kent
	Number in 2011	Percentage of total in 2011	Percentage of total population in 2011
All usual residents	4,930	100	100
Age 0 to 4	243	4.9	6.1
Age 5 to 7	155	3.1	3.5
Age 8 to 9	104	2.1	2.2
Age 10 to 14	296	6.0	6.2
Age 15	70	1.4	1.3
Age 16 to 17	148	3.0	2.7
Age 18 to 19	126	2.6	2.6
Age 20 to 24	222	4.5	6.0
Age 25 to 29	197	4.0	5.7
Age 30 to 44	917	18.6	19.3
Age 45 to 59	1,093	22.2	19.8
Age 60 to 64	325	6.6	6.6
Age 65 to 74	567	11.5	9.4
Age 75 to 84	335	6.8	6.0
Age 85 to 89	84	1.7	1.6
Age 90 and over	48	1	0.9
Mean Age	42.7		40.3
Median Age	44		41

3.2.3 Ethnicity Profile

The ONS 2011 Census information indicates that the majority of the population in Aylesford is classified as White English, Welsh, Scottish, Northern Irish, British (93.6%), higher than the percentage in Kent (89.1%) for the same group. This shows that Aylesford is less ethnically diverse than other areas of the County of Kent.

Table 4: Ethnicity Profile of Aylesford and Kent

Ethnic Group	Aylesford		Kent
	Number in 2011	Percentage of total population in 2011	Percentage of total population in 2011
All usual residents	4,930	100	100
White: English, Welsh, Scottish, Northern Irish, British	4,613	93.6	89.1
White: Irish	43	0.9	0.7
White: Gypsy or Irish Traveller	12	0.2	0.3
White: Other White	102	2.1	3.6
Mixed/multiple ethnic group	40	0.8	1.5
Asian/Asian British	84	1.7	3.3
Black/Africa/Caribbean/Black British	7	0.1	1.1
Other ethnic group	29	0.6	0.5

3.2.4 Religion or Belief Profile

The ONS 2011 Census information indicates that the majority of the population in Aylesford (68.6%) identify as Christian, while the next largest group identifies as having no religion (24.8%). Table 5 shows a profile of religious beliefs held within Aylesford and the County of Kent.

Table 5 Religious Group Profile of Aylesford and Kent

Religious Group	Aylesford		Kent
	Number in 2011	Percentage of total population in 2011	Percentage of total population in 2011
All usual residents	4,930	100	100
Christian	3,281	68.6	62.5
Buddhist	10	0.2	0.5
Hindu	17	0.3	0.7
Jewish	2	0.0	0.1
Muslim	53	1.1	1.0
Sikh	12	0.2	0.7
Other	22	0.4	0.4
No religion	1,222	24.8	26.8
Religion not stated	327	6.6	7.3

3.2.5 Gender Profile

The ONS 2011 Census information indicates that the percentage of males to females is the same within Aylesford as it is within the County of Kent.

Table 6: Gender Profile of Aylesford and Kent

Gender	Aylesford		Kent
	Number in 2011	Percentage of total population in 2011	Percentage of total population in 2011
All usual residents	4,930	100	100
Males	2,410	48.9	48.9
Females	2,520	51.1	51.1

3.2.6 Disability Profile

The 2011 Census data does not provide a breakdown of the population with various disability classifications but lists them only with long-term health problems or disabilities. Within the County of Kent 17.6% of the population have a long-term health problem or disability which limits their day-to-day activities in comparison to 18.2% of Aylesford residents.

3.3 Summary of Protected Characteristics Profiles

- 3.3.1 None of the above variances appear to be significant in the context of the proposed scheme.

3.4 Land Use in Proximity to the Scheme

- 3.4.1 The land use to the south of the junction consists of the Quarry Wood Industrial Estate which is a mixed use commercial site, while to the north and west the use is mainly residential. To the east of the site is the junction of Hermitage Lane which connects to Barming and the Maidstone Hospital. Further to the east is Coldharbour Lane Roundabout which connects to the M20 junction 5 which is also being improved to provide additional vehicle capacity.
- 3.3.2 There is a possible future development to the northwest of the Coldharbour roundabout. This assessment only takes in to consideration the impact on existing users of the A20 London Road/Mills Road/Hall Road junction.

3.5 Public Transport, Pedestrian and Cycling Facilities

3.5.1 Pedestrians

There are controlled pedestrian crossings, associated with the existing traffic signal control of the junction, on all roads, with the exception of Hall Road. A zebra crossing is provided on Hall Road approximately 90m north of its junction with the A20 London Road.

With the proposed layout, the number of crossing points pedestrians need to use to cross Mills Road will be reduced from three to two and the number of traffic lanes will also be reduced. The length of dropped kerbs at the A20 London Road western crossing is currently below required standards for a puffin crossing. The width of all crossing areas available for pedestrians to stand will be increased to meet current guidance. The number of traffic lanes on the east and west bound approaches to the junction will also be reduced providing a reduced crossing time for pedestrians.

The direction of the crossing stagger will allow pedestrians to view on-coming traffic, as is recommended by current design guidance. This is not the case with the existing arrangements which make pedestrian walk facing away from the oncoming traffic.

There are no public footpaths within, or adjacent, to the site. All pedestrian routes utilise footways alongside the carriageway.

3.5.2 Public Transport

The main A20 is used by public transport services between Snodland, Wrotham, Kings Hill, East Malling and Maidstone.

There are two existing bus stops, located in laybys, adjacent to the junction on the A20 London Road. One is located on the eastbound carriageway to the east of the junction, with the other located on the westbound carriageway, on the western side of the junction. There are no bus stops on Hall Road or Mills Road affected by the proposals.

It is proposed to relocate both bus stops to the western side of the gyratory within new laybys. The bus stops will be located closer to the residential and commercial properties.

Temporary disruption will be caused to bus services, during the construction phase, but will be kept to a minimum.

3.5.3 Cyclists

There are no cycle lanes or shared footway/cycleways within the vicinity of the existing junction. Consideration has been given to the provision of cycle infrastructure within the revised junction, but was found non viable due to land and monetary constraints.

3.5.4 Commuters

The existing signalised junction is currently over capacity, causing significant delays to all users. The removal of the signals and creation of a gyratory will increase the available capacity and reduced delays.

There will be short-term disruption to commuters during the construction phase, but a long-term benefit provided through improved capacity.

4. Screening Grid

Characteristic	Could this project affect this group less favourably than others in Kent? YES/NO If yes, how?	Assessment of potential impact HIGH/MEDIUM LOW/NONE UNKNOWN		Provide details	Could this policy, procedure, project or service promote equal opportunities for this group?
		Positive	Negative		
Gender	No	None		N/A	N/A
Religion or Belief	No	None		N/A	N/A
Age 65-125	Yes	Medium	None	Elderly and infirm can become disorientated at new road layouts and changes to the normal routes they take on a regular basis. Signalised layouts can create conflict, with late lane changes in to the correct destination lane, where some directional road markings are obscured by queuing vehicles. The improvements at the junction will introduce a clearer road layout and easier to navigate within a safer environment. Short term disruption during construction will occur but will be mitigated through the use of approved traffic management and expected reduced traffic speeds during peak hours.	Yes. An improved driver environment will decrease driver confusion.

Characteristic	Could this project affect this group less favourably than others in Kent? YES/NO If yes, how?	Assessment of potential impact HIGH/MEDIUM LOW/NONE UNKNOWN		Provide details	Could this policy, procedure, project or service promote equal opportunities for this group?
		Positive	Negative		
Disability Page 126	Yes	Low	Low	<p>The proposed puffin crossing on Mills Road is located further away from the existing junction, requiring pedestrians to walk further to cross. However, pedestrians currently have to use three crossing points, where the proposal reduce this to two.</p> <p>The relocated bus stops will assist those with reduced mobility as they will be located closer to the main residential and commercial areas.</p> <p>Short term disruption during construction will occur but will be mitigated through the use of temporary traffic management approved by the Highway Authority.</p>	<p>Yes. Relocated bus stops, closer to the areas of demand will assist mobility.</p> <p>Reduced widths of carriageway crossings will increase safety for those with physical disabilities.</p>
Race	No	None		N/A	N/A
Sexual orientation	No	None		N/A	N/A
Gender reassignment	No	None		N/A	N/A
Pregnancy and maternity	No	None		N/A	N/A

5. Next Steps

There will be a low-level negative effect on the Disability group due to the relocation of the crossing point on Mills Road, however the reduction in the number of road crossings will provide a low-level positive impact. The removal of the traffic signal control for vehicles at the junction will provide a medium-level positive benefit as the road layout will be clearer to negotiate.

Whilst there will be impacts on all groups during the construction phase, these will be short-term temporary impacts and have not been considered in this report. Suitable mitigation for the groups, during the construction phase, should be considered by Kent County Council and their approved contactor prior to start of construction

As no medium or high negative impacts have been identified a full EqIA is not required. This document will be updated during the design stages and will incorporate any further information gained from consultation activities which could affect the outcome of the assessment

6. Summary

This EqlA reviews the effects anticipated for the permanent constructed scheme with regard to the protected user groups.

There will be a low-level negative effect on the Disability group due to the additional distance required to walk to the puffin crossing in Mills Road. However, the reduction in the number of crossings required to cross from east to west, or vice-versa, along the southern side of the A20 London Road will provide a low positive impact.

The removal of the traffic signal control, which can cause conflict with drivers, will provide a medium positive benefit as the road layout will be clearer to navigate.

Whilst there will be impacts on all groups during the construction phase, these will be short-term temporary impacts and have not been considered in this report. Suitable mitigation for the groups, during the construction phase, should be considered by Kent County Council and their approved contactor prior to start of construction.

Kent County Council (KCC) – Project Manager

Name _____

Signature _____

Kent County Council (KCC) – Head of Service

Name _____

Signature _____

Appendix A

Scheme Layout Drawings

A20HR-CAP-HGN-00-DR-C-0043: General Arrangement




- NOTES:
1. ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED.
- KEY:
- HIGHWAY BOUNDARY
 - CENTRAL ISLAND
 - FOOTWAY
 - CARRIAGEWAY
 - SPLITTER ISLAND

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION	
In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following:	
CONSTRUCTION	
MAINTENANCE/CLEANING	
DECOMMISSIONING/DEMOLITION	
It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement	

Rev	Drawn	Chkcd	Appd	Description	Date
P01	CS	KS		FIRST ISSUE	03.04.2019

Purpose of Issue
For Review & Comment **S3**

Classification
Commercial in Confidence

Client


Project
A20/ Hall Road Roundabout

Drawing
General Arrangement

Scale @ A1	Drawn	Checked	Approved
1:500	CS	KS	

Project No.	Date
CS096347	03-04-19

Drawing Identifier
Project - Originator - Zone - Level - File Type - Role - Number
A20HR-CAP-HGN-00-DR-C-0043 BS1192 Compliant revision P01

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

To: Environment & Transport Cabinet Committee – 17 July 2020

Decision No: 20/00058

Subject: Local Growth Fund Round 3b Third Party Scheme – M2 Junction 5 Highway Improvement Scheme

Classification: Unrestricted

Past Pathway of Paper: None

Future Pathway of Paper: Key Decision by Cabinet Member

Electoral Division: Swale West, Swale East and Maidstone Rural East

Summary:As the end of the Growth Deal (March 2021) approaches, a number of projects throughout the SELEP region have experienced difficulty with delivery; and to date £33.396m of funding has been returned to SELEP for reallocation to projects which have demonstrated deliverability by March 2021. Through this process, an allocation of £1.6m has been made available for the M2 junction 5 improvement scheme, which is being delivered by Highways England.

A legal agreement has been drafted between KCC and Highways England which transfers the responsibilities in relation to the LGF contribution (as set out in the Service Level Agreement between KCC and Essex County Council as the Accountable Body for SELEP), to Highways England.

The M2 Junction 5 scheme is subject to a Public Inquiry which has been delayed due to the Covid-19 emergency. It is likely that the Public Inquiry will now be considered in August 2020. In order to demonstrate that the full funding package is in place; Highways England need to have a sealed legal agreement in place to demonstrate the LGF and KCC contributions towards the scheme delivery.

No funding will be transferred to Highways England until the result of the Public Inquiry is announced; and it can be demonstrated that the project will proceed to delivery.

Recommendation(s):

The Cabinet Committee is asked to consider and endorse, or make recommendations to the Cabinet Member for Highways and Transport on the proposed decision to approve the progression, via KCC's Local Growth Fund arrangements, for the M2 Junction 5 Improvement Scheme; allowing it to progress to the next stages of development and delivery as attached at Appendix A.

Specifically this comprises approval for:

- i) KCC to act as the accountable body for the project;
- ii) KCC to enter into a Local Growth Fund (LGF) funding agreement;
- iii) KCC to enter into legal agreements with the third party delivering the scheme to transfer the conditions of the LGF spend and project management to them;
- iv) The Corporate Director of Growth, Environment & Transport, under the Officer Scheme of Delegations and in consultation with the Corporate Director for Finance and Procurement, to enter into relevant legal agreements and take other actions necessary to implement this decision.

1. Introduction

- 1.1 In the Growth Deal announcements in July 2014 (Round One), January 2015 (Round Two) and February 2017 (Round Three), the Government allocated £570 million from the Local Growth Fund to capital projects across the South East Local Enterprise Partnership (SELEP) area.
- 1.2 In total, through the three rounds, £128m Local Growth Fund was allocated towards the delivery of 25 Highways and Transportation projects and 6 non-transport projects in Kent.
- 1.3 As the end of the Growth Deal (March 2021) approaches, a number of projects throughout the SELEP region have experienced difficulty with delivery. This has resulted in projects having their LGF allocations removed and to date £33.396m of funding has been returned to SELEP for reallocation to projects which have demonstrated deliverability by March 2021. Through this process, an allocation has been made available for the M2 Junction 5 Highway Improvement Scheme.
- 1.4 Through the Service Level Agreement with Essex County Council as the Accountable Body for SELEP, Kent County Council is responsible for the programme management of all Local Growth Fund projects in Kent. There are, however, specific projects for which third party organisations are responsible for delivery.
- 1.5 The M2 Junction 5 scheme is a third party LGF scheme which will be delivered by Highways England.
- 1.6 This report provides an overview of the project and outlines the required decisions to allow the M2 Junction 5 scheme to progress.

2. Financial Implications

- 2.1 KCC will provide a £900,000 capital contribution to the delivery of the £94m scheme; SELEP will provide £1.6m LGF and the remainder will be provided by Highways England through their RIS funding.
- 2.2 The £900,000 KCC capital contribution towards the scheme will come from the £1.6m originally allocated to the scheme, as shown on page 74, line 4 of the approved 2019/20 KCC Budget Book.

- 2.3 There will be no revenue cost to KCC. KCC costs in developing the legal agreement with the Highways England and administering the LGF will be recouped in full as set out in the Legal Agreement (Clause 19).

3. Policy Framework

- 3.1 The scheme has a strong fit with the objectives of 'Increasing Opportunities, Improving Outcomes: Kent County Council's Strategic Statement (2015-2020)'
- 3.2 The scheme particularly addresses Strategic Outcome 2 "Kent communities feel the benefits of economic growth by being in work, healthy and enjoying a good quality of life". The improvement scheme will increase the capacity at the already constrained M2 junction 5; reducing journey times to assist Kent's residents to reach employment, education and leisure activities. The junction is one of the top 50 national casualty locations on England's major A roads and motorways; and the scheme will improve the safety for residents and visitors to Kent.

4. The Report

- 4.1 The scheme consists of a major junction improvement at the junction of the A249 with the M2 (Junction 5). The A249 is a road managed by KCC carrying substantial vehicle volumes and serving strategic traffic and links the two major economic hubs of Maidstone and Sittingbourne. It is a key link between the M2 and M20 motorways for traffic heading from the Midlands and North to the Channel ports.
- 4.2 The County Council supported Highways England in developing the funding bid for Local Growth Fund (LGF) Round 3b and this has successfully secured a £1.6m contribution towards delivery of the highway improvement scheme. As part of the bidding process; Highways England prepared a business case which demonstrated that the scheme will provide a very high value for money solution to improve capacity and safety at the junction. The business case outlines the options which were considered when developing the project; and the reasons for selecting the preferred solution.
- 4.3 Through the Service Level Agreement with Essex County Council as the Accountable Body for SELEP, Kent County Council is responsible for the programme management of all Local Growth Fund projects in Kent. Where projects are delivered by third parties; a legal agreement is prepared to transfer KCC's responsibilities as set out in the Service Level Agreement; on to the delivery partners.
- 4.4 A legal agreement has been drafted between KCC and Highways England which needs to be sealed before the Public Inquiry takes place in August; to demonstrate to the Secretary of State that the full funding package is in place to deliver the scheme. Furthermore; the LGF cannot be drawn down and transferred to Highways England without the legal agreement being sealed.
- 4.5 No LGF or KCC funding will be transferred to Highways England for the delivery of the project until the outcome of the Public Inquiry is known and it is confirmed that the construction of the project will go ahead.

- 4.6 Highways England; as the delivery partner; are responsible for the production and ongoing review of an Equalities Impact Assessment for the project. A copy of this will be provided to KCC prior to the LGF being transferred.
- 4.7 There are no implications for the council's property portfolio arising from the project.
- 4.8 Through the decisions outlined above, any further decisions required to allow the scheme to proceed through to delivery will be taken by the Corporate Director for Growth, Environment & Transport under the Officer Scheme of Delegations following prior consultation with the Cabinet Member.

5. Conclusions

- 5.1 The M2 Junction 5 Improvement Scheme is largely externally funded with a small KCC capital contribution of £900,000. It will be delivered by Highways England and a legal agreement will be signed prior to the LGF and KCC contributions being transferred. This transfers all of the LGF spend and programme management responsibilities on to the delivery partner. No funding will be transferred to Highways England until the outcome of the Public Inquiry is known and it is confirmed that the scheme will proceed to construction.

6. Recommendation(s)

Recommendation(s): (select relevant wording from below)

The Cabinet Committee is asked to consider and endorse, or make recommendations to the Cabinet Member for Highways and Transport on the proposed decision to approve the progression, via KCC's Local Growth Fund arrangements, for the M2 Junction 5 Improvement Scheme; allowing it to progress to the next stages of development and delivery as attached at Appendix A.

Specifically this comprises approval for:

- i) KCC to act as the accountable body for the project;
- ii) KCC to enter into a Local Growth Fund (LGF) funding agreement;
- iii) KCC to enter into legal agreements with the third party delivering the scheme to transfer the conditions of the LGF spend and project management to them;
- iv) The Corporate Director for Growth, Environment & Transport, under the Officer Scheme of Delegations and in consultation with the Corporate Director for Finance and Procurement, to enter into relevant legal agreements and take other actions necessary to implement this decision.

7. Background Documents

- 7.1 The approved business case for the M2 Junction 5 Improvement Scheme is available to view here:

<https://www.southeastlep.com/app/uploads/2019/07/M2-J5-LGF-Business-Case-redacted.pdf>

8. Contact details

Report Author

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Relevant Director:

- Simon Jones - Director of Highways, Transportation and Waste
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KENT COUNTY COUNCIL – PROPOSED RECORD OF DECISION

DECISION TO BE TAKEN BY:

Michael Payne, Cabinet Member for Highways & Transport

DECISION NO:

20/00058

For publication

Key decision: YES

Subject Matter / Title of Decision

Local Growth Fund Round 3b Third Party Scheme – M2 Junction 5 Improvement Scheme

Decision:

As Cabinet Member for Highways & Transport I approve the progression, via KCC's Local Growth Fund arrangements, for the M2 Junction 5 Improvement Scheme; allowing it to progress to the next stages of development and delivery.

To facilitate this, I agree:

- to confirm that KCC will act as the accountable body for the project;
- to enter into a Local Growth Fund (LGF) funding agreement; and
- to enter into legal agreements with the relevant third parties delivering the schemes to transfer the conditions of the LGF spend and project management to them

I also agree to delegate authority to Corporate Director of GET, in consultation with the Corporate Director of Finance & Procurement, to enter into relevant legal agreements and take other actions necessary to implement this decision.

Reason(s) for decision:

As the end of the Growth Deal (March 2021) approaches, a number of projects throughout the SELEP region have experienced difficulty with delivery; and to date £33.396m of funding has been returned to SELEP for reallocation to projects which have demonstrated deliverability by March 2021.

Through this process, an allocation of £1.6m has been made available for the M2 junction 5 improvement scheme. This scheme is being delivered by Highways England and the County Council will transfer the LGF along with the associated spend and project management responsibilities on to the third party for the delivery of the scheme.

This decision will enable a legal agreement to be sealed between the County Council and Highways England. The legal agreement needs to be sealed before the Public Inquiry in August 2020 and prior to the LGF being drawn down and transferred with the KCC contribution to Highways England for the delivery of the project.

Cabinet Committee recommendations and other consultation:

Public consultation was carried out 6th September to 17th October 2017 by Highways England. The consultation report can be found here <https://highwaysengland.citizenspace.com/he/m2-junction-5-improvements/>

There is a further opportunity for interested parties and stakeholders to comment or object to the proposed scheme following an announcement of a Public Inquiry: <https://highwaysengland.co.uk/projects/m2-junction-5-improvements/>

Any alternatives considered and rejected:

The options considered for the M2 Junction 5 Improvement Scheme are set out in the business case document which can be accessed here:

M2 Junction 5 (pages 13-15)

<https://www.southeastlepp.com/app/uploads/2019/07/M2-J5-LGF-Business-Case-redacted.pdf>

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

.....
signed

.....
date

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

To: Environment & Transport Cabinet Committee – 17 July 2020

Decision No: 20/00064

Subject: Local Growth Fund– Kent Strategic Congestion Management Programme – A2/A251 Junction Improvement Scheme

Classification: Unrestricted

Past Pathway of Paper: None

Future Pathway of Paper: Key decision sign off by Cabinet Member

Electoral Division: Faversham

Summary: In the original Growth Deal announcement in July 2014; KCC secured £4.8m for the delivery of the Kent Strategic Congestion Management Programme (KSCMP) in order to deliver schemes throughout the County to reduce the impact of increasing vehicular traffic.

The A2/A251 junction improvement scheme is proposed to be brought forwards as part of the KSCMP and a business case for the remaining £500k of the £4.8m programme is due to be considered by SELEP Accountability Board on 3rd July 2020.

The A2/A251 priority junction provides the primary access for Faversham and eastern Swale to the strategic road network. The junction caters for significant volumes of traffic and is currently operating over capacity in peak periods with serious levels of congestion and delay. This is a constraint to key strategic housing allocations in the Faversham area and to the economic wellbeing of the town.

The proposed scheme replaces the existing priority junction arrangement with a new signalised junction, which will include a controlled pedestrian crossing across the A2 eastern arm.

A key decision is required to allow KCC to progress with the next stages of scheme delivery; including negotiations with Kent Fire and Rescue Service and The Abbey School regarding small areas of land required to deliver the scheme, pursuing the Utility works and entering into a construction contract. This is required prior to the LGF business case sign off to ensure that the £500k LGF contribution can be spent within the Growth Deal period (prior to March 2021).

Recommendation(s):

The Cabinet Committee is asked to consider and endorse, or make recommendations to the Cabinet Member for Highways and Transport on the proposed decision to approve the proposed scheme, via KCC's Local Growth Fund

arrangements, for the A2/A251 Junction Improvement Scheme; allowing it to progress to the next stages of development and delivery. Specifically this comprises approval for:

- i) KCC to act as the accountable body for the project;
- ii) KCC to enter into a Local Growth Fund (LGF) funding agreement;
- iii) KCC to progress all statutory approvals or consents required for the scheme;
- iv) KCC to progress with the necessary land acquisitions required to deliver the scheme;
- v) KCC to carry out public engagement on the scheme;
- vi) KCC to enter into construction contracts as necessary for the delivery of the scheme; and
- vii) The Corporate Director for Growth, Environment & Transport, under the Officer Scheme of Delegations and in consultation with the Corporate Director for Finance and Procurement, to enter into relevant legal agreements and take other actions necessary to implement this decision.

1. Introduction

- 1.1 In the Growth Deal announcements in July 2014 (Round One), January 2015 (Round Two) and February 2017 (Round Three), the Government allocated £570 million from the Local Growth Fund to capital projects across the South East Local Enterprise Partnership (SELEP) area.
- 1.2 In total, through the three rounds, £128m Local Growth Fund was allocated towards the delivery of 25 Highways and Transportation projects and 6 non-transport projects in Kent.
- 1.3 Through the Round One Growth Deal announcement; KCC secured £4.8m for the delivery of the Kent Strategic Congestion Management Programme (KSCMP) in order to deliver schemes throughout the County to reduce the impact of increasing vehicular traffic.
- 1.4 The A2/A251 junction improvement scheme is proposed to be brought forwards as part of the KSCMP and a business case for the remaining £500k of the £4.8m programme is due to be considered by SELEP Accountability Board on 3rd July 2020.
- 1.5 Through the Service Level Agreement with Essex County Council as the Accountable Body for SELEP, Kent County Council is responsible for the programme management of all Local Growth Fund projects in Kent.
- 1.6 This report provides an overview of the project and outlines the required decisions to allow the A2/A251 junction improvement scheme to progress.

2. Financial Implications

- 2.1 The total cost of delivering the scheme is £1.68m based on the design work completed to date.
- 2.2 The funding sources identified to deliver the scheme are shown below in Table 1.

Table 1: Funding Sources

Funding Source	Amount (£)	Conditions
S106	£920,500	
Kent Lane Rental	£300,000	No time constraint
LGF	£500,000	To be spent by March 2021
Total Funding	£1,720,500	
Scheme Cost	£1,678,363	
Potential KCC contribution		
LTP	£158,000	Only if necessary to cover potential shortfall in S106 funding available within timeframe

- 2.3 S106 developer funding of £920k has been identified for delivery of the scheme, of which £300k is already banked and a further £420k is expected to be banked within the project delivery timescales. There is some uncertainty about the remaining £200k S106 funding from one site which may not be available in the necessary timeframe. Consequently, a Local Transport Plan funding request for £158,000 will be submitted, if necessary, to cover the potential shortfall until such time as the S106 is available.
- 2.4 There will be no revenue cost to KCC, only £158,000 capital funding from the LTP to cover the timing of the S106 funding. KCC Officer time required for the delivery of the junction improvement scheme will be capitalised and met from the project funding sources identified.

3. Policy Framework

- 3.1 The scheme has a strong fit with the objectives of 'Increasing Opportunities, Improving Outcomes: Kent County Council's Strategic Statement (2015-2020)'
- 3.2 The scheme particularly addresses Strategic Outcome 2 "Kent communities feel the benefits of economic growth by being in work, healthy and enjoying a good quality of life". The scheme will increase the capacity at the already constrained A2/A251 junction in Faversham; reducing journey times to assist Kent's residents to reach employment, education and leisure activities.
- 3.3 The A2/A251 junction improvement is expected to benefit road users, pedestrians and the local economy. The expected benefits include:
- A reduction in congestion and delay for local trips to and from Faversham and for longer distance road users;
 - Making Faversham a more attractive and accessible option for commercial development;
 - Alleviation of any constraint on current housing development.
 - Improved journey reliability;
 - A controlled junction which will improve safety and journey quality;

- A safe pedestrian crossing improving pedestrian access to the town.

The Report

- 4.1 The A2/A251 priority junction provides the primary access for Faversham and eastern Swale to the strategic road network. The junction caters for significant volumes of traffic and is currently operating over capacity in peak periods with serious levels of congestion and delay. This is a constraint to key strategic housing allocations in the Faversham area and to the economic wellbeing of the town.
- 4.2 The proposed scheme replaces the existing priority junction arrangement with a new signalised junction, which will include a controlled pedestrian crossing across the A2 eastern arm.
- 4.3 The County Council has prepared a business case which demonstrates that the scheme will provide a high value for money solution to improve capacity at the junction. The business case outlines the options which were considered when developing the project; and the reasons for selecting the preferred solution.
- 4.3 The business case is due to be considered at SELEP Accountability Board on 3rd July 2020; and will, if approved, unlock the £500k Local Growth Fund contribution towards the scheme.
- 4.4 An EQIA has been completed for the scheme and the assessment has shown that there are no protected characteristics adversely affected by the scheme. The EQIA will continue to be reviewed as the scheme progresses.
- 4.7 There are no implications for the council's property portfolio arising from the project. Small areas of land are required from the Abbey School and Kent Fire and Rescue Service to deliver the scheme; however these are already in KCC's ownership and leased to the school and fire service.
- 4.8 Through the decisions outlined above, any further decisions required to allow the scheme to proceed through to delivery will be taken by the Corporate Director for Growth, Environment & Transport under the Officer Scheme of Delegations following prior consultation with the Cabinet Member.

5. Conclusions

- 5.1 The A2/A251 junction improvement scheme is largely externally funded with a small KCC capital contribution of up to £158,000 which will only be utilised if there are delays with the Developer Contributions coming forwards.
- 5.2 The scheme will alleviate capacity issues at this constrained junction; reducing congestion and journey times for the travelling public.
- 5.3 A key decision is required to allow KCC to progress with the next stages of scheme delivery; including negotiations with Kent Fire and Rescue Service and The Abbey School regarding small areas of land required to deliver the scheme, pursuing the Utility works and entering into a construction contract. This is required prior to the LGF business case sign off to ensure that the

£500k LGF contribution can be spent within the Growth Deal period (prior to March 2021).

6. Recommendation(s)

Recommendation(s):

The Cabinet Committee is asked to consider and endorse, or make recommendations to the Cabinet Member for Highways and Transport on the proposed decision to approve the progression, via KCC's Local Growth Fund arrangements, for the A2/A251 Junction Improvement Scheme; allowing it to progress to the next stages of development and delivery as attached at Appendix A.

Specifically this comprises approval for:

- i) KCC to act as the accountable body for the project;
- ii) KCC to enter into a Local Growth Fund (LGF) funding agreement;
- iii) KCC to progress all statutory approvals or consents required for the scheme;
- iv) KCC to progress with the necessary land acquisitions required to deliver the scheme;
- v) KCC to carry out consultation on the scheme;
- vi) KCC to enter into construction contracts as necessary for the delivery of the scheme; and
- vii) The Corporate Director for Growth, Environment & Transport, under the Officer Scheme of Delegations and in consultation with the Corporate Director for Finance and Procurement, to enter into relevant legal agreements and take other actions necessary to implement this decision.

7. Background Documents

7.1 The business case for the A2/A251 Junction Improvement Scheme is available to view here:

<https://www.southeastlep.com/app/uploads/2019/09/KSCMP-Business-Case-20-21.pdf>

7.2 The EQIA for the A2/A251 Junction Improvement Scheme is available to view here:

<https://kentcountycouncil.sharepoint.com/:w:/r/sites/get/eqia/layouts/15/Doc.aspx?sourcedoc=%7B721B23D3-37D6-41A0-BDCE-CD10C3CA7FC4%7D&file=2006%20-%20A2->

[A251%20Faversham%20junction%20improvements.docx&action=default&mobileRedirect=true](#)

7.3 Appendix A – Proposed Record of Decision

8. Contact details

Report Author

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Relevant Director:

- Simon Jones - Director of Highways, Transportation and Waste
- Telephone number - 03000 411683
- Email address - Simon.Jones@kent.gov.uk

KENT COUNTY COUNCIL – PROPOSED RECORD OF DECISION

DECISION TO BE TAKEN BY

Michael Payne

Cabinet Member for Highways and Transport

DECISION NO:

20/00064

For publication

Key decision*

Yes

Subject: Local Growth Fund– Kent Strategic Congestion Management Programme – A2/A251 Junction Improvement Scheme

Decision:

The Cabinet Member for Highways & Transport is asked to approve the proposed decisions as follows: to approve the progression, via KCC's Local Growth Fund arrangements, for the A2/A251 Junction Improvement Scheme; allowing it to progress to the next stages of development and delivery.

Specifically this comprises approval for:

- i) KCC to act as the accountable body for the project;
- ii) KCC to enter into a Local Growth Fund (LGF) funding agreement;
- iii) KCC to progress all statutory approvals or consents required for the scheme;
- iv) KCC to progress with the necessary land acquisitions required to deliver the scheme;
- v) KCC to carry out public engagement on the scheme;
- vi) KCC to enter into construction contracts as necessary for the delivery of the scheme
- vii) The Corporate Director for Growth, Environment & Transport, under the Officer Scheme of Delegations and in consultation with the Corporate Director for Finance and Procurement, to enter into relevant legal agreements and take other actions necessary to implement this decision.

Reason(s) for decision:

The A2/A251 priority junction provides the primary access for Faversham and eastern Swale to the strategic road network. The junction caters for significant volumes of traffic and is currently operating over capacity in peak periods with serious levels of congestion and delay. This is a constraint to key strategic housing allocations in the Faversham area and to the economic wellbeing of the town.

Cabinet Committee recommendations and other consultation:

Initial options were presented for public consultation in April and May 2014 and reported to Swale Transportation Board in June 2014.

Any alternatives considered:

Four options were assessed based on key issues including traffic capacity, traffic queueing, pedestrian crossing provision, traffic 'U' turning, land take required, estimated cost and programme and a preferred option identified.

- Option 2b: An elongated roundabout with partial signal control at the A2/B2041 The Mall;
- Option 3: Signalisation of the A2/A251 Ashford Road and A2/The Mall;
- Option 5: Roundabout at the A2/A251 junction; and
- Option 6: Roundabout at the A2/A251 junction and signalisation of the right turn from the A2 to B2041 The Mall.

A variation on Option 3 was selected to be taken forward as the preferred scheme. The Preferred

Option was found to provide improvement in junction capacity and to perform better in terms of land take, cost and the avoidance of traffic making U turns.

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

.....
signed

.....
date

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

To: Environment & Transport Cabinet Committee – 17 July 2020

Decision No: 20/00065

Subject: Manston Green Junction Improvement – Infrastructure delivery partner with Thanet District Council

Classification: Unrestricted

Past Pathway of Paper: None

Future Pathway of Paper: Key Decision by Cabinet Member

Electoral Division: Ramsgate and Birchington & Rural

Summary: Approval to enter into a legal agreement with Thanet District Council to act as an infrastructure delivery partner at no cost or risk to the County Council and to take the project through detail design, statutory approvals and to enter into a construction contract.

Recommendation(s):

The Cabinet Committee is asked to consider and endorse, or make recommendations to the Cabinet Member for Highways and Transport on the proposed decision as follows and as indicated on the proposed decision sheet attached at Appendix A.

- i) Approval to enter into legal agreements with Thanet District Council to undertake the delivery of the Infrastructure Works at no cost or risk to the County Council.
- ii) Approval for KCC officers to project manage, input into the delivery and supervision of the project, with the cost of all staff and consultant time being recoverable against the project funding.
- iii) Approval to undertake the detailed design and surveys for the project. This work will be undertaken by appointing a consultant through the KCC professional Services Framework Contract.
- iv) Approval to acquire the land and rights for carrying out the construction and maintenance of the Manston Green project. All land is being provided at NIL cost to the project by the development company with an option on the land.
- v) Approval to progress all statutory approvals and consents required for the scheme including, drainage and environmental consents and stopping up orders.

vi) Approval to enter into construction contracts as necessary for the delivery of the scheme.

vii) The Corporate Director of Growth, Environment & Transport, under the Officer Scheme of Delegations and in consultation with the Corporate Director for Finance and Procurement, to enter into relevant legal agreements and take other actions necessary to implement this decision.

1. Introduction

1.1 The proposed Manston Green Junction Improvement Scheme provides new highway infrastructure that forms part of the wider Manston Green housing development. The new highway infrastructure, will support and enable the Manston Green development to come forward, helping to deliver 785 new homes and a primary school.

1.2 The proposed improvement will see the construction of a new, larger roundabout at the A256 Haine Road/Manston roundabout junction, together with the realignment of the eastern arm of Manston Road to form a traditional four arm roundabout junction. The larger roundabout will not only mitigate existing traffic demands but will be designed to provide additional capacity to allow for Local Plan growth.

1.3 The new junction also forms a key part of the wider Thanet Transport Strategy, which seeks to serve the development of 17,140 units within the Thanet Local Plan and reduce pressure on the existing network. The infrastructure would therefore indirectly assist in the delivery of housing across the district, but particularly assisting in relieving traffic on the Haine Road corridor that serves the Eurokent housing site (410 units), Westwood Village (900 units) and existing Westwood Cross development (1000 units).

1.4 In order to advance the project, Thanet District Council (TDC) submitted a funding bid to Homes England (HE) for £6.3m through the Marginal Viability Housing Infrastructure Fund (HIF) and the funding agreement between TDC and HE was signed in December 2019.

1.5 Prior to TDC being able to draw down the funding from HE, they are required to satisfy several conditions. Significant progress has been made in this regard and it is anticipated that these will be concluded by the end of July 2020 to enable funding to be drawn down in August 2020.

2. Financial Implications

2.1 There are no implications to either the KCC revenue or capital budgets. Thanet District Council made a successful funding bid through Homes England's Marginal Viability Housing Infrastructure Fund (HIF) and were awarded £6.3m in December 2019.

2.2 The County Council supported TDC with the funding bid and were involved with the production of the project estimate and risk allowances.

2.3 The funding is being drawn down quarterly by TDC directly from Homes England and KCC will invoice TDC on a monthly basis to recover costs. TDC

have accepted that for KCC to provide the resources to deliver the Manston Green project there will be no financial cost and no risk to KCC. This is reflected in the delivery agreement that has been drafted between KCC and TDC.

3. Policy Framework

- 3.1 The scheme has a strong fit with the objectives of 'Increasing Opportunities, Improving Outcomes: Kent County Council's Strategic Statement (2015-2020)'.
- 3.2 The scheme particularly supports Strategic Outcome 2 "Kent communities feel the benefits of economic growth by being in work, healthy and enjoying a good quality of life". The improvement scheme will increase capacity and reduce congestion, to provide more reliable journey times and improved public transport links and accessibility. This in turn will support Kent business and housing growth and encourage economic activity to benefit the local and wider communities.

4. The Report

- 4.1 The proposed highway improvements are an integral part of the wider Manston Green housing development and were included within the outline planning application made by Cogent Land LLP, for the wider Manston Green housing development, that was granted on 13 July 2016 (Planning reference: OL/TH/14/0050).
- 4.2 Building on the outline designs and reports prepared by Cogent Land LLP for the planning submission, KCC commissioned a design consultant, WSP Ltd, to provide a more robust outline design and assessment of the project risks. The design was then used as the basis for the project estimate, produced by an independent Cost Consultant and included in the funding submission to Homes England in 2018.
- 4.3 Following a period of negotiation between TDC and Homes England. TDC subsequently signed the funding agreement in December 2019.
- 4.4 There are no legal implications associated with this scheme. Invicta Law have drafted the Infrastructure Delivery Agreement between KCC and TDC, which provides break clauses for both parties at key points in the project.
- 4.5 Once the legal agreements are in place, the County Council will appoint a design consultant through the KCC Professional Services Framework Contract to undertake the work required to complete the detail design, detailed site investigations and preparation of contract documents.
- 4.6 The County Council will be appointing an independent cost consultant through an existing framework to provide support in managing the expenditure on the project.
- 4.7 Formal consultation for the project was carried out as part of the planning process but prior to commencement on site, public engagement will take place to provide information to key stakeholders and the local community about the construction programme and traffic management impacts.

- 4.8 Delivery of the scheme will be dependent on completing the detailed design and procuring a contractor through a competitive tender process under European procurement rules. The current project estimate includes a risk and inflation allowance, but a more robust estimate will be prepared as the design develops and where it will be possible to provide a more accurate assessment of the project risks. TDC will be required to approve the final contract price before construction contracts are signed.
- 4.9 The HIF funding must be spent by 31 March 2023, and it is currently anticipated that construction will commence in the summer of 2021 with completion in the Autumn of 2022.
- 4.10 TDC will be establishing a Project Board at the start of the project which will comprise officers from both TDC and KCC, and the Project Sponsor from HE. The board will meet quarterly to manage the delivery of the project and sign off any significant changes.
- 4.11 An Equalities Impact Assessment has been carried out and is appended to this report.
- 4.12 Cogent Land LLP have options on the land required for the project and are providing this land at nil cost. All land will be transferred to KCC prior to the award of the construction contract. The proposed infrastructure will become adoptable highway at the completion of the project. A pre-draw down condition of the funding agreement is for TDC to provide HE with evidence that land will be in place to deliver the project.
- 4.13 A risk register was developed for the funding bid and this will be updated at the beginning of the detailed design and will be continuously reviewed as the project develops. The most significant risks to the project are:
- (a) Land is not available to deliver the project. This will be mitigated by Invicta Law being appointed to progress land agreements at the earliest opportunity and make arrangement to transfer the land to KCC prior to the procurement of a construction contractor.
 - (b) The estimated out-turn costs at completion of the detailed design exceed the available budget. This can be mitigated by a robust approach to site investigations/surveys to ensure construction risks can be assessed and mitigated through design.
 - (c) Cost of Statutory Undertakers diversions exceed the available budget. This can be mitigated by early engagement with relevant companies as well as undertaking trial holes to determine the exact location, allowing the design to be revised and where possible to be modified to reduce impacts and costs. Initial discussions took place with affected companies during the outline design of the project and costings provided at the time were included within the estimate included in the funding bid.
- 4.14 Subsequent to the decision by the Cabinet Member, any further decisions required to allow the scheme to proceed through to delivery will be taken by the Corporate Director for Growth, Environment & Transport under the Officer Scheme of Delegations following prior consultation with the Cabinet Member.

5. Conclusions

- 5.1 This is an important project that will help support housing delivery, job creation and general economic activity, as well as provide transport mitigation to the highway network. The project is fully funded by an allocation of £6.3m of HIF funding to Thanet District Council and carries no risk or cost to KCC.

6. Recommendation(s)

Recommendation(s):

The Environment and Transport Cabinet Committee is asked to consider and endorse, or make recommendations to the Cabinet Member for Highways and Transport on the proposed decision as follows and as indicated on the proposed decision sheet attached at Appendix A.

- i) Approval to enter into legal agreements with Thanet District Council to undertake the delivery of the Infrastructure Works at no cost or risk to the County Council.
- ii) Approval for KCC officers to project manage, input into the delivery and supervision of the project, with the cost of all staff and consultant time being recoverable against the project funding.
- iii) Approval to undertake the detailed design and surveys for the project. This work will be undertaken by appointing a consultant through the KCC professional Services Framework Contract.
- iv) Approval to acquire the land and rights for carrying out the construction and maintenance of the Manston Green project. All land is being provided at NIL cost to the project by the development company with an option on the land.
- v) Approval to progress all statutory approvals and consents required for the scheme including, drainage and environmental consents and stopping up orders.
- vi) Approval to enter into construction contracts as necessary for the delivery of the scheme.
- vii) The Corporate Director of Growth, Environment & Transport, under the Officer Scheme of Delegations and in consultation with the Corporate Director for Finance and Procurement, to enter into relevant legal agreements and take other actions necessary to implement this decision.

7. Background Documents

Appendix A – Proposed Record of Decision

Appendix B – Scheme Drawing

Appendix C – Equalities Impact Assessment

8. Contact details

Report Author

- Barry Stiff, Project Manager, Major Capital Programme Team
- 03000 419377
- barry.stiff@kent.gov.uk

Relevant Director:

- Simon Jones, Director of Highways, Transportation & Waste
- 03000 411683
- simon.jones@kent.gov.uk

KENT COUNTY COUNCIL – PROPOSED RECORD OF DECISION

DECISION TO BE TAKEN BY

Michael Payne

Cabinet Member for Highways and Transport

DECISION NO:

20/00065

For publication

Key decision*

Yes

Subject: Manston Green Junction Improvement – Infrastructure delivery partner with Thanet District Council

Decision:

The Cabinet Member for Highways & Transport is asked to give:

- i) Approval to enter into legal agreements with Thanet District Council to undertake the delivery of the Infrastructure Works at no cost or risk to the County Council.
- ii) Approval for KCC officers to project manage, input into the delivery and supervision of the project, with the cost of all staff and consultant time being recoverable against the project funding.
- iii) Approval to undertake the detailed design and surveys for the project. This work will be undertaken by appointing a consultant through the KCC professional Services Framework Contract.
- iv) Approval to acquire the land and rights for carrying out the construction and maintenance of the Manston Green project. All land is being provided at NIL cost to the project by the development company with an option on the land.
- v) Approval to progress all statutory approvals and consents required for the scheme including, drainage and environmental consents and stopping up orders.
- vi) Approval to enter into construction contracts as necessary for the delivery of the scheme.
- vii) The Corporate Director for Growth, Environment & Transport, under the Officer Scheme of Delegations and in consultation with the Corporate Director for Finance and Procurement, to enter into relevant legal agreements and take other actions necessary to implement this decision.

Reason(s) for decision:

Thanet District Council (TDC) have been successful in a funding bid to Homes England for £6.3m through the Marginal Viability Housing Infrastructure Fund (HIF) for the delivery of a new roundabout at the junction of A256 Haine Road and Manston Road and alterations to the roundabout approaches. TDC do not have the in-house resources to deliver a highway project of this scale and have asked KCC to deliver the project on their behalf.

The proposed Manston Green Junction Improvement Scheme provides new highway infrastructure that forms part of the wider Manston Green housing development. The new highway infrastructure, will support and enable the Manston Green development to come forward, helping to deliver 785 new homes and a primary school.

Cabinet Committee recommendations and other consultation:

Formal consultation for the project was carried out as part of the planning process but prior to commencement on site, public engagement will take place to provide information to key stakeholders and the local community about the construction programme and traffic management impacts.

Any alternatives considered:

Alternative options for the proposed infrastructure are restricted due to the land constraints, and alignment and layout of the existing highway. Planning for the infrastructure layout was agreed as part of the planning consent for the wider Manston Green development.

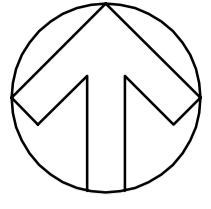
Any interest declared when the decision was taken and any dispensation granted by the Proper Officer:

.....

Signed

.....

date



DO NOT SCALE

NOTES:

1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTURAL & ENGINEERING DOCUMENTS AND DRAWINGS.
3. TOPOGRAPHICAL SURVEY PRODUCED BY SURVEY SOLUTIONS. INFORMATION RECEIVED 09/07/18.
4. TOPOGRAPHICAL SURVEY DOES NOT INCLUDE FULL EXTENT OF PROPOSED DESIGN. EXISTING LEVELS BEYOND THE TOPOGRAPHICAL SURVEY HAVE BEEN BASED ON A LIDAR DTM.
5. VISIBILITY REQUIREMENTS ASSUME A DESIGN SPEED OF 70kph, AS SET OUT FOR A 40mph ZONE IN DMRB TD 9/93.
6. THIS IS A PRELIMINARY DESIGN AND IS LIABLE TO CHANGE AS THE DESIGN PROGRESSES.


KEY:

- FORWARD VISIBILITY (15m BACK)
- 120m VISIBILITY TO APPROACH
- 35m VISIBILITY SPLAYS
- 120m VISIBILITY SPLAYS
- CIRCULATORY VISIBILITY SPLAYS

HEALTH & SAFETY SYMBOLS LEGEND:

- INDICATES A RESIDUAL RISK AS A WARNING




 VERTICAL VISIBILITY ON EASTERN AND SOUTHERN ROUNDABOUT ARMS IS LESS THAN 120m SSD SPECIFIED IN DMRB TD 9/93 AND IS BELOW STANDARD. SOUTHERN ARM ACHIEVES SSD OF 50m, WHICH CORRESPONDS WITH A DESIGN SPEED OF 50kph. EASTERN ARM ACHIEVES SSD OF 70m, WHICH CORRESPONDS WITH A DESIGN SPEED OF 60kph.

REV	DATE	BY	DESCRIPTION	CHK	APP
C	29/10/2018	TPS	DESIGN MODIFIED TO INCORPORATE SINGLE CARRIAGEWAY ON WESTERN ARM AND INCREASED NORTH-SOUTH CAPACITY	AK	LRB
B	25/09/2018	MFB	ADDED BELOW STANDARD VISIBILITY WARNING NOTE	AK	LRB
A	13/09/2018	WP	FIRST ISSUE	AK	LRB

DRAWING STATUS: S2 - FOR INFORMATION

wsp

Regus House, Southampton Int. Bus. Park, George Curl Way, Southampton, SO18 2RZ, UK
 T+44 (0) 2380 302 529, F+44 (0) 2380 302 001
 wsp.com

CLIENT: KENT COUNTY COUNCIL

ARCHITECT:

SITE/PROJECT: MANSTON ROAD JUNCTION, RAMSGATE

TITLE: PRELIMINARY GENERAL ARRANGEMENT

SCALE @ A1:	CHECKED:	APPROVED:
1:1000	AK	LRB
PROJECT NO:	DESIGNED:	DRAWN:
70049600	TPS	WP
	DATE:	October 18
DRAWING NO:	REV:	
9600-GA-001	C	
© WSP UK Ltd		

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KCC - Growth, Environment and Transport Directorate (GET).

Equality Analysis / Impact Assessment (EqIA) template

Name of decision, policy, procedure, project or service:

Manston Green – Junction Improvement

Brief description of policy, procedure, project or service

The proposed highway improvement scheme will involve the construction of a new roundabout at the A256 Haine Road/Manston Road junction, realignment of the eastern arm of Manston Road and improvements to the other three arms of the roundabout.

Aims and Objectives

The principal aim of the new infrastructure is to support and enable the Manston Green housing development to come forward. This will deliver 785 new dwellings and a primary school. It is also a key part of the Thanet Transport Strategy, which seeks to serve the development of 17,140 units within the emerging Thanet Local Plan.

The new junction will aim to reduce existing traffic congestion at the junction as well as building in future resilience into the junction to cater for traffic growth during the current Local Plan period.

The new junction and the realignment of the eastern arm of Manston Road will remove the current unconventional staggered junction/roundabout layout concerting the junction into a traditional four arm roundabout, improving the overall safety of the junction.

Date Document Updated 08/07/2020

JUDGEMENT

Set out below the implications you have found from your assessment for the relevant Protected Groups. If any negative impacts can be justified, please clearly explain why.

Following the completion of the Part 1 Screening Assessment, the judgement that has been identified is:

- No major change - no potential for discrimination and all opportunities to promote equality have been taken

The project will provide temporary low negative impacts during construction where it will be necessary to close Manston Road to facilitate construction safely. This may impact on an existing bus service, but every effort will be made to keep a service running at key times. Liaison with the bus operator will be carried out during the design and implementation stages. There are no existing pedestrian facilities in the vicinity of the scheme and no additional facilities are expected to be provided as part of the final scheme. There are no properties within the footprint of the scheme, although there are some at the periphery of the site and access will be maintained at all times to these properties.

I have found the Adverse Equality Impact Rating to be **Low**

GET Document Control



Revision History

Version	Date	Authors	Comment
V0.1	16 June 2020	Barry Stiff	Draft for issue to Equality & Diversity Team
V1 (this should be assigned to the version the Director signs off)	06 July 2020	Barry Stiff	For Issue

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

Attestation

I have read and paid due regard to the Equality Analysis/Impact Assessment. I agree with the actions to mitigate any adverse impact(s) that has /have been identified.

Name	Signature	Title	Date of Issue
Tim Read		Head of Service	07 July 2020
Simon Jones		Director	07 July 2020

Date Document Updated 08/07/2020

3

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

Part 1 - Screening

Regarding the decision, policy, procedure, project or service under consideration,

Could this policy, procedure, project or service, or any proposed changes to it, affect any Protected Group (listed below) less favourably (negatively) than others in Kent?

Could this policy, procedure, project or service promote equal opportunities for this group?

Please note that there is no justification for direct discrimination; and indirect discrimination will need to be justified according to the legal requirements

Protected Group	You MUST provide a brief commentary as to your findings, or this EqIA will be returned to you unsigned			
	High Negative Impact	Medium Negative Impact	Low Negative Impact	High/Medium/Low Favourable Impact
Age	No Impact	No Impact	Short term temporary impact to the existing bus services that operate along Manston Road as the road will need to be closed for short periods during construction. Other construction works are either off-line or traffic flows can be maintained	No Impact

Disability	No Impact	No Impact	Short term temporary impact to the existing bus services that operate along Manston Road as the road will need to be closed for short periods during construction. Other construction works are either off-line or traffic flows can be maintained	No Impact
Sex	No Impact	No Impact	No Impact	No Impact
Gender identity/ Transgender	No Impact	No Impact	No Impact	No Impact
Race	No Impact	No Impact	No Impact	No Impact
Religion and Belief	No Impact	No Impact	No Impact	No Impact
Sexual Orientation	No Impact	No Impact	No Impact	No Impact
Pregnancy and Maternity	No Impact	No Impact	Short term temporary impact to the existing bus services that operate along Manston Road as the road will need to be closed for short periods during	No Impact

			construction. Other construction works are either off-line or traffic flows can be maintained	
Marriage and Civil Partnerships	N/A	N/A	N/A	N/A
Carer's Responsibilities	No Impact	No Impact	Short term temporary impact to the existing bus services that operate along Manston Road as the road will need to be closed for short periods during construction. Other construction works are either off-line or traffic flows can be maintained	No Impact

Part 2 - Full Equality Analysis /Impact Assessment

A full Equality Analysis/Impact Assessment is not required at this stage

Part 3 - Action Plan

Document the range of options and identify the effects of each. Identify the option(s) chosen and document the reasons for this.

Protected Characteristic	Issues identified	Action to be taken	Expected outcomes	Owner	Timescale	Resource implications
Age	<p>Construction works impact for older people – noise, dust, access restrictions during road closures</p> <p>Restricted access to public transport (particularly young and old) during construction</p>	<p>The scheme is currently at outline stage.</p> <p>It should be noted that there are no current pedestrian facilities within the area of the scheme, and it is not expected that new facilities will need to be provided.</p> <p>The detailed design will be carried out in accordance with:</p> <ul style="list-style-type: none"> the Design Manual for Roads and Bridges (DMRB), which gives guidance based on current legislation for non-motorised users (NMU) and those with disabilities. Department of Transport 	<p>NMU audits will be undertaken if required and results fed back into the design process.</p>	Barry Stiff	During design phases	Minimal

		<p>Guidance on Inclusive Mobility first published 15 December 2005.</p> <p>Although there are no existing pedestrian facilities, NMU audits will be undertaken to ensure due consideration is given to all road users.</p> <p>Engagement with the local community will be carried out ahead of the construction phase to ensure that any specific requirements for the local community can be planned for in order to minimise disruption.</p>				
Disability	<p>Impact for users with disabilities from noise, dust, access restrictions during road closures</p> <p>Restricted access to public transport during construction</p>	<p>The scheme is currently at outline stage.</p> <p>It should be noted that there are no current pedestrian facilities within the area of the scheme, and it is not expected that new facilities will need to be provided.</p> <p>The detailed design</p>	NMU audits will be undertaken if required and results fed back into the design process.	Barry Stiff	During design phases	Minimal

		<p>will be carried out in accordance with:</p> <ul style="list-style-type: none"> • the Design Manual for Roads and Bridges (DMRB), which gives guidance based on current legislation for non-motorised users (NMU) and those with disabilities. • Department of Transport Guidance on Inclusive Mobility first published 15 December 2005. <p>Although there are no existing pedestrian facilities, NMU audits will be undertaken to ensure due consideration is given to all road users.</p> <p>Engagement with the local community will be carried out ahead of the construction phase to ensure that any specific requirements for the local community can be planned for in order to minimise disruption.</p>				
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<p>Pregnancy and Maternity</p>	<p>Maintaining vehicle access to properties during construction</p>	<p>The scheme is currently at outline stage.</p> <p>It should be noted that there are no current pedestrian facilities within the area of the scheme, and it is not expected that new facilities will need to be provided.</p> <p>The detailed design will be carried out in accordance with:</p> <ul style="list-style-type: none"> • the Design Manual for Roads and Bridges (DMRB), which gives guidance based on current legislation for non-motorised users (NMU) and those with disabilities. • Department of Transport Guidance on Inclusive Mobility first published 15 December 2005. <p>Although there are no existing pedestrian facilities, NMU audits will be undertaken to ensure due</p>	<p>NMU audits will be undertaken if required and results fed back into the design process.</p>	<p>Barry Stiff</p>	<p>During design phases</p>	<p>Minimal</p>
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		<p>consideration is given to all road users.</p> <p>Engagement with the local community will be carried out ahead of the construction phase to ensure that any specific requirements for the local community can be planned for in order to minimise disruption.</p>				
Carer's Responsibilities	Maintaining vehicle access to properties during construction	<p>The scheme is currently at outline stage.</p> <p>It should be noted that there are no current pedestrian facilities within the area of the scheme, and it is not expected that new facilities will need to be provided.</p> <p>The detailed design will be carried out in accordance with:</p> <ul style="list-style-type: none"> the Design Manual for Roads and Bridges (DMRB), which gives guidance based on current legislation for non-motorised users (NMU) and 	NMU audits will be undertaken if required and results fed back into the design process.	Barry Stiff	During design phases	Minimal

		<p>those with disabilities.</p> <ul style="list-style-type: none"> • Department of Transport Guidance on Inclusive Mobility first published 15 December 2005. <p>Although there are no existing pedestrian facilities, NMU audits will be undertaken to ensure due consideration is given to all road users.</p> <p>Engagement with the local community will be carried out ahead of the construction phase to ensure that any specific requirements for the local community can be planned for in order to minimise disruption.</p>				
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Have the actions been included in your business/ service plan?

No – The actions will be monitored at regular design meetings throughout the project and updated as required.

From: Peter Oakford – Deputy Leader with Cabinet responsibility for Minerals and Waste Local Plan Matters

Barbara Cooper, Corporate Director of Growth, Environment and Transport

To: Environment and Transport Cabinet Committee – 17 July 2020

Decision No: N/A

Subject: Adoption of the Kent Mineral Sites Plan and modifications to the Kent Minerals and Waste Local Plan 2013 – 2030 resulting from the Early Partial Review

Classification: Unrestricted

Past Pathway of Paper: N/A

Future Pathway of Paper: Cabinet, County Council

Electoral Division: Countywide

Summary:

Following the Council's adoption of the Kent Minerals and Waste Local Plan 2013-30 (KMWLP) in 2016, work has been undertaken to prepare the associated Kent Minerals Sites Plan (MSP) and an Early Partial Review (EPR) of the KMWLP to reflect amongst other matters that a Waste Sites Plan is not required.

The MSP allocates sites considered suitable in principle for mineral development. Identification of three sites in the MSP followed a call for sites, site appraisal work and public consultation. The EPR modifies the KMWLP such that Council's commitment to the preparation of a Waste Sites Plan is removed which follows a reassessment of future waste management capacity requirements in Kent. Implementation of KMWLP policies concerning mineral and waste safeguarding also identified the need for modifications to improve their effectiveness and this formed part of the EPR.

Following consideration by Environment and Transport Sub Committee and Cabinet Committee on 28 November 2018, County Council agreed to the publication of 'Pre-Submission' Drafts of the EPR and the MSP for a statutory period for representations between January and March 2019. A total of 405 representations were received and these were submitted, with the Plans and related evidence base, to the Secretary of State for independent examination. The examination was required to ensure that the Plans are sound and prepared in accordance with statutory requirements relating to plan-making. On Tuesday 8 October 2019, Planning Inspector Nicholas Palmer BA (Hons) BPI MRTPI commenced hearings associated with the independent examination which ran for four days over a two-week period. During the examination the Inspector identified the need for certain modifications and these were subject to public consultation.

On 23 April 2020 the Council received the Inspector's Report (see Appendix A) which concludes that, subject to modifications, the Plans are sound and legally compliant. Following receipt of the Inspector's Report, Council is now able to adopt the Plans subject to the modifications being made. The modifications clarify the wording of certain policies and confirm safeguards to the environment and communities associated with mineral development at the allocated mineral sites.

Development (mineral extraction) at sites allocated in the Minerals Sites Plan is subject to the Council granting a separate planning permission in response to a planning application from a mineral operator.

Following adoption, the MSP and policies of the KMWLP (as modified) will be monitored to assess whether they are being effective in meeting the KMWLP objectives on waste management and minerals supply. The results of the monitoring will be published annually in the Kent Annual Monitoring Report.

Plans are subject to a statutory formal review every five years and so a review of KMWLP policies not subject to the Early Partial Review needs to be completed by July 2021.

Recommendation(s):

Cabinet Committee is asked to:

- (i) Consider the Inspector's Report (see Appendix A) on the examination of the EPR and MSP and note his recommended modifications;
- (ii) note the recommendations of the Sustainability Appraisals of the EPR and MSP; and,
- (iii) endorse, or make recommendations to the Cabinet Member responsible for the Minerals and Waste Local Plan on adoption of:
 - (a) the Kent Mineral Sites Plan (as modified by the Inspector's recommendations) (see Appendix B); and,
 - (b) modifications to the Kent Minerals and Waste Local Plan as set out by the Early Partial Review (as modified by the Inspector's recommendations) (see Appendix C).
- (iv) note that the decision to adopt the Kent Mineral Sites Plan and modifications to the Kent Minerals and Waste Local Plan is a matter for County Council and **request the County Council to:**
 - (a) Accept the modifications recommended by the Inspector to the Kent Mineral Sites Plan and modifications to the Kent Minerals and Waste Local Plan (as set out by the Early Partial Review); and,
 - (b) adopt the Kent Mineral Sites Plan and modifications to the Kent Minerals and Waste Local Plan (as set out by the Early Partial Review) (as modified); and,
 - (c) delegate powers to the Corporate Director for Growth, Environment & Transport to approve any non-material changes to the text of the MSP and modifications to the KMWLP (as set out by the Early Partial Review) in

consultation with the Deputy Leader prior to their publication.

- (v) note and agree the future work activities on mineral and waste planning activities as set out in para 5.6 as the basis for a revised Local Development Scheme.

1. Introduction and Background

- 1.1 The Kent Minerals and Waste Local Plan 2013-30 (KMWLP) was adopted by the County Council in July 2016 as part of the Council's statutory responsibility to plan for future minerals supply and waste management within Kent. This KMWLP forms part of the Development Plan and is a key policy document for the determination of planning applications. The KMWLP sets out the County Council's strategy and policy framework for minerals and waste development in Kent which includes future capacity and supply requirements. The adopted KMWLP commits the Council to identifying and allocating land considered suitable for minerals and waste development in a subsequent Waste Sites Plan and a Minerals Sites Plan.
- 1.2 An Early Partial Review of the KMWLP was embarked upon following monitoring of future waste capacity requirements in Kent that indicated that a Waste Sites Plan that allocated specific sites for waste management activity was no longer required. In addition, experience of implementing the KMWLP policies regarding mineral and waste safeguarding had revealed ambiguity in the wording of certain of their exempting criteria which was hindering the effectiveness of the policies. It was agreed that modifications were necessary to address this ambiguity.
- 1.3 Monitoring of mineral supply and demand indicated that a Mineral Sites Plan was still needed to identify sites suitable for meeting future requirements for sand and gravel.
- 1.4 Work on the Early Partial Review and the Minerals Sites Plan involved technical assessment and public consultation on draft proposals. Final proposals were considered by the Environment and Transport Cabinet Committee on 28 November 2018. At this meeting the Committee requested the County Council to approve and publish Pre-Submission Drafts of the Kent Mineral Sites Plan and the Early Partial Review of the Kent Minerals and Waste Local Plan for a statutory period of representations on soundness and legal compliance and to submit the Draft Plans to the Secretary of State for independent examination. Following consideration, the Cabinet Member responsible for the Local Plan took the decision to bring this resolution into effect.
- 1.5 Preparation of the Minerals Sites Plan is consistent with Policy CSM2 of the KMWLP that expects the Mineral Sites Plan to allocate sites for soft sand and for sharp sand and gravel based upon the most recent calculations of requirements set out in the Council's Local Aggregates Assessment. To ensure that Kent is planning for sufficient requirements to the end of the Plan period, a review of need was undertaken. This identified a soft sand need of 2.5mt and a sharp sand and gravel need of 5.75 mt. However, it should be noted that the adopted KMWLP recognises that sharp sand and gravel resources in Kent are rapidly depleting. Policy CSM2 of the KMWLP therefore recognises that the need for sharp sand and gravel

requirements can only be met whilst resources allow. In light of the greater abundance of soft sand resources there is no similar policy test for soft sand requirements.

- 1.6 The submitted Kent Mineral Sites Plan allocated three sites for sand and gravel extraction as follows:
 - Extension to Stonecastle Farm Quarry, Hadlow (sharp sand and gravel)
 - Land at Moat Farm, Five Oak Green (sharp sand and gravel)
 - Chapel Farm (West), Lenham (soft sand)
- 1.7 The allocations of sites in the Mineral Sites Plan does not necessarily mean that mineral extraction will take place in these locations. A mineral operator(s) will need to submit a detailed planning application to the County Council and obtain planning permission.
- 1.8 A total of 405 representations were received on the Pre-Submission documents and were considered by an independent planning inspector appointed by the Secretary of State to examine the soundness of the Minerals Sites Plan and the modifications to the KMWLP proposed by the Early Partial Review (in accordance with relevant planning policy and guidance). The National Planning Policy Framework (NPPF) defines a 'sound' local plan as one that is:
 - a) Positively prepared – provides a strategy which, as a minimum, seeks to meet the area's objectively assessed need;
 - b) Justified – an appropriate strategy, taking into account the reasonable alternatives, and based on proportionate evidence;
 - c) Effective – deliverable over the plan period, and based on effective joint working on cross-boundary strategic matters that have been dealt with rather than deferred, as evidenced by the statement of common ground; and,
 - d) Consistent with national policy – enabling the delivery of sustainable development in accordance with the policies in the NPPF.
- 1.9 The independent examination also considers whether Local Plans are sound and have been prepared in accordance with plan making legislation.
- 1.10 The independent examination included public hearings which ran for four days in October 2019. During the examination the Inspector identified the need for modifications in light of comments made when the Plans had been published for representations and matters identified by the Inspector himself. The text of the modifications was discussed with the Council and representors during the hearings. Following the hearings, the proposed modifications were published for representations over an eight-week period from Tuesday 19 November 2019 to 14 January 2020. Forty-six representations were received during the consultation which were considered by the Inspector but these did not result in any further changes. The Council received the report of the Inspector on 23 April 2020 and this report provides a summary and details of next steps.

2. The Inspector's Report

2.1 The Inspector's Report is included in Appendix A and this confirms that, subject to modifications, the submitted Kent Mineral Sites Plan and Kent Minerals and Waste Local Plan Early Partial Review are 'sound' and have been prepared in accordance with statutory plan making requirements.

2.2. The modifications are set out in Appendices 1 and 2 of the Inspector's Report with justification included in the body of his report. The modifications are summarised as follows:

- Removal of commitment in the KMWLP to allocate sites for clay and chalk extraction. Evidence presented by the Council demonstrated that there are sufficient reserves of chalk and clay over the plan period and so there is no need to allocate specific sites for the working of such minerals;
- Addition of supporting text to policy on mineral safeguarding in the KMWLP (Policy DM7) to clarify and provide guidance on how the modified policy should be implemented;
- changes to the supporting text concerning existing KMWLP policy (CSW5) on the strategic allocation of Norwood Quarry as a site for the landfill of air pollution control residues (from energy for waste plants) to ensure the supporting text is consistent with the policy;
- addition of a footnote to supporting text to policy CSW7 on the need for waste recovery facilities to ensure the definition of recycling is clear;
- changes to the 'Development Management Criteria' provided for each allocated mineral site intended to signpost matters needing particular attention to minimise risk of unacceptable adverse impacts on the environment and communities. The modifications covered the following matters:
 - Highlighting the need for 'net gains' in biodiversity as a result of the development consistent with revisions to the NPPF;
 - Noting proximity of Stonecastle Farm and Moat Farm to the green belt and hence the need for proposals to be consistent with the green belt policy in the KMWLP (Policy DM4)
 - Signposting need for proposals at all sites to fully consider heritage impacts, in accordance with national policy (and Policies DM5 and DM6 of the KMWLP);
 - The need for any proposals for development at Moat Farm to fully assess potential impacts on water resources at Moat Farm, and necessary mitigation (consistent with the criteria included for the Extension to Stonecastle Farm and with Policy DM10 of the KMWLP);
 - Specific requirements concerning the access to Moat Farm to minimise unacceptable adverse impacts on local roads (consistent with Policy DM13 of the KMWLP);
 - Strengthened requirements for biodiversity, public rights of way and landscape considerations at Chapel Farm (consistent with Policies DM3, DM14 and DM2 (respectively) of the KMWLP); and
 - Clarification regarding the commencement of working at Chapel Farm to minimise the risk of unacceptable cumulative impacts occurring as a result of operations at the existing nearby Burleigh Farm site (consistent with Policies DM12 and DM13 of the KMWLP).

- 2.3 The modifications are taken into account in the text of the Plans provided in Appendices 2 and 3 of this report. Importantly, the modifications do not alter the objectives or intentions of policy or change the sites proposed for allocation. The reports in these appendices will upon adoption become the published Mineral Sites Plan and the revised Kent Minerals and Waste Local Plan Strategy upon which planning decisions in the County will be determined. Appendix D provides details of the changes to the currently adopted KMWLP.
- 2.4 Some minor non-material changes (e.g. formatting and correction of minor grammatical errors) (known as 'Additional Modifications') were identified as necessary and also published for information alongside the modifications. Further such changes may also be needed following adoption and these changes would only be made following agreement by the Deputy Leader with delegated authority for Minerals and Waste Local Plan Matters.

3. Strategic environmental assessment and sustainability appraisal

- 3.1 During their preparation, the Mineral Sites Plan and Early Partial Review has been subject to sustainability appraisal (SA) (incorporating strategic environmental assessment (SEA)). The SA reports provide assessments of impacts (both beneficial and detrimental) on environmental, social and economic objectives which are expected to arise from development consistent with the Mineral Sites Plan and Early Partial Review. The SA also considered reasonable alternatives to the proposals in the Minerals Sites Plan and Early Partial Review. The recommendations from the SA were taken into account as the Plan was prepared.
- 3.2 A non-technical summary of each SA prepared of the Kent Mineral Sites Plan and Early Partial Review (with modifications recommended by the Inspector) are included in Appendix E and Appendix F. The full SA reports are available on the Council's website [here for the MSP](#) and [here for the EPR](#).

4. Adoption

- 4.1 In accordance with Section 23 (3) of the Planning and Compulsory Purchase Act 2004, having received a report confirming the soundness and legality of the Minerals Sites Plan and the modifications to the KMWLP proposed by the Early Partial Review, provided the Council makes the modifications recommended by the Inspector, it may now adopt the Minerals Sites Plan and Early Partial Review as updated planning policy for minerals supply and waste management in Kent.
- 4.2 The new and revised policy will be used by the County Council when determining planning applications related to proposals for waste management and minerals supply. The updated policies concerning mineral and waste safeguarding will also be used by District and Borough Councils when determining applications for non-waste and mineral development.

5. Next Steps

- 5.1 Following consideration by Environment and Transport Cabinet Committee and Cabinet, County Council will be asked to agree that the Kent Mineral Sites Plan and modifications to the Kent Minerals and Waste Local Plan resulting from the Early

Partial Review be adopted as updated waste and minerals planning policy for Kent. In accordance with Regulation 26 of the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) stakeholders will be notified of the Council's adoption of the updated planning policy.

- 5.2 Prior to final publication of the documents, minor non-material changes (e.g. changes related to format and grammar) may be needed, and it is proposed if required that the agreement to such changes be delegated to the Corporate Director for Growth, Environment and Transport, in consultation with the Deputy Leader.
- 5.3 Following adoption there is a six-week period for legal challenges. To be successful any such challenge would need to demonstrate that the EPR and/or the Mineral Sites Plan has not been prepared in accordance with the relevant legislation.
- 5.4 Once adopted, policies in the Plans will be implemented and monitoring will be undertaken to assess the effect of the policies. Legislation requires a review of planning policy every five years and so the outcome of a review of KMWLP policies not updated by the Early Partial Review will be required by July 2021.
- 5.5 Following adoption, further mineral and waste planning policy work will be required to meet statutory plan making requirements. These include updates to the Kent Minerals and Waste Safeguarding Supplementary Planning Document (SPD); a review and update of the Council's Statement of Community Involvement (SCI) which sets out engagement for planning application and plan making matters, along with the 5-year review of the Kent Minerals and Waste Local Plan 2013-30. The Kent Minerals and Waste Local Plan 2013-30 was adopted in July 2016 and the Council is statutorily required to review adopted planning policy at least every five years. The elements of the plan recently updated by the Early Partial Review will not require review until 2025. Further work as set out in Appendix G will form the basis of a revised Local Development Scheme. This new policy work will become the responsibility of Susan Carey as Cabinet Member for Environment, rather than Peter Oakford.

6. Financial Implications

- 6.1 The costs of preparing the Kent Mineral Sites Plan and the Early Partial Review of the MWLP are met from the Environment, Planning and Enforcement Division's budget.

7. Policy Framework

- 7.1 The Kent Mineral Sites Plan and the policies within the KMWLP itself support the County Council's corporate policies contained within the Council's Strategic Statement 'Increasing Opportunities, Improving Outcomes – Kent County Council's Strategic Statement 2015-2020'. The Minerals Sites Plan will support and facilitate sustainable growth in Kent's economy and support the creation of a high-quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being. Both the MSP and the EPR Plans support national planning policy and guidance.

8. Legal Implications

- 8.1 The County Council has a legal obligation under the Town and Country Planning Acts to prepare a statutory Development Plan for planning purposes (commonly known as the Local Plan).
- 8.2 The County Council is also required by national planning policy to ensure that local plans promote sustainable minerals and waste development. The Early Partial Review plays an important role in ensuring that minerals and waste development in Kent is in line with national planning policy.
- 8.3 There is an expectation by the Minister for Housing, Communities and Local Government that all planning authorities have an up to date Local Plan in place. Without an up to date adopted plan, there is a risk that central government will step in as the plan making authority, reducing local accountability.
- 8.4 During preparation, the Mineral Sites Plan and Early Partial Review has been the subject of Strategic Environmental Assessment in accordance with the Environmental Assessment of Plans and Programme Regulations 2004, and an Appropriate Assessment in accordance with the Conservation of Habitats and Species Regulations 2017.
- 8.5 The resulting Sustainability Appraisals and the Habitats Regulations Assessment were published for consultation and taken into consideration when making decisions with regard to the Mineral Sites Plan and Early Partial Review. These reports are available as background papers.

9. Equalities implications

- 9.1 An equality impact assessment (EQIA) has been completed and no equality implications have been identified. A copy of the assessment is attached at Appendix H. The earlier Local Plan work was accompanied by a separate EQIA.

10. Conclusion

- 10.1 The Town and Country Planning Acts requires the County Council to prepare a Development Plan setting out how mineral and waste planning matters will be considered in Kent. The KMWLP adopted in July 2016 sets out the overarching strategy and vision until 2030 and commits the County Council to preparing Mineral and Waste Sites Plans that allocate individual sites for development that align with the KMWLP strategy.
- 10.2 An Early Partial Review of the KMWLP has been undertaken that removes the commitment to prepare a Waste Sites Plan and improves the effectiveness of safeguarding policies. A Mineral Sites Plan has been prepared that allocates three sites for sand and gravel extraction.
- 10.3 Before the changes to the KMWLP and Mineral Sites Plan can be adopted the Council must receive a report from the Planning Inspectorate (on behalf of the Secretary of State) which states that they are sound and have been prepared in accordance with making legislation. This report follows an independent examination conducted by a Planning Inspector.

10.4 On 23 April 2020, the Council received the report of the Inspector who examined the changes to the KMWLP (proposed by the Early Partial Review) and Mineral Sites Plan and this states that the legislation was followed and that, subject to modifications that were promoted and considered during the examination, the changes and the Mineral Sites Plan are sound. The modifications strengthen and clarify policy in the Plans and do not propose changes to the sites included in the Mineral Sites Plan. Having received the Inspector's report, if the Council accepts the recommended modifications it can now adopt the Plans.

11. Recommendation(s):

Cabinet Committee is asked to:

- (i) Consider the Inspector's Report (see Appendix A) on the examination of the EPR and MSP and note his recommended modifications;
- (ii) note the recommendations of the Sustainability Appraisals of the EPR and MSP; and,
- (iii) endorse, or make recommendations to the Cabinet Member responsible for the Minerals and Waste Local Plan on adoption of:
 - (a) the Kent Mineral Sites Plan (as modified by the Inspector's recommendations) (see Appendix B); and,
 - (b) modifications to the Kent Minerals and Waste Local Plan as set out by the Early Partial Review (as modified by the Inspector's recommendations) (see Appendix C).
- (iv) note that the decision to adopt the Kent Mineral Sites Plan and modifications to the Kent Minerals and Waste Local Plan is a matter for County Council and **request the County Council to:**
 - (a) Accept the modifications recommended by the Inspector to the Kent Mineral Sites Plan and modifications to the Kent Minerals and Waste Local Plan (as set out by the Early Partial Review); and,
 - (b) adopt the Kent Mineral Sites Plan and modifications to the Kent Minerals and Waste Local Plan (as set out by the Early Partial Review) (as modified); and,
 - (c) delegate powers to the Corporate Director for Growth, Environment & Transport to approve any non-material changes to the text of the MSP and modifications to the KMWLP (as set out by the Early Partial Review) in consultation with the Deputy Leader prior to their publication.
- (v) note and agree the future work activities on mineral and waste planning activities as set out in para 5.6 as the basis for a revised Local Development Scheme.

12. Contact details

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Lead Director:

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Appendix A:

Planning Inspector's Report on the Examination of the Kent Minerals and Waste Local Plan Early Partial Review and Kent Mineral Sites Plan including appendices

Appendix B:

Kent Mineral Sites Plan (as modified by the Inspector's recommendations) – the Plan for adoption

Appendix C:

Modifications to the Kent Minerals and Waste Local Plan as set out by the Early Partial Review (as modified by the Inspector's recommendations) - the Plan for adoption

Appendix D:

Changes to the adopted Kent Minerals and Waste Local Plan as a result of the EPR Plan

Appendix E:

Sustainability Appraisal of the Kent Mineral Sites Plan (as modified by the Inspector's recommendations) - Non-Technical Summary. The main document is available via this [hyperlink](#).

Appendix F:

Sustainability Appraisal of the Modifications to the Kent Minerals and Waste Local Plan as set out by the Early Partial Review (as modified by the Inspector's recommendations) - Non-Technical Summary. The main document is available via this [hyperlink](#).

Appendix G:

Kent Minerals and Waste Local Plan – Proposed Planning Policy Activities Post Adoption of Kent Mineral Sites Plan and Early Partial Review of Kent Minerals and Waste Local Plan 2013-30

Appendix H:

Kent Mineral Sites Plan (as modified by the Inspector's recommendations) and Modifications to the Kent Minerals and Waste Local Plan as set out by the Early Partial Review (as modified by the Inspector's recommendations) – Equality Impact Assessment

Background Documents

The supporting documents to the Mineral and Waste Local Plan work are available on the Council's website as part of the Examination library via this link [here](#).

The earlier report to Environment and Transport Cabinet Committee is available via this link [here](#).

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From: Michael Payne, Cabinet Member for Highways and Transport
Simon Jones, Director of Highways, Transportation and Waste

To: Environment and Transport Cabinet Committee – 17 July 2020

Subject: ADEPT Kent Live Labs Project

Classification: Unrestricted

Summary: The report updates Members on the Live Labs technology project being carried out in highways in partnership with Amey plc.

Recommendation: Members are asked to note the progress of the project and the plans for phase 2.

1. Introduction

- 1.1 In 2018 Kent County Council in collaboration with Amey plc successfully submitted a bid to the Association of Directors of Environment, Economy, Planning and Transport (ADEPT) in co-operation with DfT to run a Smart Places Live Lab. The award was £1.975m for a two-year project which commenced in June 2019. The Live Lab will embed SMART infrastructure in everyday service delivery in a meaningful way that communities can engage with and understand. Due to the Covid-19 pandemic and the potential impact on the programme, ADEPT have extended the programme end date to November 2021.
- 1.2 This intelligence-led approach to asset management could lead to significant benefits to the service in terms of efficiencies, network resilience and customer experience. An asset management control hub will be responsible for collecting all data and providing intelligent analysis, both through software automation and expert big data analytics provided by our partners on the project Amey Strategic Consulting.

2. Financial implications

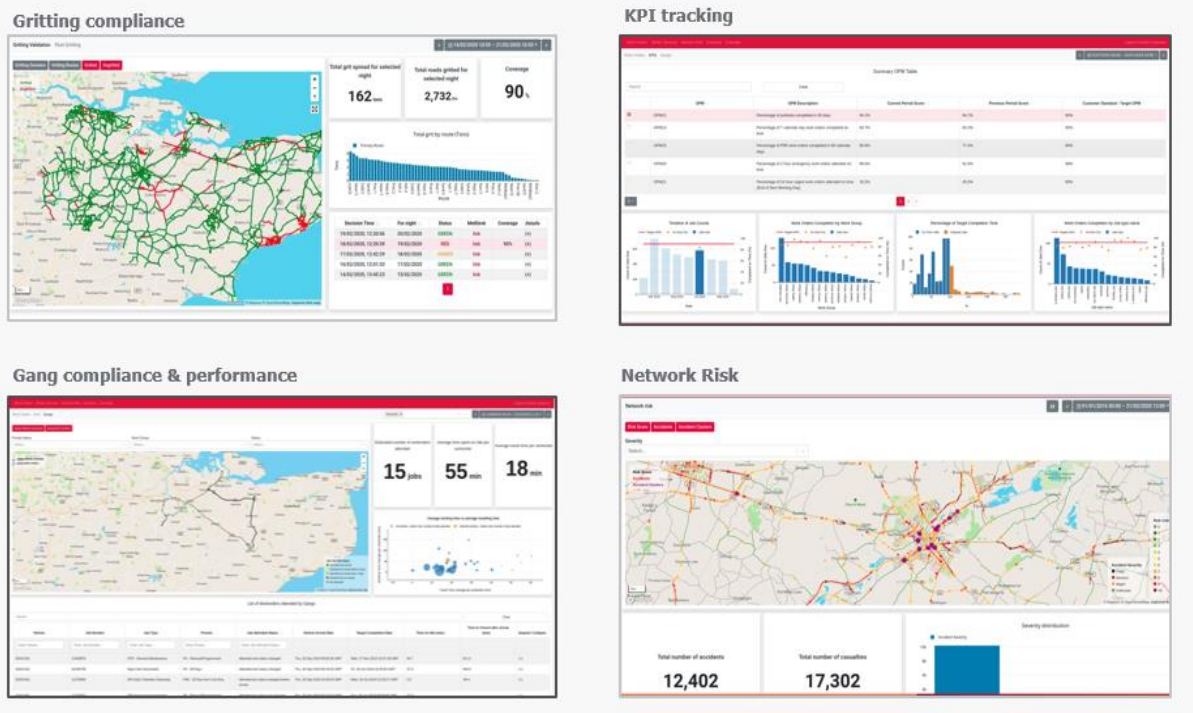
- 2.1 A capital grant of £1.975m has been awarded to KCC to develop several innovative solutions, based on the bid made to the DfT and ADEPT.
- 2.2 £500,000 was allocated to Phase 1 of the project which was completed at the end of March 2020. The balance of the budget has been allocated to Phase 2 of the project, with Phase 3 focusing on producing the project report for ADEPT. The identified contingency has been revised to £150,000 from £190,000.
- Other funding options – Included in the KCC/Amey bid to ADEPT was the ability to access additional funding for appropriate projects by making application to the Kent Lane Rental Fund (KLRf). This approach was well received by ADEPT as a significant advantage to the project and had the potential to increase the innovations that could be trialled. Throughout the life of the LL programme, the project team will be assessing any innovations that

fit the KLRF criteria and submit bids accordingly. To date two applications have been made and one project has been successful – Route Reports – in being awarded £150,000 (see para 4.1 below).

3. Phase 1

- 3.1 Workstream development - Phase one focused on scoping the challenges in service delivery faced by the various services in highways, including, highways asset management, traffic schemes delivery, major projects, public transport, drainage and street lighting. This work involved extensive staff/stakeholder engagement and data discovery and from these the development of workstreams. This stage of the project has proved to be very productive. Managers across Highways and Transportation were instrumental in identifying key areas of the service where technology and data analytics can improve their area of the service. This led to over 80 ideas being generated and from these 25-30 innovations have been identified and are being worked on for future development. The current list is showing at Appendix A.
- 3.2 Access to data sources has proved challenging and much work has been done by the project team to ensure that the right data has been obtained in order to meet the use cases identified by managers.
- 3.3 Operational platform – this is one of the key deliverables of the project and during phase one initial development was completed, utilising existing data sources and analytics. The platform has been demonstrated to managers and staff and their feedback has been used to revise and enhance the functionality. A beta version is being prepared for a limited number of staff to trial in real time. (Diagram below)

Phase 1 output examples (Quick wins)



4. Phase 2

4.1 Phase 2 has got off to a good start despite a few workstreams being delayed due to Covid 19 [some of the sensor/camera trials were related to traffic counts and due to low levels of traffic during lockdown there was little value in carrying out these trials. These trials will now be carried out later in the year]. Technology trials are being developed from the work done during phase 1 and some innovation trials have started, and others are imminent as outlined below:

- **Confirm data integration** almost complete with 'go-live' date by mid July 2020
- **Development** - Mobilisation of network risk workstream to support scheme planning and development (developing a tool to support planning of safety and other highway schemes, which will integrate third party data e.g. Predina, alongside others), arboriculture, and the new winter data gathered from the 120 mobile sensors deployed along the primary salting network two years ago.
- **Gully sensor trials:** Four types of gully sensors are being trialled side by side in a range of gullies across the county. All of these are now in the ground (Map16, kaarbontech, UKFDA and Amey) and the data derived from them will be used to develop two core outcomes: a) sensor tech response evaluation report; and b) sensor tech value-add proposition review which will enable the project team to assess how efficient and cost effective these sensors are and whether to recommend further development or wider deployment.
- **Routereports** – This technology is a video and telematics defect identification system (e.g. potholes) that will be installed in 20 vehicles -12 highways vans and 8 Arriva buses and will go live for gathering data in mid-July. There will be

an ongoing process of developing the detection algorithm for around 6 months with productive output being available around March 2021.

- **Gipave** – this is a Graphene enhanced asphalt in road scheme delivery, with the potential to offer significant gains in strength and lifespan over current methods in use throughout the UK. The enhanced asphalt is produced by Iterchimica S.R.L – a company based in Italy, who use Graphene pellets melted into bitumen to create an asphalt material that has been shown to deliver in the region of a 150% improvement in the lifespan of the road material compared with traditional methods. The material is being used in a resurfacing scheme in East Hill Dartford and will be laid alongside traditional materials for comparison purposes. The scheme will be completed by 3rd July 2020 (see Appendix B).
- **Strategic Platform** - a mobile based prototype was presented to the LL project board on 22nd June and further work is needed to reposition the platform as a digital change programme for customer engagement. This will involve work with the Corporate Communications Team and KCC Digital Services.

4.2 The project team have also been engaging with the SME market to find the best technology solutions for delivering innovations within the project.

4.3 Workstreams will continue to be developed during the life of the project with successful ones taken forward and lessons learnt from any that fail at the proof of concept stage.

4.4 The project team has also met with other Live Labs across the country to share the work that we are doing and to learn from each other.

5. Phase 3

5.1 The final stage of the project will focus on business transformation including:

- Implementation of business change
- Agile platform refinement in relation to the operational and strategic platforms
- Establish performance measures
- Embed enduring support model to ensure that technological benefits can where possible be proposed as business as usual

5.2 Additionally, all LL projects must produce a final report on the project for ADEPT and this will also be completed during Phase 3.

6. Conclusion

6.1 The Live Labs project has got off to a good start with phase 1 successfully delivered and phase 2 progressing the workstreams identified so far. The joint project team is working very well, with the Amey consultants delivering high quality work and providing the analytic specialism critical for the success of the overall programme. Over the next few months more technology trials will be deployed and analysed. Development of the operational and the strategic platforms will continue and business use cases for these tools will be consulted on. This intelligence-led approach to asset management could lead

to significant benefits to the service in terms of efficiencies, network resilience and customer experience.

7. Recommendation

- 7.1 Members are asked to note the progress of the project and the plans for phase 2.

Contact details

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Appendices:

Appendix A – Workstream development

Appendix B – Gipave - Graphene enhanced asphalt, road scheme delivery

Background documents:

1. ADEPT Live Labs Highway Assets Data-Led Management Solution
<https://democracy.kent.gov.uk/ecSDDisplay.aspx?NAME=SD5862&ID=5862&RPID=36248645>
2. ADEPT Live Labs Prospectus
<https://democracy.kent.gov.uk/ecSDDisplay.aspx?NAME=SD5861&ID=5861&RPID=36248647>

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Workstream overview (not exhaustive)

Quick wins Technology Trials Analytics

Service streams

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Features

<i>Pavements</i>	Pavement age visualisation	Computer vision asset capture	Telematics asset capture	Drone-based asset capture	Pothole remediation optimisation	Early intervention strategy	End of life degradation modelling
<i>Winter Maintenance</i>	Gritting compliance & monitoring	Road freezing prediction model	Route optimisation				
<i>Lighting</i>	Power usage & carbon calcs	Fault response performance	Crime correlation				
<i>Inspections</i>	Steward vehicle tracking	Performance analysis	Scheduling optimisation				
<i>Operational Maintenance</i>	Gang vehicle tracking	W/O efficiency & KPIs	Gang deployment optimisation				
<i>Schemes</i>	Existing crash/risk data visualisation	Computer vision traffic counting	Computer vision near miss assessment	Scheme prioritisation	Scheme evaluation		
<i>Drainage</i>	Multiple sensor live assessment	Risk-based remediation					
<i>Air Quality</i>	Dynamic AQ risk model						
<i>Network Risk</i>	Dynamic network risk model						
<i>Traffic</i>	High quality traffic data						

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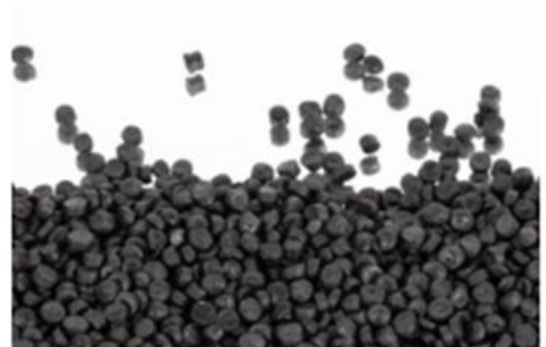
Kent County Council set to trial sustainable graphene asphalt on roads

Thom Morris / 1 day ago

A trial of an extra-strong resurfacing material is being carried out by Kent County Council to prevent potholes and cracks for longer.

Gipave, a graphene-enhanced asphalt, is being used in Dartford and is less likely to soften in the heat or harden and crack in colder temperatures.

If successful, it is hoped the durable material will be rolled out across the county, lowering the costs to the council for maintenance as well as reducing carbon emissions and the amount of disruption to road users.



KCC Cabinet Member for Highways and Transport Michael Payne said: "We'll be trialling 350m of this new material on East Hill in Dartford, alongside a further 350m with traditional surfacing, and we very much look forward to seeing the results.

"Work will start today (Thursday) and we'll be laying it on the western side which we've chosen to give the material a rigorous test due to the nature of the road layout and gradient.

"Once work is complete on July 2, we'll be closely monitoring the scheme to see how it holds up against traffic, the summer and the winter weather. We will also be carrying out laboratory testing to have a comparison against traditional

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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 – 17 July 2020

Subject: DfT Emergency Active Travel Fund

Classification: Unrestricted

Summary: This paper provides an update on the DfT's Emergency Active Travel Fund.

Recommendation(s):

The Environment and Transport Cabinet Committee is asked to note the content of the report.

1 Background

- 1.1 On the 9th May 2020 the Secretary of State for Transport announced that the Government would be providing funding to enable Local Highway Authorities to implement Active Travel schemes to make roadspace safer and more accommodating for pedestrians and cyclists as the UK emerges from lockdown. The funding announcement on 27th May indicated that Kent could be allocated a total of up to £8.1million.
- 1.2 On 28th May officers were advised this funding would be allocated in two 'tranches' and would require the submission of a pro-forma. The detail of the requirements and expectations for the second tranche is still unknown. DfT also advised all Authorities that they must submit a proforma for the first tranche (£1.6m for KCC) within 6 working days by Friday 5th June. Only upon the success of this bid would the tranche 1 funds be allocated.
- 1.3 On Friday 26th June the DfT advised we had been successful in our submission and were to receive the full £1.6m of funding (grant letter to follow). This is confirmation that our submission was fully in line with the objectives of the fund; to facilitate active travel in light of the pandemic and to 'lock in' the benefits of the increased active travel we have seen.
- 1.3 DfT remind us that works must start on site within 4 weeks of receipt of funding and completed within 8 weeks. We are still awaiting guidance on Tranche 2 funding (on both criteria and timelines) and the DfT have asked us to be even more ambitious with the next stage of proposals.

2 The Report

- 2.1 Officers will need to respond very quickly to this allocation, to ensure compliance and strengthen our position regarding the opportunities for the remaining £6.4million. With the DfT requirements in mind officers have highlighted the proposals which can be implemented with temporary measures and within 8 weeks of the funding arriving. These schemes include:

ASH	Re-purpose carriageway to pop	Elwick Road, Ashford – Temp road closure and footway widening
ASH	Re-purpose carriageway to pop	A2042 New Street, Somerset Road and Mace Lane – pop up cycle lane
CANT	Modal Filter	St Dunstan’s Street modal filters and footway widening
CANT	PROW	Improvements to the Crab and Winkle cycleway
C’WIDE	Cycle improvement schemes	Footway siding out and vegetation clearance
C’WIDE	PROW	Public rights of way improvements
C’WIDE	School schemes	Safer Travel to School schemes, such as Drapers Mill
C’WIDE	Reactive Signs/Barriers	COVID Signs and barriers bought at risk
DART	Repurpose carriageway to pop	Lowfield Street 2-way segregated cycle route
DOVER	Other	parking near castle
DOVER	Repurpose carriageway to pop	A256 Maison Dieu Road – pop up cycle lane
F&H	Cycle improvement schemes	Phase 4B cinque ports cycle route scheme
G’SHAM	Repurpose carriageway to pop	Milton Road, Gravesend – footway widening / pop up cycle lane
MAID	Modal Filter	Earl Street, Maidstone – road closure
MAID	Repurpose carriageway to pop	King Street cycle scheme
SEV	Repurpose carriageway to pop	A25 Bradbourne Vale Road – pop up cycle lane
SWALE	20 scheme	Faversham town wide 20
T WELLS	20 scheme	Tunbridge Wells TC 20
T&M	20 scheme	Tonbridge town wide 20
T&M	Repurpose carriageway to pop	A26 Pembury Road to Brook Street – pop up cycle facilities
T.WELLS	Cycle improvement schemes	A26 light segregation of Phase 1
T.WELLS	Modal Filter	Reynolds Lane–road closure/access only to encourage use by foot
T.WELLS	Modal Filter	Tunbridge Wells High Street One way to provide wider footways
T.WELLS	Modal Filter	Commercial Road, Paddock Wood One way to provide wider footw
THANET	20 scheme	Margate town centre 20mph
THANET	Modal Filter	Harbour Street and Albion Street, Broadstairs –point closures
THANET	Repurpose carriageway to pop	Station Road, Westgate – One way to provide additional space

2.2 These schemes have come from the long database of suggestions compiled over many years from various sources including Member requests, suggestions from the public, local transport strategies, customer enquiries and district and borough walking and cycling plans.

2.3 The first tranche of works has only been able to include the schemes that are deliverable with this funding in these very tight timescales. Considerations such as road space availability, utility works and Traffic Regulation Orders are key constraints to note. There is still work to do to confirm if the schemes listed above will all be deliverable as this is very recent announcement from Government. Once confirmed and confidence around delivery in Tranche 1 is in place the relevant County Members will be informed of any work proposed in their areas.

2.4 In line with the commitment made by the Cabinet Member, shared at the Scrutiny committee, Members are welcome to submit further ideas which can help formulate an expansive list for Tranche 2. Officers have made contact with all County Members to share the long list and invite additional comments and suggestions.

3 Next Steps

3.1 Subject to successful delivery of the tranche 1 works, we hope to be in a position to secure the 2nd tranche of funding from the DfT of up to £6.4 million. Until a response is received from the DfT we cannot indicate the timescales for commencement of works for tranche 2 works. Officers are not in a

position to be able to prioritise or apply any sort of criteria to the database of schemes to guide Members until the DfT provide guidance on how tranche 2 will be assessed and allocated. We have been advised that tranche 2 is likely to be subject to a “proportionate” business case submission. Once this process becomes clearer we will share details with members.

4 Recommendation(s)

The Environment and Transport Committee is asked to note the content of the report.

Contact details

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From: Michael Payne, Cabinet Member for Highways and Transport
 Simon Jones, Director of Highways Transportation & Waste

To: Environment and Transport Cabinet Committee – 17 July 2020

Subject: Fleet Services for Highways, Transport and Waste

Future Pathway of Paper: For information only to the Environmental & Transport Cabinet Committee

Electoral Division: Whole of Kent

Summary: This report details new contractual arrangements for the provision of a complete end to end fleet management service provided by Commercial Services. Members are asked to note the contents of this report.

Recommendation:
 The Environment and Transport Cabinet Committee is asked to note the content of this report.

1.0 Background

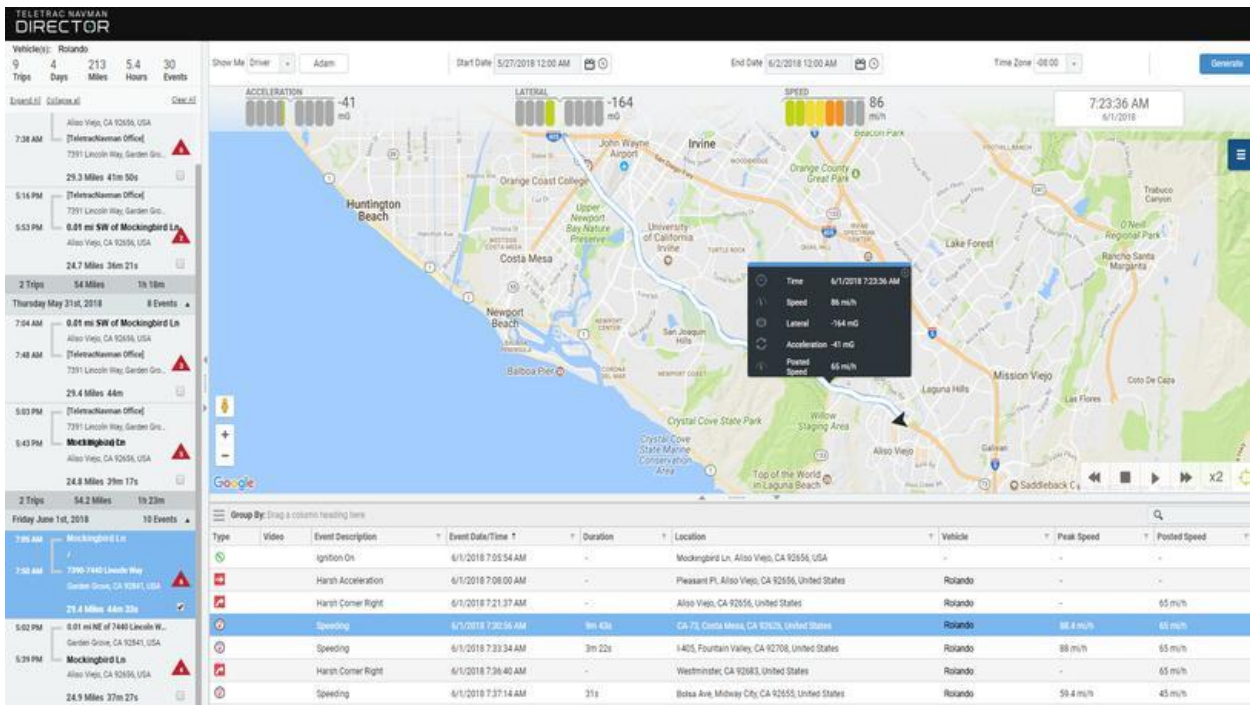
- 1.1 Highways, Transport and Waste current operate the following vehicle fleet comprising:
 - 25 cars - four are hybrid, the remainder latest Euro6c diesel powered vehicles
 - 140 vans – these are latest Euro 6c diesel powered vehicles
- 1.2 This has been managed and administered by HTW’s Business Services team directly but using a disparate supply network.
- 1.3 This work entailed vehicle ordering and disposal, taxing, issuing of fuel cards, routine servicing and the purchase of consumables, vehicle tracking and the monitoring of driver’s licences – but was considered limited as it relied upon multiple contracts administered by various personnel.
- 1.4 Strategic Commissioning was tasked with co-ordinating consistent fleet management arrangements across the County, where an appropriate supplier was sought to deliver a dedicated Fleet Management service.
- 1.5 It was expected that the new supplier would not only build upon the established operating model that had been developed by HTW but to also seek opportunities to bring new and best in class innovation where possible.
- 1.6 As the existing vehicle fleet agreement was expiring, the opportunity arose to consider professionalising and packaging the fleet service into one contract which would provide efficiencies of scale, improvements to operational management and to modernise the fleet recognising Kent County Council’s Energy and Low Emissions

Strategy. This model would be the approach for all of the County's fleet requirements.

2.0 Scope of Supply

- 2.1 Following market engagement and a wider service needs analysis a detailed commissioning process was undertaken.
- 2.2 The market engagement process identified opportunities to standardise vehicle specifications, consolidate vehicle numbers and types in order to allow manufacturers to offer better deals against set vehicle specifications, rather than the service specifying vehicle makes and fuel options.
- 2.3 The initial commissioning process was led by a small working group led by Strategic Commissioning and other internal fleet users such as HTW. This considered the commercial value that the external market could bring to KCC.
- 2.4 It was established that the external market would utilise the same supplier framework that was already available to KCS Professional Services (CSKL). As such it was decided to enter discussions with CSKL.
- 2.5 The outline tender specification was developed by the working group and KCS Professional Services (CSKL) developed a commercially viable offer.
- 2.6 This offer provided:
 - Administrative efficiency as cost and financial responsibility is no longer spread across departments producing multiple payments.
 - A centralised reporting and account management across the whole fleet.
 - A single point of vehicle management.
 - Methods and tools to improve vehicle use maximising operational productivity.
 - Visible tracking of vehicle progress during the sourcing, delivery, servicing and maintenance.
 - A single leasing company is used, providing aggregation of vehicle volumes, type and size.
 - Removal of HTW staff needing to engage with multiple suppliers, opposed to the single fleet administrator that support all elements of the service.
 - The current service is available 24/7/365 rather than during office hours previously.
- 2.7 The new Managed Vehicle Service contract was awarded by HTW in March 2020 for a period of 5 years, there is an opportunity for this new service to be offered to all KCC services requiring vehicles.
- 2.8 This contract provides a range of enhanced fleet supply and administration services including:
 - a. Provision of vehicle types so that the service can chose the most commercially or environmentally efficient

- b. Monitoring of use through bespoke reports such as usage, mileage, expenditure, insurance claims etc
- c. Measuring contractor performance, order fulfilment, customer satisfaction provision of agreed services such as maintenance services, temporary vehicle replacement, MOT and full breakdown services
- d. Accident management services and driver licence checks
- e. Driver engagement to include tracking and reporting driver performance to improve economy and supporting safe remote working, penalty notices – example below of report



- 2.9 This contract will improve the availability, reliability and effectiveness of the operational fleet whilst ensuring staff safety.
- 2.10 It supports HTW move toward the model with the primary focus being productivity, efficiency and reliability of supplier performance.
- 2.11 The new service will also provide operational efficiencies and mitigates risks and issues found with the previous approach to fleet management.

3.0 Schedule and Performance

- 3.1 Performance monitoring review / meetings will be held quarterly by HTW's Commercial Operations Manager and the designated Fleet Manager employed by Commercial Services.
- 3.2 Key Performance Measures have been defined, these include the responsiveness of new order fulfilment, supply of all secondary maintenance services, temporary vehicle replacement, quality of invoicing and real-time access to all telematics data

3.3 Additional control over operational use has been incorporated to ensure that individual vehicles do not exceed contractual mileage thresholds which could introduce additional charges.

3.4 The focus is on availability and reliability of the fleet and CSKL will:

- Administer and manage vehicle management for all types of vehicles including servicing, re-calls, fuel cards, breakdown cover and monitoring consumable cost.
- Provide local workshops/suppliers in strategic locations throughout the county for the timely and effective delivery of all servicing, repairs and accident management.
- Provide a dedicated Account Manager to support HTW drivers, responding quickly to phone calls, providing expert and immediate advice covering all aspects of the service including maintenance, penalty management, MOT and insurance claims
- Provide management information to demonstrate performance of each vehicle, journey and routine improvements opportunities etc
- Provide detailed financial information of cost expenditure and vehicle performance.
- Include vehicles with market leading telematics to improve fleet utilisation, increased fuel efficiency, strengthen driver speeding compliance and manage risks effectively.
- Provide information to inform how the fleet may be able to embrace greater levels of environmentally sustainable vehicles over the next five years.

4.0 Financial Implications:

4.1 The fleet management costs for management of HTW's fleet of 165 vehicles is £48k per annum, this is budgeted and funded via the HT&W Management and Commercial Operations, the contract tenure of five years has been agreed. This is a new budget expenditure for an enhanced service.

4.2 This contract will allow operational indirect savings to be delivered through a more efficient administration of fleet management service and will also reduce potential down time of front-line personnel when vehicles are off-road

5.0 Conclusion

5.1 The commissioning of marks a step change in efficient and effective fleet management.

- 5.2 It fully supports both KCC environmental and sustainable operational aspirations, whilst providing a blueprint for fleet users of KCC to utilise
- 5.3 HTW are the first to secure an enhanced vehicle management service via Commercial Services. Therefore, the opportunity exists for other services within KCC to develop bespoke services with CSKL.
- 5.4 Therefore, the opportunity exists for other services within the Authority to develop bespoke services that suit its' operational requirements with CSKL.
- 5.5 Finally, by use of the extensive telematics and monitoring systems improved management information is now available. This allows continuous improvement across our fleet, increasing productivity and reducing emissions whilst protecting both staff and residents alike.

6.0 Recommendation

The Environment and Transport Cabinet Committee is asked to note the contents of this report.

7.0 Contact details.

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From: Benjamin Watts, General Counsel
To: Environment and Transport Cabinet Committee on 17 July 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 six months)
Strategic Delivery Plan Monitoring	Bi-Annual (every six months – November & May)

TUESDAY 15 SEPTEMBER 2020

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	Kent Resource Partnership (invite guest speakers to present)	NO	11/02/2020	
7	Performance Dashboard (Standing Item)	NO		
8	Risk Register			was due to go in March – deferred due to Covid
9	Bus Feedback Portal update (six monthly)	NO		Deferred from July (Covid)
10	Rail Action Plan for Kent (PROVISIONAL)	TBC	19/03/20	approval sought for draft RAPK for consultation - Stephen Gasche
11	Kent Design Guide	YES		
12	Inter Authority Agreements		25/06/20	
13	ENTC pass extension			
14	Medway Flood Relief	NO		was due May with rep from EA to also attend and speak to report 9Covid And change of Minister caused delay in bringing it to Committee)
15	Winter Service Policy	NO		
16	Heritage Strategy			
17	Annual Equality and Diversity Report (Annual item)	NO		Deferred from July (Covid)
18	Work Programme (Standing Item)	NO		
	EXEMPT			

19	Contract Management (Standing Item)	NO		
THURSDAY 12 NOVEMBER 2020				
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	Strategic Delivery Plan (Bi-Annual)	NO		
8	Budget Consultation (Annual)	NO		
9	Work Programme (Standing Item)	NO		
	EXEMPT			
10	Contract Management (Standing Item)	NO		
TUESDAY 12 JANUARY 2021				
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 (six monthly)	NO		
8	Work Programme (Standing Item)	NO		
	EXEMPT			
9	Contract Management (Standing Item)	NO		
THURSDAY 18 MARCH 2021				
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	Work Programme (Standing Item)	NO		
8	Rail Action Plan for Kent		19/03/20	E&TCC approval sought for final draft RAPK & consultation report & EQIA report - Stephen Gasche

	EXEMPT			
9	Contract Management (Standing Item)	NO		

Items for Consideration that have not yet been allocated to a meeting
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18/00037 - M2 Junction 5	Date TBC
Dover Fastrack (Key Decision)	Date TBC
North West Maidstone Transfer Station	Requested at E&T Cabinet Committee on 16 July 2019.
Natural Capital	Date TBC
Road Crossing Patrol Policy (Decision)	Date TBC
Tunbridge Wells Transport Strategy	Date TBC
Update report on the North West Maidstone Transfer Station	Date TBC - Requested at E&TCC on 16 July 2019
Update report on Serious Organised Crime	Date TBC - Requested at E&TCC on 16 July 2019
Update report on Brexit	Date TBC - Requested at E&TCC on 16 July 2019
Brexit (update report)	Date TBC - Requested at E&TCC on 10 October 2019
Proposed Adoption of the Kent Downs AONB Management Plan 2019 – 2024 (key decision)	Date TBC

