

ENVIRONMENT & TRANSPORT CABINET COMMITTEE

Wednesday, 5th July, 2023

10.00 am

Council Chamber





AGENDA

ENVIRONMENT & TRANSPORT CABINET COMMITTEE

Wednesday, 5 July 2023 at 10.00 am
Council Chamber, Sessions House, County Hall,
Maidstone.

Ask for: **Matt Dentten**
Telephone: **03000 418 381**

Membership (16)

- Conservative (12): Mr S Holden (Chairman), Mr N J Collor (Vice-Chairman), Mr N Baker, Mr T Bond, Mr D Crow-Brown, Mr M Dendor, Mr A R Hills, Mrs S Hudson, Mr H Rayner, Mr A Sandhu, MBE, Mr D Watkins and Mr M Whiting
- Labour (2): Ms M Dawkins and Mr B H Lewis
- Liberal Democrat (1): Mr I S Chittenden and Mr A J Hook
- Green and Independent (1): Mr M Baldock

UNRESTRICTED ITEMS

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

- 1 Introduction
- 2 Apologies
- 3 Membership
- 4 Interests
- 5 Previous Minutes (Pages 1 - 12)
- 6 Verbal updates by Cabinet Members and the Corporate Director
- 7 Performance Dashboard (Pages 13 - 24)
- 8 Household Waste Recycling Centre Review - Consultation document (to follow)
- 9 BSIP Plus - Verbal update
- 10 Environment Agency guidance on managing Polyfluoroalkyl Substances - Presentation

- 11 Feasibility of temporary road closure actions - Report (Pages 25 - 30)
- 12 Road Conditions - Update (Pages 31 - 40)
- 13 23/00066: A28 Sturry Link Road - Compulsory Purchase Order (Pages 41 - 58)
- 14 Work Programme (Pages 59 - 62)

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

Tuesday, 27 June 2023

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 Tuesday, 23 May 2023.

PRESENT: Mr S Holden (Chairman), Mr N J Collor (Vice-Chairman), Mr N Baker, Mr T Bond, Mr I S Chittenden, Mr D Crow-Brown, Ms M Dawkins, Mr M Dendor, Mr A R Hills, Mr M A J Hood, Mrs S Hudson, Mr B H Lewis, Mr A Sandhu, MBE and Mr M Whiting

ALSO PRESENT: Mr D L Brazier (Cabinet Member for Highways and Transport) and Miss S J Carey (Cabinet Member for Environment)

IN ATTENDANCE: Mr S Jones (Corporate Director of Growth, Environment and Transport), Ms H Chughtai (Director of Highways and Transportation), Mr M Smyth (Director of Environment and Waste) and Mr M Dentten (Democratic Services Officer)

UNRESTRICTED ITEMS**144. Declarations of Interest by Members in items on the Agenda**
(Item 4)

No declarations were made.

145. Minutes of the meeting held on 7 March 2023
(Item 5)

RESOLVED that the minutes of the meeting held on 7 March 2023 were an accurate record and that they be signed by the chairman.

146. Verbal Updates by Cabinet Members and Corporate Director
(Item 6)

1. Miss Carey and Mr Brazier reminded the committee that their quarterly portfolio briefings, on Environment and Waste and Highways and Transport respectively, had been circulated to members ahead of the meeting and provided an overview of recent developments.
2. Mr Brazier provided a verbal update. He began by reassuring members regarding the collapse of the A226 at Galley Hill, Swanscombe that local people had been kept informed, particularly on the diversion of bus routes. He made the committee aware of the forthcoming closure the B2163 through Leeds for six months, whilst South East Water replaces a 500m length of water main and assured members that KCC Highways would work with the company to prevent congestion in Leeds and the surrounding villages. He explained that the Department for Transport had confirmed that KCC would be awarded £2.3m of BSIP Plus funding. It was noted that he had visited

Tunbridge Wells to inspect a recently completed public realm scheme, which included extensive active travel infrastructure. He concluded his update by explaining that government had offered KCC £12m capital and £750,00 revenue funding to create a network of on-street charging points.

3. Mr Jones provided a verbal update. He drew members' attention to the positive impact of Low Carbon Across the South and East (LoCASE) and its 285 projects. He informed the committee that KCC had planted over 50,000 trees between December 2022 and March 2023, and had made a bid to government's Local Authority Treescapes Fund. He noted that an announcement that KCC would be the responsible authority for the development of the Kent and Medway Local Nature Recovery Strategy was anticipated from the Secretary of State for Environment, Food and Rural Affairs. Additional information on the measures put in place by KCC concerning the A226 at Galley Hill, Swanscombe was provided. Concerning highway surface defect repairs, he explained that over 5,000 repairs and 6,000sqm of patches had been completed since the start of the financial year. He added that an automated machine, Pothole Pro, was being piloted in the county, with a view to a second being acquired if successful. He noted that the Department for Transport had allocated KCC £1.6m from the latest £200m Active Travel Fund tranche, with a focus on boosting children walking or cycling to school. It was also explained that a suitability trial had been undertaken by the safer active journeys team who were working with Team Rubicon to deliver scooter training to children in years one, two and three across 20 Kent primary schools. He concluded by confirming that Operation Brock had been implemented ahead of the Whitsun bank holiday.

RESOLVED to note the updates.

147. Decisions taken between Cabinet Committee meetings (Item 7)

1. Mr Brazier explained that he had taken key decision 23/00027 (Bus Service Improvement Plan (BSIP) Grant Funding), which permitted receipt of £18,985,735, split as £12,454,840 capital and £6,530,895 revenue, grant funding from the Department for Transport between meetings in order to meet the deadline for acceptance set by the Department. Concerning key decision 23/00033 (Acceptance of Additional Government Pothole Funding) which permitted receipt of £6,054,800 from the Department for Transport for pothole and patching highway repairs, he explained that the decision had been taken between meetings to allow officers sufficient time to award contracts to address the increased high demand levels for repairs and patching following severe weather.
2. The chairman asked how KCC's additional government pothole funding allocation compared to peer authorities. Mr Jones reassured members that KCC's allocation had been consistent with neighbouring authorities, with the allocation based on highway network length. He noted that government were being lobbied to provide further funding in the following year's budget.

RESOLVED to note that decisions 23/00027 (Bus Service Improvement Plan Grant Funding) and 23/00033 (Acceptance of Additional Government Pothole Funding)

were taken between meetings of the Cabinet Committee in accordance with the process set out in the Council's constitution.

148. Performance Dashboard

(Item 8)

David Whittle (Director of Strategy, Policy, Relationship and Corporate Assurance) was in attendance for this item.

1. Mr Whittle introduced the sixth performance dashboard for 2022/23, up to March 2023. He confirmed that of the 17 key performance indicators within the remit of environment and transport, 8 had been RAG rated green, 6 amber and 3 red, which compared to 13 rated green in March 2022. He addressed the 3 red indicators, explaining that HT01 (Potholes repaired in 28 calendar days) saw a drop in performance due to the adverse weather between December to February, which resulted in a higher demand for repairs and contractor difficulties in recruiting experienced staff. He reminded members that WM01 (Municipal waste recycled and composted) as well as WM03 (Waste recycled and composted at HWRCs) continued to be impacted by in-year regulatory changes. The proposed key performance indicators for 2023/24 were addressed, with it noted that 3 indicators, DT05 (Percentage of HWRC voucher applications completed online), EPE 14 (Greenhouse gas emissions (KCC estate/services and Traded Companies) in tonnes, to measure progress towards Net Zero by 2030) and EW1 (Percentage of statutory planning consultee responses submitted to the local planning authority within 21 days) had revised targets. HT13 (Priority Enquiries completed within 20 working days) and WM10 (Customer satisfaction with HWRCs) were highlighted as new indicators.
2. Mr Jones agreed to investigate the plausibility of indicators for measuring the average time for repairing potholes and completing street work, following comments from Mr Baker and Mr Bond.

RESOLVED to note the Performance Dashboard and comment on the KPIs and targets proposed for 2023/24.

149. 23/00048 - Waste Treatment and Final Disposal Contracts

(Item 9)

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

1. Miss Carey introduced her proposed key decision to tender and award a new contract for an initial 3-year period with an option to extend for up to 2 years, for the receipt and processing of bulky waste and other waste types related to the scope of these contracts; and delegate authority to the Director of Environment and Waste to award and enter appropriate contractual arrangements as necessary to implement the decision.
2. Mr Beaver clarified following a question from Ms Dawkins, that the bales produced under the contract would be sold by the contractor for use in electricity generation.

RESOLVED to endorse the Cabinet Member for Environment on the proposed decision:

- i. to tender and award a new contract for an initial 3-year period with an option to extend for up to 2 years, for the receipt and processing of bulky waste and other waste types related to the scope of these contracts; and
- ii. delegate authority to the Director of Environment and Waste to award and enter appropriate contractual arrangements as necessary to implement the decision.

150. 23/00052 - Works Asset Management System Contract Award
(Item 10)

Robert Clark (Procurement and Commercial Manager) was in attendance for this item.

1. Mr Brazier introduced his proposed key decision to award the Works Asset Management System (WAMs) contract to Brightly Software Limited from 28th June 2023, for a period of 3 years, with potential for a 1-year extension until 27th June 2027; and delegate authority to the Director for Highways and Transportation to take other relevant actions, including but not limited to finalising the terms of and entering into required contracts or other legal agreements, as necessary to implement the decision.

RESOLVED to endorse the Cabinet Member for Highways and Transport on the proposed decision to:

- a) award the Works Asset Management System (WAMs) contract to Brightly Software Limited from 28th June 2023, for a period of 3 years, with potential for a 1-year extension until 27th June 2027; and
- b) delegate authority to the Director for Highways and Transportation to take other relevant actions, including but not limited to finalising the terms of and entering into required contracts or other legal agreements, as necessary to implement the decision.

151. 23/00038 - Fastrack Electrification - Land matters
(Item 11)

Jacqui Elliott (Public Transport Project Manager) was in attendance for this item.

1. Mr Brazier introduced his proposed non-key decision to authorise the Director of Infrastructure in consultation with the Corporate Director of Growth Environment and Transportation to agree all necessary contractual arrangements relating to land and property matters to facilitate the Fastrack Electrification schemes at Thameside and Dover. He explained that the decision was required to purchase land to allow for the instalment of static components at strategic points on the Fastrack routes.

2. Ms Elliott confirmed, following a question from the chairman, that no compulsory purchase orders would be required to implement the decision.

RESOLVED to endorse the Cabinet Member for Highways and Transport on the proposed decision to authorise the Director of Infrastructure in consultation with the Corporate Director of Growth Environment and Transportation to agree all necessary contractual arrangements relating to land and property matters to facilitate the Fastrack Electrification schemes at Thameside and Dover.

152. 23/00053 - Maintain Kent Travel Saver Price in 2023/24 and Revised Price Uplift Cap in Future Years
(Item 12)

Phil Lightowler (Head of Public Transport) was in attendance for this item.

1. Mr Brazier introduced his proposed key decision to agree for financial year 2023/24, to maintain the cost of the standard travel pass at £450 and the low-income pass at £120, through the use of funding provided by the Government's National Bus Strategy; to maintain the current instalments process; to maintain the current £10 administration fee for those paying via instalments on a standard pass; to maintain the current sibling offer, where family who have more than two children eligible for the Kent Travel Saver, will pay no charge for any additional pass beyond two; to maintain the current free pass arrangement for those in care, carers, and care leavers; and for future years, increases in the cost of the standard and/or the low-income pass to match forecasted operator cost inflation. He explained that BSIP revenue funding would be used to maintain the price of the passes and that the cost beyond the financial year was to be determined.
2. Mr Bond asked whether dialogue was planned with bus operators to discuss alternative subsidised bus passes if the Kent Travel Saver would not be financially viable in future years. Mr Brazier stated that bus operators had not fully recovered from the negative impact of the pandemic and that there was little room to negotiate alternative subsidised pass arrangements.

RESOLVED to endorse the Cabinet Member for Highways and Transport on the proposed decision, to agree:

- a) For financial/academic year 2023/24, to maintain the cost of the standard travel pass at £450 and the low-income pass at £120, through the use of funding provided by the Government's National Bus Strategy.
- b) To maintain the current instalments process.
- c) To maintain the current £10 administration fee for those paying via instalments on a standard pass.
- d) To maintain the current sibling offer, where family who have more than two children eligible for the KTS, will pay no charge for any additional pass beyond two.
- e) To maintain the current free pass arrangement for those in care, carers, and care leavers.
- f) For future years, increases in the cost of the standard and/or the low-income pass to match forecasted operator cost inflation. Whereas in previous years, increase in pass cost was capped at 5% of the gross costs of the scheme.

153. 23/00054 - Capital Drainage Framework

(Item 13)

Robert Clark (Procurement and Commercial Manager) was in attendance for this item.

1. Mr Brazier introduced his proposed key decision to agree the Capital Drainage Framework for a maximum of four years; and provide the Corporate Director of Growth, Environment and Transport delegated authority to procure and enter into appropriate contractual arrangements for the provision of capital drainage works or other legal agreements, as necessary to implement the decision.

RESOLVED to endorse the Cabinet Member for Highways and Transport on the proposed decision to:

- a) agree the Capital Drainage Framework for a maximum of four years; and
- b) provide the Corporate Director of Growth, Environment and Transport delegated authority to procure and enter into appropriate contractual arrangements for the provision of capital drainage works or other legal agreements, as necessary to implement the decision.

154. 23/00042 - Kent Minerals and Waste Local Plan 2024-39 and Updated Kent Mineral Sites Plan

(Item 14)

Sharon Thompson (Head of Planning Applications Group) was in attendance for this item.

1. Miss Carey introduced her proposed key decision to approve and publish for public consultation evidence relating to an update of the Kent Minerals Sites Plan, for a minimum six-week period of public consultation in line with Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012; approve and publish for public consultation further proposed changes to the Kent Minerals and Waste Local Plan 2024-39 and associated supporting evidence, for a minimum six-week period of public consultation in line with Regulation 18 of the Regulations; agree revised timetables for preparation of the Kent Minerals and Waste Local Plan 2024-39 and updated Kent Minerals Sites Plan to be published in an updated Minerals and Waste Local Development Scheme; and delegate to the Corporate Director of Growth, Environment and Transport the authority to approve any non-material changes to the consultation documents in consultation with the Cabinet Member for Environment prior to their publication for consultation. She thanked members of the cross-party Kent Minerals and Waste Local Plan 2024-39 Informal Members Group for their work and support.
2. Mrs Thompson provided a technical overview of the proposal. She explained that there was a statutory requirement to review Minerals and Waste Local Plans every five years. It was noted that public consultation was sought on changes to the strategy, hard rock minerals sites plan, and local development scheme timetable. She highlighted the proposals to remove the strategic site

allocation at Norwood Quarry, Sheppey for the landfill of hazardous waste and remove the provision for the management of non-hazardous residual waste produced in London, owing to London's plan to be self-sufficient in the management of such waste by 2026. She emphasised that no decision had been taken on the allocation of new hard rock sites.

3. Following a question from the chairman, Mrs Thompson confirmed that the alternative to a new hard rock site in Kent would be import to meet the county's needs, which would incur a significant increase in carbon emissions.

RESOVLED to endorse the Cabinet Member responsible for the Minerals and Waste Local Plan in respect of her decision to:

- i. approve and publish for public consultation evidence relating to an update of the Kent Minerals Sites Plan, for a minimum six-week period of public consultation in line with Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012 (the Regulations);
- ii. approve and publish for public consultation further proposed changes to the Kent Minerals and Waste Local Plan 2024-39 and associated supporting evidence, for a minimum six-week period of public consultation in line with Regulation 18 of the Regulations;
- iii. agree revised timetables for preparation of the Kent Minerals and Waste Local Plan 2024-39 and updated Kent Minerals Sites Plan to be published in an updated Minerals and Waste Local Development Scheme; and
- iv. delegate to the Corporate Director of Growth, Environment and Transport the authority to approve any non-material changes to the consultation documents in consultation with the Cabinet Member for Environment prior to their publication for consultation.

155. Household Waste Recycling Centre Review

(Item 15)

This item was considered following item 8 (Performance Dashboard).

Mr Anthony Hook (Member for Faversham), Mr Tom Cannon (Member for Maidstone Central), David Beaver (Head of Waste Management) and Hannah Allard (Waste Business Development Manager) were in attendance for this item.

1. Miss Carey introduced her report which detailed the savings required at Household Waste and Recycling Centres, in line with KCC's medium term financial plan. Key considerations, including three potential options identified were highlighted. It was noted that closing sites for two days per week had been discounted as an option as it would not deliver the savings required.
2. Mr Hook addressed the committee. He raised concerns that the report contained insufficient information on the financial impact and bearing on other HWRCs of the potential options to inform member consideration and the public consultation. In relation to the potential closure of Faversham HWRC cited in option 2 and 3, he warned that routes from Faversham to the nearest

alternative HWRCs would involve travel through Air Quality Management Areas (AQMA).

3. Members commented that further information was required to fully understand the long-term impact of the proposed options, factoring in projected population growth in the county. Reassurance was sought that the consultation process would be open and transparent.
4. Ms Dawkins moved and Mr Lewis seconded a motion that the Cabinet Committee “recommend that the Cabinet Member for Environment delay consultation until feasibility studies have been carried out into the introduction of repair shops at Household Waste Recycling Centres and an inhouse waste pick up service.”
5. Miss Carey responded by commenting that it was unlikely that the proposed measures recommended in the amendment would realise the required savings.
6. Mr Beaver noted the operational changes reported to the committee in January which included bag splitting and the introduction of trade waste handling. He added that the experiences of other authorities had indicated that repair shops did not yield significant savings and required initial capital investment which was not currently available.
7. Members voted on the motion. The motion was lost.
8. Mr Sandhu commented that HWRCs played an important role in helping households manage their waste and improve recycling. He warned that decreasing the number of sites could lead to an increase in fly tipping and place an additional burden on district councils as waste collection authorities.
9. In relation to option 2, Mr Chittenden raised concerns that closure of Tovil, Maidstone HWRC would increase congestion in Maidstone. Mr Cannon addressed the committee, adding that closure of Tovil HWRC would negatively impact Maidstone’s waste infrastructure and stressed that any options considered should be fully future proofed to take account of housing and population increases.
10. Concerning the considerations detailed in all 3 potential options cited in the report, the vice-chairman and Mr Crow-Brown asked that further information be provided on the rationale for closing the Richborough HWRC. It was noted that significant development was planned in the sites vicinity.
11. Mr Chittenden moved and Mr Lewis seconded a motion that the Cabinet Committee “recommend that the Cabinet Member for Environment consider further alternative options to those cited in the report.”
12. Members voted on the motion. The motion was lost.
13. The chairman moved and Mr Whiting second a motion that the Cabinet Committee “recommend that the Cabinet Member for Environment:

- a) form an informal working group of the committee to consider the information contained within the consultation document; and
- b) report the consultation document to the next meeting of the committee.”

14. Members voted on the motion. The motion passed.

RESOLVED to recommend that the Cabinet Member for Environment:

- a) form an informal working group of the committee to consider the information contained within the consultation document; and
- b) report the consultation document to the next meeting of the committee.

156. Highway Term Maintenance Service Commissioning Programme Update *(Item 16)*

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

1. Mr Brazier introduced the report which gave an update on KCC’s Highways Term Maintenance Contract, which was due to expire on 31 August 2023, confirmed that a new commissioning programme to replace this contract was expected to take 27-months and outlined the market risks identified.
2. Mr Jones provided further information on the reasons that reprocurement of the contract which would commence in August 2026 and align with the winter service requirements was being pursued, which included current market uncertainty and financial advantages.
3. The chairman emphasised that it was important that alternative options be explored.
4. Mr Chittenden commented that highways maintenance material and labour costs continued to increase and that suggested approach was sensible.
5. In response to a question from Ms Dawkins, Mr Loosemore confirmed that monthly board meetings were held with the contractor to review performance, which included performance standards. He noted that there were financial incentives which could be imposed on contractors for poor performance.

RESOLVED to note and comment on the report.

157. Temporary Road Closures Update Report *(Item 17)*

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

1. Mr Brazier introduced the report which updated the committee on the position regarding temporary road closure applications and the actions taken since the previous report to the committee on 8th November 2022.

2. The chairman moved and Mr Lewis seconded a motion that the Cabinet Committee “note the report and recommend that the Cabinet Member for Highways and Transport investigate the feasibility of the following measures for reducing the number of road closures in Kent:
 1. Roads should only be closed when workers are present unless the works go all the way across the carriageway.
 2. Whenever possible roads should be reopened when workers are not present such as at weekends and after hours.
 3. Every road closure permit issued should have a condition of late evening work and weekend work to shorten the period of disruption.
 4. The works on a site should be staged so that work which does not need closure is done before moving to the one metre safety rule needing closure on the opposite carriage way.
 5. There must be better coordination between the main contractors whose schedules should be rearranged so that when one works behind road closed signs as many others as possible do their work at the same time.
 6. Discover ways to get around the one metre rule, for instance with ramps on pavements or verges, allowing traffic to move partly over them.
 7. There should be more unannounced inspections of diversions with penalties for inadequate signage and routing.”
3. The motion was agreed without a vote.
4. Mr Brazier agreed to provide an updated report to the committee’s next meeting, taking account of the recommendations and whether or not the suggestions would be implementable, factoring in legal and safety considerations.

RESOLVED to note the report and recommend that the Cabinet Member for Highways and Transport investigate the feasibility of the following measures for reducing the number of road closures in Kent:

1. Roads should only be closed when workers are present unless the works go all the way across the carriageway.
2. Whenever possible roads should be reopened when workers are not present such as at weekends and after hours.
3. Every road closure permit issued should have a condition of late evening work and weekend work to shorten the period of disruption.
4. The works on a site should be staged so that work which does not need closure is done before moving to the one metre safety rule needing closure on the opposite carriage way.
5. There must be better coordination between the main contractors whose schedules should be rearranged so that when one works behind road closed signs as many others as possible do their work at the same time.
6. Discover ways to get around the one metre rule, for instance with ramps on pavements or verges, allowing traffic to move partly over them.

7. There should be more unannounced inspections of diversions with penalties for inadequate signage and routing.

158. Work Programme

(Item 18)

RESOLVED to agree the Work Programme.

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From: David Brazier, Cabinet Member for Highways and Transportation
 Susan Carey, Cabinet Member for Environment
 Simon Jones, Corporate Director for Growth, Environment and Transport

To: Environment & Transport Cabinet Committee – 5 July 2023

Subject: Performance Dashboard

Classification: Unrestricted

Summary:

The Environment and Transport Cabinet Committee Performance Dashboard shows progress made against targets set for Key Performance Indicators (KPIs). The latest Dashboard includes data up to March/April 2023.

Nine of the eighteen KPIs achieved target for latest performance and are RAG rated Green. Four KPIs were below target but did achieve the floor standard and are RAG rated Amber. Five KPIs were below floor standard and are RAG rated Red.

Recommendation(s):

The Environment and Transport Cabinet Committee is asked to NOTE the Performance Dashboard.

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 first report for the 2023/24 financial year.

2. Performance Dashboard

2.1. The Dashboard provides a progress report on performance against target for the Key Performance Indicators (KPIs) for 2023/24 where we have data for this financial year, or 2022/23 where we do not. The current Environment and Transport Cabinet Committee Performance Dashboard is attached as Appendix 1.

2.2. The current Dashboard provides results up to the end of March/April 2023.

2.3. KPIs are presented with RAG (Red/Amber/Green) ratings to show progress against targets. Details of how the ratings are generated are outlined in the Guidance Notes, included with the Dashboard in Appendix 1.

- 2.4. One of the six KPIs in Highways & Transportation achieved target for latest month performance and was RAG rated Green. Two were below target but above floor standard and are RAG rated Amber, these are: Faults reported by the public completed in 28 calendar days, and Customer satisfaction with service delivery (100 Call Back). Three were below floor standard and are RAG rated Red, these are: Potholes repaired in 28 calendar days; Emergency incidents attended to within 2 hours; and the new KPI on Priority (Member) enquiries completed within 20 working days.
- 2.5. All three digital take-up indicators in Highways and Transportation were RAG rated Green.
- 2.6. Five of the nine indicators for Environment and Waste were above target and are RAG rated Green. Municipal waste recycled and composted, and Household Waste recycled and composted remain below their floor standards and are RAG rated Red. The other two Household Waste Recycling Centre (HWRC) indicators, namely Waste recycled or composted and wood converted to energy, and Customers satisfied with HWRC services, remain below target but above floor standard, and so are RAG rated Amber.

4. Recommendation(s):

The Environment and Transport Cabinet Committee is asked to NOTE the Performance Dashboard.

5. Contact details

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Relevant Director: Simon Jones
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Environment and Transport Performance Dashboard

Financial Year 2023/24

Results up to March/April 2023

Page 15

Produced by Kent Analytics



Guidance Notes

Data is provided with monthly frequency except for Waste Management and Greenhouse Gases where indicators are reported with quarterly frequency and as 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. Instead, they are tracked within an expected range represented by Upper and Lower Thresholds. The Alert provided for Activity Indicators is whether they are within their expected range or not. Results can either be within their expected range (**Yes**), or **Above** or **Below** their expected range.

Key Performance Indicators Summary

Highways & Transportation	Monthly RAG	YTD RAG
HT01 : Potholes repaired in 28 calendar days (routine works not programmed)	RED	RED
HT02 : Faults reported by the public completed in 28 calendar days	AMBER	AMBER
HT04 : Customer satisfaction with service delivery (100 Call Back)	AMBER	AMBER
HT08 : Emergency incidents attended to within 2 hours	RED	RED
HT12 : Streetlights, illuminated signs and bollards repaired in 28 calendar days	GREEN	GREEN
HT14 : Priority (Member) Enquiries completed within 20 working days	RED	RED

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	GREEN

Environment & Waste	RAG
WM01 : Municipal waste recycled and composted	RED
WM02 : Municipal waste converted to energy	GREEN
WM01 + WM02 : Municipal waste diverted from landfill	GREEN
WM03 : Waste recycled and composted at HWRCs	RED
WM04 : Percentage of HWRC waste recycled and wood converted to energy at biomass facility	AMBER
WM08 : Overall score for mystery shopper assessment of HWRCs	AMBER
EW2 : Greenhouse Gas emissions from KCC estate (excluding schools)	GREEN
EW1 : Percentage of statutory planning consultee responses submitted within 21 days	GREEN
DT05 : Percentage of HWRC voucher applications completed online	GREEN

Division	Corporate Director	Cabinet Member
Highways & Transportation	Simon Jones	David Brazier

Key Performance Indicators

Ref	Indicator description	Jan-23	Feb-23	Mar-23	Apr-23	Month RAG	Year to Date	YTD RAG	Target	Floor	Prev. Yr
HT01	Potholes repaired in 28 calendar days	77%	79%	69%	79%	RED	79%	RED	90%	80%	76%
HT02	Faults reported by the public completed in 28 calendar days	88%	84%	84%	80%	AMBER	80%	AMBER	90%	80%	84%
HT04	Customer satisfaction with service delivery (100 Call Back)	91%	94%	89%	93%	AMBER	93%	AMBER	95%	85%	94%
HT08	Emergency incidents attended to within 2 hours	92%	95%	93%	90%	RED	90%	RED	98%	95%	94%
HT12	Streetlights, illuminated signs and bollards repaired in 28 calendar days	93%	98%	96%	*	GREEN	N/a	GREEN	90%	80%	95%
HT14	Priority (Member) Enquiries completed within 20 working days	44%	52%	13%	23%	RED	23%	RED	85%	75%	74%

* Not available at time of reporting.

HT01 – The period since December has been challenging due to the adverse weather, including periods of snow, prolonged ice in winter followed by heavy rain in spring, resulting in higher demand for repairs. The term maintenance contractor (Amey) continues to arrange additional resources, but market price increases and difficulties in recruiting experienced staff remain as issues. The Highways Management team continues to work with Amey to ensure performance gets back to the target level. The average number of days to repair a pothole in 2022 was 24, this is the highest for several years.

HT02 – Similar issues outlined above affected performance for this KPI. The wet weather continued to impact on road conditions into spring resulting in high demand on highway services.

HT04 – This KPI is based on a sample survey of 100 customers who made an enquiry relating to basic highway service and repairs that have reached a complete status in the last month. Negative feedback has related to outstanding issues and where temporary pothole repairs have been made rather than permanent ones. All feedback has been sent to the service Managers for them to investigate.

HT08 – The service experienced a total of 1,473 emergency call outs between January and April, compared to 847 call outs in the same period last year. This increase in demand likely led to drop in performance. Out of the 1,473 emergency call outs, 1,359 were successfully attended to within 2-hours.

HT14 – This area of work is now under a newly centralised team within the Deputy Chief Executive’s Department who work closely with the Highways & Transportation Division. The very low performance is in part due to addressing a backlog of cases which have exceeded the 20-day target, as it is only once a case is closed that it gets included in the KPI calculation. Between December 2022 and February 2023 more cases were being opened than closed, but since March, more cases have been closed each month than opened (293 closed compared to 172 opened). Performance should therefore start to improve if this trend continues and, with additional staff resource being brought in, changes to improve processes can be moved forward.

Activity Indicators

Ref	Indicator description	Dec-22	Jan-23	Feb-23	Mar-23	Apr-23	Year to Date	In expected range?	Expected Range	
									Upper	Lower
HT01b	Potholes repaired (arising from routine faults reported)	801	806	2,622	1,867	1,487	1,487	Yes	1,700	1,300
HT02b	Routine faults reported by the public completed	5,251	8,181	12,110	6,212	9,048	9,048	Above	5,500	4,500
HT06	Number of new enquiries requiring further action (total new faults)	9,220	16,067	7,584	11,358	10,331	10,331	Above	6,600	5,000
HT07	Work in Progress (active enquiries/jobs) - end of month snapshot	7,318	10,536	8,571	10,277	11,181	N/a	Above	6,400	5,400
HT13	Streetwork permits issued	10,599	11,231	14,466	15,298	*	N/a	N/a	14,100	11,600

* Not available at time of reporting.

HT02b – The number of faults completed remains high following severe winter weather, and wet spring.

HT06 – Enquiries which require further action remain high, again owing to the weather.

HT07 – Work in progress has risen above expected levels especially for drainage, potholes and the winter service, again due to the weather.

HT13 - In 2022/23 there were 394 occasions where works either overran their permit duration or signage was left on site. Penalties were applied on these occasions.

Division	Corporate Director	Cabinet Member
Highways and Transportation	Simon Jones	David Brazier

Digital Take-up indicators

Ref	Indicator description	Jan-23	Feb-23	Mar-23	Apr-23	Year to Date	YTD RAG	Target	Floor	Prev. Year
DT01	Percentage of public enquiries for Highways Maintenance completed online	76%	67%	74%	75%	75%	GREEN	60%	50%	65%
DT03	Percentage of concessionary bus pass applications completed online	88%	75%	70%	78%	78%	GREEN	75%	65%	75%
DT04	Percentage of speed awareness courses bookings completed online	88%	88%	91%	89%	89%	GREEN	85%	75%	86%

Division	Corporate Director	Cabinet Members
Environment & Waste	Simon Jones	Susan Carey

Key Performance Indicators - Rolling 12 months except WM04 (YTD from 1st April 2022) and WM08 (Quarterly)

Ref	Indicator description	Mar-22	Jun-22	Sep-22	Dec-22	Mar-23	RAG	Target	Floor
WM01	Municipal waste* recycled and composted	45%	44%	43%	42%	42%	RED	50%	45%
WM02	Municipal waste* converted to energy	54%	55%	56%	57%	58%	GREEN	49%	44%
01+02	Municipal waste* diverted from landfill	99.2%	99.2%	99.2%	99.2%	99.8%	GREEN	99%	95%
WM03	Waste recycled and composted at Household Waste Recycling Centres (HWRCs)	61%	55%	48%	43%	42%	RED	50%	45%
WM04	Percentage HWRC waste recycled/composted & wood converted to energy at biomass facility	New indicator	67%	66%	66%	65%	AMBER	70%	65%
WM08	Overall score for mystery shopper assessment of HWRCs	97%	93%	96%	95%	96%	AMBER	97%	90%

* This is waste collected by Districts, and by KCC via HWRCs.

WM01 – Recycling and composting is being negatively affected by the loss of wood recycling at HWRCs which, due to Environmental Regulation, must now be processed as waste to energy. There have also been lower volumes of organic waste than expected this year, following dry summer weather, with 15% less garden waste collected between May and August 2022 compared to 2021. The 50% target for this KPI is within the Kent Joint Municipal Waste Strategy agreed by the Kent Resource Partnership and those Collection Authorities with Inter Authority Agreements with KCC do achieve better rates of recycling.

WM03 – Lower volumes of garden waste due to dry summer weather and the regulatory position, whereby HWRC wood can no longer be recycled, continue to impact this measure.

WM04 – Although wood waste volumes have been within expectations, the lower-than-expected volume of organic waste has also impacted on this KPI.

WM08 – This assessment creates insight to appraise the levels of customer service offered by Contractors. Latest performance is one percentage point below target. There have been lower than expected scores in the 'Entering The Facility' and 'Facility Standards' sections. The two key areas for focus and improvement are ensuring there is a consistent 'meet and greet' operative at the entrance to sites and making sure sites are clean and well maintained.

Division	Corporate Director	Cabinet Members
Environment & Waste	Simon Jones	Susan Carey

Activity Indicators (Rolling 12 months, except WM09)

Ref	Indicator description	Mar-22	Jun-22	Sep-22	Dec-22	Mar-23	In expected range?	Expected Range Upper Lower	
WM05	Waste tonnage collected by District Councils	584,371	575,765	562,301	557,149	554,919	Yes	570,000	550,000
WM06	Waste tonnage collected at HWRCs	95,616	97,326	93,128	93,778	94,612	Below	120,000	100,000
05+06	Total waste tonnage collected	679,987	673,091	655,428	650,927	649,531	Below	690,000	650,000
WM07	Waste tonnage converted to energy at Allington Waste to Energy Plant	334,601	330,283	320,213	318,090	323,263	Below	347,250	327,250
WM09	Wood Tonnage converted to energy at Biomass Facility (Year to date from April 2022)	New indicator	5,973	11,446	16,470	22,047	Yes	23,250	20,250

WM06 – The volume of waste taken to HWRCs is around two-thirds of pre-pandemic levels¹. Cross border usage is at its lowest with less than 2% of visitors to HWRCs now living outside of Kent, compared with 6% in 2018. This is largely due to a new policy to charge non-Kent residents for using these services. Good levels of booking capacity exist which is spread evenly throughout the day, with higher demand at weekends. On-the-day bookings remain available at all sites.

WM07 – Volumes at Allington are lower than expected, but reflect the decline in waste volumes overall, and are now at a similar level to pre-pandemic.

¹ This excludes hardcore volumes which have been affected more by the introduction of price charging since 2019 than the pandemic.

Division	Corporate Director	Cabinet Member
Environment & Waste	Simon Jones	Susan Carey

Key Performance Indicator (rolling 12-month total, reported one Quarter in arrears)

Ref	Indicator description	Sep-21	Dec-21	Mar-22	Jun-22	Sep-22	Dec-22	RAG	Target	Floor
EW2	Greenhouse Gas emissions from KCC estate (excluding schools) in tonnes	16,601	16,774	17,353	15,611	15,224	14,726	GREEN	17,362	19,098

EW2 – Greenhouse gas emissions were lower than the previous quarter. KCC continues to see substantial electricity generation from Bowerhouse II solar farm which is substantially offsetting our estates emissions to the value of 2,064 tCO₂e. Emissions reductions remain ahead of the target, mainly down to Bowerhouse II offset, placing KCC in a strong position to deliver KCCs 2022/23 emissions savings.

Key Performance Indicators (monthly)

Ref	Indicator description	Nov-22	Dec-22	Jan-23	Feb-23	Mar-23	Year to Date	YTD RAG	Target	Floor
EW1	Percentage of statutory planning consultee responses submitted within 21 days	97%	98%	97%	96%	96%	95%	GREEN	85%	76%
DT05	Percentage of HWRC voucher applications completed online	100%	100%	99%	99%	99%	99%	GREEN	98%	90%

From: David Brazier Cabinet Member for Highways and Transportation
 Haroona Chughtai Director of Highways and Transportation

To: Environment & Transport Cabinet Committee Meeting – 5th July 2023

Subject: Feasibility of temporary road closure actions – Update Report

Key decision: No

Classification: Unrestricted

Past Pathway of Paper: N/A

Future Pathway of Paper: N/A

Electoral Division: All Districts.

Summary: This report updates Members on the feasibility of options put forward by the Chairman at the committee meeting on 23 May 2023 to address concerns with the disruption and number of closures across the County.

Recommendation:

The Cabinet Committee is asked to note the details of this report and actions being taken, regarding Temporary Road Closures across the county.

1. Introduction

- 1.1 A report detailing the Temporary Road Closure Application process and the statutory and associated regulatory process was presented to Environment and Transport Cabinet Committee on 23rd May 2023.
- 1.2 The recommended action at the last committee was to investigate the feasibility of options put forward by the Chairman, in response to the presented report. These included:
 - a) Roads should only be closed when workers are present unless works go all the way across the carriageway.
 - b) Whenever possible roads should be reopened when workers are not present, such as weekends and after hours.
 - c) Every road closure permit issued should have a condition of late evening work and weekend work, to shorten the period of disruption.
 - d) The works on a site should be staged so work which does not need a closure is done before moving to the one metre safety rule needing closure on the opposite carriageway.

- e) There must be better coordination between the main contractors whose schedules should rearrange so that when one works behind road closed signs, as many others as possible do their work at the same time.
- f) Discover ways to get round the one metre rule, for instance with ramps on pavements or verges, allowing traffic to move partly over them.
- g) There should be more unannounced inspections of diversions with penalties for inadequate signage and routing.

2. Update on feasibility of options put forward

2.1 *Option (a) Roads should only be closed when workers are present unless works go all the way across the carriageway.*

2.2 Roads are only closed when there is insufficient road width to ensure the safety of workers and the public. The workers may not always be present for many reasons but the road may need to remain closed due to the excavation and insufficient width to pass safely. Road closures are generally considered a last resort, where it is not possible to maintain legislative road widths and safety zones. Before a road closure is considered, we would expect a competent contractor to explore other forms of traffic management before requesting a closure (such as traffic lights). We must also consider hidden dangers that may not be obvious at first, such as a water leak with underground washout. Whilst from the road the surface may look fine, it maybe masking a greater problem. Each road closure and the timing of closures will have to be taken on their own merits and set of circumstances. Our Streetworks teams to continue monitor this to driver performance on the network.

2.3 *Option (b) Whenever possible roads should be reopened when workers are not present, such as weekends and after hours.*

2.3 **Agreed**, where possible we encourage the road to be opened, if by doing so this does not put the public at risk. For example, if we were undertaking patching works during the evening then the road should be reopened during the daytime, as has recently happened in Benenden. This helps reduce unnecessarily prolonged closures and disruption to local communities. If, however, there are open longitudinal trenches, then this reopening the road may not be possible and the road would need to remain closed, even though no one is on site.

2.4 *Option (c) Every road closure permit issued should have a condition of late evening work and weekend work, to shorten the period of disruption.*

2.5 Whilst this is a good idea in principle, we can only request this if is reasonable to do so. We do not have the jurisdiction to insist on this on every site. In addition, consideration must be given to those residents who may front the carriageway, as we often receive complaints with regards to noise levels, especially in the evenings, when people are trying to sleep. It is a fine balance to ensure maximum productivity, against disruption caused. There may also be times when the site cannot be worked on for reasons such as concrete

curing, or with the higher road surface temperatures delaying the opening of roads.

- 2.6 ***Option (d) The works on a site should be staged so work which does not need a closure is done before moving to the one metre safety rule needing closure on the opposite carriageway.***
- 2.7 Agreed, where possible it would be sensible to undertake works that can be done without the need for a road closure first, to reduce the overall closure period. However, it may be more prudent at times, if the works require both a closure and traffic lights, to close a road entirely for a limited time to reduce overall congestion, as the works maybe able to be undertaken more quickly by utilising a closure, and therefore reducing overall congestion on the network. Once again, each site needs to be considered on its own merit and set of circumstances.
- 2.8 ***Option (e) There must be better coordination between the main contractors whose schedules should be rearranged so that when one works behind road closed signs, as many others as possible do their work at the same time.***
- 2.9 Wherever possible Kent County Council encourages collaborative working. This coordinated approach in practice can be difficult to achieve, but where possible, we look for teams to work together to minimise disruption. This is especially important for longer duration closures, as there is a greater opportunity to accommodate additional work. It would be almost impossible for emergency closures due to the lack of advance warning and the relatively short duration of the closure. As an example, Leeds village closure by South-East water will also be utilised by Southern Gas Networks along with KCC Highways, for essential maintenance. This will help reduce further disruption to our local communities and the travelling public.
- 2.10 ***Option (f) Discover ways to get round the one metre rule, for instance with ramps on pavements or verges, allowing traffic to move partly over them.***
- 2.11 Unfortunately, there is no getting round legislation and health and safety requirements, as set out in the New Roads and Streetworks Act and the Signing Lighting and Guarding Code of Practice. These are mandatory for all including Highway Authorities who undertake work on the highway. Our footways and verges are not designed and constructed for carriageway use with substantially thinner layers of asphalt. Utility apparatus will also be at a shallower depth and susceptible to damage. Any such attempt to circumnavigate legislation, which is in place for good reason, could leave the authority exposed to claims, prosecution, and increased damage to our highway assets.
- 2.12 ***Option (g) There should be more unannounced inspections of diversions with penalties for inadequate signage and routing.***
- 2.13 Following on from the road closure inspection trial, it is **agreed** this is an area where we can really make a difference to the current set up. We have already

implemented a designated Road Closure Inspector as a trial to focus on Road Closure compliance, routing, breaches of permits along with giving advice and support to future closure applications. This has proved successful. It is therefore our intention to implement this type of role permanently across the Street Works teams and work is ongoing to identify resource requirements and budget to support. This increase in resources will give us the ability to routinely check and ensure closures are managed in accordance with the permit requirements, to drive compliance, and help reduce unnecessary delays throughout the county.

- 2.14 Where issues are identified, KCC will hold performance meetings to monitor and, where necessary, drive improvement plans with work promoters on their performance to reduce the levels of non-compliance. In addition, works promoters may be subject to financial penalties for non-compliance.
- 2.15 It is hoped that this will improve the experience for Kent residents and businesses by ensuring, clear signage, quickly deployed and removed with simple and easily followed diversion routes.

3. Financial Implications

- 3.1 The introduction of additional resources for the dedicated Road Closure Inspectors is being evaluated and once established the necessary budget virements will be implemented. Exact costs at the time of this report are not yet known.

4. Legal implications

- 4.1 Temporary road closures require a legal notice to be published and this is done in accordance with the Road Traffic Regulation Act 1984 and The Road Traffic (Temporary Restrictions) Procedure Regulations 1992.
- 4.2 Statutory guidance on safety is published in the Safety at Street Works and Road Works Code of practice

5. Equalities implications

- 5.1 Not applicable as this report is for information and has no effect on policy or service standards.

6. Background Documents

- 6.1 Link to KCC web site for a Road Closure Application [Apply to close a road - Kent County Council](#)

7. Recommendation:

The Cabinet Committee is asked to note the details of this report and actions being taken, regarding Temporary Road Closures across the county.

8. Contact details

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From: David Brazier, Cabinet Member – Highways and Transport
Simon Jones, Corporate Director – Growth, Environment and Transport

To: Environment and Transport Cabinet Committee – 5 July 2023

Subject: Road Maintenance Update

Classification: **Unrestricted**

Past Pathway of report: None

Future Pathway of report: None

Electoral Division: Affects all divisions

Summary: This report describes the vital role our roads play in Kent and delivering *Framing Kent's Future* and seeks to provide the Cabinet Committee with an overview of the current status of our road assets. It also sets out the potential impact on service delivery resulting from MTFP revenue savings to our drainage budget.

Recommendation(s):

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

1. Introduction

- 1.1 There are around 5,445 miles of local roads in Kent (616 miles of A roads, 279 of B roads, 1172 of C roads and 3378 of unclassified roads), one of the largest local authority networks in the country. It includes a high-speed road network of around 119 miles which has a bespoke annual maintenance programme.
- 1.2 Uniquely, our extensive road network comprises a high proportion of classified or urban roads, many undesigned 'evolved' roads, difficult and variable geology, a large fast-growing population, and high volumes of heavy goods vehicles and other traffic as a result of our proximity to London and our position as the gateway to Europe.
- 1.3 Our local highway network is the most valuable asset we own in Kent, with a replacement value of around £24 billion. All highway assets that form a part of that network, and particularly roads, play a vital part in delivering council objectives set out in *Framing Kent's Future* by enabling safe and reliable journeys around and through the county.
- 1.4 Our roads support social wellbeing and economic prosperity. They are essential for emergency services to execute their work: policing, healthcare, fire, and emergency response provision all require an effective highway network. These services are a key part of a functioning society which cannot exist without well-maintained and well-managed roads.

1.5 Our current approach to road maintenance is set out in our [Highways Asset Management Plan for 2021/22 to 2025/26](#) (HAMP) which was formally adopted and published in July 2021. That document and its predecessors have meant we have been able to maximise available Department for Transport (DfT) capital funding, make an evidenced-based case for additional KCC investment, and consistently enable KCC to demonstrate it is not negligent as a Highway Authority so that it can put forward a defence in any claim as required under the Highways Act. This approach has particularly benefited road maintenance given that it is the largest and most valuable asset group.

1.6 The majority of road spend is on planned data-driven maintenance to prevent potholes and surface defects occurring in the first place, a key principle of asset management. In the financial year of 2022/23, our multi-pronged approach was:

- Planned road surface renewal - £30m*
- Planned road surface preservation - £10m*
- Pothole Blitz - £7m*
- Routine maintenance/safety inspections/customer enquiries – circa £8m*

* - all at 2022/23 prices

1.7 The 2021 HAMP document described what then assumed levels of DfT and KCC funding would buy in terms of future road asset condition, service levels and risk.

2. Discussion

2.1 Since 2021, there have been a number of funding and inflationary pressures, in addition to exceptional winter weather conditions, all of which have added to the challenge KCC faces in maintaining its road network, and these are discussed below. It is intended to bring a HAMP update paper to ETCC later in the year which will include detailed updated analyses which take these factors into account.

DfT Capital Funding

2.2 The level of capital funding received from the DfT is insufficient to maintain our highway assets, and KCC continues to lobby government on this matter. However, one of the main barriers to effective road maintenance is the inconsistency of DfT funding. Efficient road asset management (and reducing potholes) is dependent on certainty of both funding and approach over the medium- to long-term. The table below indicates the extent to which DfT capital funding has varied in recent years. This funding, which is to maintain all highway assets, not just roads, has not been incrementally increased over this period, either for inflation purposes or to reflect traffic or network growth.

£millions (for all assets)	2019/20	2020/21	2021/22	2022/23	2023/24
Maintenance Block Grant	21.949	21.949	15.137	15.137	15.137
Incentive Fund	4.571	4.571	3.784	3.784	3.784
Integrated Transport Block*	6.681	6.681	6.914	6.914	6.914
Pothole Funds	1.464	16.434	15.137	15.137	15.137
One-off Spring Budget					6.055
TOTAL	34.665	49.815	40.972	40.972	47.027

* - only a portion of this grant is allocated for highway maintenance

KCC Capital Funding

- 2.3 As mentioned earlier, as a result of our ability to use asset management methodology to model different outcomes, KCC investment in planned road maintenance started to rise in 2019/20. Prior to that, KCC had not contributed additional capital investment into the planned maintenance of our road network to enhance DfT grant funding. The annual budget for planned road maintenance had, compared to 2016/17 trebled by 2020/21 to around £40m, and after several years this had a positive effect, reducing the volume of contacts members received from the public on road condition matters. Even so, that level of investment was still not sufficient to maintain our roads in a steady state condition. Since then, in the last couple of years, annual budgets for planned road maintenance have reduced as a result of removing a revenue contribution to capital as a savings measure, and other adjustments.
- 2.4 At the time of writing the HAMP in early 2021, the DfT had only confirmed the levels of capital grant to be provided for highway maintenance in 2021/22, which was, in real terms, around 20% lower (around £9m) than 2020/21. KCC was able, exceptionally, to maintain existing budget levels overall in 2021/22 using one-off funding from a variety of sources. This essentially meant that a pothole blitz, which is not a core road asset management activity, could not initially be resourced in 2022.
- 2.5 In May 2022, a KCC key decision (22/00039) was made to fund a £7m pothole blitz campaign in each of 2022, 2023 and 2024. However, during 2023/24 County Council budget setting, the pothole blitz funding for 2023 and 2024 was removed as it was unaffordable given the funding constraints the Council faced. The Spring Budget delivered by the Chancellor on 15 March announced an additional £200m of national capital funding for road maintenance, resulting in a £6m allocation for Kent for potholes for 2023. There is currently no allocated funding for a pothole blitz campaign in 2024 or beyond.

Inflation

- 2.6 The highway maintenance sector has, like the wider economy, generally experienced very low levels of price inflation in recent years, typically around 2%. Consequently, inflation has not previously been included in our assessment of future road condition, not least as market competitiveness would generally counter-balance the effect of inflation at that level.
- 2.7 Since the 2021 HAMP, inflation has been higher. In 2022, an average inflation rate of around 6% was applied to our highway maintenance contracts. The

position in the last year has been much more severe with prices being affected by hyper-inflation.

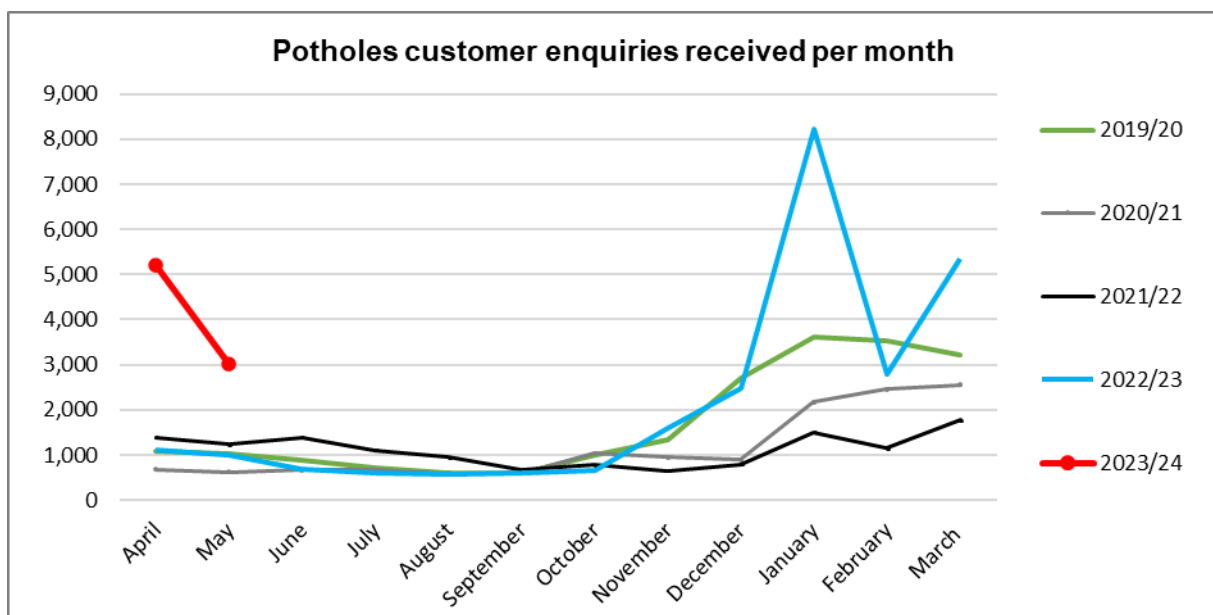
- 2.8 Given its heavy use of bituminous products, quarried aggregates and reliance on fuel use, road maintenance work has been particularly affected by high rates of inflation in 2023, affected by worldwide pressures. The price of planned road resurfacing in 2023 has increased by 30% compared to 2022. Similarly, road preservation work and reactive repair prices have increased by 20%. Neither DfT capital grants nor KCC funding have increased to reflect this significant and unprecedented pressure.
- 2.9 As a result, the quantity of road asset renewal and preservation work will reduce by almost 17% in 2023 compared to 2022, as illustrated in the table below. The 1,310,000 square metres of planned road maintenance we plan to deliver in 2023, to prevent to potholes forming in the first place, equates to around 2.7% of our road network.

Square metres	2022	2023	Reduction
Road asset renewal	470,000	350,000	25.5%
Road asset preservation	1,100,000	960,000	12.7%
TOTAL	1,570,000	1,310,000	16.5%

- 2.10 As part of our carbon reduction and climate change adaptation programmes, we intend to further increase the preservation programme as a percentage of the overall planned road maintenance programme in future years.

Winter weather

- 2.11 Kent experienced very poor weather conditions this past winter with a snow emergency in December and regular freeze-thaw weather cycles in the months that followed. The weather we experienced was the worst for a number of years leading to a significant increase in potholes enquiries from the public, five times that of recent years – see below graph.

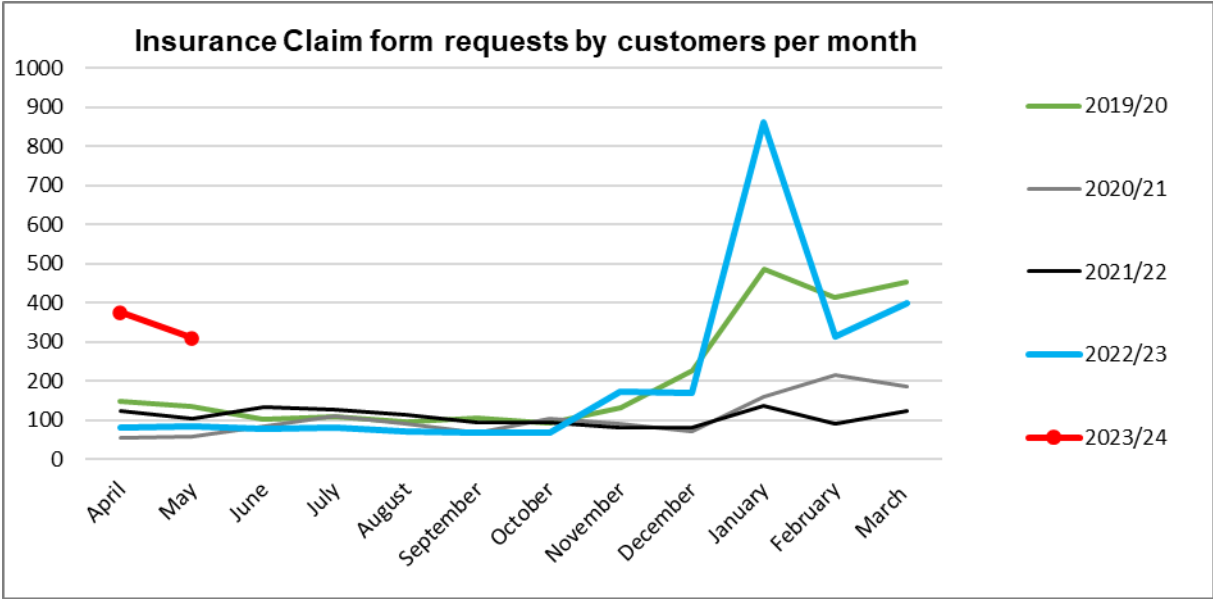


2.12 Essentially, the exceptional weather conditions had the effect of accelerating the end-of-life failure of structurally unsound or weaker roads. It is worth observing that well-maintained roads are able to withstand winter weather and this illustrates perfectly why it is important to invest before roads reach this stage of their life.

2.13 KCC’s highway stewards and highway safety inspectors responded dynamically and positively to address the huge volume of pothole reports it received, prioritising their repair using a risk-based approach. We have brought in additional resource such as JCB’s PotholePro, and are also delivering a £6m pothole blitz campaign which is due to start in early July.

2.14 As of the end of May, we estimate we have repaired around 150,000 square metres of potholes and other surface defects since December, equating to around 0.3% of the overall road network, though there is more winter damage to repair over the summer months as part of our pothole blitz campaign.

2.15 Pothole damage claims have also risen on the same scale of pothole reports – see below graph - but we continue to be able to successfully repudiate a very high percentage of these (93-97% since the start of 2023) as a result of our sound asset management and inspection regimes, as set out in the HAMP document and highway safety inspections manual.



2.16 Members may have seen media reports of concerns of a rise in fraudulent insurance claims, but we are confident that KCC has appropriate measures in place to detect false claims.

Road Condition

2.17 Roads deteriorate and fail for a number of reasons. These include heavy use (mainly by HGVs), oxidation caused by UV light, insufficient design and poor material choice, underlying geology, standing water, water ingress, and insufficient planned maintenance. Potholes will occur for a variety of reasons but the volume of them can be significantly reduced with a medium to long-term consistent investment approach as set out in the HAMP document.

2.18 Prior to the additional KCC investment mentioned in paragraph 2.3, the annual budgets for planned road maintenance in 2015/16 and 2016/17 were £16m and £13m respectively. This is reflected in a rise in the percentage of roads in poor condition in these years and those that followed – see table below - though there is some lag between investment and recorded change in condition due to the nature of the road survey regime.

% in poor condition	Year				
	2015/16	2016/17	2017/18	2018/19	2019/20
A roads	2.2%	3.3%	4.1%	4.1%	3.9%
B roads	3.2%	4.5%	5.6%	5.3%	5.8%
C roads	3.4%	4.8%	5.7%	4.7%	4.3%
U roads	20.3%	21.5%	23.2%	19.4%*	16%*

* - the condition data regime for unclassified roads changed around this time, so this does not represent a real improvement in asset condition.

2.19 The July 2021 HAMP estimated then that the backlog of road maintenance was £464m (the estimated for all highway assets was £648.6m) and that the cost of maintaining steady state road asset condition was £50.3m per annum, both at 2021 prices. It also included medium-term forecasts that, by 2025, 5.2% of A-roads, 6.6% of B&C-roads and 18% of unclassified would be in poor condition – see below table. This was based on an annual effective spend of £45m at 2021 prices, consisting of our planned road maintenance budget of £40m and reflecting that a sizeable portion of our pothole blitz campaign focusses on delivering larger repairs and is delivered mechanically as contributes to road asset management.

% in poor condition	Year				
	2021	2022	2023	2024	2025
A roads	3.8	4.7	4.9	5.1	5.2
B&C roads	4.5	5.4	5.7	6.2	6.6
U roads	17.3	17.4	17.6	17.9	18.0

2.20 Given the inflation and budget pressures mentioned earlier, officers are re-assessing those analyses, which will form part of a detailed HAMP update paper later, that will be brought to this Committee.

2.21 Applying inflation prices and using updated road condition data from our detailed survey regime, our provisional estimate is that our road maintenance backlog is currently £625m. (Our current estimate of the backlog of maintenance across all highway assets is £1,075m.) Our estimate of the average amount we would need to spend each year on planned road

maintenance at 2023 prices to keep our roads at steady state condition over the next five years is £73.3m.

2.22 In 2023/24, our planned road maintenance budget (our road asset renewal and preservation programmes) is £36.5m and taking into account our planned pothole blitz campaign we have taken the view that our *effective* annual road maintenance budget is around £39.5m leading to an annual shortfall of around £33.8m, assuming that the current level of funding broadly continues, and inflation returns to normal levels.

2.23 Officers have used that as an assumption of future annual budget to provisionally remodel forecast future road condition in advance of the detailed work that will inform that HAMP update paper – see table below.

% in poor condition	Year				
	2024	2025	2026	2027	2028
A roads	5.2	5.3	5.5	5.8	6.2
B&C roads	5.6	7.6	8.0	8.5	9.3
U roads	18.1	18.9	19.2	19.6	19.9

2.24 As expected, the percentage of the road network forecast to be in poor condition and needing maintenance is expected to increase in all categories, and particularly B and C-roads. The variance between road categories is likely because many A-roads form part of [Kent's Resilient Highway Network](#) (see map [here](#)) which we prioritise investment in, since roads on this network are considered to be those most critical to the county's resilience to extreme weather events, industrial action and major events. Unclassified roads, whilst poorer in design and more liable to winter damage usually have much lower traffic volumes.

2.25 The HAMP update paper will include more in-depth and refined modelling of different investment options. However, we have modelled the likely effect on future road condition of increasing the annual planned maintenance budget by £10m and £20m, and this is illustrated below.

Current budget + £10m per annum

% in poor condition	Year				
	2024	2025	2026	2027	2028
A roads	5.2	5.2	5.3	5.5	5.7
B&C roads	5.6	7.5	7.7	8.3	9.1
U roads	18.1	18.8	19.0	19.3	19.4

Current budget + £20m per annum

% in poor condition	Year				
	2024	2025	2026	2027	2028
A roads	5.2	5.1	5.1	5.2	5.3
B&C roads	5.6	7.3	7.6	8.2	9.0
U roads	18.1	18.7	18.8	19.0	19.0

2.26 Essentially, the basic principle is the more we invest and spend on highways asset management, the less future deterioration of highway assets we would be forecasting, resulting in fewer potholes. The opposite is true if funding is reduced or if the spending power of funding is reduced, for example through high rates of inflation.

Drainage– £1m MTFP Revenue Savings

2.27 Our drainage assets, if properly maintained and cleansed, play a vital role in maximising the lifecycle of our roads and preventing potholes. Rain gullies remove water from the road surface ensuring that the bond between bitumen and aggregates is not prematurely weakened, and effective sub-surface drainage ensures that the structural integrity of our roads is not compromised.

2.28 Early this year, given the very challenging financial landscape KCC faced, it was decided to reduce the 2023/24 drainage revenue budget by £1m as part of 2023/24 County Council budget setting. The full effect of that reduction in terms of service levels and risk assessments will be included in the HAMP update paper mentioned earlier. However, there have been a number of significant improvements and developments in the way this asset management service is delivered, and these are outlined below.

- Our Cyclical Main Road (Yearly) and Minor Road Programme, which cleanses approximately 100,000 gullies per financial year, has moved to a lump sum payment mechanism, thus putting the contractual responsibility and financial risk on the contractor to ensure this service is resourced correctly and the programme is kept on track.
- The Minor Programme is a six-year programme in which 250,000 gullies are cleansed either annually, biennially and triennially, using a risk-based approach which takes many factors into account, and ensures that gullies are not needlessly cleansed.
- The High-Speed Road Programme will also be continuing and changes have been made to ensure all assets are cleansed during each annual visit.
- We shall also be continuing to resource Kaarbontech asset management system and hardware costs, which is critical for service delivery and asset management data collection.

- 2.29 Whilst the £1m revenue reduction will not impact the above regimes, or affect our capital drainage improvement programme, it will have a significant impact on KCC's ability to deliver routine revenue repairs to drainage system issues, identified via cyclical cleansing regimes or from customer enquiry requests. KCC will continue to fulfil its statutory duties but its ability to investigate and address blockages and other issues will be further restricted. This will include fewer dig-outs of blockages, more unresolved slow or non-running gullies etc, less CCTV surveys to investigate problems, less root cutting, less pipe lining and less soakaway cleansing being carried out. The backlog of reactive works will continue to grow.
- 2.30 This has long been an under-resourced area of work and will mean that there will be more areas of unresolved localised flooding which will in turn have a negative effect on road condition and will likely lead to an increase in emergency responses to flooding if any are judged to cause a risk to highway users.
- 2.31 All customer enquires will continue to be risk-assessed to determine if cleansing is required and checked against the cyclical programmes. We are also raising emergency cost codes, when a Met Office Weather Warning has been issued, as this allows us to capture all costs from each weather event.
- 2.32 All estimates concerning backlogs, steady state funding requirements and future asset condition are provisional and subject to change as officer complete their analysis for the HAMP update paper.

3. Financial Implications

- 3.1 This paper is seeking to update committee members on our approach to road and drainage maintenance and the challenges we face and is not seeking to make any specific policy decision. It therefore does not have direct financial implications other than to identify the impacts of under-investment and budgetary savings.
- 3.2 A further HAMP update paper will be presented to this committee for a Cabinet Member key decision to be taken. This paper will reflect the effect of budget changes and inflation on the various asset condition forecasts, service level assessments and risk assessments contained in the 2021 HAMP. This update paper will inform 2024/25 budget setting.

4. Legal implications

- 4.1 We continue to follow the asset management principles set out in the HAMP document published in 2021 setting out our carefully considered approach to highway maintenance, which helps us to demonstrate that we are a competent highway authority and are fulfilling our duty under the Highways Act 1980 to maintain a safe network.

5. Equalities implications

- 5.1 There are no equalities implications.

6. Other corporate implications

6.1 N/A

7. Governance

7.1 N/A

8. Conclusions

8.1 The publication of the 2021 HAMP document, which set out our approach to road maintenance and made forecasts around future road condition, was made at a time of low and stable inflation. Since then, inflation in the highway maintenance sector has risen to very high levels, budgets have reduced and pothole number have risen as a result of poor wintry weather, resulting in bigger maintenance backlogs, larger steady state maintenance costs and bleaker asset deterioration forecasts.

8.2 We have also carried out an initial assessment of the effect of a MTFP saving taken earlier to reduce the drainage revenue budget by £1m. The main effect of this reduction will be to further reduce the ability of KCC to investigate and resolve drainage issues identified via public reports or through our cleansing regimes, and this will lead to longer backlogs and more incidences of localised flooding.

8.3 In both cases, these impacts will be fully assessed and quantified in a HAMP update paper which will come back to the committee later in the year.

9. Recommendation(s): *select relevant wording from below:*

9.1 The Environment and Transport Cabinet Committee is asked to note the contents of this update report.

10. Background Document

- Highways Asset Management Plan 2021/22 to 2025/26 - *A safer, more sustainable and more resilient highway network*

This document can be found via the following link - <https://www.kent.gov.uk/about-the-council/strategies-and-policies/transport-and-highways-policies/managing-highway-infrastructure>.

11. Contact details

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From: David Brazier – Cabinet Member for Environment & Transport
Simon Jones Corporate Director Growth, Environment & Transport

To: Environment & Transport Cabinet Committee – 5 July 2023

Decision No: 23/00066

Subject: A28 Sturry Link Road – Compulsory Purchase Order

Classification: Unrestricted

Past Pathway of Paper: None

Future Pathway of Paper: None

Electoral Division: Herne Village & Sturry, Canterbury North and Canterbury City North

Summary: Approval to use of compulsory purchase to secure the land and rights required for the scheme and to give programme certainty.

Recommendation(s):

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

To give approval to:

- i) all acts required to acquire the land and rights for the carrying out and completion of the A28 Sturry Link Road scheme, including by means of a compulsory purchase order
- ii) all acts required to provide new, or improved highways including the closure of private means of access for the carrying out and completion of the A28 Sturry Link Road scheme, including by means of a side roads order; and
- iii) give delegation to the Corporate Director of Growth, Environment & Transport in consultation with the Cabinet Member for Highways and Transport to take relevant actions including but not limited to entering into contracts and other legal agreements, as necessary to implement the decision and
- iv) confirm that other decisions in Record of Decision 18/00027 remain extant.

1. Introduction

- 1.1 The proposed A28 Sturry Link Road is a key element of new highway infrastructure that will link with development roads that together will support the consented development of 1,150 new homes at Sturry/Broad Oak. It will also indirectly support other consented strategic land allocations in Canterbury City Council's Local Plan, at Sturry, at Herne, and along the Thanet Way.
- 1.2 The scheme received planning consent in September 2021. See general arrangement plan at Appendix A.
- 1.3 The main component of the scheme is a viaduct over two branches of the Great River Stour, and the Ashford to Ramsgate railway line.
- 1.4 Tenders have been invited for a two-stage design and construction process. The preferred bidder has been notified and the contract is expected to be signed in late June 2023. There will be an initial commitment to the design phase and in particular the detailed design of the viaduct, to take advantage of the contractor's experience, to achieve construction and cost efficiencies.
- 1.5 The next critical stage is for land assembly. Negotiations have commenced and it is hoped that all land can be achieved by voluntary agreement. However, a compulsory purchase order needs to be progressed in parallel to ensure all land can be secured and to give programme certainty for a target start of construction during 2025. A compulsory purchase order is also a useful mechanism to gain title to any unknown or unregistered land, and to remove any restrictive covenants affecting use of the land.
- 1.6 A new access is being provided to a residential property, and a potential development site, and a side roads order may also be required to formally close the existing accesses.
- 1.7 At the outset of the project, a report to this Committee in May 2018, led to a range of decisions, in Record of Decision 18/00027, to enable the scheme to proceed. While this contained a specific reference to compulsory purchase, the use of compulsory purchase is a strong power available to a local authority and it is appropriate to seek an updated and explicit authority to publish and implement a compulsory purchase order.

2. The Land Required

- 2.1 The proposed extent of land to be included in the compulsory purchase order is shown on the plan in Appendix B.
- 2.2 Most of the land required is held by commercial, educational, or utility organisations, but some land is required from a residential property. Discussions have commenced with all landowners to see if compensation can be agreed, and if all land can be secured by voluntary acquisitions.

3. Legal & Policy Tests for use of Compulsory Purchase

- 3.1 The use of compulsory purchase is a strong power available to a local authority and justification for its use must satisfy numerous legal and policy tests. It is considered that, in the stringent development of the scheme, these tests are met. The details will be included in the Statement of Reasons that will be published with the Order but are summarised in the paragraphs that follow.
- 3.2 The 1,150 new homes at Sturry/Broad Oak, to be served by the scheme, is a key element within Dover District Council's adopted Local Plan Strategic Policy SP3.
- 3.3 The proposed scheme seeks to remove a significant proportion of traffic from the centre of Sturry and provide an alternative route to avoid the railway level crossing. There is no other option for the route of the viaduct crossing that would not have a greater effect on property or school sports fields.
- 3.4 Early implementation of the scheme is important so that the infrastructure is in place at the earliest opportunity and available as the number of new homes being built and occupied increases. The scheme planning permission and Local Growth Fund funding are also time limited that together requires construction to start as soon as practicable.
- 3.5 The land and rights that will be included in the compulsory purchase order are the minimum that will be necessary to deliver the scheme and have been determined by design and engineering standards, environmental measures, the requirements of statutory bodies, and for sustainable surface water drainage measures. Compulsory purchase is essential to the successful implementation of the scheme. Simply put, the scheme could not be delivered by any means which do not involve the compulsory purchase of the land and rights proposed to be acquired.
- 3.6 All necessary management, consultancy, contractor, and funding resources will be available to deliver the scheme within a reasonable timescale.
- 3.7 Apart from a small area of residential land, the scheme only requires commercial, utility, or development land. Other land is being made available through the Land at Sturry s106 agreement. Taken together, the use of compulsory purchase is fair and justified and the benefits of the scheme outweigh any interference with human rights, which would be limited. The substantial public benefits of the scheme would clearly outweigh the limited private loss involved, especially when the availability of compensation is considered.
- 3.8 The development of the scheme, including the proposals for compulsory purchase, has correctly followed all statutory procedures to date and in particular with the development of the scheme concept and route within the Local Plan, and with the grant of planning permission.

- 3.9 There are no foreseeable physical or legal impediments to implementation of the scheme and more than a reasonable prospect of the scheme going ahead.
- 3.10 While steps are being taken to acquire all the land by voluntary agreement, the formal completion of the legal aspects are often lengthy, and the County Council has no control over this timetable or certainty of completion and therefore why compulsory purchase also needs to be progressed at the same time.

4. Financial Implications

- 4.1 The most recent cost estimate based on the tender prices (January 2023) for the design and build contract is £41.6m. This has increased from the cost estimate included in the original business case (£29.6m) due to exceptional inflationary pressure.
- 4.2 The increased cost estimate is offset by the indexation on the developer contributions that will mirror any further inflationary pressures. Current funding from the Local Growth Fund and developer contributions secured by s106 agreement including indexation is £40.2m
- 4.3 There is a contingency of £3.7m within the revised budget to cover increased costs and value engineering will continue to be considered through the detailed design to take advantage of the £1.3m proposed by the successful tenderer to reduce the project costs.
- 4.4 This cost estimate includes the CPO costs, and therefore if the land is acquired through voluntary contributions; there will be further contingency within the budget.
- 4.5 Sufficient developer contributions and the Local Growth Funding are banked to enable the design phase of the design and build contract to proceed.
- 4.6 There is a break clause in the design and build contract to protect Kent should any of the developer contributions not materialise and an alternative funding source not be identified.

Funding Source	Amount	Status
LGF	£5.9m	Banked
S106 – Herne Bay GC	£0.25m	Banked
S106 - Hoplands	£1.2m	Banked, for forward funding for Highway Works– potential to include in scheme budget by deed of variation
S106 – Broad Oak	£8.8m	Development commenced - £165k banked, further £962.5k + indexation due to be invoiced
S106 - Sturry	£8.8m	Secured; not yet banked
S106 - North	£5.825m	Agreed through Heads of Terms, s106

Hersden		agreement to be signed as part of planning consent under consideration by Canterbury City Council decision anticipated Autumn 2023
S106 – Colliery Site Hersden	£2.4m	Site with planning consent and S106 signed for forward funding for £3.6m Highway Works– (£1.2m retained for other potential Highway improvements)
Indexation on s106 contributions	£7.025m	Based on forecast of the s106 developer contributions from the Broadoak, Sturry and North Hersden sites
Total	£40.2m	

4.7 As with any new highway, the costs of ongoing inspection and maintenance will be part of the ongoing management of the County wide highway asset.

4.8 Once the design phase is completed, a further report will be brought to this Committee to provide further details on the updated costs and funding arrangements, prior to seeking a new Key Decision by the Cabinet Member.

5. Policy Framework

5.1 The scheme supports the Strategic Statement Outcome 2 by reducing congestion, improving the highway infrastructure to provide more reliable journey times, and improved public transport links and accessibility, to support Kent business and housing growth and encourage economic activity to benefit the local and wider communities.

6. Equalities Implications

6.1 An updated Equalities Impact Assessment has been prepared and is included in Appendix C.

7. Local Member Consultation

7.1 Local Members have been consulted and they understand the situation and need for the use of compulsory purchase.

8. Conclusions

8.1 Good progress has been made with the scheme securing planning consent and with the two-stage design and construction contract awarded. The next step is to secure all the land required to allow the scheme to be implemented.

8.2 It is hoped that land can be secured by voluntary agreement, but this can take time and then further time to make contractually binding, and hence a compulsory purchase order is required to ensure land availability and programme certainty. The proposed compulsory purchase under the Highways Act 1980 is necessary in the public interest and there is a

compelling public interest case for making and implementing a compulsory purchase order now.

9. Recommendation(s)

Recommendation(s):

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

To give approval to:

- i) all acts required to acquire the land and rights for the carrying out and completion of the A28 Sturry Link Road scheme, including by means of a compulsory purchase order
- ii) all acts required to provide new, or improved highways including the closure of private means of access for the carrying out and completion of the A28 Sturry Link Road scheme, including by means of a side roads order; and
- iii) give delegation to the Corporate Director of Growth, Environment & Transport in consultation with the Cabinet Member for Highways and Transport to take relevant actions including but not limited to entering into contracts and other legal agreements, as necessary to implement the decision and
- iv) confirm that other decisions in Record of Decision 18/00027 remain extant

9. Background Documents

Appendix A – Scheme Plan.

Appendix B – Draft Compulsory Purchase Order plan.

Appendix C – Equalities Impact Assessment.

Appendix D – Proposed Record of Decision.

Key Decision [18/00027](#)

10. Contact details

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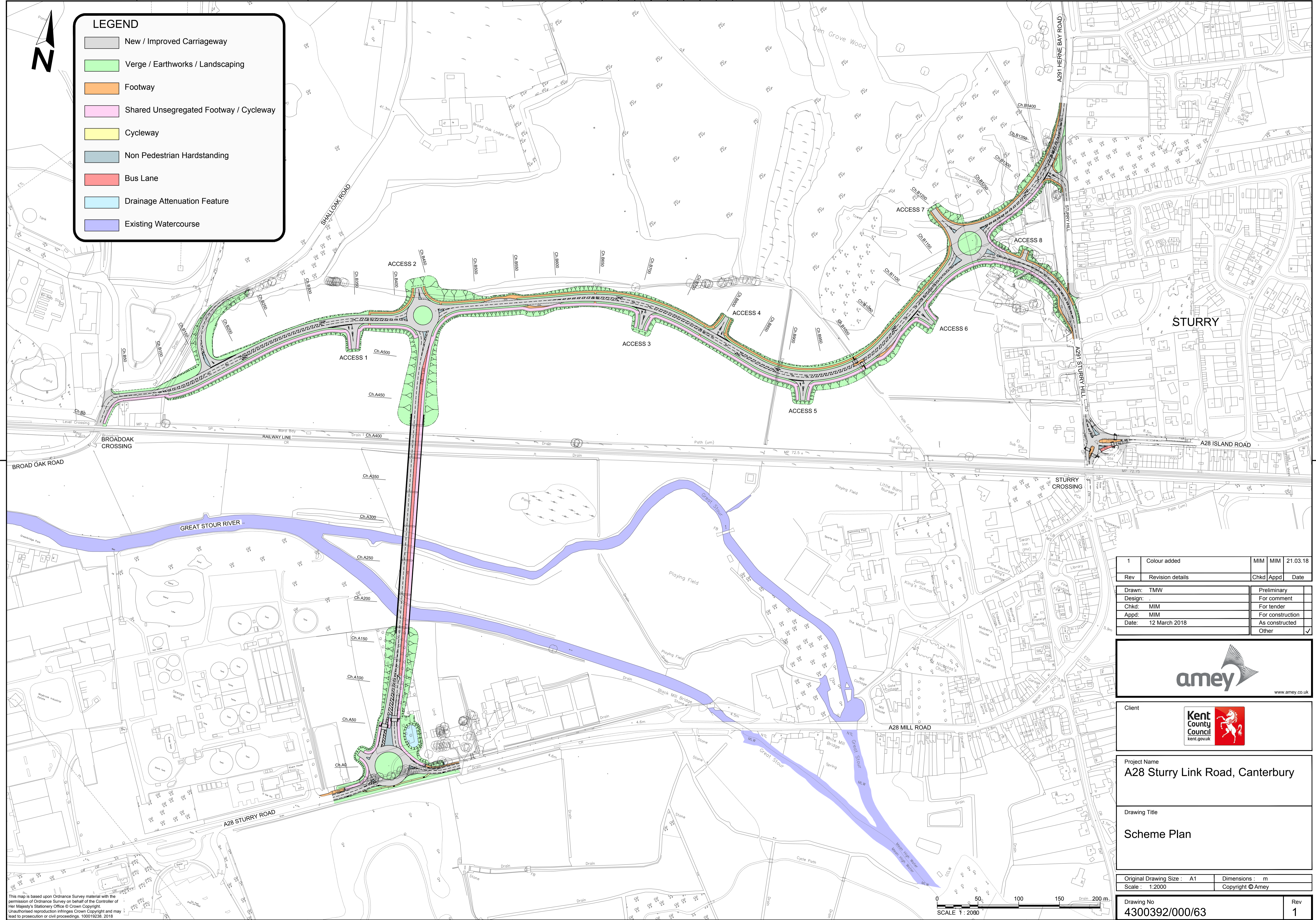
Relevant Director:
Haroona Chughtai - Director of
Highways & Transportation

haroona.chughtai@kent.gov.uk



LEGEND

- New / Improved Carriageway
- Verge / Earthworks / Landscaping
- Footway
- Shared Unsegregated Footway / Cycleway
- Cycleway
- Non Pedestrian Hardstanding
- Bus Lane
- Drainage Attenuation Feature
- Existing Watercourse



Page 47

1	Colour added	MIM	MIM	21.03.18
Rev	Revision details	Chkd	Appd	Date
Drawn:	TMW			Preliminary
Design:				For comment
Chkd:	MIM			For tender
Appd:	MIM			For construction
Date:	12 March 2018			As constructed
				Other



Client
A28 Sturry Link Road, Canterbury

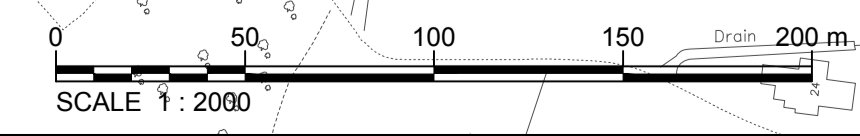
Drawing Title
Scheme Plan

Original Drawing Size : A1 Dimensions : m
 Scale : 1:2000 Copyright © Amey

Drawing No
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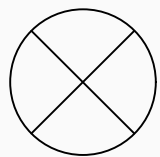
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Map referred to in The Kent County Council (Sturry Link Road) (Compulsory Purchase) Order 2023

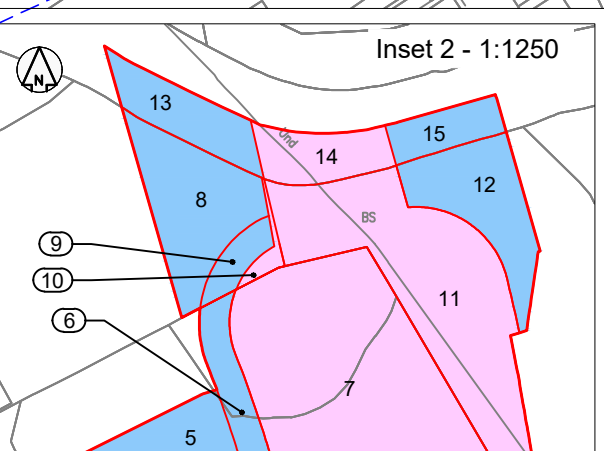
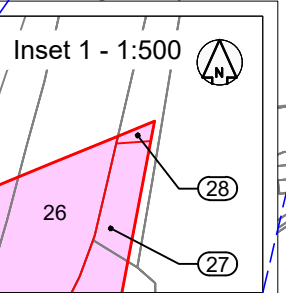
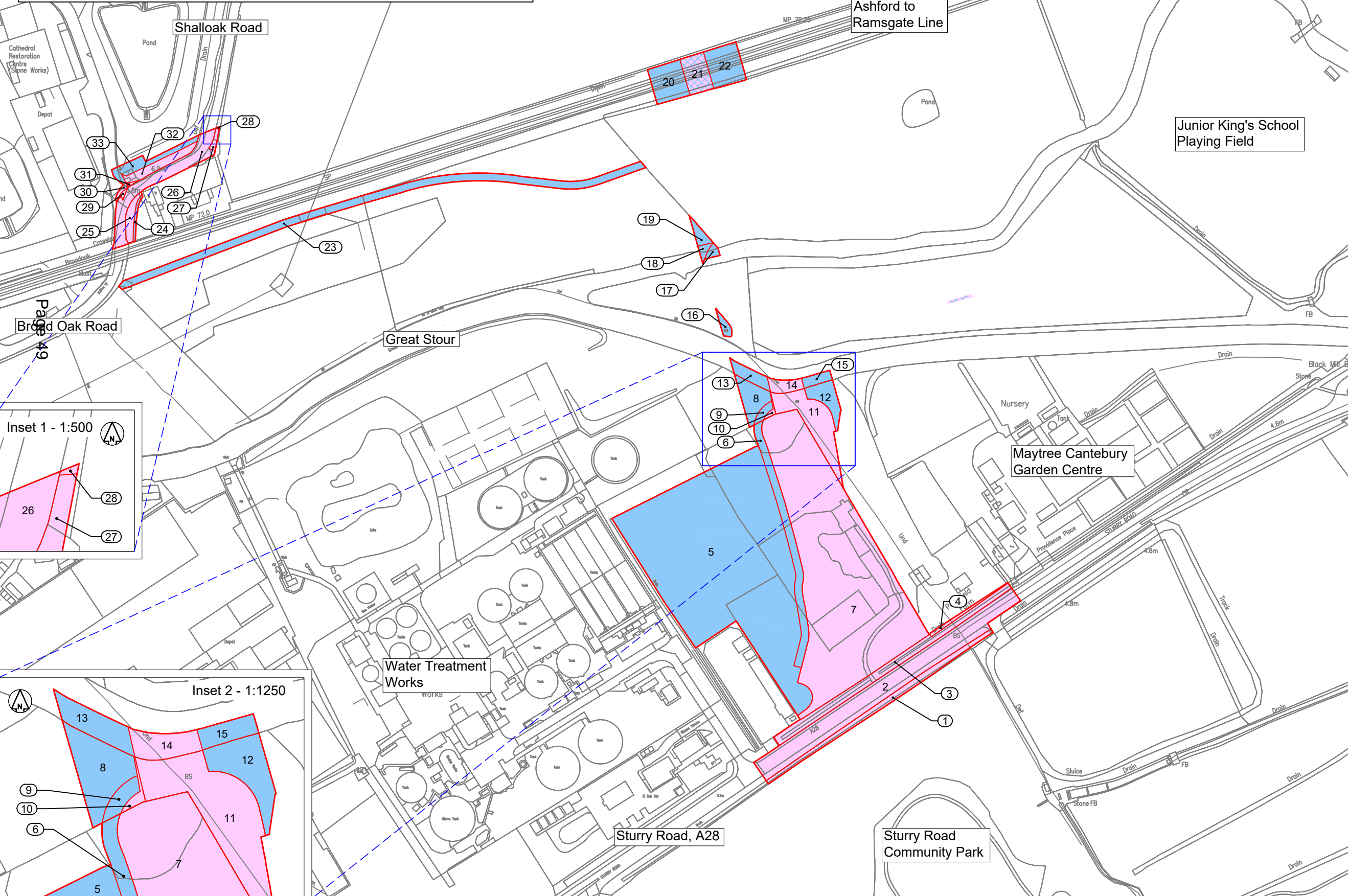
THE COMMON SEAL OF THE KENT COUNTY COUNCIL
WAS HEREUNTO AFFIXED IN THE PRESENCE OF:

(AUTHORISED SIGNATORY)

DATED THIS DAY OF 2023



- Key:
- Order Limits
 - Permanent acquisition of all interests
 - Permanent acquisition of airspace and permanent acquisition of new rights at ground level
 - Permanent acquisition of new rights



Client:

Title: Map referred to in The Kent County Council (Sturry Link Road) (Compulsory Purchase) Order 2023
Sheet 1 of 1

Scale: 1:2500 @ A3

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Plan Ref: SLR_CPO_12

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	Rev:	12	Checked:	KC



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EQIA Submission – ID Number

Section A

EQIA Title

Sturry Link Road

Responsible Officer

Abigail Roscoe - GT TRA

Type of Activity

Service Change

No

Service Redesign

No

Project/Programme

Project/Programme

Commissioning/Procurement

No

Strategy/Policy

No

Details of other Service Activity

No

Accountability and Responsibility

Directorate

Growth Environment and Transport

Responsible Service

Highways and Transportation

Responsible Head of Service

Tim Read - GT TRA

Responsible Director

Haroona Chughtai - GT TRA

Aims and Objectives

Overview:

The Sturry Link Road scheme is designed to remove the need for traffic on the A28 and A291 to cross the level crossing at Sturry. The scheme consists of a viaduct over the river Stour connecting the A28 to the south and a proposed development to the north. The scheme is required to support the Adopted Canterbury Local Plan and the policy to provide a 5-year plan growth and housing. Growth proposed to the northeast of Canterbury will put additional strain on an already highly constrained network. It is, therefore, crucial that the Sturry Link Road progress to relieve the congestion and unlocking development.

Aims and Objectives:

The main objective of the scheme is to reduce travel times and improve journey reliability, for all road users on the A28 corridor, thereby releasing some 'headroom' capacity to accommodate future background traffic growth and growth arising from economic and community development aspirations. It is also aimed at reducing conflict risks at the railway level crossings, allowing for increased levels of train service on the Ashford – Canterbury – Ramsgate route and enhancing the effectiveness of the Sturry Road bus priority and Park & Ride initiatives. Furthermore the scheme enables Canterbury City Council as the local planning authority to consider opportunities to increase housing and business growth in the surrounding area.

This will be achieved by providing a new route to bypass the severely congested junction of A28 (Island Rd)/A291 (Sturry Hill), including bridges over the railway and Great Stour, linking to the A28 Park & Ride

site and the provision of cycle lanes and bus lanes.

Previous EQIAs: This is the seventh iteration of the EQIA for the Sturry Link Road scheme. The original version was written on 12/6/2015 and has since been updated to incorporate comments from KCC's Diversity Team and Local Consultation responses. Additional evidence was also added to incorporate new census data and supporting evidence. Prior to this iteration, the most recent published version of this EQIA is dated 21/07/2017.

Summary of equality impact:

Equality & Diversity Screening highlights four protected groups as being particularly affected by the proposed scheme: Age, Disability, Pregnancy & Maternity and Carer Responsibility. Low level, negative (but temporary) impacts have been identified. However, the scheme results in high level positive outcomes for the groups. The negative impacts generated by the proposed scheme come from the short construction period whereas the positive outcomes identified are longer term benefits for the protected groups.

At this point no further investigation or analysis has been undertaken however, the proposed engagement exercises will connect with national and local groups from the identified protected groups and any feedback received will be noted and this document updated, as necessary.

Adverse Impact:

The adverse effects of the proposed scheme that would have the potential to affect the mobility of vulnerable groups are temporary. Although construction may disrupt journeys for these groups during the construction period, it should not stop journeys being made, as alternative locations and timings will be put in place and advertised. These adverse impacts are far outweighed by the positive impact on mobility once the schemes are completed and in use.

Once the schemes are complete, the adverse effects for the majority of vulnerable people will be removed. The possible adverse effects on mental health, including increased anxiety/panic attacks, loneliness, depression, and stress, could take longer to reduce. However, the improved environment should provide an improved travelling experience, which could help recovery times. With advanced notice and information about the works publicised appropriately, the possible adverse effects can be minimised.

Positive impact:

The positive impacts from this scheme are wide ranging and will have long lasting effects on every user group in this assessment on some level. The scheme will improve access to sustainable transport and active travel routes which connect important transport and local hubs and the new housing development. As a consequence of this, the opportunities for employment and education for local people increase. The improved network will also help some people to work towards goals relating to health, social interaction, and recreational activities. In turn this will strengthen communities, improve a sense of wellbeing, and create opportunities to explore more of the local area.

Judgement

The scheme may have a temporary adverse effect on protected groups during the period of works but this can be clearly mitigated using the actions outlined in the assessment, with little or no residual impact. The benefits to the community are long lasting and therefore outweigh the temporary negative aspects identified leaving a positive impact on the whole community and visitors to the area. Assuming that the mitigation outlined in the sections below is implemented, it is judged that the proposed scheme can adjust and continue with minor implications on Protected Groups

Section B – Evidence

Do you have data related to the protected groups of the people impacted by this activity?

Yes

It is possible to get the data in a timely and cost effective way?

Yes
Is there national evidence/data that you can use?
Yes
Have you consulted with stakeholders?
Yes
Who have you involved, consulted and engaged with?
Kent County Council holds monthly steering group meetings with the design team, which a representative from Canterbury City Council attends, to provide updates on the progress of scheme.
Meetings are also planned to be held with local and district councillors, and the local parish council to provide information and to keep them updated on progress of the scheme. Further engagement exercise will take place with the general public, local businesses and other key stakeholders at the conclusion of the the next phase of design. Part of this engagement process will be to target the groups identified within this assessment.
Has there been a previous Equality Analysis (EQIA) in the last 3 years?
Yes
Do you have evidence that can help you understand the potential impact of your activity?
Yes
Section C – Impact
Who may be impacted by the activity?
Service Users/clients No
Staff No
Residents/Communities/Citizens Residents/communities/citizens
Are there any positive impacts for all or any of the protected groups as a result of the activity that you are doing?
Yes
Details of Positive Impacts
In addition to the positive impacts identified for all residents and users of the scheme, specific positive impacts have been identified for the following protected characteristics: -Age -Disability -Gender -Pregnancy and Maternity
Age: Bus routes are used frequently by older people and young people (particularly to and from school) and improvements to access and facilities will increase confidence in both walking and cycling and therefore, increase its use for learning, education, leisure, and health. The scheme will improve connections from the new housing development to key destinations meaning that those with decreased mobility will be able to travel more directly and easily. This will increase access to the service and subsequently increase access to vital hub locations. Improvements in infrastructure such as improved pedestrian crossings will significantly improve the user experience, leading to increased use, improved traffic safety and increased confidence to make independent journeys for school, social, recreation and travel to essential services. Clear, signed routes help avoid confusion in new areas often experienced by young or older people.
Disability: The design will incorporate inclusive facilities and be designed in accordance with the Design Manual for Roads and Bridges (DMRB) and DfT Inclusive Mobility Guidance, which gives guidance based on current legislation for non-motorised users and vulnerable groups. The scheme will improve connections from the Sturry and Broad Oak developments meaning that those with decreased mobility will be able to

travel more directly and easily. This will increase access to the service and subsequently increase access to vital hub locations. Works will include improvements to pavements and highway surfaces. Cycle routes are often infrequently used by disabled people with mild to moderate disabilities due to a lack of accessible facilities. Improvements to access and facilities will increase confidence in the routes and use for learning, education, leisure, and health. Pedestrian crossings will also be upgraded. Improvements in infrastructure such as improved pedestrian crossings will significantly improve the user experience, leading to increased use, improved traffic safety, reduced fear of crime and increased confidence to make independent journeys for school, social, recreation and travel to essential services.

Gender: Improving the route and installing a wide the footway may increase perceptions of safety leading to increased confidence when travelling for employment, learning, health, and social activities.

Pregnancy and maternity: Schemes will include improvements to pavements, pedestrian crossings, and highway surfaces. Therefore, there will be a decreased risk of falls or injury, that may disproportionately impact pregnant women. Wide footways will also benefit parents with prams and pushchairs.

Negative impacts and Mitigating Actions

19. Negative Impacts and Mitigating actions for Age

Are there negative impacts for age?

Yes

Details of negative impacts for Age

Construction will result in temporary closures of footpaths for users, this may result in uneven footway surfaces which could affect young and older pedestrians. Pedestrians and road users may have to find alternative and more lengthy routes to access services (such as hospital, schools, public transport etc.). Noise disruption from the construction works could cause anxiety and confusion for some people. If access to services and access to transport is disrupted it could disproportionately impact elderly people's health and wellbeing as they may stop attending social groups, being active or attending health appointments

Mitigating Actions for Age

A safety audit will be completed at the design and construction stage. NMU audits will be undertaken to ensure due consideration is given to all road users. Access to services kept clear with ramps where required. The design will meet all statutory requirements including the Equality Act 2010, with all good practices in mind. Public engagement, via letter drops, websites, social media, and public meetings where appropriate, to ensure all users are aware of construction works/programme and any temporary access arrangements to ensure they can access and use the highway safely during the construction works. Construction sites and diversion routes to follow health and safety regulations

Responsible Officer for Mitigating Actions – Age

Richard Shelton

20. Negative impacts and Mitigating actions for Disability

Are there negative impacts for Disability?

Yes

Details of Negative Impacts for Disability

Construction will result in temporary closures of footpaths, for road users including pedestrians & cyclists. This may temporarily disrupt access to essential services for disability groups meaning alternative routes may be required. Construction works can cause major obstructions on key walking routes and unexpected changes to the 'landscape' for blind and partially sighted people. Construction works can be sprawling and noisy – causing confusion and anxiety for some disabled people.

Mitigating actions for Disability

A safety audit will be completed at the design and construction stage. NMU audits will be undertaken to ensure due consideration is given to all road users. The design will meet all statutory requirements including the Equality Act 2010, with all good practices in mind. Ensure designs are carried out in accordance with the

Design Manual for Roads and Bridges (DMRB), which gives guidance based on current legislation for non-motorised users (NMU) and those with disabilities. The design will meet recommended guidance from the Department for Transport on inclusive mobility, the Kent Design Guide and associated standard details. The need for the scheme has been identified assessment by KCC in partnership with local District development and transport strategies. Risk assessment to be completed for affected groups prior to construction. Public engagement, via letter drops, websites, social media, and public meetings where appropriate, to ensure all users are aware of construction works/programme and any temporary access arrangements to ensure they can access and use the highway safely during the construction works. Construction sites and diversion routes to follow health and safety regulations with access to services kept clear with ramps where required.

Responsible Officer for Disability

Richard Shelton

21. Negative Impacts and Mitigating actions for Sex

Are there negative impacts for Sex

Yes

Details of negative impacts for Sex

During construction, women may feel unsafe using diversions away from usual walking or cycling routes or waiting in temporary structures or adjacent to construction sites due to fear of crime.

Mitigating actions for Sex

Public engagement, via letter drops, websites, social media, and public meetings where appropriate, to ensure all users are aware of construction works/programme and any temporary access arrangements to ensure residents can access and use the highway safely during the construction works. Ensure appropriate, lit diversion routes are chosen and well signed during the construction works

Responsible Officer for Sex

Richard Shelton

22. Negative Impacts and Mitigating actions for Gender identity/transgender

Are there negative impacts for Gender identity/transgender

No

Negative impacts for Gender identity/transgender

Not Applicable

Mitigating actions for Gender identity/transgender

Not Applicable

Responsible Officer for mitigating actions for Gender identity/transgender

Not Applicable

23. Negative impacts and Mitigating actions for Race

Are there negative impacts for Race

No

Negative impacts for Race

Not Applicable

Mitigating actions for Race

Not Applicable

Responsible Officer for mitigating actions for Race

Not Applicable

24. Negative impacts and Mitigating actions for Religion and belief

Are there negative impacts for Religion and belief

No

Negative impacts for Religion and belief

Not Applicable

Mitigating actions for Religion and belief

Not Applicable

Responsible Officer for mitigating actions for Religion and Belief

Not Applicable

25. Negative impacts and Mitigating actions for Sexual Orientation
Are there negative impacts for Sexual Orientation
No
Negative impacts for Sexual Orientation
Not Applicable
Mitigating actions for Sexual Orientation
Not Applicable
Responsible Officer for mitigating actions for Sexual Orientation
Not Applicable
26. Negative impacts and Mitigating actions for Pregnancy and Maternity
Are there negative impacts for Pregnancy and Maternity
Yes
Negative impacts for Pregnancy and Maternity
There is a possible increased risk of falls during work if pregnant women are walking unfamiliar routes.
Mitigating actions for Pregnancy and Maternity
Construction sites and diversion routes to follow health and safety regulations. Diversion routes to be lit and well signed with ramped access to services as required
Responsible Officer for mitigating actions for Pregnancy and Maternity
Richard Shelton
27. Negative impacts and Mitigating actions for Marriage and Civil Partnerships
Are there negative impacts for Marriage and Civil Partnerships
No
Negative impacts for Marriage and Civil Partnerships
Not Applicable
Mitigating actions for Marriage and Civil Partnerships
Not Applicable
Responsible Officer for Marriage and Civil Partnerships
Not Applicable
28. Negative impacts and Mitigating actions for Carer's responsibilities
Are there negative impacts for Carer's responsibilities
No
Negative impacts for Carer's responsibilities
Not Applicable
Mitigating actions for Carer's responsibilities
Not Applicable
Responsible Officer for Carer's responsibilities
Not Applicable

KENT COUNTY COUNCIL – PROPOSED RECORD OF DECISION

DECISION TO BE TAKEN BY:

Mr David Brazier, Cabinet Member for Environment & Transport

DECISION NO:

23/00066

For publication

A28 Sturry Link Road – Compulsory Purchase Order

Decision:

As Cabinet Member for Environment & Transport I give approval to:

- i) all acts required to acquire the land and rights for the carrying out and completion of the A28 Sturry Link Road scheme, including by means of a compulsory purchase order;
- ii) all acts required to provide new, or improved highways including the closure of private means of access for the carrying out and completion of the A28 Sturry Link Road scheme, including by means of a side roads order;
- iii) give delegation to the Corporate Director of Growth, Environment & Transport in consultation with the Cabinet Member for Highways and Transport to take relevant actions including but not limited to entering into contracts and other legal agreements, as necessary to implement the decision and
- iv) confirm that other decisions in Record of Decision 18/00027 remain extant.

Reason(s) for decision:

Report to the Environment & Transport Cabinet Committee 5 July 2023.refers.

Decisions required to allow scheme development and the use of a compulsory purchase order for the necessary land and rights.

Cabinet Committee recommendations and other consultation:

The proposed decision is being considered by the members of the Environment & Transport Cabinet Committee at their meeting on 5 July 2023.

Any alternatives considered:

N/A

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

.....
signed

.....
date

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From: Benjamin Watts, General Counsel
To: Environment and Transport Cabinet Committee – 5 July 2023
Subject: Work Programme

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 Cabinet Committee is asked to consider and agree its Work Programme.

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

- 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 consider 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.

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.

<p>4. Recommendation: The Cabinet Committee is asked to consider and agree its Work Programme.</p>

5. Background Documents: None

6. Contact details

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Environment and Transport Cabinet Committee – Work Programme

Item	Cabinet Committee to receive item
Verbal Updates by Cabinet Members and Corporate Director	At each meeting
Performance Dashboard	At each meeting
Work Programme	At each meeting
Draft Budget	Annual (January)
Biosecurity and Tree Health Report	Annual (January)
Corporate Risk Register	Annual (March)
Winter Service Policy	Annual (September)
Southern Water - Presentation	Bi-Annual

14 September 2023

No.	Item	Additional Comments
Page 61	Mobility as a Service (as part of National Highways Designated funds project) - Key Decision -	
	Highways Asset Management Plan	Requested at ETCC on 19 May 2022
	Winter Service Policy	Annual
	Climate Change Adaptation Plan	
	Southern Water - Presentation	Bi-Annual
	Procurement and award of contract/s for Highway Arboriculture Programmed Works - Key Decision	
	BSIP Remaining Funding – Key Decision	

15 November 2023

No.	Item	Additional Comments
	High Weald AONB Management Plan – Key Decision	

Items for Consideration that have not yet been allocated to a meeting

Drainage infrastructure maintenance - Report	Requested at ETCC on 19 January 2023
Highways and Transportation fault reporting and enquiry form - Update	Requested at ETCC on 19 January 2023
A review of highway aspects of planning applications - Report	Requested at ETCC on 7 March 2023 For information
Electric vehicle charging infrastructure - Report	Requested at ETCC agenda setting on 29 March 2023
Kent and Medway Energy and Low Emissions Strategy – Update	Deferred from 05/07/23 meeting.
Highways Term Maintenance Contract - Key Decision	Deferred from 05/07/23 meeting.