

Great Chart with Singleton Parish Council

Notice of Meeting

FOR THE ATTENTION OF:

Cllrs: McClintock, Sullivan, Tate, Wiffen, Y Barker, Darvill, P Barker, Gathern, Alexander, Wilford and Ackrill

All Members are summoned to attend

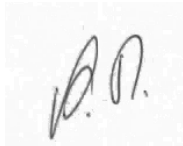
the monthly meeting of the Parish Council to be held on
Monday, 8th March 2021

Remotely via Microsoft Teams

The Agenda is attached

Supporting Documents:

Item 3	Draft Minutes of the meeting held on 08 February 2021
Item 7.4	Report – Delivering a Green Agenda conference
Item 9	Planning Decisions and copy of definitive map
Item 10	Vision Zero Strategy Consultation Document
Item 11.1	Amenities, Open Spaces and Environment Committee draft ToR
Item 12.	List of items for payment and bank reconciliation
Item 13	Clerk's Report



Date: 03 March 2021

Aniko Szocs

Clerk to Great Chart with Singleton Parish Council

Great Chart with Singleton Parish Council

Founded in December 1894

Meeting of the Parish Council to be held remotely on Monday 08 March 2021 Starting at 7.30pm AGENDA

1. Apologies for Absence

To receive and approve apologies for absence.

2. Declarations of Interest

To hear declarations of interest on this agenda, relating to:

2.1. Disclosable Pecuniary Interests

Under Localism Act 2011 relating to items on this agenda. The nature as well as the existence of any such interests must be declared.

2.2. Other Significant Interests

Under the Kent Code of Conduct for members relating to items on this agenda. The nature as well as the existence of any such interests must be declared.

2.3. Other Interests

Not required to be disclosed under 2.1 or 2.2, eg stated for transparency reasons alone such as membership of other bodies who may be affected by decisions on agenda items or where Councillors themselves or their family or close associates may be affected by such decisions.

3. Minutes of the Previous Meeting

To approve the minutes of the meeting held on 08 February 2021 as a true record.

4. PCSO Report

To receive a report from the PCSOs

5. Reports from Borough Councillors

5.1. Cllr Barrett – Singleton East Ward

5.2. Cllr Blanford – Weald Central Ward

5.3. Cllr Howard-Smith- Singleton West Ward

5.4. Cllr Shorter -Washford Ward

6. Reports from County Councillors (when in attendance)

6.1. Cllr Farrell

6.2. Cllr Simkins

7. Reports from Committees/Groups

To receive reports from committees

7.1. Chilmington Green Planning Working Group

7.2. Great Chart Playing Fields

7.3. Singleton Spaces

7.4. Amenities, Open Space and Environment Committee

7.5. Staffing Committee

Public Participation: There will be 15 minutes of the meeting to hear public questions and comments.

8. Planning Applications for Consideration this Month

8.1. Planning Application number [21/00220/AS](#)

30 Haymakers Lane, Singleton, Ashford, Kent, TN23 4GN Convert part of existing garage into a study – **Cllr P Barker**

8.2. Planning Application number [21/00276/AS](#)

Coach House, Ashford Road, Great Chart, Ashford, Kent, TN26 1JL Installation of freestanding Air Source Heat Pump to rear of property- **Cllr Y Barker**

8.3. Planning Application number [21/00321/AS](#)

43 The Bulrushes, Singleton, Ashford, Kent, TN23 5GD Proposed two storey rear extension – **Cllr McClintock**

8.4. Planning Application number [21/00352/AS](#)

2 Greyhound Chase, Singleton, Ashford, Kent, TN23 5LL Two storey rear extension with part pitched part flat roof, roof light to ground floor extension, solar tunnel to the existing roof. – **Cllr Y Barker**

8.5. Planning Application Number [21/00340/AS](#)

Oaklands, Sandy Lane, Great Chart, Ashford, Kent, TN26 1JN Erection of building for use as a double garage with additional living accommodation (revision to 17/00591/AS) – **Cllr Y and P Barker**

9. Planning Decisions

To receive update on planning decisions

10. Vision Zero Strategy

To agree comments on Proposed Strategy

11. Policies for approval documents to review.

11.1. Amenities, Open Spaces and Environment Committee

To review and adopt revised Terms of Reference.

12. Finance

12.1. Items for Payment and bank reconciliation

To agree items for payment in March and acknowledge bank reconciliation.

12.2. Credit Card Limit increase

To approve increasing the limit from £250 to £500 on the credit card (Account number 24056805) assigned to the Parish Steward, the Clerk's credit limit to remain £250

13. Clerk's Report and Update on Issues not Listed Elsewhere on the Agenda

Report on recent or ongoing activities.

14. Correspondence

Review of correspondence received since the last meeting.


15. Items for Information or Agenda for Next Meeting

To receive items of information from members and/or for inclusion on next agenda.

16. Date and Venue of Next Meeting

The next scheduled Council Meeting will be held remotely on **Monday 12 April 2021 at 7.30pm**

Signed



Aniko Szocs- Clerk to Parish Council

If you wish to attend , please email to the Clerk to request an invite to the remote meeting theclerk@greatchartsingleton-pc.gov.uk

Great Chart with Singleton Parish Council

Founded in December 1894

Meeting of the Parish Council held remotely on Monday 08 February 2021 Starting at 7.30pm MINUTES

PRESENT: Cllrs Ackrill, Alexander, P Barker, Y Barker, Gathern, McClintock, Sullivan, Tate, Wiffen, Wilford (left at Item 8.3)

ALSO PRESENT: Aniko Szocs (Clerk), Paula Cowperthwaite (Assistant to Clerk), Cllr Blanford (ABC), Cllr Barrett (ABC), Cllr Farrell (KCC), 2 members of public

1. Apologies for Absence

None

2. Declarations of Interest

To hear declarations of interest on this agenda, relating to:

2.1. Disclosable Pecuniary Interests

None.

2.2. Other Significant Interests

None.

2.3. Other Interests

Item 7.1 – Cllrs Y Barker, Sullivan

Item 7.2 – Cllrs Y Barker, McClintock, Sullivan

Item 7.3 – Cllrs Ackrill, Wiffen

Item 8.3 – Cllr Wiffen

3. Minutes of the Previous Meeting

The minutes from the 11 January 2021 were agreed to be accurate, and the council resolved to accept them as a true record.

Proposed:	Cllr P Barker	Seconded:	Cllr Alexander
Vote In Favour: 10	Vote Against: 0	Abstain: 0	MOTION CARRIED

4. PCSO Report

Please see Appendix One

5. Reports from Borough Councillors

5.1. Cllr Barrett – Singleton East Ward

At Singleton Lake, Ashford Angling Society wish to renew their license. The main change will be an annual price increase from £500 to £550.

Over the summer Cllr Barrett would like to see the bridge between the car park and the lake replaced as it has been repaired so many times it is becoming irreparable. He would also like to improve the standard of the car park surface and improve the pathways around the lake for disabled access.

Cllr Barrett has donated £1000 to SEC to buy new equipment. SEC would like to record their thanks for this.

It was discussed whether the Singleton Lake paths could be improved in relation to the winter flooding. Cllr Barrett asked that any ideas were forwarded to him but given the current financial situation it will probably have to be a multi-year project.

5.2. Cllr Blanford – Weald Central Ward

Cllr Blanford has had a meeting with Chilmington CMO. The primary school is catching up to original plans and should be open by September. 70 houses have now been sold. Planting of the 6,666 trees is moving more slowly than expected as there is a lack of volunteers due to COVID restrictions.

Cllr Blanford has given funding towards aerial photography of the Chilmington development.

Cllr Blanford had a meeting with Matthew Scott PCC, and discussed a number of issues such as recruitment of new police officers, littering, fraud and traveller incursions.

It was noted that there have been a number of fraudulent attempts to get people to pay for COVID vaccinations, you do not need enter bank details to have a COVID vaccination.

5.3. Cllr Howard-Smith- Singleton West Ward

Not present

5.4. Cllr Shorter -Washford Ward

Not present

6. Reports from County Councillors (when in attendance)

6.1. Cllr Farrell

There is a proposed 5% increase on KCC council tax.

Community Warden recruitment is currently on hold. Cllr Farrell is pushing for the rationalisation of these roles rather than hold vacancies where they occur.

There is no budget for the reopening of libraries at the moment.

Local elections will go ahead on May 6th although there are no practical plans set out at the moment.

Brookfield Road may not get resurfaced imminently as it is not a priority.

Cllr Farrell has given Great Chart School funding for a new bike rack, and SEC funding towards a satellite kitchen.

Cllr Farrell has requested an enquiry into the lack of dualling of the A28 and why the primary school building has not yet been opened.

6.2. Cllr Simkins

Not present

7. Reports from Committees/Groups

7.1. Chilmington Green Planning Working Group

A meeting was held to discuss recent planning applications.

7.2. Great Chart Playing Fields

There was vandalism of the access gate to the small field. This was very kindly replaced by Aspire at short notice and the GCPFA note their thanks for the work. The faulty fire alarm has been replaced and during the repairs the source of a leak in the disabled toilet was found where the old and new roof join. The gutters also need clearing regularly to help prevent the leak.

£6,001 has been received from ABC in further business grant money due to the lockdowns and tier restrictions.

7.3. Singleton Spaces

The extension work is nearing its end. Some extra work has been requested to bring the new outside look over to the existing container units.

Cllr Wiffen thanked Cllr Barrett and Cllr Farrell for funding various projects.

SEC have also received the ABC lockdown grants, most of which has been used towards wages.

It was noted that the value for money from the S106 funding and the thoughtful work of the contractors has seen an excellent result from the cost.

A grand opening will be planned when COVID allows.

Public Participation: There will be 15 minutes of the meeting to hear public questions and comments.

At the Chilmington Stakeholders/SAGC meeting Colemans Kitchen Wood was discussed. It is currently in the ownership of Hodsons. It is deteriorating and this need to be closely monitored as it is a valuable asset that should not be lost. A number of trees have come to the end of their natural life and any replacements should be carefully planned.

It was noted that Artemis Christophi Consultancy comes to an end in March. She has been an excellent consultant and it will be a shame to see her replaced by someone completely new. Simon Cole is taking over as Head of Planning at ABC, he has been part of ABC planning for many years so this is a welcome move.

As a new fish bar is due to open in the Singleton Centre, more rubbish bins are likely to be needed. It was noted that a program of centre improvements, which should include bins, should take place by the spring time as part of Phase 2 work. If the bins provided don't contain the litter generated, then ABC would need to be approached.

8. Planning Applications for Consideration this Month

8.1. Planning Application number [20/01745/AS](#)

Daniels Water Farm, Vitters Oak Lane, Great Chart, Ashford, TN26 1JY For the erection of 55 X 9M storage unit-**Cllr Y Barker**

This application is not close to any other buildings and is a natural expansion of the farm. It was noted that the current side gates have bollards next to them and will therefore not be able to be used for emergency access.

The council resolved to support this application.

Proposed:	Cllr Y Barker	Seconded:	Cllr P Barker
Vote In Favour: 9	Vote Against: 0	Abstain: 0	MOTION CARRIED

8.2. Planning application Number [21/00086/AS](#)

1 Stone Cottages, Bartlets Lane, Chilmington Green, Ashford, TN23 3DW
Removal of condition 4 on planning permission ref 16/00653/AS to allow annexe to be occupied independently. -**Cllr P Barker**

This has been commented on as a previous application, the comments made then are still relevant to this application. The parking issues have been improved, but not sufficiently to remove the issue completely.

The council resolved to object to this application.

Proposed:	Cllr P Barker	Seconded:	Cllr McClintock
Vote In Favour: 10	Vote Against: 0	Abstain: 0	MOTION CARRIED

8.3. Planning application Number [21/00146/AS](#)

8 Harvest Way, Singleton, Ashford, Kent, TN23 5WR Single storey rear extension to garage and conversion of garage to habitable accommodation. – **Cllr McClintock**

Plans for this application are poor, but Cllr McClintock has not been able to gain better copies. There are no suggested alternatives to the loss of parking space.

There are no specific planning reasons to object to this application.

The council proposed to return this application with no comments.

Proposed:	Cllr McClintock	Seconded:	Cllr Alexander
Vote In Favour: 8	Vote Against: 1	Abstain: 0	MOTION CARRIED

9. Planning Decisions

Please see Appendix Two

10. Ashford Community Woodland

The report from ABC on funding and plans for the woodlands has been circulated. The proposal is not to close Chart Road to remove the fly tipping, but it was suggested it will be difficult to retrieve it via the woodlands.

The woodland area is often fly-tipped. A short discussion took place about where the fly-tipping might come from and what actions can be taken to minimise it. Cllr Alexander suggested to engage with the local community and inform them of proper ways of disposing of household waste.

It was questioned if there would be issues with progress if ditches cannot be cleared due to wildlife nesting and whether the funds would be earmarked if this happens. The council resolved to support this funding provided the camp residents are also approached.

Proposed:	Cllr Wiffen	Seconded:	Cllr P Barker
Vote In Favour: 8	Vote Against: 1	Abstain: 0	MOTION CARRIED

11. Parish Council ground maintenance services

A discussion was held over whether this should be approached as a commercial activity to generate revenue, or a reduced rate offer for the elderly and vulnerable. It was noted that this work will increase wear and tear on the machinery, increase insurance premiums to cover additional work, and the council will need a waste carrier's license. These need to be factored into the cost setting exercise.

It was suggested that a framework is developed to look into this in more detail at a future meeting. Maybe asking for feedback in the next newsletter, or a Facebook poll.

12. Aspire Landscape Management

The council resolved to accept the contract renewal quote for the three year fixed price as Pilgrims will not be in a position to cut the playing field pitches imminently and this will give them three years to get their plans put in place.

Proposed:	Cllr McClintock	Seconded:	Cllr Wiffen
Vote In Favour: 9	Vote Against: 0	Abstain: 0	MOTION CARRIED

13. Policies for approval documents to review.

13.1. Employees job description

Only minor changes were requested:

- That the Clerk and RFO job descriptions are kept separate and if one person does both roles, they adopt both job descriptions
- That the layout of the bullet points under Assistant to the Clerk, postholder duties is aligned
- The hourly rate is taken off the steward job description
- The ad hoc work for the stewards should only be work that they are qualified to do

Cllr Wiffen thanked the staffing committee for the time they had taken to review the job descriptions. The council resolved to approve the job descriptions, amended as discussed.

Proposed:	Cllr Wiffen	Seconded:	Cllr Y Barker
Vote In Favour: 9	Vote Against: 0	Abstain: 0	MOTION CARRIED

13.2. Job evaluation form

The council resolved to approve the job evaluation forms

Proposed:	Cllr P Barker	Seconded:	Cllr Alexander
Vote In Favour: 9	Vote Against: 0	Abstain: 0	MOTION CARRIED

13.3. Amenities and Open Spaces Committee

The changes have come about in relation to a proposed climate change committee. It was decided to subsume this new committee into the existing AOS committee and change the terms of reference and objectives to reflect this change.

The council resolved to accept the change in name to Amenities, Open Spaces and Environment Committee.

Proposed:	Cllr Gathern	Seconded:	Cllr Wiffen
Vote In Favour: 9	Vote Against: 0	Abstain: 0	MOTION CARRIED

14. Finance

14.1. Items for Payment and bank reconciliation

Items for Approval for Payment February 2021

Method	Items for Approval for Payment in Feb 2021	Description	Total payable	VAT
Bacs	HMRC	February Contribution	£1,630.75	
Bacs	Salary	February salaries	£4,963.88	
Bacs	Kent Pension fund	January Pension Contribution	£909.40	
Bacs	Burden Bros Agri Ltd	Monthly mower servicing plan x2	£77.96	£13.00
Bacs	JRB enterprise	Economy dispenser refill waste bags	£215.94	£35.99
Bacs	Reimburse Parish Steward	Steel hook, multipurpose oil, WD40	£40.38	£6.73
Bacs	KALC event	Delivering the Green Agenda	£60.00	£10.00
Bacs	Thatch Creative	Logo design 25% deposit	£62.50	
Total:			£7,960.81	£65.72

Income				
Method	From	Description	Total received	VAT (if applicable)
Bacs	Metro Bank	Interest	£5.28	
Bacs	Parish Steward	Amazon	£8.98	
Bacs	Doswell Law Solicitors	Newsletter Advertising	£100.00	
Bacs	Ashford Borough Council	S106 Funds - SEC extension	£20,000.00	
Total:			£20,114.26	

Singleton Extension Project- S106 Funds				
Method	From	Description	Total received	VAT (if applicable)
Bacs	CostPlan	Project management	£1,410.00	£235.00
Bacs	Lancaster Builders	Payment for work carried out	£9,016.49	
Total:			£10,426.49	£235.00

	Credit card payment items for Information	Description	Total paid	VAT
Account Number: 19079376				
	Sainsbury's	Fuel	£50.19	£8.37
	The Electrical Counter		£24.04	
	Canva	Yearly subscription	£107.88	
	B&Q	Glue, glue gun and weather proof wood	£25.07	£4.18
	Amazon	Black&Decker vice pegs	£11.99	£2.00
	Wickes	socket and adaptor	£3.97	£0.67
	B&Q	Ryobi18V circ. Dowel screw	£86.14	£14.36
	The Electrical Counter	2 Gang double flush metal box	£4.17	£0.70
	B&Q	Framing square, spreader clamp, course cut	£25.73	£4.29
	Plusnet	Broadband and telephone	£57.00	£9.50
Credit card Account: 24056805				
	VJ Technology	Padlock for Great Chart	£14.40	£2.40
	VJ Technology	Titanium coated drill	£15.22	£2.54
	Dial Direct	Van insurance	£50.40	
	WH Smith	calendars	£22.98	
	B&Q	Heavy duty steel hook	£21.84	£3.64
	b&Q	Ryobi one impact driver and workshop vice	£125.00	£20.83
Total:			£646.02	£73.48

The council resolved to accept the items for payment

Proposed:	Cllr Tate	Seconded:	Cllr Sullivan
Vote In Favour: 9	Vote Against: 0	Abstain: 0	MOTION CARRIED

14.2. Grant applications for consideration

14.2.1. To consider Singleton Cubs Group grant application

Application to cover capitation, the cost of belonging to the Scouts Association, which is still payable despite groups not being able to run.

It was noted that capitation should be put aside each term from subscriptions, but that this has not been possible due to COVID and suspension of the group.

The council resolved that this application should be supported in the current situation as it benefits the young people of the parish, but that capitation should not be requested going forward under normal circumstances.

Proposed:	Cllr Ackrill	Seconded:	Cllr P Barker
Vote In Favour: 9	Vote Against: 0	Abstain: 0	MOTION CARRIED

15. Clerk’s Report and Update on Issues not Listed Elsewhere on the Agenda

Please see Appendix Three.

The Clerk thanked the councillors for looking after the parish in her absence.

The remote meeting legislation runs out on 31 April 2021, Cllr McClintock asked councillors to lobby MP Damien Green to get this legislation extended.

16. Correspondence

- None

17. Items for Information or Agenda for Next Meeting

- Grounds Maintenance

18. Date and Venue of Next Meeting

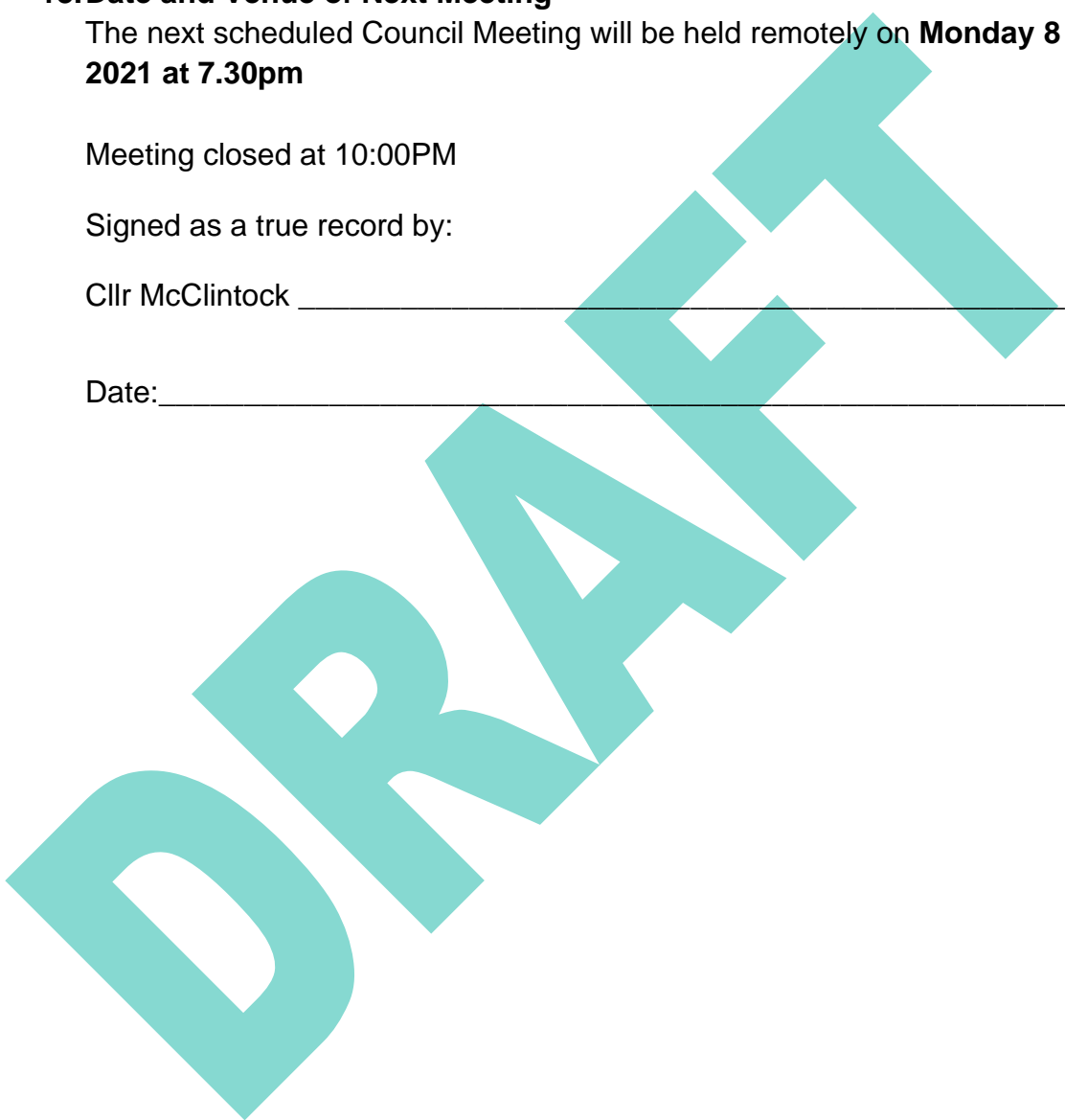
The next scheduled Council Meeting will be held remotely on **Monday 8 March 2021 at 7.30pm**

Meeting closed at 10:00PM

Signed as a true record by:

Cllr McClintock _____

Date: _____



APPENDIX ONE



Kent Police

Good evening everyone,

I have distributed my monthly newsletter for January, a copy of which can be found on the Great Chart with Singleton Parish Council website.

In that newsletter I gave crime prevention advice with regards to protecting your sheds and garages from theft. Unfortunately, this month there has been a report of garden tools taken from a shed in Great Chart. Please can I remind you to keep garages and sheds locked when they are not in use. Also, it is advisable to security mark valuable items and keep the receipts somewhere safe. If you would like any further crime prevention advice, then please let me know. I can then put you in contact with our Crime Prevention Police Community Support Officer.

This past weekend there also has been a report of nuisance motorbikes along the footpath that joints Singleton to Great Chart. If you see nuisance vehicles such as these, please try to get the registration number, if it has one, and a description of the bike including colour, make, model and any distinctive features that it has. We also need to know where the bike was seen and its direction of travel. If you can take a video on your phone as well that is a great help but please do not put yourself at risk. Ideally report the bike to us straightaway so that we can deploy a patrol, if there is one available.

If anyone would like to speak to me then please let Ani know and she will put us in contact.
Stay safe everyone 😊

APPENDIX TWO

Planning Decisions

February 2021

Planning application Number: 19/00475/CONA/AS

Parcel Q, Land at Chilmington Green, Ashford Road, Great Chart, Kent Discharge of condition 14 **ABC: Permit PC: Supporting**

Planning application Number: 20/01755/AS

Great Chart with Singleton, Keepers Lodge, Vitters Oak Lane, Great Chart, Ashford, TN26 1JX Rear single storey kitchen extension **ABC: Permit PC: Supporting**

Planning application Number: 20/01306/AS

Site south of roundabout at, Bridge Road, Ashford, Kent Erection of a freestanding restaurant with drive-thru facility, car parking, landscaping and associated works, including Customer Order Displays (COD), Goal Post Height Restrictor and Play Frame. **Withdrawn by applicant**

APPENDIX THREE

Clerk's Report – February 2021

Thank you: I would like to thank everyone who helped with all the parish council matters while I was away. Sadly, this included dealing with vandalism and fly-tipping in the parish.

Community Governance: Due to personal reasons with heavy heart but I decided to withdraw from the course and postpone it until next year.

Lockdown: As of 06th January 2021 the government announced the 3rd national lockdown, which still applies. The rules of this latest lockdown can be found on the government's [website](#). We are waiting for the government to review the legislation regarding remote meeting before May, until then all meetings will be held online.

Training: Please regularly check Kent Association of Local Councils for updates on training. If there is anything you feel would improve your role as a councillor, please book a place using their Eventbrite website. When booking a place on an event, please do not forget to select payment by invoice and the invoice to be sent to the clerk. Also, can I remind you to **reset your login details** with your new email if you have not already done so? Please email to Laura Dyer at manager@kentalc.gov.uk and she will be able to assist you.

Social Media: Please keep liking and sharing our posts on social media so it can reach a wider audience. If you are on Twitter, Facebook or Instagram ensure you give us a like or follow us 😊

#StaySafe

Please share the Government message below to help slow the spread of the virus.



Delivering a Green Agenda – 2nd March 2021.

- Conference was delivered by Matthew Morris who works on renewable energy projects and environmental issues, such as carbon reduction, in industry.
- Tree-planting is one of the cheapest and most effective ways of mitigating greenhouse gases.
- He gave us lots of background information about the current situation and the dire predictions for the future.
- Water supply may become a problem due to dry summers. We are likely to have wetter winters, so we may need more reservoirs.
- If you go on the Met Office website, you can input your post code and it will tell you the risks from climate change for your area. We looked at Canterbury.
- The UK has reduced its carbon footprint a lot since it implemented the Climate Change Act in 2008 but what we have done so far was the easy to achieve bit; we decarbonised our electricity production. We really need to decarbonise our transport systems which will be harder and we also need to look at our scope 3 carbon footprint. This means the carbon we cause by, for example, importing things from abroad.
- The Paris Agreement is not enough. We need to do more. UK aims for net zero emissions by 2050 and is including aviation and shipping in its calculations. These were previously excluded!
- Net zero means 100% reduction in our 1990 level carbon emissions by 2050.
- Buying online divorces us from where things come from and their journey to get to us. Online isn't therefore necessarily greener.
- Lots of areas need to change, eg transport systems, farming, afforestation. It can seem overwhelming but small actions make a difference.
- Consider getting TPOs on trees. One mature tree captures 100x the carbon of a sapling.
- Consider acquiring land for tree planting.
- **Measure your carbon footprint** – this is crucial, so that you have an accurate picture of where we started and any progress we make and can shape policies to respond to that progress.
- Draw up a 5-year action plan with the aim of being net zero by 2030.
- Things to put in your action plan might include switching to electric vehicles, installing insulation, installing solar panels, switching to tools powered by battery rather than diesel or petrol, buying (electric) bikes for staff to use.
- Frome Town Council have lots of ideas – see their website and they have also put up a you-tube video.
- Use the Greenhouse Gas protocol as the inventory method for scopes 1-3 to calculate your carbon footprint. Scope 1 is things you directly control. Scope 2 is things you use, buy, sell that add to your footprint. Scope 3 is things beyond your immediate control eg the carbon footprint of an item imported from China.

- Ensure that any homes built in your area are net zero 2050 compliant as they are built. (Yes – Chilmington fails again. We really need to push ABC to do better here).
- Government website *UK Government GHG Conversion Factors for Company Reporting* is a really good tool for calculating your carbon footprint. This gives you the emissions factors to use to calculate the footprint of different activities. Eg you take the fuel used by a vehicle x the relevant factor then divide by 1,000 to calculate the CO2 tonnage. This seemed quite time-consuming to me and I wondered if we could pay someone like Matthew to do it for us? He emphasised the importance of accuracy so there is no point us doing it ourselves unless we are confident that we can do it properly! Bear in mind the factors are due to be updated in June 2021.

I had to leave the conference 20m minutes early so missed the end but it was another very good conference. I'm hoping the powerpoint is available for others to view as some of the slides would be useful to guide our planning.

Planning Decisions

March 2021

Planning application Number: 21/00007/AS

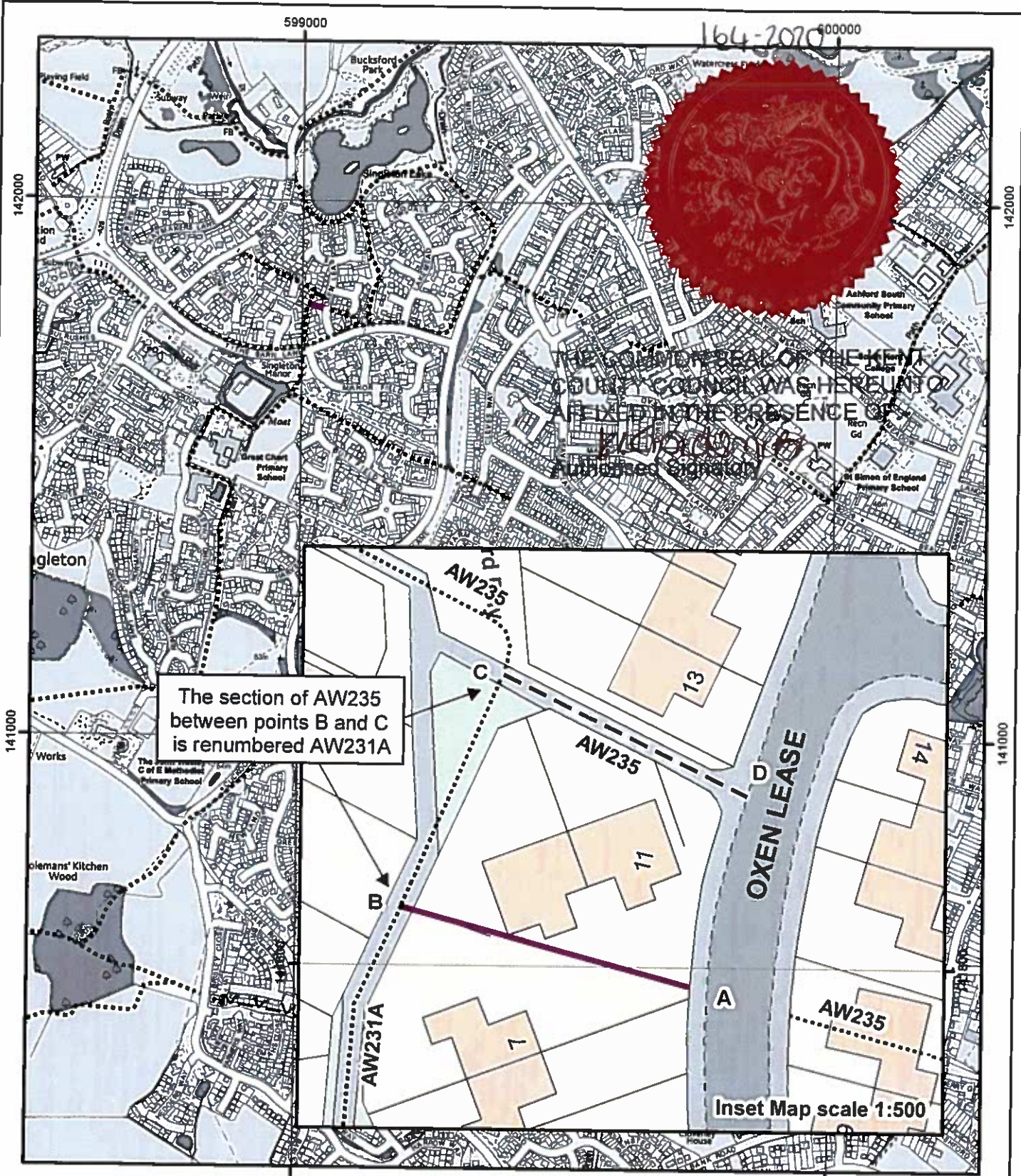
Land to the south east of, New Street Farm, Chilmington Green Road, Great Chart, Kent The construction of 1 No detached four bedroom dwelling associated garage/outbuilding, parking, access, infrastructure and landscaping. **ABC: Permit**
PC: Supporting

Planning application Number 21/00016/AS

12 Hoppers Way, Singleton, Ashford, TN23 4GP Single storey rear extension **ABC: Proposed Use/Development would be lawful.**

Planning application Number 18/00207/AM02/AS

Parcel P The Hamlet, Land at Chilmington Green, Bartlets Lane, Chilmington Green Amendment to application 18/00207/AS (Reserved Matters approval for the development of Parcel P for 99 dwellings, together with associated access roads, footpaths, drainage, car/cycle parking, groundworks, landscaping and infrastructure) for minor revisions to approved design and layout. **ABC: Amended Plans**
Approved



Key	
	Route to be deleted
	Route to be added
	Unaffected Routes

Wildlife and Countryside Act 1981
The Kent County Council
(Map sheet 104 [TQ94SE])
Definitive Map Modification Order No. 1, 2020

Produced by the KCC Public Rights of Way and Access Service
 © Crown Copyright and database right 2019. Ordnance Survey 100019238

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 (base map only)



Created by:	McN	Checked by:	CRW
Reference:			



WILDLIFE AND COUNTRYSIDE ACT 1981

THE KENT COUNTY COUNCIL (MAP SHEET 104 (TQ94SE))

DEFINITIVE MAP MODIFICATION ORDER No. 1, 2020

This Order is made by the Kent County Council under Section 53(2)(b) of the Wildlife and Countryside Act 1981 ("the Act") because it appears to that authority that Sheet 104 (TQ94SE) of the Definitive Map and Statement for the County of Kent requires modification in consequence of the occurrence of an event specified in Section 53(3)(a)(i) namely the coming into effect on the 11th December 2019 of the Ashford Borough Council (Public Footpath AW235 (part) Great Chart with Singleton) Public Path Stopping Up Order 2019.

1. For the purposes of this Order the relevant date shall be the First Day of February 2020.
2. Sheet 104 (TQ94SE) of the Definitive Map for the County of Kent and its associated Statement shall be modified as described in the Schedule and shown on the map attached to this Order.
3. The Order shall take effect on the date it is made and may be cited as "the Kent County Council (Map Sheet 104 (TQ94SE)) Definitive Map Modification Order No. 1, 2019".

GIVEN UNDER THE SEAL OF THE KENT COUNTY COUNCIL THIS 17th DAY OF FEBRUARY IN THE YEAR TWO THOUSAND AND TWENTY.

**THE COMMON SEAL OF THE KENT COUNTY COUNCIL
was hereunto affixed in the presence of:**

K Goddard
.....
Authorised Signatory



SCHEDULE

PART I: MODIFICATION OF DEFINITIVE MAP

Description of path to be deleted

The entire width of that length of Public Footpath AW235 which commences at its junction with Public Footpath AW231A and runs in a generally east-south-easterly direction for approximately 28 metres to its junction with Oxen Lease, as shown in a bold line between points B and A on the Inset map to the Order plan.

Description of path to be added/amended

A new length of Public Footpath numbered AW235, with a width of 2 metres, which commences at a new junction with Oxen Lease (which lies approximately 19 metres north of the current junction) and runs in a generally west-north-westerly direction (between numbers 11 and 13 Oxen Lease) for approximately 24 metres to a new junction with Public Footpath AW235, as shown with a dashed line between points D and C on the Inset Map to the Order plan.

The section of Public Footpath AW235 running from the junction with AW231A (point D) in a generally north-north-easterly direction for approximately 23 metres to its junction with the new length of AW235 (point C) is renumbered AW231A.

PART II: MODIFICATION OF DEFINITIVE STATEMENT

The entry for Public Footpath AW235 is modified by the addition of the following:

Part stopped up at Oxen Lease, and alternative route created, by the Ashford Borough Council (Public Footpath AW235 (part) Great Chart with Singleton) Public Path Diversion Order 2019 with a width of 2 metres for the new length of path.

Part also renumbered AW231A in consequence of the above Order.

The connections item is amended as follows:

Delete AW231

Add Oxen Lease

WILDLIFE AND COUNTRYSIDE ACT 1981

THE KENT COUNTY COUNCIL (MAP SHEET 104 (TQ94SE))

DEFINITIVE MAP MODIFICATION ORDER No. 1, 2020



Have your say



Vision Zero
The Road Safety Strategy for Kent

Public Consultation
From 26 January to 15 March 2021

kent.gov.uk/visionzero

**Great Chart with
Singleton Parish
Council**



Kent County Council are consulting on [draft five year Road Safety Strategy for Kent](#) and the 30 year vision.

“The ambitious 'Vision Zero' aims for zero, or as close as possible, fatalities on Kent’s roads each year by 2050.

To achieve Vision Zero, we propose adopting the ‘Safe Systems’ approach, which is rooted in the belief that every traffic death reflects a failure in the system, and that none are acceptable. Safe Systems puts the human being at its core, accepting that even the most conscientious person may make a mistake at some point.

The goal of Safe Systems is to ensure that these mistakes do not lead to a crash or, if a crash does occur, it is sufficiently controlled to not cause a death or a life-changing injury.

The success of this strategy will depend on engagement with Kent’s communities to work together towards safer roads, towns and villages.

We need your views to ensure our proposals meet the needs and expectations of Kent’s residents, businesses and communities. We are consulting on our [draft five year Road Safety Strategy for Kent](#) and our 30 year vision. ”



Key Themes



Community Circle

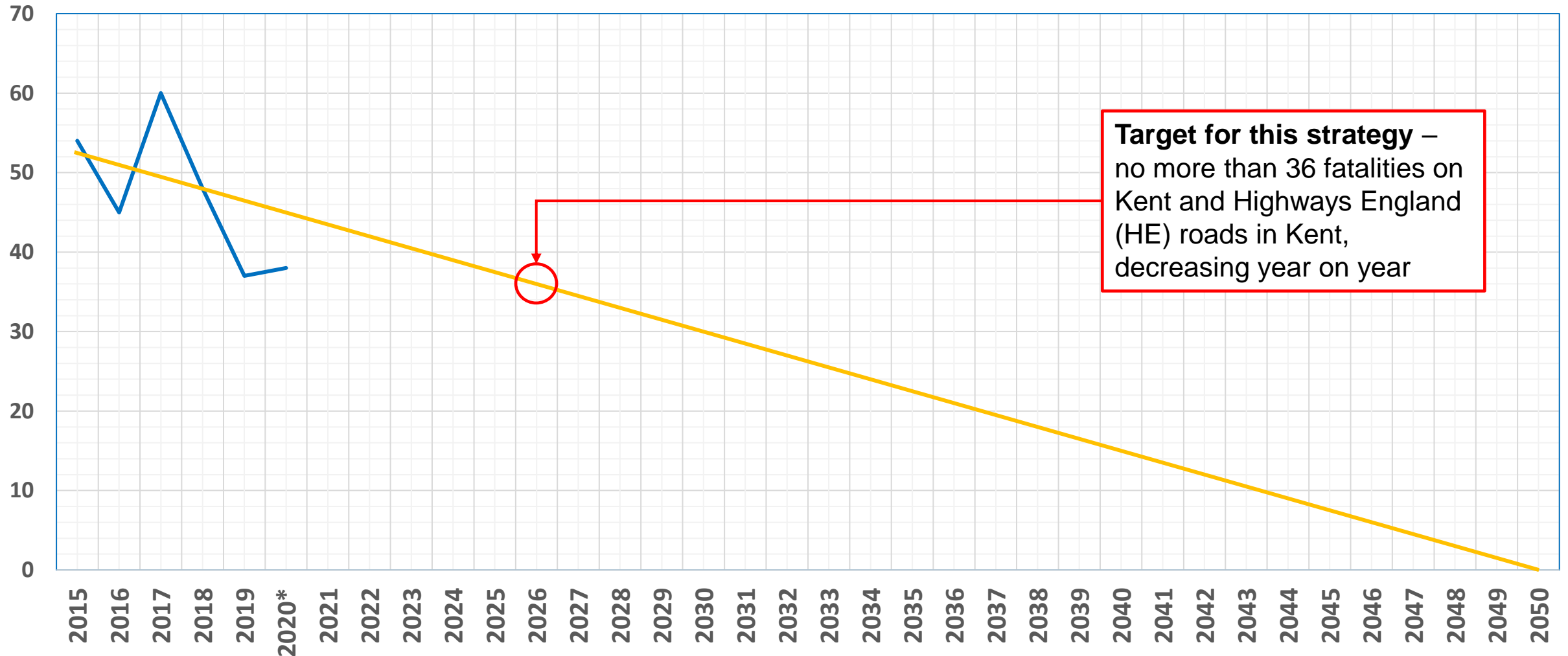
Our approach to involving communities

Please take some time to read this document
Vision Zero Draft Strategy (1).pdf

Other documents available at Consultation Homepage - Vision Zero: The Road Safety Strategy for Kent 2020 - 2026 - Kent County Council Consultations (inconsult.uk)

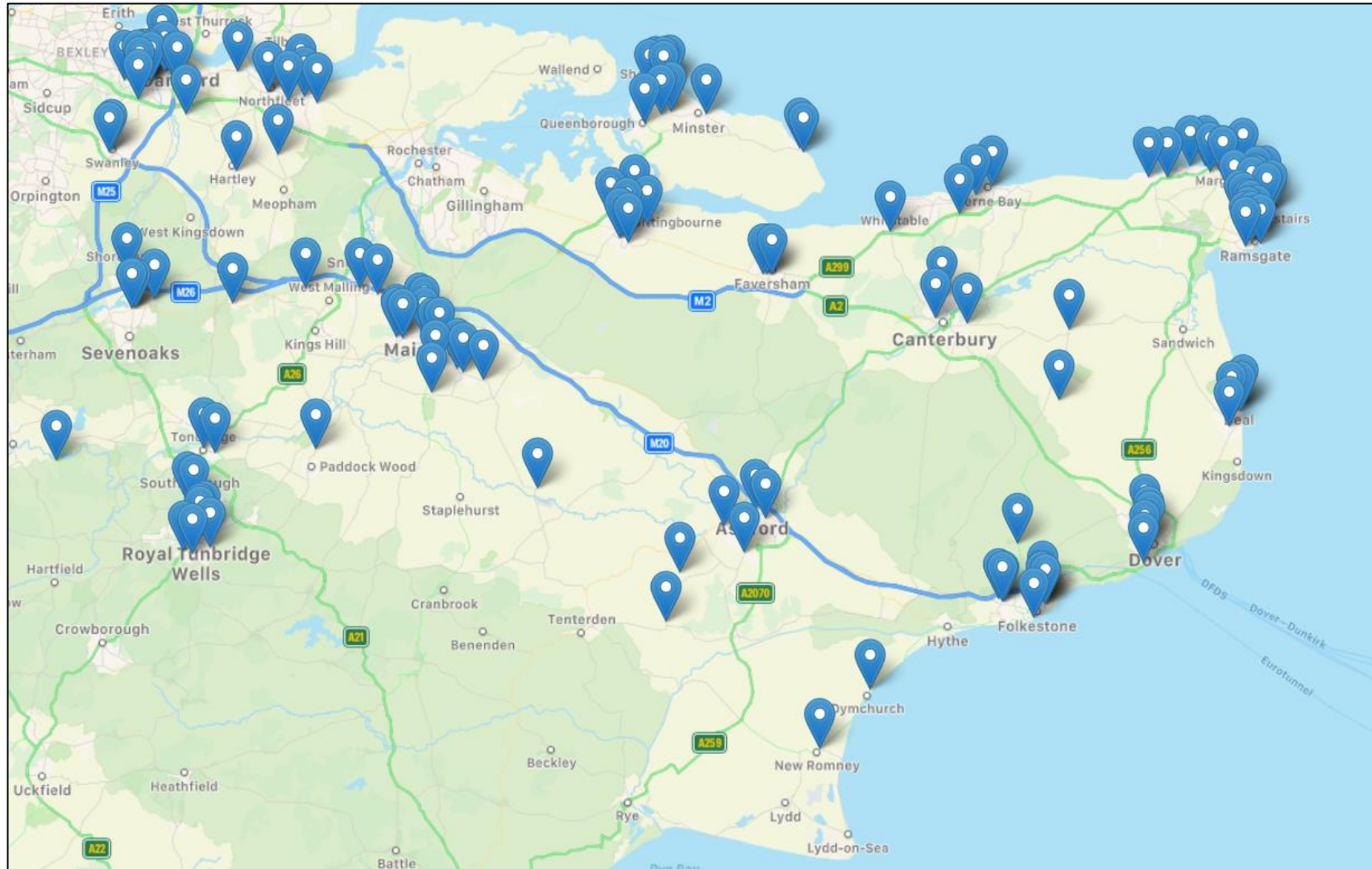
This includes data and other versions of document

Achieving Vision Zero by 2050



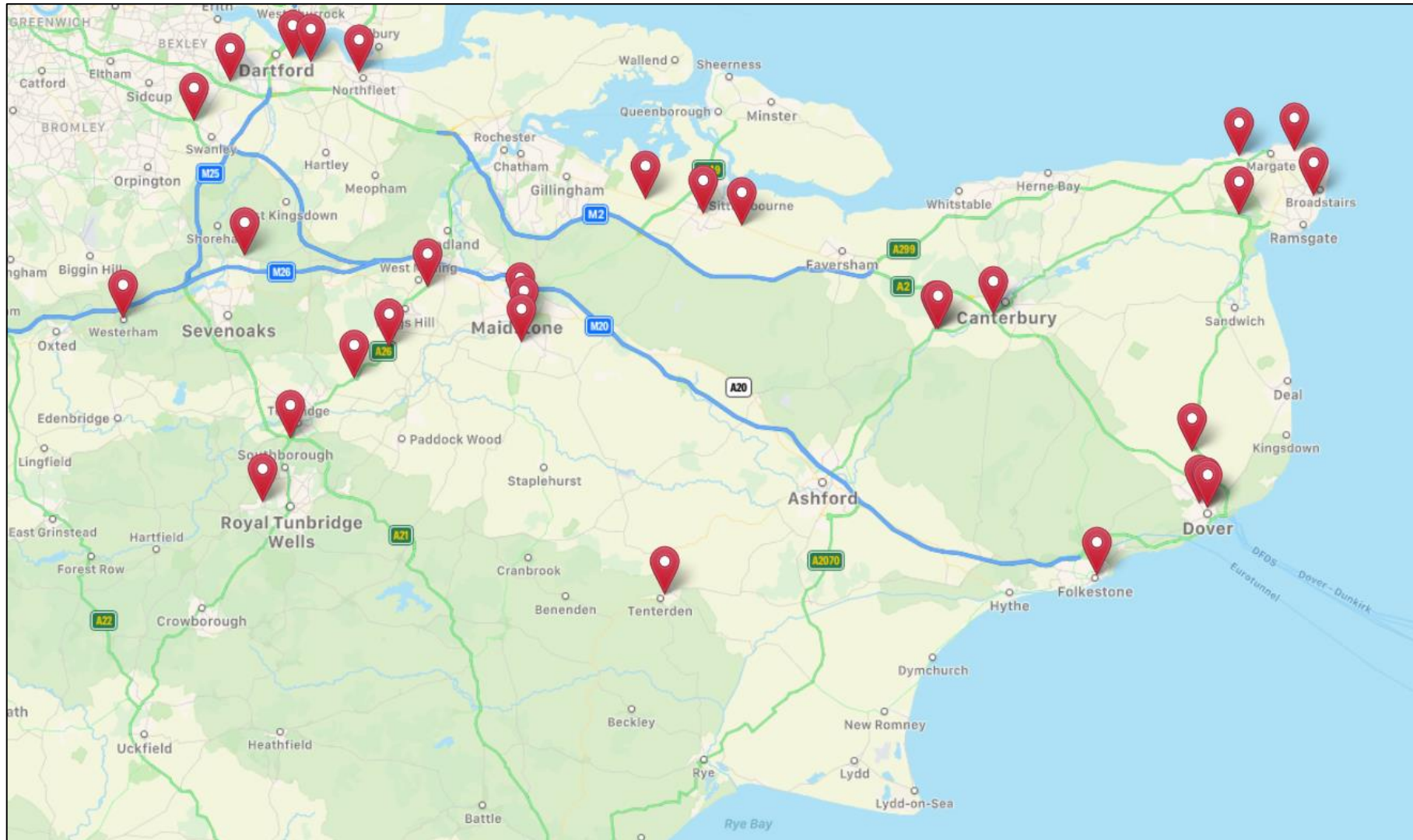
*collision data up to 28th December 2020 (Sept. – Dec. data unverified & subject to change).

Pedestrian Serious Injuries 2015 - 2019 (age 0-15)



- 123 of 143 serious collisions occurred on 30mph roads (86%)
- 128 collisions involved cars (90%)
- 64 collisions occurred on A and B roads (45%)
- Excessive speed was a contributory factor in 6 collisions
- 102 pedestrians “failed to look properly” (71%) compared to 23 drivers / riders (16%)
- 11 and 12 year olds suffered the highest number of injuries within the age group (53) (37%)

Pedestrian Fatalities 2015 - 2019



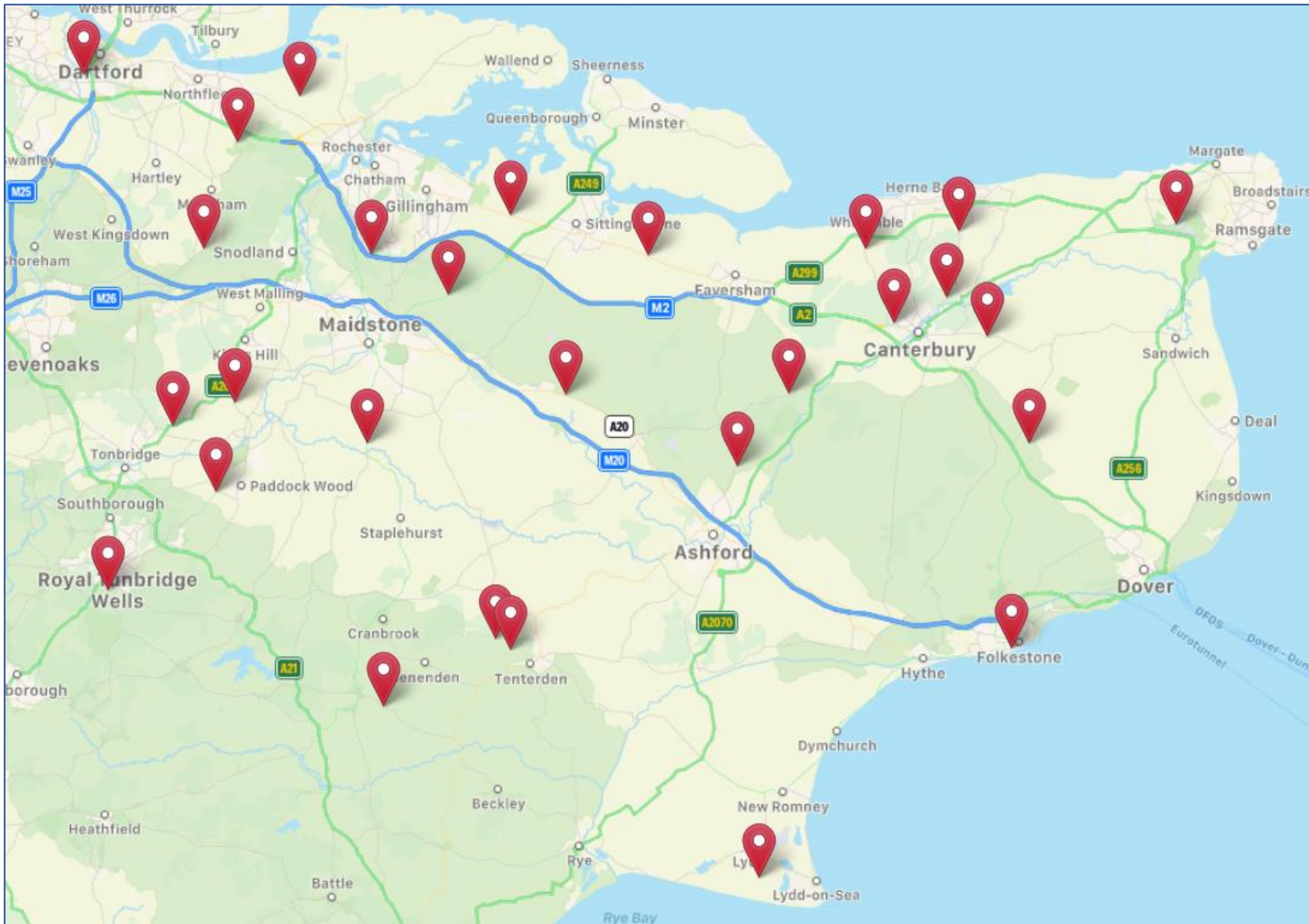
- 19 of the 31 fatal collisions occurred on 30mph roads (61%)
- 22 pedestrians were struck by cars (69%) and 4 were struck by HGVs (13%)
- 22 collisions occurred on A and B roads (71%)
- Excessive speed was a contributory factor in 5 collisions (16%)
- “Failed to look properly” was the most common contributory factor, 13 relating to vehicle users and 16 relating to pedestrians

Car Driver Fatalities 2015 - 2019



- The highest number of fatal collisions occurred on 60mph roads (18) (35%)
- 34 collisions occurred on A and B roads (45%)
- Excessive speed was a contributory factor in 23 collisions (44%)
- Drugs and alcohol were a contributory factor in 21 collisions (40%)
- Tonbridge and Malling saw the most car driver fatalities (9) (17%)

Car Passenger Fatalities 2015 - 2019



- Similar to car driver fatalities, the highest number of car passengers were killed on 60mph roads (14) (45%)
- 19 of 28 collisions occurred on A and B roads (68%)
- Excessive speed was a contributory factor in 13 collisions (42%)
- Drugs and alcohol were a contributory factor in 9 collisions (32%)
- Canterbury saw the most car passenger fatalities (6) (19%)

Vision Zero: The Road Safety Strategy for Kent 2021-2026

Public consultation 26 January to 15 March 2021

Consultation Questionnaire

We are keen to hear your thoughts on our draft Vision Zero Road Safety Strategy for Kent as we further develop it during formal consultation. We have provided this feedback questionnaire for you to give your comments.

What information do you need before completing the questionnaire?

We recommend that you view the draft strategy online at www.kent.gov.uk/visionzero before responding to this questionnaire.

If you have any questions regarding these proposals or require hard copies of the strategy and/or questionnaire, please email visionzero@kent.gov.uk.

This questionnaire can be completed online at www.kent.gov.uk/visionzero

Alternatively, fill in this paper form and return to: Casualty Reduction Team, Kent County Council, Invicta House, Maidstone ME14 1XX.

Please ensure your response reaches us by midnight on 15 March 2021.

Privacy: Kent County Council (KCC) collects and processes personal information in order to provide a range of public services. KCC respects the privacy of individuals and endeavours to ensure personal information is collected fairly, lawfully, and in compliance with the General Data Protection Regulation and Data Protection Act 2018. Read the full Privacy Notice at the end of this document.

Alternative formats: If you require any of the consultation material in an alternative format or language, please email: alternativeformats@kent.gov.uk or call: 03000 42 15 53 (text relay

Vision Zero: The Road Safety Strategy for Kent 2021-2026

Public consultation 26 January to 15 March 2021

service number: 18001 03000 42 15 53). This number goes to an answering machine, which is monitored during office hours.

Vision Zero: The Road Safety Strategy for Kent 2021-2026

Public consultation 26 January to 15 March 2021

Section One – About you

Q1. Are you responding as...?

Please select the option from the list below that most closely represents how you will be responding to this consultation. *Please select **one** option.*

- | | |
|-------------------------------------|-----------------------------------------------------------------------------------|
| <input type="checkbox"/> | Yourself as an individual |
| <input type="checkbox"/> | Yourself in your professional capacity |
| <input checked="" type="checkbox"/> | A parish, town, borough, district or county councillor |
| <input type="checkbox"/> | A local authority or council, such as a parish, town, district or borough council |
| <input type="checkbox"/> | An educational establishment, such as a school, college or university |
| <input type="checkbox"/> | A health organisation, such as a CCG, Hospital Trust or GP Practice |
| <input type="checkbox"/> | A business |
| <input type="checkbox"/> | A charity, voluntary or community sector organisation (VCS) |
| <input type="checkbox"/> | A motoring group |
| <input type="checkbox"/> | Other, please specify: |

Q1a. If you are responding in your professional capacity, please tell us what it is:

Vision Zero: The Road Safety Strategy for Kent 2021-2026

Public consultation 26 January to 15 March 2021

Q1b. If you are responding on behalf of an organisation (business, community group, residents' association, council, motoring group or any other organisation), please tell us the name of your organisation. *Please write in below.*

Great Chart with Singleton Parish Council

Q2. Please tell us the first 5 characters of your postcode:

TN23 5LB

Please do not reveal your whole postcode. We use this to help us to analyse our data. It will not be used to identify who you are.

If you are responding on behalf of an organisation, please skip questions 3 and 4 and move onto question 5.

Q3. Thinking about your normal travel habits prior to the Covid-19 pandemic, on average how often did you use the following methods of transport when travelling in your local area? Please select **one** option for each method of transport.

	Regular, daily use	A couple of times a week	Less frequently	Never use
Drive a car				
Passenger in a car				
Drive a van (light goods 3.5-7.5 tonnes)				
Drive an HGV (over 7.5 tonnes)				

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Drive a taxi/private hire				
Ride a moped/motorcycle				
Walk				
Ride a bicycle				
Other, please specify:				

Q4. Thinking about your normal travel habits prior to the Covid-19 pandemic, on average how often did you use the following methods of transport for longer journeys (those outside your local area)? Please select **one option for each method of transport.**

	Regular, daily use	A couple of times a week	Less frequently	Not applicable (e.g. never travel in this way/responding on behalf of an organisation)
Drive a car				
Passenger in a car				

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Drive a van (light goods 3.5-7.5 tonnes)				
Drive an HGV (over 7.5 tonnes)				
Drive a taxi/private hire				
Ride a moped/motorcycle				
Walk				
Ride a bicycle				
Other, please specify:				

Q5. How did you find out about this consultation?

Please select **all** that apply.

- | | |
|-------------------------------------|---------------------------------------------------------|
| <input checked="" type="checkbox"/> | Email from Kent County Council |
| <input type="checkbox"/> | Newspaper article |
| <input type="checkbox"/> | From my Parish / Town / Borough / District Council |
| <input type="checkbox"/> | From a friend or relative |
| <input type="checkbox"/> | Social Media (Facebook, Twitter, LinkedIn or Instagram) |
| <input type="checkbox"/> | Kent.gov.uk website |

Vision Zero: The Road Safety Strategy for Kent 2021-2026

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From a local business

Other, please specify:

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Section Two – The Strategy

Q6. Was the draft Vision Zero Road Safety Strategy easy to understand?
*Please select **one** option.*

<input checked="" type="checkbox"/>	Yes
<input type="checkbox"/>	No
<input type="checkbox"/>	Don't know

Q6a. Please add any comments in the box below.
We ask you not to identify yourself within your response.

CLEAR, LOTS OF PICTORAL EVIDENCE WHICH IS HELPFUL AND EASY TO UNDERSTAND

Vision Zero: The Road Safety Strategy for Kent 2021-2026

Public consultation 26 January to 15 March 2021

The strategy is formed of eight chapters. You can provide feedback on all or as many of the chapters as you like. If you would rather not provide feedback on any chapter, just move on to the next set of questions.

Chapter One – Introduction	<u>Page 8</u>
Chapter Two – Data and Risk	<u>Page 14</u>
Chapter Three – Safer Roads and Streets	<u>Page 16</u>
Chapter Four - Safer Speed	<u>Page 19</u>
Chapter Five - Safer Behaviours	<u>Page 22</u>
Chapter Six - Safer Vehicles	<u>Page 25</u>
Chapter Seven - Collision Response	<u>Page 28</u>
Chapter Eight - Governance and Monitoring	<u>Page 30</u>

Vision Zero: The Road Safety Strategy for Kent 2021-2026

Public consultation 26 January to 15 March 2021
Chapter One - Introduction

1.1 Vision Zero 2050

Vision Zero is KCC's vision to reduce fatalities on the roads and streets of Kent to zero (or as close to zero as possible) by 2050. Whilst achieving a year where nobody in Kent is killed in traffic related crashes may not be possible, KCC sees zero as the only justifiable target to have but recognises that there is much work to be done in the next 30 years, to get as close as possible to zero deaths.

The above is a summary of the vision. See page 6 of the strategy for more information.

Q7. To what extent do you agree or disagree with Vision Zero?

Please select **one** option.

X	Strongly agree
	Tend to agree
	Neither agree nor disagree
	Tend to disagree
	Strongly disagree
	Don't know

Q7a. Please provide any comments on Vision Zero in the box below.

We ask you not to identify yourself within your response.

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FULLY SUPPORT THIS AMBITIOUS TARGET.

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1.2 Our approach – Safe Systems

The Safe Systems approach is a proactive methodology to achieve zero deaths. This approach comprises the following themes:

- Safe roads and streets – designing our highway network to reduce the chances and consequences of collisions.
- Safe speeds – designing roads and enforcing speed limits appropriate to the usage and environment.
- Safe behaviours – road safety education, training, campaigns, engineering, enforcement, and technology to improve the way people use Kent’s roads and streets.
- Safe vehicles – ensure the vehicles on the Kent network are as safe as they can be by promoting safer technology for car and goods vehicle fleets.
- Post collision response – react as quickly as possible to crashes, study the causes of the most serious collisions, and provide support for the victims of road crashes.

See pages 5 to 6 in the strategy for more information.

Q8. To what extent do you agree or disagree that the Safe Systems approach is important to achieving better road safety outcomes for Kent?

*Please select **one** option.*

X	Strongly agree
	Tend to agree
	Neither agree nor disagree
	Tend to disagree
	Strongly disagree

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Don't know

Vision Zero: The Road Safety Strategy for Kent 2021-2026

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Q8a. Please provide any comments on the Safe Systems approach in the box below.

We ask you not to identify yourself within your response.

SAFE SYSTEMS IN AN IDEAL WORLD WOULD WORK. WE HAVE CONCERNS FOR EXISTING COMMUNITIES THAT ARE ALREADY STRUGGLING WITH LAYOUTS AND LACK OF URGENCY DUE TO NON FATALITIES

PLANNING RULES NEED TO BE SPECIFIC AND LAWFUL TO ENSURE THAT NEW DESIGNS ARE ADOPTED IF TRIALED AND SUCCESSFUL. NOT JUST FROM OTHER COUNTRIES. A TIGHT ENFORCEMENT ON NEW DEVELOPMENTS TO ENSURE THE LAYOUTS MEET THE NEEDS OF WHOLE COMMUNITY INCLUDING VEHICLE DRIVERS

1.3 Community Circle

Proactive community engagement is at the heart of this strategy. If Vision Zero is to succeed it will depend on Kent's residents and road users sharing KCC's ambition. Community Circle is our approach to involving communities to help achieve Vision Zero in Kent. It includes:

- Community concerns aligned with injury collision data such as concerns about speed, air quality and noise would strengthen the case for intervention.

Vision Zero: The Road Safety Strategy for Kent 2021-2026

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- Injury reduction remains the priority but feeling safe and quality of life are also important.
- Research and pilot new approaches including average speed camera corridors and other initiatives.
- Common responsibility for safety including road users, local community and highway authority.
- Localise campaigns to focus on casualty cluster sites.
- Engagement with community at cluster sites to discuss solutions together.

See pages 7 to 8 in the strategy for more information.



Q9. To what extent do you agree or disagree with the Community Circle approach? Please select *one* option.

X	Strongly agree
	Tend to agree
	Neither agree nor disagree
	Tend to disagree
	Strongly disagree
	Don't know

Q9a. Please provide any comments on the Community Circle approach in the box below.

We ask you not to identify yourself within your response.

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ALL GOOD IN AN IDEAL WORLD WHERE MONEY IS NO OBJECT.

FULL TIME AIR QUALITY DATA COLLECTORS SHOULD BE INSTALLED ALONG ROADS
TO OBTAIN ACCURATE DATA.

Vision Zero: The Road Safety Strategy for Kent 2021-2026

Public consultation 26 January to 15 March 2021

Q10. To what extent do you agree or disagree with the actions for Chapter One?

*Please select **one** option for **each** row.*

Actions	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
1. Promote 'Vision Zero' objectives to stakeholders and the public.	X					
2. Collaborate with Highways, Transport and Waste, Public Health, Active Travel, Fleet, Education and other teams within KCC where road safety can help deliver objectives.	X					

Q10a. Please provide any comments on the actions for Chapter One in the box below:

We ask you not to identify yourself within your response.

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COMMUNICATE WITH AS MANY DIFFERENT PLACES AS POSSIBLE TO ENSURE COVERAGE. IT COULD BE SOME HEAR IT MORE THAN ONCE BUT REINFORCEMENT IS KEY TO SUCCESS.

Q11. Is there anything else you would like to tell us about Chapter One?

We ask you not to identify yourself within your response.

Vision Zero: The Road Safety Strategy for Kent 2021-2026

Public consultation 26 January to 15 March 2021

Vision Zero: The Road Safety Strategy for Kent 2021-2026

Public consultation 26 January to 15 March 2021 Chapter Two - Data and Risk

Over the next five years the strategy sets out how we will analyse and use traffic data (collision statistics, traffic speeds, volumes etc.) to reduce collisions. We will use the data to develop risk scores and identify Kent's riskiest roads and streets. These can then be targeted with direct investment to make improvements.

See pages 11 to 12 in the strategy for more information.

Q12. To what extent do you agree or disagree with the Data and Risk actions?

Please select **one** option for **each** row.

Actions	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
3. Formulate a 'risk score' for Kent's highway network based on number of personal injury collisions, length of road and traffic volumes.		X				
4. Align this risk score with factors such as community concerns on speed, air quality and noise to strengthen the case for carrying out an intervention.	X					
5. Create a 'data store platform' and dashboard for ease of interpretation.	X					

Vision Zero: The Road Safety Strategy for Kent 2021-2026

Public consultation 26 January to 15 March 2021

Q12a. Please provide any comments on the actions for Data and Risk in the box below.

We ask you not to identify yourself within your response.

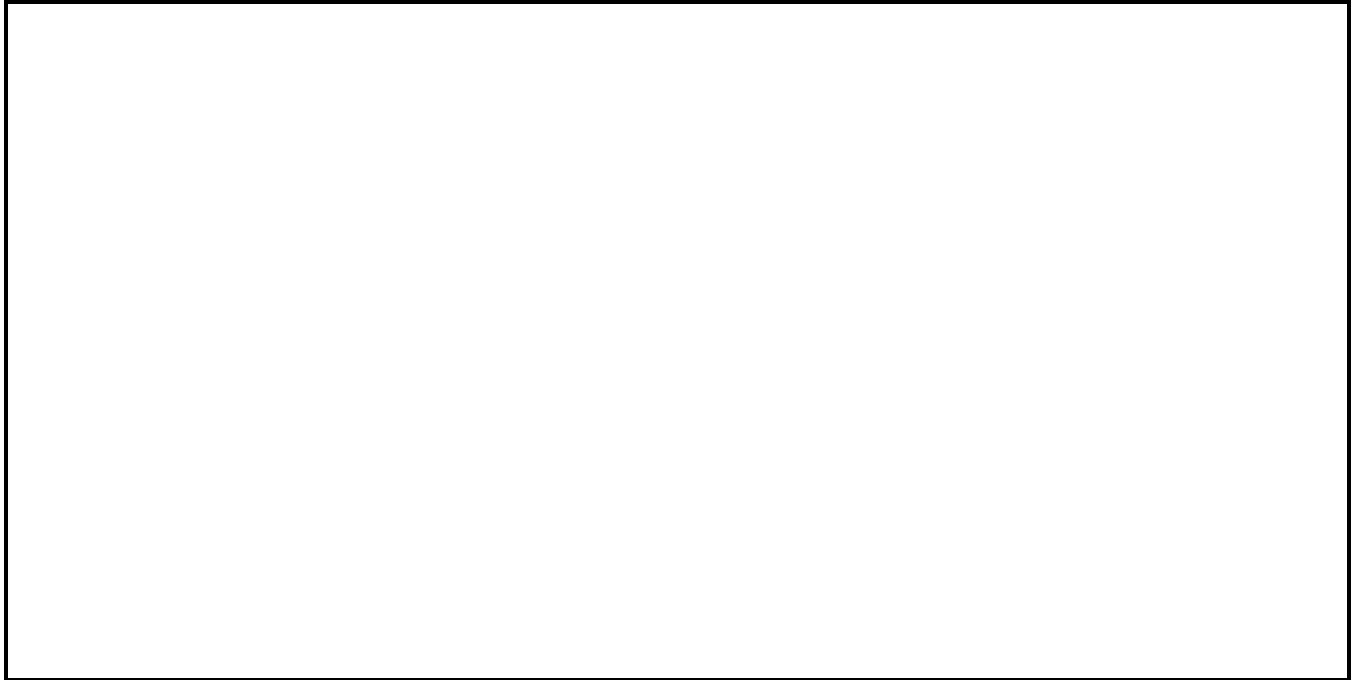
CONCERNS IF A ROAD SUDDENLY HAD MULTIPLE ACCIDENTS OR KSI. WOULD ACTION BE TAKEN OR LEFT UNTIL YEARS LATER WHEN DATA COMES IN.

Q13. Is there anything else you would like to tell us about Chapter Two?

We ask you not to identify yourself within your response.

Vision Zero: The Road Safety Strategy for Kent 2021-2026

Public consultation 26 January to 15 March 2021



Vision Zero: The Road Safety Strategy for Kent 2021-2026

Public consultation 26 January to 15 March 2021 Chapter Three - Safer Roads and Streets

To achieve Vision Zero by 2050, we will need to explore ways of more effectively designing in safety across our road network. The ideal road system is one where the human tolerance for Kinetic Energy (the force released in a crash) is not exceeded. We recognise that people sometimes make mistakes. Our aim is to design a forgiving network where making a mistake is not fatal.

See pages 13 to 16 in the strategy for more information.

Q14. To what extent do you agree or disagree with the Safer Roads and Streets actions? *Please select **one** option for **each** row.*

Actions	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
6. Review criteria for cluster sites where there have been high incidences of collisions and fatalities. Research the viability of a route-based approach.	<input checked="" type="checkbox"/>					
7. Develop a Safer Junctions Programme for Kent's urban area.	<input checked="" type="checkbox"/>					
8. Develop a Safe Rural Network Programme (roads & villages).	<input checked="" type="checkbox"/>					
9. Develop a Safer Powered Two-wheeler Programme.	<input checked="" type="checkbox"/>					

Vision Zero: The Road Safety Strategy for Kent 2021-2026

Public consultation 26 January to 15 March 2021

10. Develop a Safer Walking and Cycling Programme.	X					
----------------------------------------------------	---	--	--	--	--	--

Actions	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
11. Develop a Safer Young People Programme, e.g. School Streets, Safe Routes to School.	X					
12. Establish processes so Highways teams can better incorporate road safety and walking and cycling measures into maintenance programmes at low cost.	X					
13. Engagement with communities at cluster sites where there are concentrations of traffic accidents and fatalities to improve compliance and support for Vision Zero.	X					

Q14a. Please provide any comments on the actions for Safer Roads and Streets in the box below:

We ask you not to identify yourself within your response.

Vision Zero: The Road Safety Strategy for Kent 2021-2026

Public consultation 26 January to 15 March 2021

Q15. Is there anything else you would like to tell us about Chapter Three?

We ask you not to identify yourself within your response.

Vision Zero: The Road Safety Strategy for Kent 2021-2026

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Vision Zero: The Road Safety Strategy for Kent 2021-2026

Public consultation 26 January to 15 March 2021 Chapter Four - Safer Speed

Appropriate speed is at the heart of the Vision Zero approach. Our objective is to create a network where fewer mistakes occur, and to ensure that mistakes will not lead to a death. Improving compliance to speed limits, appropriate speeds for a location and in some instances reducing speed limits will be central to achieving this objective.

See pages 18 to 20 in the strategy for more information.

Q16. To what extent do you agree or disagree with the Safer Speed actions?

Please select **one** option for **each** row.

Actions	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
14. Research the criteria for installing new safety camera systems to include community demand, so cameras can be used where the community feels speeding is an issue, rather than just reacting to collisions that cause injury. We will pilot an average speed camera corridor along a stretch of road for evaluation.	X					
15. Evaluate and learn from the pilot 20mph speed limit towns (Faversham and Tonbridge) and analyse	X					

Vision Zero: The Road Safety Strategy for Kent 2021-2026

Public consultation 26 January to 15 March 2021

impacts and success of measures to improve compliance.						
--------------------------------------------------------	--	--	--	--	--	--

Actions	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
16. Research impacts of reducing the 60mph national speed limit. We will engage with rural communities, survey attitudes and evaluate impact on collisions and journey times. Findings to be presented to central Government to review potential of lowering national speed limit.	X					
17. Research and pilot measures to slow traffic around schools where traffic speed is a reported problem.	X					
18. Work with Kent Police to enhance the 'visible presence' of enforcement at crash hotspots.	X					
19. Support Kent Police enforcement activities with	X					

Vision Zero: The Road Safety Strategy for Kent 2021-2026

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campaigns that target the highest risk areas and motorists.						
-------------------------------------------------------------	--	--	--	--	--	--

Vision Zero: The Road Safety Strategy for Kent 2021-2026

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Q16a. Please provide any comments on the actions for Safer Speed in the box below:

We ask you not to identify yourself within your response.

MAKE IT EASIER FOR AREAS TO USE SID OR SPEEDWATCH. OFTEN AREAS OF CONCERN ARE UNABLE TO UTILISE THESE SYSTEMS DUE TO ROAD LAYOUT OR NO PATH;

60mph ROADS ARE BAD FOR THIS AND OFTEN HAVE ACCIDENTS THAT DON'T HIT THE KSI DATA SHEETS BUT BLOCK UP ROADS.

ALL HOUSING DEVELOPMENTS SHOULD BE 20MPH ON ROADS OF CERTAIN WIDTH PROTECTING RESIDENTS (WHOSE HOMES ARE CLOSER TO THE ROAD IN MODERN DEVELOPMENTS) AND ANY HIGHWAY USER.

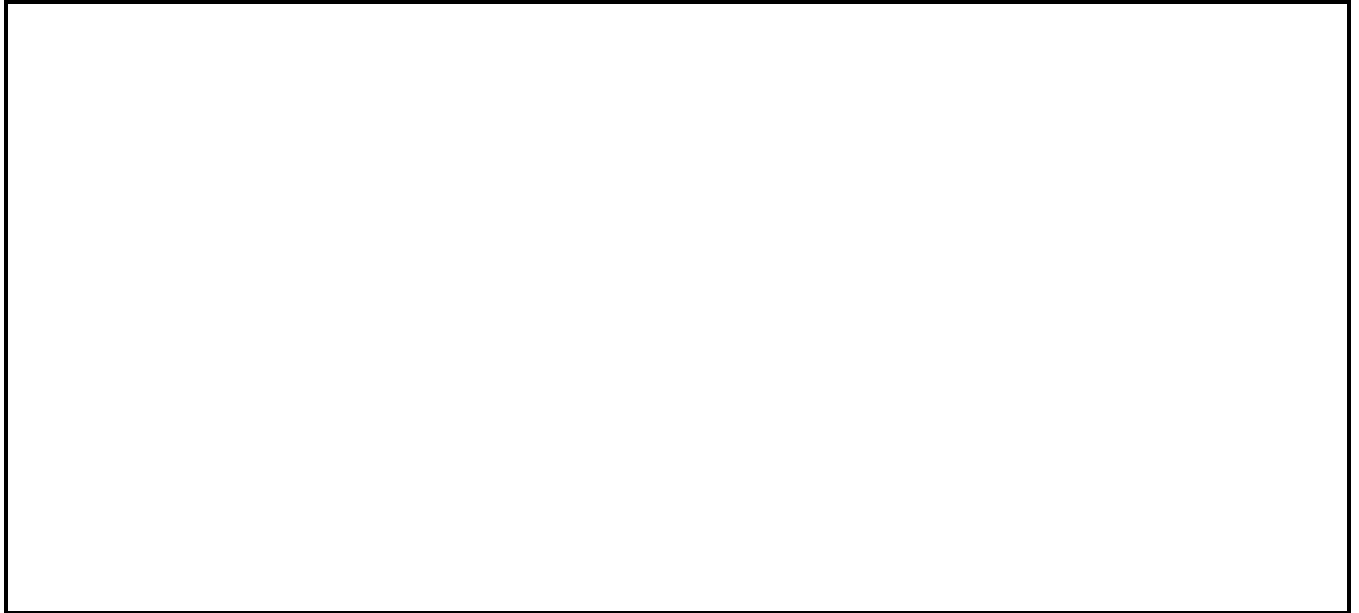
RESIDENTS OFTEN 'FEEL' PEOPLE ARE SPEEDING BUT THEY MAY NOT BE GOING OVER 30MPH BUT ARE DRIVING BADLY FOR THE RESIDENTIAL AREA. A CAMPAIGN TO SUPPORT THIS COULD SAVE LIVES.

Q17. Is there anything else you would like to tell us about Chapter Four?

We ask you not to identify yourself within your response.

Vision Zero: The Road Safety Strategy for Kent 2021-2026

Public consultation 26 January to 15 March 2021



Vision Zero: The Road Safety Strategy for Kent 2021-2026

Public consultation 26 January to 15 March 2021 Chapter Five - Safer Behaviours

To achieve Vision Zero (zero road deaths by 2050), it is essential that all road users and stakeholders including schools, town/parish councils, employers work together to reduce risky behaviours.

See pages 21 to 23 in the strategy for more information.

Q18. To what extent do you agree or disagree with the Safer Behaviours actions?

Please select **one** option for **each** row.

Actions	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
20. Create a 30-year communications plan to increase support for Vision Zero objectives.	X					
21. Produce a five-year behaviour change delivery plan aligned with walking, cycling and public health requirements and responsibilities.	X					
22. Produce a promotional process for use when new engineering schemes (such as a new pedestrian crossing) are introduced to tell people what and why it is being done, and how to use it.	X					

Vision Zero: The Road Safety Strategy for Kent 2021-2026

Public consultation 26 January to 15 March 2021

23. Develop a support forum for those who have been affected by crashes.	X					
--------------------------------------------------------------------------	---	--	--	--	--	--

Actions	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
24. Support teenagers and older people with training and education designed to maintain safe mobility. Include alternatives to driving, as well as driver training.	X					
25. Research and test the impact of new road infrastructure, including electronic road signs (variable message signage) and flashing light studs on driver behaviour.	X					

Q18a. Please provide any comments on the actions for Safer Behaviours in the box below:

We ask you not to identify yourself within your response.

Vision Zero: The Road Safety Strategy for Kent 2021-2026

Public consultation 26 January to 15 March 2021

CREATING A 30 YR PLAN IS GOOD AS A STARTING POINT BUT THESE NEEDS TO ADAPT WITH THE SOCIETY. WHAT WORKS IN ONE AREA MAY NOT IN ANOTHER. ANY COMMUNICATION NEEDS TO BE MORE THAN JUST KENT WIDE OR AT THE VERY LEAST OUR BORDERS NEED TO HAVE SIGNS REMINDING ROAD USERS WHAT OUR RULES ARE. CLEARLY CHALLENGING BUT MAY INVOLVE A LEAFLET IN VARIETY OF LANGUAGES GIVEN TO THOSE TRAVELLING TO KENT VIA EUROPE (BEFORE THEY BOARD)

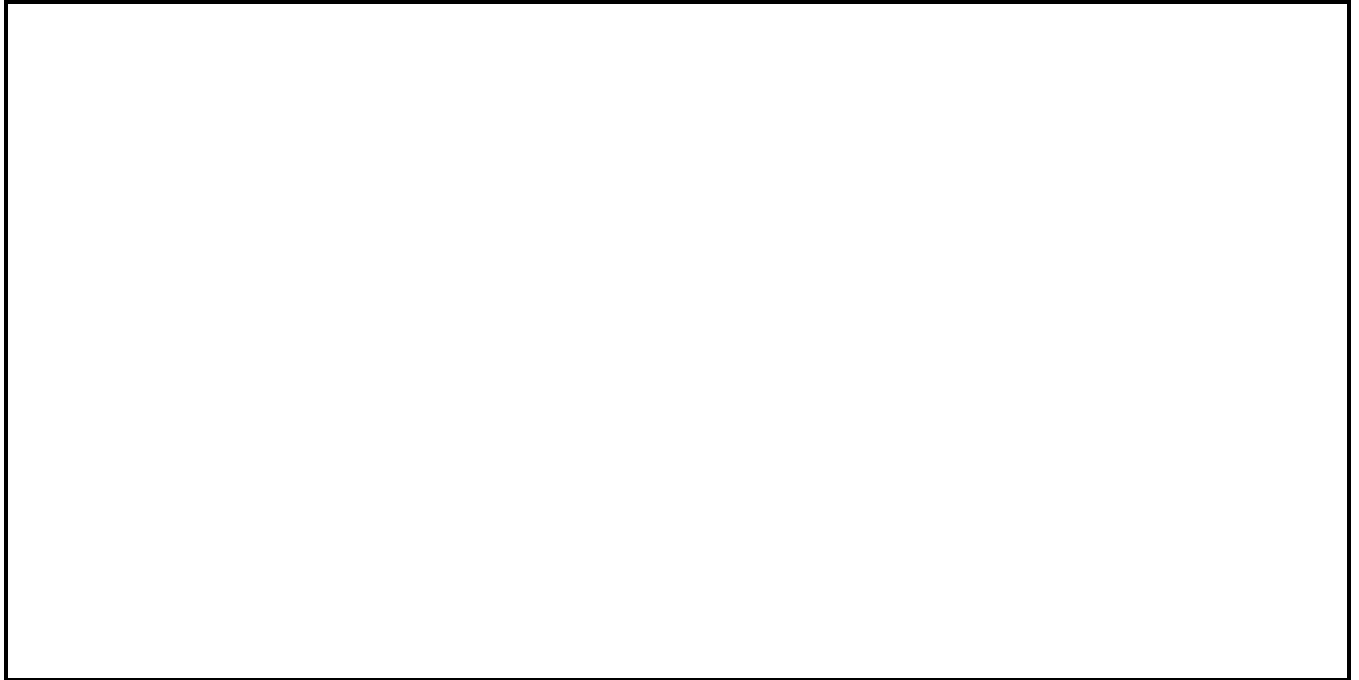
SUGGEST DO A STUDY THROUGH SOMEONE LIKE RESEARCH INSTITUTE FOR DISABLED CONSUMERS - THIS WOULD ALSO HELP GET MESSAGES RIGHT FOR CERTAIN GROUPS OF DISABLED PEOPLE. MAYBE MOTABILITY TOO AS THEY LEASE SCOOTERS, WHEELCHAIRS AND VEHICLES.

Q19. Is there anything else you would like to tell us about Chapter Five?

We ask you not to identify yourself within your response.

Vision Zero: The Road Safety Strategy for Kent 2021-2026

Public consultation 26 January to 15 March 2021



Vision Zero: The Road Safety Strategy for Kent 2021-2026

Public consultation 26 January to 15 March 2021 Chapter Six – Safer Vehicles

This part of the strategy will initially focus on KCCs fleets of vehicles, followed by partner organisation fleets and then other organisations around the county such as freight, construction, parcel delivery and taxi companies.

See pages 24 to 27 in the strategy for more information.

Q20. To what extent do you agree or disagree with the Safer Vehicles actions?

Please select **one** option for **each** row.

Actions	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
26. Develop driver policy that encompasses rules, procedures, training and driver assessment for all KCC drivers.	X					
27. Research likely impact of Intelligent Speed Assistance (ISA) and other new driving technologies on road safety and driver behaviours.	X					
28. Implement Fleet Operator Recognition Scheme (FORS) or equivalent which stipulates minimum driver training and vehicle safety	X					

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features for goods vehicles for KCC's fleet and research opportunity for FORS or equivalent for all new contracts where deliveries are made to KCC.						
-----------------------------------------------------------------------------------------------------------------------------------------------------	--	--	--	--	--	--

Actions	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
29. Research opportunities to implement Construction Logistics and Community Safety (CLOCs) standards, or equivalent, that stipulates construction logistics plans and minimum vehicle safety standards for KCC led construction projects.	X					
30. Develop a rewards and training programme, using telematics to monitor the council's Highways, Transport and Waste drivers and research opportunities to extend vehicle telematics	X					

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to other KCC drivers and teams.						
31. Work with Highways England's Driving for Better Business to promote the safest vehicles and safest driving techniques to all fleet managers in Kent and promote Euro New Car Assessment Programme (NCAP) safer car information to fleet managers and to the public.	X					

Q20a. Please provide any comments on the actions for Safer Vehicles in the box below:

We ask you not to identify yourself within your response.

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Q21. Is there anything else you would like to tell us about Chapter Six?

We ask you not to identify yourself within your response.

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Chapter Seven – Collision Response

When a fatal or serious collision occurs, we need to make sure that the emergency services are able to get to it quickly. We must also ensure that we review the causes that may have contributed to the collision and support victims.

See page 28 in the strategy for more information.

Q22. To what extent do you agree or disagree with the Collision Response actions? Please select **one** option for **each** row.

Actions	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
32. Work with the CRP Casualty Reduction Partnership (Kent Police, Ambulance, Fire & Rescue Services) to support swift post-collision response process.	X					
33. Work with CRP partners to improve our post KSI (Killed or Serious Injury) auditing process by assessing behaviours, enforcement, and road layout to prevent further casualties.	X					

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34. Work with partners to ensure victims of road collisions get support.	x					
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Q22a. Please provide any comments on the actions for Collision Response in the box below:

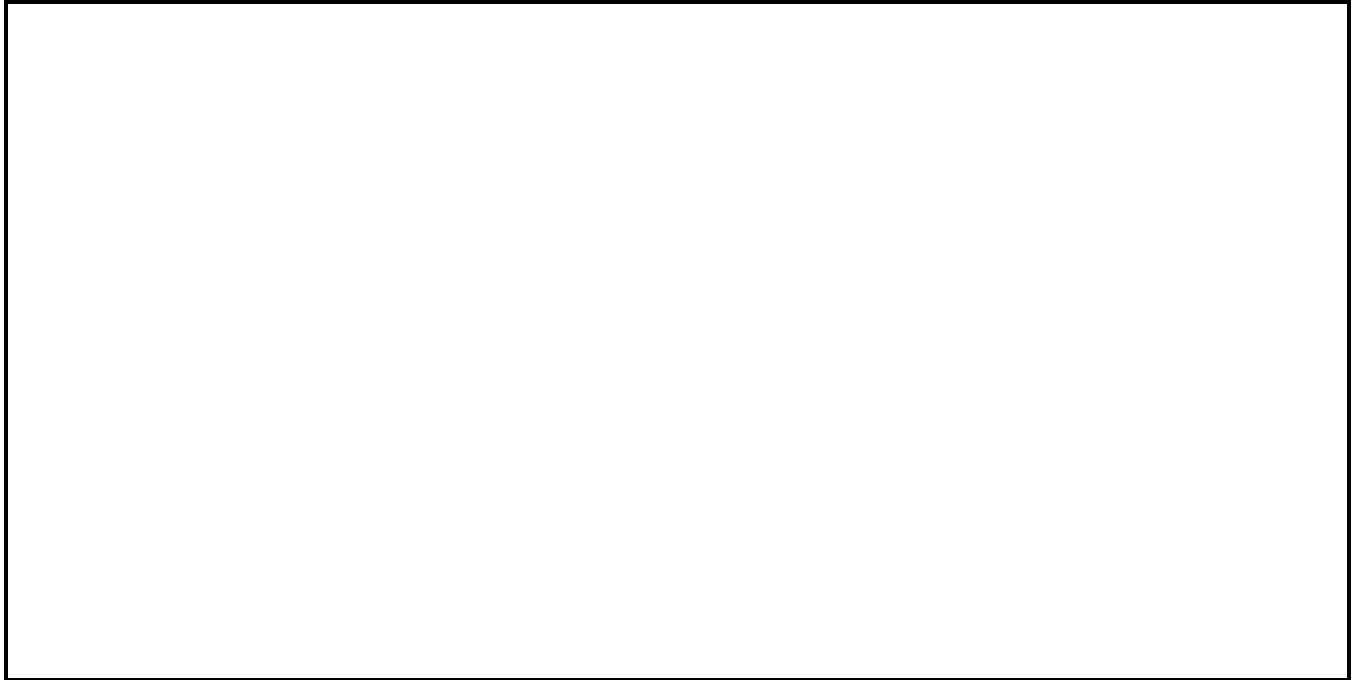
We ask you not to identify yourself within your response.

Q23. Is there anything else you would like to tell us about Chapter Seven?

We ask you not to identify yourself within your response.

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To review the effective delivery of the objectives in the strategy we propose the following governance and monitoring processes.

See pages 29 to 30 in the strategy for more information.

Q24. To what extent do you agree or disagree with the Governance and Monitoring actions? Please select **one** option for **each** row.

Actions	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
35. Organise a national, high-profile launch event and form an expert steering group to advise on delivery and best practice.	X					
36. Annual reviews to update action plans and monitor KPIs (key performance indicators)	X					
37. Work within the Casualty Reduction Partnership (CRP) framework.	X					
38. Expand the remit of the Safer Camera Partnership (KMSCP) to include community speed watch. KMSCP will report			X			

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to the Casualty Reduction Partnership.						
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Q24a. Please provide any comments on the actions for Governance and Monitoring in the box below.

We ask you not to identify yourself within your response.

Q25. Is there anything else you would like to tell us about Chapter Eight?

We ask you not to identify yourself within your response.

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Q26. Finally, do you have any other comments to make on the draft strategy and Vision Zero?

We ask you not to identify yourself within your response.

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Public consultation 26 January to 15 March 2021 Section Three – Equality Analysis

To help ensure that we are meeting our obligations under the Equality Act 2010 we have prepared an initial Equality Impact Assessment (EqIA) for the proposals put forward in this consultation.

An EqIA is a tool to assess the impact any proposals would have on the protected characteristics: age, disability, sex, gender reassignment, sexual orientation, race, religion, and carer's responsibilities. The EqIA is available online at www.kent.gov.uk/visionzero or on request.

Q27. We welcome your views on our equality analysis and if you think there is anything we should consider relating to equality and diversity, please add any comments below.

We ask you not to identify yourself within your response.

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Public consultation 26 January to 15 March 2021 Section Four – More About You

We want to make sure that everyone is treated fairly and equally, and that no one gets left out. That's why we are asking you these questions. We won't share the information you give us with anyone else. We'll use it only to help us make decisions and improve our services.

If you would rather not answer any of these questions, you don't have to. It is not necessary to answer these questions if you are responding on behalf of an organisation.

Q28. Are you....? *Please select **one** option.*

<input type="checkbox"/>	Male
<input type="checkbox"/>	Female
<input type="checkbox"/>	I prefer not to say

Q29. Which of these age groups applies to you? *Please select **one** option.*

0-15	<input type="checkbox"/>	16-24	<input type="checkbox"/>	25-34	<input type="checkbox"/>	35-49	<input type="checkbox"/>	50-59	<input type="checkbox"/>
60-64	<input type="checkbox"/>	65-74	<input type="checkbox"/>	75-84	<input type="checkbox"/>	85+ over	<input type="checkbox"/>	I prefer not to say	<input type="checkbox"/>

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The Equality Act 2010 describes a person as disabled if they have a long standing physical or mental condition that has lasted, or is likely to last, at least 12 months; and this condition has a substantial adverse effect on their ability to carry out normal day-to-day activities. People with some conditions (cancer, multiple sclerosis and HIV/AIDS, for example) are considered to be disabled from the point that they are diagnosed.

Q30. Do you consider yourself to be disabled as set out in the Equality Act 2010?

Please select **one** option.

- Yes
- No
- I prefer not to say

Q30a. If you answered 'Yes' to Q30, please tell us the type of impairment that applies to you.

You may have more than one type of impairment, so please select all that apply. If none of these applies to you, please select 'Other' and give brief details of the impairment you have.

- Physical impairment
- Sensory impairment (hearing, sight or both)
- Longstanding illness or health condition, or epilepsy
- Mental health condition
- Learning disability
- I prefer not to say

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Other

Other, please specify:

Thank you for taking the time to complete this questionnaire; your feedback is important to us. All feedback received will be reviewed and considered in the development of our proposals.

We will report back on the feedback we receive, but details of individual responses will remain anonymous and we will keep your personal details confidential.

Closing date for responses: 15 March 2020

Vision Zero: The Road Safety Strategy for Kent 2021-2026

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Consultation Privacy Notice

Last updated: 2nd November 2018

Who are we?

Kent County Council collects, uses and is responsible for certain personal information about you. When we do so we are regulated under the General Data Protection Regulation which applies across the European Union (including in the United Kingdom) and we are responsible as ‘controller’ of that personal information for the purposes of those laws. Our Data Protection Officer is Benjamin Watts.

The personal information we collect and use

Information collected by us

In the course of responding to Consultations published by Kent County Council we collect the following personal information when you provide it to us:

- Postcode
- Email address if you want updates on a specific consultation
- Feedback on the consultation
- Equalities Data - Ethnicity, Religion, Sexuality, Disability or if you are a Carer
- Cookies – we use three types of cookies when you use our website. For more information about the cookies and how they are used please visit <https://kahootz.deskpro.com/kb/articles/kahootz-cookie-information-ci>

We use cookies to remember who you are and a few of your preferences whilst you use the website.

We do not use cookies to collect personally identifiable information about you, track your behaviour or share information with 3rd parties.

Our cookies do not contain any of your personal information and only take up about one-thousandth of the space of a single image from a typical digital camera.

All of the cookies we set are strictly necessary in order for us to provide the online service to you.

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You do not need to submit any equalities information if you do not want to. KCC is committed to the principle that all our customers have the right to equality and fairness in the way they are treated and in the services that they receive. Any information you do give will be used to see if there are any differences in views for different groups of people, and to check if services are being delivered in a fair and reasonable way.

No personal information which can identify you, such as your name or address, will be used in producing equality reports. We will follow our Data Protection policies to keep your information secure and confidential. Your equality data will be anonymised before sent to other teams.

How we use your personal information

We use your personal information to inform you of the outcome of the consultation, if you have requested updates.

We may use your postcode to carry out a type of profiling to estimate which one of a number of lifestyle groups you are most likely to fall into. We do this using geodemographic segmentation tools. We do not make any decisions about individual service users based solely on automated processing, including profiling.

How long your personal data will be kept

We will hold your personal information for up to 6 years following the closure of a consultation.

Reasons we can collect and use your personal information

We rely on *'processing is necessary for the performance of a task carried out in the public interest'*

And

'processing is necessary for compliance with a legal obligation to which the controller is subject.'

The provision of contact details, including name, address or email address is required from you to enable us to respond to your feedback on consultations.

We rely on *processing is necessary for reasons of substantial public interest* as the lawful basis on which we collect and use your special category data for the purpose of equalities monitoring.

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Further, the processing is necessary for the purposes of identifying or keeping under review the existence or absence of equality of opportunity or treatment between groups of people with the view to enabling such equality to be promoted or maintained.

You can read KCC's Equality Policy on our website <http://www.kent.gov.uk/about-the-council/strategies-and-policies/corporate-policies/equality-and-diversity>

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Who we share your personal information with

We may share your personal data and feedback with those listed below who may need to help us respond to your feedback. In some cases that may include your name and contact details.

We may share your personal data with;

- Services within the Council who are responsible for carrying out analysis of consultation responses.

We will share personal information with law enforcement or other authorities if required by applicable law.

We use a system to log your feedback, which is provided by a third-party supplier.

Your Rights

Under the GDPR you have a number of rights which you can access free of charge which allow you to:

- Know what we are doing with your information and why we are doing it
- Ask to see what information we hold about you
- Ask us to correct any mistakes in the information we hold about you
- Object to direct marketing
- Make a complaint to the Information Commissioners Office

Depending on our reason for using your information you may also be entitled to:

- Ask us to delete information we hold about you
- Have your information transferred electronically to yourself or to another organisation
- Object to decisions being made that significantly affect you
- Object to how we are using your information
- Stop us using your information in certain ways

We will always seek to comply with your request however we may be required to hold or use your information to comply with legal duties. Please note: your request may delay or prevent us delivering a service to you.

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For further information about your rights, including the circumstances in which they apply, see the guidance from the UK Information Commissioners Office (ICO) on individuals' rights under the General Data Protection Regulation.

If you would like to exercise a right, please contact the Information Resilience and Transparency Team at data.protection@kent.gov.uk.

Keeping your personal information secure

We have appropriate security measures in place to prevent personal information from being accidentally lost or used or accessed in an unauthorised way. We limit access to your personal information to those who have a genuine business need to know it. Those processing your information will do so only in an authorised manner and are subject to a duty of confidentiality.

We also have procedures in place to deal with any suspected data security breach. We will notify you and any applicable regulator of a suspected data security breach where we are legally required to do so.

Who to contact

Please contact the Information Resilience and Transparency Team at data.protection@kent.gov.uk to exercise any of your rights, or if you have a complaint about why your information has been collected, how it has been used or how long we have kept it for.

You can contact our Data Protection Officer, Benjamin Watts, at dpo@kent.gov.uk. Or write to Data Protection Officer, Kent County Council, Sessions House, Maidstone, Kent, ME14 1XQ.

The General Data Protection Regulation also gives you right to lodge a complaint with a supervisory authority. The supervisory authority in the UK is the Information Commissioner who may be contacted at <https://ico.org.uk/concerns> or telephone 03031 231113.

For further information visit <https://www.kent.gov.uk/about-the-council/about-the-website/privacy-statement>



Vision Zero

The Road Safety Strategy for Kent

Draft consultation document

30 year vision to 2050

Five year strategy 2021 – 2026

Delivering safer roads, towns and villages in Kent

kent.gov.uk/visionzero



How to get involved and have your say

This is a consultation draft of the Vision Zero Road Safety Strategy for Kent 2021. Consultation has been undertaken with Kent County Council Members on the Environment and Transport Cabinet Committee, and with senior colleagues in the Highways, Transportation and Waste Team.

This strategy is still a draft document and we need your views to ensure our proposals meet the needs and expectations of Kent's residents, businesses and communities.

This consultation will be open from Tuesday 26 January to midnight 15 March 2021.

Please visit www.kent.gov.uk/visionzero to complete the online questionnaire.

If you have any questions about any of the consultation material, please email: visionzero@kent.gov.uk.

What happens next?

Following the consultation your responses will be analysed and compiled into a consultation report, which will help produce the final version of the Vision Zero Road Safety Strategy. The final strategy will then be presented to Kent County Council's Environment and Transport Cabinet Committee on 26 June 2021 for approval.

Alternative formats:

If you require any of the consultation material in an alternative format or language, please email alternativeformats@kent.gov.uk or call 03000421553 (text relay service number: 18001 03000 421553). This number goes to an answering machine, which is monitored during office hours.

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Foreword

Michael Payne, *Cabinet Member for Highways and Transport, Kent County Council*

Kent County Council continues to ensure that highway safety is one of its top priorities. Indeed, much progress has been made in this regard across Kent Highways in recent years to improve road safety. With an average of forty-five fatalities on our roads each year, however, as well as many hundreds of serious injuries, there remains more to be done. To strengthen its efforts, Kent County Council has adopted a target of zero fatalities by 2050.

Some people might say that achieving zero road fatalities is impossible. If they were to see each fatality as a human being, or even a member of their own family, rather than simply just a statistic, would they still not wish to set zero fatalities as the ambition? Surely then zero as the only sensible target to strive towards and therefore, over the next thirty years, we will endeavour to get as close to it as possible. The response to COVID-19 has also shown that, with the right ambition and by working together, a great deal can be achieved.

Vision Zero for Kent will only be possible if all of us, whether we are travelling in Kent, managing a fleet of vehicles, teaching at school or managing the highway network share a responsibility to reduce road danger, the fear it creates and the casualties that result. Surveys of public opinion show that the residents of Kent support safer roads and safer speeds where they live, together with the enforcement of speed limits.

Kent County Council commits to lead the Vision Zero concept and promote it across the whole of Kent. This includes the ambition for continuous improvement in the way that Kent Highways and Transportation promote road safety and provide improvement schemes, to ensure that Kent County Council does all that it can to make the roads, streets, towns and villages of our wonderful county safer for everyone.

Tim Read, *Chair of Kent and Medway Casualty Reduction Partnership and Head of Transportation, Kent County Council*

This document outlines a shared approach of the Partnership* to meet Vision Zero objectives. The Partners will all follow the 'Safe Systems Approach', which is designed with the human being at its core, accepting that even the most conscientious person will make a mistake at some point. The goal of Safe Systems is to ensure that these mistakes do not lead to a crash or, if a crash does occur, it is sufficiently controlled to not cause a death or a life-changing injury.

Responsibility for the system is shared by everyone. Policy makers, planners, engineers, vehicle manufacturers, fleet managers, enforcement officers, road safety educators, health agencies, schools, and the media, to name a few, are all accountable for the system's safety. Meanwhile, every road user, whether they drive, cycle or walk, is responsible for complying with the system's rules.

Safe Systems is considered best practice in road safety by the World Health Organisation (WHO) and the Organisation of Economic Cooperation and Development (OECD), and in the UK is supported by Royal Society for the Prevention of Accidents (ROSPA). The approach has been adopted by Highways England and is endorsed by the DfT.

The approach we are taking will require input and support from teams throughout Kent County Council. Most of all it will require the support of Kent's residents to work together towards Vision Zero together.

**Kent and Medway Casualty Reduction Partnership includes Kent County Council, Medway Council, Kent Police, Kent Ambulance Service and Kent Fire and Rescue Service*

The Vision – 2050

- Zero, or as close as possible, road fatalities and severe injuries
- Safe Systems is the norm
- Walking and cycling is a safe and easy choice
- Kent at the forefront of road safety innovation

The Strategy - the next five years (2021 - 2026)

- Reduce fatalities, serious injuries, number, and severity of collisions
- Develop an evidence base, including research and trials, monitoring of existing approaches and developing toolkits and programmes
- Improve collaboration between partners and stakeholders
- Embed the Safe Systems approach
- Promote Vision Zero to Kent's public
- Increase levels of safety for walking and cycling



Chapter One – Introduction

1.1 Vision Zero 2050

The ambition of this strategy is to make Kent the best place to live and work in the UK. Through partnership working, an evidence-led approach and by combining engineering, education and enforcement, we will make Kent roads, streets, towns and villages feel and be safer for all, with the aspiration of reducing road fatalities to zero by 2050.

We will embed the Safe Systems Approach and engage with partners, stakeholders and Kent's public and promote Vision Zero objectives. All road users will be encouraged to maintain and improve their road safety behaviours, skills, attitudes, and knowledge. The aim being to reduce driver behaviours that put themselves and others at risk such as distraction, impairment, and inappropriate speed, socially unacceptable.

We will incorporate innovative technologies into the transport network and design our roads and streets to be forgiving in the event of mistakes being made. People should rightly expect to drive, walk and ride safely in well-connected communities with the minimum of congestion and pollution, thereby promoting the health and safety of all.

1.2 Our approach – Safe Systems

Safe Systems is an approach to road safety and traffic management that starts with the idea that everyone has the right to be safe on the highway network. This is rooted in the belief that every traffic death reflects a failure in the system, and that none are acceptable. It is a methodology that sees all aspects of the system interacting with each other and looks at network risks to prioritise interventions.

The Safe Systems Approach is a proactive methodology to achieve zero deaths. This approach comprises the following themes:

- Safe roads and streets – designing our highways network to reduce the chances and consequences of collisions.
- Safe speeds – designing roads and enforcing speed limits appropriate to the usage and environment.
- Safe behaviours – road safety education, training, campaigns, engineering, enforcement, and technology to improve the way people use Kent's roads and streets.
- Safe vehicles – ensure the vehicles on the Kent network are as safe as they can be by promoting safer technology for car and goods vehicle fleets.
- Post Collision Response – react as quickly as possible to crashes, study the causes of the most serious collisions, and provide support for the victims of road crashes.

1.3 Community Circle

Proactive community engagement is at the heart of this strategy; if Vision Zero is to succeed it will depend on Kent’s public sharing Kent County Council’s ambition. Community Circle is our approach to help achieve Vision Zero in Kent and it includes:

- Community concerns aligned with injury collision data, such as concerns about speed, air quality and noise.
- Injury reduction remains the priority but feeling safe and quality of life are also important.
- Research and pilot new approaches including average speed camera corridors and other initiatives.
- Common responsibility for safety including road users, local community and highway authority.
- Localise campaigns to focus on casualty cluster sites.
- Engagement with community at cluster sites to discuss solutions together.



1.4 Shared responsibility

Everyone shares a responsibility for their own and others' safety. As the Highways Authority, our target is to create the safest road network possible and to achieve zero fatalities and the most seriously injured, we work in partnership with Kent Fire and Rescue and Kent Police to achieve this goal.

However, it is essential that those using the road network also understand their responsibilities, and our programme of education, training and publicity aims to reinforce this requirement.

All road users must obey the law and rules of the road, but to eliminate road fatalities we must go further. Those driving the heaviest vehicles should look out for those more vulnerable than themselves, this includes goods vehicle drivers being considerate to people cycling but also people cycling being considerate to those walking. We must aim towards having empathy towards each other to create a more forgiving environment. We should also look out for the very old or young or people with a disability, giving the space and time to help them navigate the road safely.

Responsibility



Disabled people
People walking
People cycling
Riding horses
Riding powered two-wheelers
Driving cars
Driving vans
Driving PSVs
Driving HGVs



Vulnerability

1.5 Links to public health

In Kent, almost two-thirds of adults, over a third of Year 6 (10-11yr old) and a quarter of reception (4-5yr old) children are overweight or obese. This has negative impacts on mental and physical health as well as economic impacts due to increased absenteeism and low productivity. Building regular walking and cycling into everyday life is one of the most effective ways to address obesity.

There are several ‘safety’ challenges that must be addressed to facilitate higher levels of activity:

- The perceived danger in the environment
- Walkability of the living environment
- Dominance of motor transport
- Risk of harm for walkers and cyclists
- Availability of facilities/infrastructure for unmotorised transport
- Degree to which motorised transport dominates other ways of transport

We will work with Kent County Council’s Public Health team to address these safety barriers to walking and cycling. Regular physical activity improves heart health and mental wellbeing. Just taking more regular physical activity reduces the risk of premature mortality by 30%. A recent study of 16,749 UK patients in hospital with COVID-19 found that obesity was linked to a higher risk of dying (around a 37% increase in risk of death). Figures for Kent show that 20% of adults aged 19 and over were physically inactive and 24.7% of Year R (reception) students were overweight or obese in 2018/19 compared with an average of 22.6% for England. Physical inactivity is responsible for one in six UK deaths (equal to smoking) and is estimated to cost the UK £7.4bn annually (**£176m pa for Kent**).

1.6 Links to walking and cycling

It is Kent County Council’s (KCC) ambition to make walking and cycling an attractive and realistic choice for short journeys. Alongside the health and wellbeing benefits of walking and cycling, we can also see improvements to air quality and benefits to the local economy.

With perceived safety acting as a barrier to the uptake of walking and cycling in Kent, we expect to see a marked increase in walking and cycling levels as Vision Zero develops. A safer highway network, with mutual consideration and cooperation between users, will lead to walking and cycling for short journeys, or as part of longer ones, becoming a more realistic and natural choice. In countries like the Netherlands, with high cycling levels, we see a lower cyclist fatality rate (Pedalling Towards Safety, European Transport Safety Council, 2012).

It is important to integrate walking and cycling into planning to increase safety. High quality segregated cycle lanes and footpaths as well as improved road crossings and junctions will make roads safer for the most vulnerable users. Where these improvements are not possible, and cycles are sharing road space with cars, we will consider targeted campaigns for raising awareness and in some cases reducing the speed limit. Working with local communities will be imperative in achieving compliance with new limits.

1.7 Costs of road safety to Kent

Each death and life changing injury on Kent's Highways is a personal tragedy, and that is why we have a target of zero deaths. Serious injuries also have very high social costs, 24-hour home care can cost up to £2000 per week. Other costs include clearing the scene, emergency services and resulting congestion.

The Department for Transport estimates the average value of prevention of each reported casualty, which estimates a value for all human and public costs as follows:

Fatal: £1,958,303 Serious: £220,058 Slight: £16,964

In 2019 Kent's combined prevention value of all collisions was over £263m, including over £70m for fatalities and over £143m for serious injuries.

Net Zero meets Vision Zero

KCC has signed up to achieve Net Zero emissions by 2050. It is often the case that low emission vehicles often also have safety features, such as automatic braking, emergency stability control and intelligent speed adaptation.

Initiatives aimed at promoting zero emission vehicles might therefore be aligned with promoting safer vehicles. Cheaper in town parking and residential parking permits for electric cars might be aligned with promotion of in-car safety features. We will therefore seek to collaborate with fleet teams to work towards safer and cleaner vehicle fleets.

Action	Deliverable
1	Promote 'Vision Zero' objectives to stakeholders and the public.
2	Collaborate with Highways, Transport and Waste, Public Health, Active Travel, Fleet, Education and other teams within KCC where road safety can help deliver objectives.

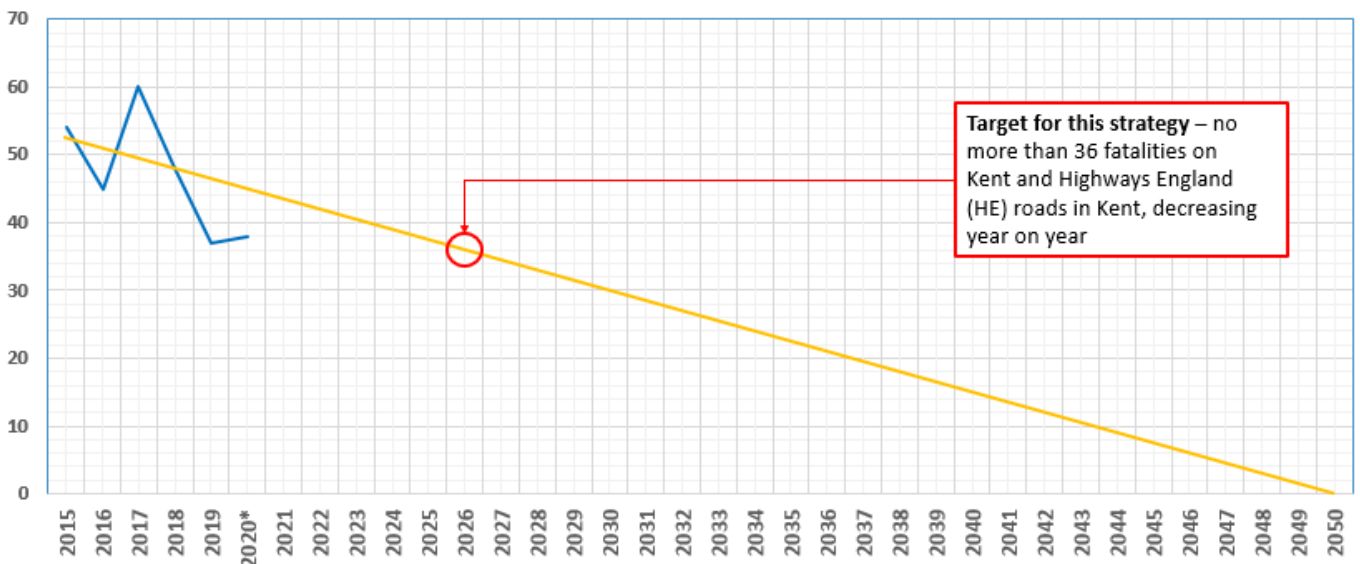
Chapter Two – Data and Risk

2.1 Introduction

Accurate analysis of data is essential if we are to deliver Vision Zero. KCC will work to understand where the risk is highest on the road network and/or the people who are taking risks. This requires analysis of speeds and volume of traffic and the chance and severity of collisions. We will apply that knowledge to ensure measures are implemented to make the road network safer for everyone. Whether it be re-engineering a road layout, deploying safety cameras or organising an awareness campaign, it is an understanding of the data and analysis of each crash that guides us.

We aim to develop a ‘proactive’ approach, not only to react to crashes after they happen but also to predict where crashes are likely to occur. By building a picture of where collisions are happening and why they are happening, we can address the problem through a combination of engineering, behaviour change and enforcement.

Targets



*collision data up to 28th December 2020 (Sept. – Dec. data unverified & subject to change).

Kent Road Fatalities 2015 – 2019 on the Kent Network (includes Highways England managed roads in Kent)

The Kent and Highways England networks in Kent see an average of over 45 fatalities a year. The target for this strategy is to follow a linear reduction in fatalities towards zero fatalities in 2050. The trend line to meet zero in 2050 gives a target of no more than 36 fatalities by 2026, the end date for this strategy.

2.2 Risk analysis

Analysing collision data provides a useful insight into where and why collisions occur and who is involved. This analysis of historic crash collision data is, and will continue to be, the main way in which we prioritise where in the county we can introduce engineering and education. Our data team draws up a list of ‘hotspot’ locations of collision clusters within a 50-metre radius for further investigation. This analysis is also used to identify emerging trends in the county to support road safety education and to evaluate the effectiveness of safety cameras and determine new locations for safety cameras.

To enhance our approach, we also need to identify those routes with the highest risk. We can do this through analysis of collision data in relation to the length of the network (crash density) and the volume of traffic (crash rates) to provide a relative and comparable assessment of risk across all routes on the local road network. Looking at speed data alongside these calculations will give a greater insight of the risks posed to road users on the network. A ‘RAG’ rating (Red, Amber or Green) will be applied to these assessments to highlight the areas of greatest risk on the network and provide a robust method for prioritising interventions. We will aim to produce a dashboard for ease of data interpretation.

We will bring together new and existing data to consider the likelihood and resultant severity of a collision. We will also continue to champion the use of iRAP (International Road Assessment Programme) and emerging industry tools to be at the forefront of technological approaches used. We will work with industry organisations such as the Road Safety Foundation and Parliamentary Advisory Council for Transport Safety.

We will research methodologies to align our risk scores with community concerns on speed, air quality and noise, to further strengthen the case for intervention.

Action	Deliverable
3	Formulate a ‘risk score’ for Kent’s highway network based on number of personal injury collisions, length of road and traffic volumes.
4	Align this risk score with factors such as community concerns on speed, air quality and noise to strengthen the case for carrying out an intervention.
5	Create a ‘data store platform’ and dashboard for ease of interpretation.

Chapter Three – Safer Roads and Streets

3.1 Engineering – Vision Zero principles

To achieve Vision Zero by 2050, we will need to explore ways of more effectively designing in safety across our road network. The ideal road system is one where the human tolerance for Kinetic Energy (the force released in a crash) is not exceeded.

$$KE = 0.5 * m * v^2 \text{ (Kinetic Energy = } \frac{1}{2} \times \text{Mass} \times \text{Velocity}^2\text{)}$$

We recognize that people sometimes make mistakes. Our aim is to design a forgiving network where making a mistake is not fatal.

3.2 Designing streets for walking and cycling

Half of fatalities on Kent's 30mph road network are people walking or cycling. The fear of road danger is a major barrier to people cycling. A survey in May 2020 found that 12% of Kent residents felt unsafe walking in their local area and over half felt the traffic was too fast for cycling. To resolve the real and perceived danger we will require a programme of engineering combined with education and enforcement.

3.3 Safer Junctions Programme

We will review the design of the junctions with the most crashes to address why collisions happened and make them as safe as possible. More than half of injury collisions in Kent's towns happen at junctions, so we will analyse relative safety of different designs in different contexts as part of a Safer Junctions Programme for Kent.

We will seek to reduce the chance of pulling out in front of fast-moving traffic, with measures such as improving visibility and we will reduce the severity of collisions through measures aimed at slowing down traffic at crash hotspots.

The programme will initially involve research, with the aim of providing a prioritisation process, outlining different design options and costs.

3.4 Safer rural roads and villages

57% of fatal collisions in Kent occur in rural areas, and 41% on single carriageway rural roads with a speed limit of 50mph or above. Most of these collisions are not at a junction, suggesting inappropriate speed is a factor. We are therefore proposing a research programme into the relative merits of reducing the national speed limit on single carriageway roads. Both impacts on casualties and journey times, as well as local community and business feedback. Changes to national speed limit would be made by central government, so should our research show net benefits and public support, we would present our findings to the Department for Transport.

Kent's villages (rural roads with a 30 or 40mph limit) witness 15% of Kent's fatal collisions and deserve special attention because they are home to a high proportion of our rural population.

Solutions to road dangers on the rural network are not easy; we are therefore proposing a programme of research and pilots to identify appropriate treatments to address specific routes.

Some of the common issues we must seek to address include:

- [Prevention of head on collisions](#)

We will look at measures to reduce the chance of vehicles crossing the centre line. Central reservations are not applicable on much of Kent's network so innovative use of road markings and other measures to warn road users, especially powered two-wheeler riders which are disproportionately involved in fatal rural collisions, will be researched to reduce and prevent head on collisions.

- [Prevention of collision with roadside objects](#)

We will develop a 'forgiving roads' strategy where time and space are factored in to reduce the risk of an out-of-control vehicle making impact with roadside objects before coming to a halt. Consideration will however be given to the protection of the natural habitat as well as the safety imperatives.

- [Vulnerable road users](#)

We will implement a programme to reduce collisions involving vulnerable road users. Powered two wheelers are over-represented in rural road fatal and serious collisions. We will work with powered two-wheeler industry bodies to implement a policy to reduce collisions involving riders.

Pedestrians and cyclists are also involved in injury on rural roads. We will research common locations and contributory factors and pilot schemes to reduce this toll.

About 25% of rural collisions occurred on 30mph roads, which are in village settlements. We will develop a programme to improve the safety of Kent's villages.

3.5 Safer powered two wheelers (Motorbikes, mopeds and powered scooters)

In the past five years motorcycle and moped riders (powered two wheelers) represented 25% of fatal collisions and 23% of Serious Collisions on Kent's highway network. This far exceeds the percentage of people travelling by this mode, and to meet Vision Zero objectives we must address the issues that lead to death or serious injury.

To address the issue of powered two-wheeler collisions is more than just an engineering issue, so it will require cross working between engineering, enforcement and education. We will establish a working group that includes associations representing riders to work together towards solutions.

New powered two-wheeler categories, such as e-scooters currently being trialled in Kent, will also be monitored for their safety.

3.6 Safer walking and cycling

In 2020 the Department for Transport published [Gear Change – a bold vision for cycling and walking](#). This sets out an ambition to increase levels of physical activity in everyday life. Engineering streets, towns and villages to be and feel safe will play a major role. National and

local surveys show the majority of people would like to see more cycle lanes in their area and but feel traffic is too fast to cycle safely on the road.

In addition to the Safer Junctions Programme, we will also establish a Safer Walking and Cycling programme to identify where the demand for more walking and cycling is greatest and what interventions are required to support this safely. We will follow the [Cycle Infrastructure Design Guidance](#) LTN 1/20 for cycling schemes and national guidance such as [Manual for Streets](#) for walking schemes.

3.7 Review the cluster site approach

Kent County Council follows the cluster site approach to identifying where to intervene with road safety engineering using the following criteria:

Urban area (towns) – Six or more personal injury collisions within a 50-metre diameter

Rural area – Four or more personal injury collisions within a 50-metre diameter

This proven approach identifies around 120 sites for review each year. To identify as many opportunities for safety improvements as possible we are intending to research new methodologies for scheme identification. This could include:

- Expanding the current process to include damage only and other incident data
- Utilising a route-based approach by analysing collision rates along routes as well as at clustered locations
- Combining and analysing a range of data to develop an understanding as to the inherent risks on the highway network.

We will investigate the right criteria for Kent and consider weighting to reflect severity of collisions and the vulnerability of the road users involved.

3.8 Safer children and young people

The safety of children is paramount to this strategy. We want our children to travel as safely and actively as possible.

All children in Kent are offered cycle training through the Bikeability scheme. Our education team encourages parents to teach children how to cross the road. We provide walking buses and our School Crossing Patrols to support children in getting to school safely. We want to go further and work to develop a programme to maintain the safety of children:

- Forge partnerships with schools to work together to make the journey to school safer for walking and cycling
- Safe Routes to School – identify barriers to walking or cycling to school with a view to improving safe access
- School Streets – pilot school streets where the street outside a school is closed to traffic during pick up and drop off times.
- Road Safety Education and Training – We will continue to deliver education and training targeted at children, parents and carers, while also influencing drivers around schools to watch out and slow down.

Safer Streets Action Plan

Action	Deliverable
6	Review criteria for cluster sites where there have been high incidences of collisions and fatalities. Research the viability of a route-based approach.
7	Develop a Safer Junctions Programme for Kent's urban area.
8	Develop a Safe Rural Network Programme (roads and villages).
9	Develop a Safer Powered Two-wheeler Programme.
10	Develop a Safer Walking and Cycling Programme.
11	Develop a Safer Young People Programme, e.g. School Streets, Safe Routes to School.

3.9 Highways asset management

A change in processes will result in better co-ordination of highways maintenance and management with road safety and walking and cycling objectives. There are over 300 resurfacing schemes a year and incorporating warning lines at casualty hotspots as well as advisory cycle lanes would be relatively inexpensive.

Outcomes we hope to achieve:

- Reactive input to highways schemes
- Planned Work – identify where road safety issues may raise priority for resurfacing
- Improved training – allow all teams to understand opportunities and their roles

We will review all Highways Assets to consider where safety can be improved.

Action	Deliverable
12	Establish processes so Highways teams can better incorporate road safety and walking and cycling measures into maintenance programmes at low cost.

3.10 Combining hard and soft factor interventions

Experience shows that ‘soft’ behavioural interventions, such as campaigns, are most effective when combined with ‘hard’ measures, such as new infrastructure changes. Likewise, engineering schemes tend to have more public support and impact where accompanied by a public information and engagement campaign.

We will therefore engage with communities near collision cluster sites using campaigns and behaviour change measures to reinforce safer behaviours. This will mean explaining to stakeholders what road safety measures we are introducing and why. The Road Safety Team will work with the Schemes Engineering Team to engage with the public and stakeholders to ensure all schemes are supported, intended objectives understood and road users make use of them as safely as possible.

Action	Deliverable
13	Engagement with communities at cluster sites where there are concentrations of traffic accidents and fatalities to improve compliance and support for Vision Zero.

Chapter Four - Safer Speed

Appropriate Speed is at the heart of the Vision Zero approach.

Our objective is to create a network where fewer mistakes occur, and to ensure that mistakes will not lead to a death. Improving compliance to speed limits, appropriate speeds for a location and in some instances reducing speed limits will be central to achieving this objective.

4.1 Engineering

We will continue to improve compliance with speed limits by changing the appearance of our streets to encourage lower speeds, particularly where there is a history of collisions. We will help motorists to understand the appropriate speeds for the environment and continue to use signs, lines, vehicle activated signs, variable messaging signs and other visual cues to slow down traffic approaching collision hotspots.

Re-engineering all of Kent's Highways to help vehicles keep to safer speeds huge task, so collaboration with Education and Enforcement to support the process is essential.

4.2 Enforcement

Excessive speed often results in the most serious injuries, but habitual speeders tend to only respond to the 'fear of getting caught'.

A recent survey shows that 54% of people in Kent support the use of road safety cameras to enforce speed limits. The most popular of these are average speed cameras.

Kent County Council works in the Kent and Medway Safety Camera Partnership with Medway, Kent Police and Highways England for the deployment of safety camera vans, fixed speed, average speed and red-light cameras. We will work with this group to ensure cameras are deployed in the most appropriate sites. We will seek ways to allow expansion of the deployment of speed cameras

The decision on where to deploy cameras is based on Department for Transport (DfT) Circular 01/2007, which states, "whilst the primary objective for camera deployment is to reduce KSIs at known collision locations, cameras can also be beneficial where there is community concern." We will continue to prioritise collision hotspots but also seek to be proactive to support Kent's residents tackle inappropriate speed with cameras, and mobile van cameras that can be quickly deployed.

Average Speed

As regards Average Speed camera deployment, DfT Circular 01/2007 states, "average speed camera enforcement has the effect of calming the speed over a longer distance and can be used at sites where a significant number of collisions are scattered along a length of road." We will explore the opportunity to pilot a route-based approach for average speed cameras, for example between the entry to and exit from a village. A wide range of data will be analysed including number of injuries, reported near misses and the 85% percentile (the speed at which 85% of people drive, which tends to be the highest safest speed for that road)

Community Speed Watch

Enforcement of speed limits also includes community speed watch, where members of the public go out with police officers to measure speeds. We will support this approach.

Roads Policing

We will continue to work closely with Kent Police through the Kent and Medway Casualty Reduction Partnership and Safety Camera Partnership to share data on where to focus mobile camera vans and collaborate on promoting enforcement campaigns to amplify their effectiveness.

4.3 Implementing 20mph limits

A pedestrian is five times more likely to die if hit at 30mph rather than 20mph. Kent has recently implemented 20mph town wide limit pilots in Faversham and Tonbridge.

A recent survey shows that almost 70% of residents in Kent support a 20mph limit where they live. However, the same survey shows that a similar percentage of residents think the limit is ineffective because of non-compliance. Effective compliance with speed limits will require community support as well as enforcement, although Intelligent Speed Assistance will be fitted on all new cars from 2022, which will help automate compliance.

The first trial of a 20mph limit is underway across almost all roads in Faversham and Tonbridge in 2020 as part of the COVID-19 Emergency Active Travel Fund. We will study the impacts of this scheme to understand for the potential for implementation in other towns in Kent.

Kent County Council will subsequently consider proposals from Town, District and Parish councils to introduce lower speed limits in urban areas and villages where there is an identified demand for safer travel for vulnerable road users.

4.4 Rural road limits

The 60mph rural road network sees 45% of all fatal collisions in Kent. This is greatly disproportionate compared to the volume of traffic. A Yougov survey showed a majority of rural residents in Kent support slower rural speed limits. However, impacts on business and travel times must be considered. We therefore propose to research the impacts of lowering rural speed limits on safety, journey times and business. This research will look at roads with the national speed limit, which is currently 60mph.

To replace every sign to 40mph or 50mph would be both a huge cost and, in many circumstances, encourage faster traffic. Therefore, should our research show a net-benefit Kent County Council would present the findings to central government, calling for a national change to the default national speed limit.

4.5 Visible enforcement

The visible presence of police officers on the beat, either on foot or in vehicles, helps to control speed. As the police cannot be everywhere all the time, we will work in partnership sharing

collision data – identifying known locations, problems, times and road users – to target high-risk areas.

Safer Speed Action Plan

Action	Deliverables
14	Research the criteria for installing new safety camera systems to include community demand, so cameras can be used where the community feels speeding is an issue, rather than just reacting to collisions that cause injury. We will pilot an average speed camera corridor along a stretch of road for evaluation.
15	Evaluate and learn from the pilot 20mph speed limit towns (Faversham and Tonbridge) and analyse impacts and success of measures to improve compliance.
16	Research impacts of reducing the 60mph speed limit. We will engage with rural communities, survey attitudes and evaluate impact on collisions and journey times. Findings to be presented to central Government to review potential of lowering national speed limit.
17	Research and pilot measures to slow traffic around schools where traffic speed is a reported problem.
18	Work with Kent Police to enhance the 'visible presence' of enforcement at crash hotspots.
19	Support Kent Police enforcement activities with campaigns that target the highest risk areas and motorists

Chapter Five - Safer Behaviours

5.1 Vision Zero promotion

Communicating effectively to advance road safety is not new, but Vision Zero brings greater urgency and critical thinking to this need. It also brings together a wider and more diverse range of stakeholders. The language of Vision Zero itself -- with the goal to eliminate all traffic fatalities - communicates a more ambitious approach and rests on the basic understanding that these serious losses are preventable. A key function of communications is education, sharing information that will not only raise awareness about Vision Zero but spur individuals and institutions to change their behaviour. It is essential to create a strong brand for Vision Zero, to provide consistency in all messaging.

5.2 Culture change

Crafting an effective communications campaign that leads to real behaviour change is complicated. We need to gain a deep understanding of what steps people and communities take in shifting their perceptions and actions. Through our current work, we have built a foundation of organisational contacts throughout Kent, our first step will be to expand this network through an engagement programme.

The San Francisco Municipal Transportation Agency which launched Vision Zero in 2014 found it helpful to understand the Spectrum of Prevention (see graphic below), a framework developed by the Prevention Institute. It emphasizes that the culture of community norms and behaviours is not driven by individual decisions alone. It is the result of a web of influences from policy to organisational practices to community education.



We will harness the knowledge we have from previous behaviour change campaigns in Kent to develop an effective strategy that aims to embed an awareness of Vision Zero across the county and move towards actions that re-enforce safer behaviours, such as training. We will develop both a 30-year communications plan which aims to change the culture of road use in the county, alongside a 5-year plan with the aim of brand awareness and organisational engagement.

5.3 Motorised training

In Kent, mini-bus drivers must receive training before they are allowed to transport school children. The HASTE (Hazard, Awareness, Space, Time, Eco driving) training course is open to all drivers that hold a full driving licence. The effect of introducing this course was to reduce the number of crashes by more than two thirds in the first five years. We therefore recommend the expansion of training courses to a wider range of KCC and other fleet drivers.

5.4 Non-motorised training

Kent County Council's Small Steps scheme gives children practical roadside instruction by trained volunteer instructors. Also, thousands of children in Kent receive Bikeability training every year. This helps children develop a set of invaluable skills to help them stay safe when cycling on roads.

5.5 Enforcement

Research has shown that 15% of drivers are habitual speeders. They don't tend to react well to road safety education. For this group enforcement is essential as it is only the fear of getting caught that will change their behaviour.

Working through the Kent and Medway Casualty Reduction Partnership, we will collaborate with Kent Police to develop education, training and publicity (ETP) interventions to support enforcement activities. We will enhance the impacts of enforcement through supporting campaigns which focus on the Fatal Four: speed, distraction, drink and drugs and seat belt use.

5.6 Age group focus

Targeting messages according to age group is essential. We start from early years with pedestrian training and continue throughout the age range. This is a 'Lifelong learning' approach.

Kent experiences particular issues with young and old road users, and we will continue to research the best interventions to support the safe mobility of these groups.

Safer Behaviours Action Plan

Action	Deliverables
20	Create a 30-year communications plan to increase support for Vision Zero objectives.
21	Produce a 5-year behaviour change delivery plan aligned with walking, cycling and public health requirements and responsibilities.
22	Produce a promotional process for use when new engineering schemes (such as a new pedestrian crossing) are introduced to tell people what and why it is being done, and how to use it.
23	Develop a support forum for those who have been affected by crashes.
24	Support teenagers and older people with training and education designed to maintain safe mobility. Include alternatives to driving, as well as driver training.
25	Research and test the impact of new road infrastructure, including electronic road signs (variable message signage) and flashing light studs on driver behaviour.

Chapter Six - Safer Vehicles

6.1 Kent driver policy

We will develop a driver policy for all of Kent's drivers, from those who use their own vehicles through to those who drive Kent fleet vehicles.

This policy will detail the range of training opportunities we will offer including online training that can be accessed by all, more detailed HASTE courses for those who drive for KCC and additional in-car coaching for those who need their driving behaviour and skills to be improved based on telematics monitoring, checking the data from in-vehicle tracking.

We will consult with our fleet managers, telematics account managers and insurance companies with the objective of improving safety and lowering insurance premiums. We will seek to work within the Highways England programme, Driving for Better Business.

6.2 New technology research and engagement

Vehicle technology is developing at a fast pace, and we must ensure we are at the forefront of using the changes to help enhance safety.

Levels of automation already exist in vehicles and this, too, could have a positive impact on road safety. It is estimated that 95% of road collisions involve human error, so the shift towards driverless vehicles could be significant in reaching Vision Zero. But we need to understand how road safety remains a central concern as technology evolves in stages towards full automation.

We will research all new technology and engage with key industry players to better understand what is happening and how we can make use of it to inform safety measures. We will liaise with Kent Commercial Services (KCS) to advise on vehicle choices when our vehicles are up for renewal or replacement, to ensure we are at the forefront of vehicle safety and technology in Kent.

Demonstration project: A2M2 Connected Corridor

Kent County Council is working in partnership with Highways England, Department for Transport and Transport for London to pilot a connected road corridor on a section of road between Dover and London.

Trial vehicles will be fitted with onboard technology that will link communication between the car and the roadside wirelessly. This will relay information to the vehicle relating to road works, road conditions, temporary speed limits and the time remaining before a traffic light turns to green. The information could then be used by the vehicle to vary speed.

6.3 Safer Freight

Goods vehicles are up to seven times more likely to be involved in fatal collisions than cars, proportional to their numbers on the road. The Fleet Operator Recognition Scheme (FORS) accreditation was established in 2008 to improve the safety of HGVs. The scheme measures fleet performance and aims to drive up standards across areas such as fuel efficiency, carbon emissions, NOx (nitrogen oxides) and road safety (in particular vulnerable road users). The scheme audits the safety features on each vehicle in a fleet and the training and licences of the drivers.

The Construction Logistics and Community Safety (CLOCS) standard is awarded to construction sites that only work with FORS accredited members, thus giving financial incentive for joining FORS. CLOCS also stipulates logistics plans for vehicles servicing sites, which could help alleviate community concern issues around heavy goods traffic on rural villages and inappropriate rural roads.

As of 2020, there are 508 FORS members in Kent. We will seek to make FORS (or equivalent) a requirement for KCC fleet vehicles and to make it a requirement for those fleets working on KCC projects. We will work with construction sites in Kent, especially projects where Kent County Council is a partner to encourage adoption of the CLOCS accreditation. We will research the opportunity to include CLOCS and FORS within planning requirements for construction projects.

6.4 Telematics and vehicle tracking

Telematics systems gather data including vehicle location, driver behaviour, engine diagnostics and vehicle activity. They will allow us to detect unsafe practices and address them quickly. We can also use it for location tracking to provide emergency assistance directly to the exact site if needed. Monitoring data from the telematics systems such as speeding, harsh cornering and braking will enable us to identify drivers who might require additional training or coaching. We will also reward those who are consistently demonstrating excellent driving behaviours.

KCC's Highways, Transportation and Waste Teams are currently using the Navman telematics system in all fleet vehicles. We develop a rewards and training programme based on the data and monitor its success.

We will also seek to promote the use of telematics to other fleet operators and seek to get data from these systems to help us identify roads in Kent where harsh braking, cornering, and speeding are regularly occurring. This information will be compared against data from additional sources to help make key decisions regarding safer streets.

6.5 Safer vehicle design

The safety of vehicle design has improved considerably over the past 20 years. The Euro NCAP (New Car Assessment Programme) star rating system helps advise consumers on the relative safety of cars. Thatcham Research tests the relative safety of UK models and works closely with insurance companies to set premiums based on this research.

Throughout the period of this strategy, we will promote safer vehicle technology and the Euro NCAP rating systems to help the Kent public choose the safest car possible. As half of all new

cars are bought by fleets, we will work with partners at Driving for Better Business to encourage safer fleet vehicles.

Examples of recently developed in-car safety features:

Electronic stability control

Since 2012 all new vehicles must have Electronic Stability Control (ESC). This works to steer a car while braking, to avoid spinning out of control. There has been an observed 25% - 33% reduction in single vehicle collisions where ESC has been fitted

Automatic sensing to detect imminent collisions

Autonomous emergency braking (AEB) is included in Euro NCAP 2014 and from 2016 it includes sensitivity to pedestrians, then from 2018 sensitivity to cyclists. AEB is estimated as providing a 38% reduction in front to rear passenger car collisions.

Passive Safety test

Euro NCAP has introduced a passive safety test to estimate relative safety of different vehicles should they hit a pedestrian. Some manufacturers have introduced pedestrian air bag technology.

Whiplash

Studies show that seat design has a significant impact on reducing whiplash.

Intelligent Speed Assistance

ISA helps drivers keep to the speed limit and is fitted as standard on models such as the new Ford Focus. It works by resistance on the accelerator if drivers drive above the limit. It will be fitted on all new cars by 2022.

6.6 Safer vans

The number of vans is growing. As home deliveries rise, we are likely to see increasing numbers of collisions involving vans as they drive in residential areas where many people walk and cycle. This is a growing issue across the UK, so we will work in partnership with national organisations to support national initiatives which support safer deliveries.

Safer Vehicles Action Plan

Action	Deliverables
26	Develop driver policy that encompasses rules, procedures, training and includes driver assessment for all Kent County Council drivers.
27	Research likely impact of Intelligent Speed Assistance (ISA) and other new driving technologies on road safety and driver behaviours.
28	Implement Fleet Operator Recognition Scheme (FORS) or equivalent which stipulates minimum driver training and vehicle safety features for goods vehicles for the KCC's fleet and research opportunity for (FORS) or equivalent for all new contracts where deliveries are made to KCC.
29	Research opportunities to implement Construction Logistics and Community Safety (CLOCS) standards, or equivalent, that stipulates construction logistics plans and minimum vehicle safety standards for KCC led construction projects.
30	Develop a rewards and training programme and use telematics to monitor the council's Highways, Transport and Waste drivers. Research opportunities to extend vehicle telematics to other KCC drivers and teams.
31	Work with Highways England's Driving for Better Business to promote the safest vehicles and safest driving techniques to all fleet managers in Kent and promote Euro NCAP (New Car Assessment Programme) safer car information to fleet managers and the Kent public.

Chapter Seven – Collision Response

7.1 Maintain fast collision reaction times

Getting to a collision quickly can be the difference between life and death. We will continue to work through the Kent and Medway Casualty Reduction Partnership (KMCRP) to support a swift collision response.

7.2 Post collision response

When a fatality or a serious injury occurs, we follow processes to review the causes through the Kent and Medway Casualty Reduction Partnership. We will continue to work in partnership to audit all collision sites and contributory factors to implement the mitigation measures where required.

7.3 Support for victims

It is essential that road deaths in Kent are not seen as a statistic but as a personal tragedy. Appropriate partners should work with bereaved families to help them through the process and do everything possible to ensure their deaths will help inform a safer future. We will engage with organisations such as Brake / Road Peace on the best approaches to take.

Action	Deliverables
32	Work with the CRP Casualty Reduction Partnership (Kent Police, Ambulance, Fire and Rescue Services) to support swift post-collision response process.
33	Work with partners to improve our post KSI (killed or seriously injured) auditing process by assessing behaviours, enforcement, and road layout to prevent further casualties.
34	Work with partners to ensure victims of road collisions get support.

Chapter Eight – Governance and Monitoring

8.1 Launch event and Steering Group

To achieve the ambition of Vision Zero in Kent will take decades. We will aim pilot new approaches and technologies. We must put in place monitoring and evaluation to guide us.

Although surveys suggest broad support for safer roads and streets, this will not always translate on to specific schemes. It is therefore essential that we seek the best advice and have the right political and officer governance, together with public engagement in place to deliver schemes, some of which may face opposition.

A Vision Zero launch event is proposed, from which it is envisioned an expert steering and advisory group can be formed to advise on delivery of this strategy.

The advisory group would meet in the form of an annual event, such as conference, seminar or webinar to discuss national and international policy and practice on delivery of Vision Zero.

8.2 Key Performance Indicators for this Plan

- Reduction in fatalities – follows the trajectory to zero in 2050
- Reduction in the most serious injuries – follows the same trajectory
- Engagement with the public on road safety – shift of perceptions
- Increasing levels of safety for walking and cycling

8.3 Annual Review of KPIs

This KPIs will be reported to the Highways and Transportation Director. We will review all the actions annually.

8.4 Collaboration

Kent County Council will engage with stakeholders to adopt a Safe Systems approach. We will research, review and share. We will identify best practice, not just in the Kent but also, regionally, nationally and globally. We will also work to identify where gaps are and where interventions can be improved to ensure we are all delivering to the best of our ability towards the same aspiration of Vision Zero.

Kent County Council will take the lead as local highway authority as it holds the statutory duty for road safety, especially for education and engineering functions. KCC cannot achieve Vision Zero alone and we will need to work with other agencies, not least the enforcement of road traffic law by the police.

As recognised by the Audit Commission in 2008, the benefits of collaboration between the statutory duty holders and other stakeholders ensures not only the effective use of public money but also increased access to wider experience and resources. To properly benefit from a coordinated and collaborative approach, informed leadership is required.

Kent and Medway Casualty Reduction Partnership

The Casualty Reduction Partnership was established as a collaboration between Kent Police, Kent Fire and Rescue Service, HE, Medway and KCC. It is proposed that this group should continue to provide a supervisory role on the delivery of this strategy, supporting collaboration and advising on programmes. A website should be developed for this group to help promote its work to the public.

Kent and Medway Safer Camera Partnership – Safer Speed Partnership

In conjunction with the Casualty Reduction Partnership, the Safer Camera Partnership focuses on camera enforcement, but has an expanded remit to include delivery of Safer Speed and include input from traffic engineers and community road watch. It is proposed that stronger links are established between the two partnerships, and both are promoted from one single website.

Governance and Monitoring Action Plan

Action	Deliverables
35	Organise a national, high-profile launch event and form an expert steering group to advise on delivery and best practice.
36	Annual reviews to update action plans and monitor key performance indicators (KPIs).
37	Work within the Casualty Reduction Partnership (CRP) framework.
38	Expand the remit of the Safer Camera Partnership (KMSCP) to include community speed watch. KMSCP will report to the Casualty Reduction Partnership.

Glossary of terms

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

Bikeability scheme – cycle training scheme aimed at young people in schools to provide practical skills and understanding on how to cycle on today's roads.

Brake – road safety charity who aim to stop road deaths and injuries, support people affected by road crashes and campaign for safe and healthy mobility for all.

Construction, Logistics and Community Safety (CLOCS) – a set of standards that form best practice from a number of standards, policies and codes of practice to provide one industry standard that can be implemented by regulators, clients, principal contractors and fleet operators.

Cluster site – identification of a site for potential road safety engineering using the following criteria: Urban area (towns) – Six or more personal injury collisions within a 50-metre diameter. Rural area – Four or more personal injury collisions within a 50-metre diameter.

Driving for Better Business – a Highways England programme to raise awareness of the significant benefits that employers in both the private and public sectors can achieve from managing work-related driving more effectively.

Emergency Active Travel Fund – the Department for Transport (DfT) announced a £250 million Emergency Active Travel Fund To help local authorities to restart local transport as part of the Government's Covid-19 recovery roadmap. The two key aims of the funding are to enable more people to walk and cycle and to support safe social distancing.

Euro NCAP – provides consumer information on the safety of new cars.

Fleet vehicles – are groups of motor vehicles owned or leased by a business, government agency or other organisation, rather than by an individual or family.

Fleet Operator Recognition Scheme (FORS) – is a voluntary accreditation scheme for fleet operators which aims to raise the level of quality within fleet operations, and to demonstrate which operators are achieving exemplary levels of best practice in safety, efficiency, and environmental protection.

Gear Change – the Department for Transport's vision for walking and cycling in England.

Intelligent Speed Assistance (ISA) – is a vehicle safety feature that builds on traffic sign recognition technology. ISA informs drivers of the current speed limit and, when needed, acts as a speed limiter, automatically reducing a vehicle's speed by limiting engine power.

International Road Assessment Programme (iRAP) – a road safety charity and the umbrella programme for Road Assessment Programmes (RAPs) worldwide.

Kent and Medway Casualty Reduction Partnership – a collaboration between Kent Police, Kent Fire and Rescue Service, HE, Medway and KCC. The group provides a supervisory role on the delivery of strategy, supporting collaboration and advising on programmes related to road casualty reduction across Kent.

Kent and Medway Safety Camera Partnership (KMSCP) – comprising Kent County Council, Medway Council, Highways England and Kent Police, the KMSCP is responsible for the operation of speed, red light and average speed safety cameras within Kent and Medway. Its main commitments are influencing, educating and encouraging motorists on the roads in Kent

and Medway to slow down, stay within the speed limit and help reduce the number of speed-related crashes and casualties through the combination of education, publicity and enforcement.

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

Road Peace – is the national charity for road crash victims in the UK. They provide information and support services to people bereaved or seriously injured in road crashes and engage in evidence-based policy and campaigning work to fight for justice for victims and reduce road danger.

Road Safety Team – KCC's team who work in road safety Education, Training and Publicity aims to contribute to and achieve reductions of people killed and seriously injured on Kent's roads.

Route based approach – analysing collision rates along routes as well as at clustered locations.

Rural Roads – major roads and minor roads outside urban areas and having a population of less than 10,000 (excluding motorways).

Safe Systems – a road safety approach encompassing safe roads and streets, safe speeds, safe behaviours, safe vehicles and post collision response to ensure everyone has the right to be safe on the highway network and any death reflects a failure in the system.

Safer Junctions Programme – a programme aimed at improving the safety at junctions.

Schemes Engineering Team – KCC team responsible for the management of engineering schemes on Kent's roads and streets.

Small Steps Scheme – a project aimed at Year Two children and involves parents, teachers and project staff working together to help make children safer pedestrians. The children are taught essential skills of how to establish both safe and dangerous roadside situations and how to effectively deal with them.

Telematics – Telematics systems gather data through GPS and a vehicle's onboard computer, including vehicle location, driver behaviour, engine diagnostics and vehicle activity, allowing detection of unsafe practices. It can also be used for location tracking to provide emergency assistance directly to an exact site if needed.

Urban roads – all major and minor roads within an urban area with a population of 10,000 or more (excluding motorways).

Vision Zero – a target of zero road fatalities.

Appendix 1 –

National / Regional Safe Systems Strategies

National Police Chiefs Council - Policing our roads Together – 2018 - 2021

The ‘fatal 4’ offences will be prioritised in all that we do and our own objectives for policing will be organised under each of the following strands:

Safe Roads; Safe Speeds; Safe Vehicles; Safe Road Users and an additional 5th strand of Post Crash Response.

<http://library.college.police.uk/docs/appref/Policing-our-Roads-Together-partners-copy.pdf>

Transport for the South East – Draft Strategy moots Vision Zero by 2050

A network that promotes walking, cycling and active lifestyles to improve our health and wellbeing.

A safely planned, delivered and operated transport network with no fatalities or serious injuries among transport users, workforce or the wider public.

<https://transportforthesoutheast.org.uk/wp-content/uploads/2019/10/TfSE-Draft-Transport-Strategy-v24.0.pdf>

DfT Road Safety Statement 2019 – A Lifetime of Road Safety

“We will conduct a qualitative process evaluation of the Safer Roads Fund which will inform future targeted funding for roads investment and other interventions to encourage use of the safe systems approach.”

Conclusion: Future road safety must look beyond road users and interventions which support changes in behaviour. Future investment in vehicle technology, infrastructure, and our evidence base are all part of the building blocks of future success.

Highways England Delivery Plan 2015-2020

“Working towards the goal of bringing the number of people killed or injured on the network as close as possible to zero by 2040.”

Related Strategies:

Vision Zero Action Plan – London, TfL

Vision Zero and the Safe System – New Zealand, Ministry of Transport

Vision Zero on the move – Swedish Transport Administration

Related KCC Transport Strategies:

LTP – Growth without Gridlock - “Walking and cycling can easily be incorporated into our busy lives. Health and road safety are interlinked, and reducing casualties caused by vehicular traffic is a constant priority.”

Growth and Infrastructure Framework (GIF) - £10bn for transport in Kent to accommodate 178,600 additional homes (24% growth), 396,300 additional people 2011-2031 (23% growth), and 170,300 additional jobs. To provide growth without negative impacts on road safety will require significant work.

Appendix 2 – Data pack – see additional document

Appendix 3 – Full Summary of Action Plans

Strategic actions

1. Promote 'Vision Zero' objectives to stakeholders and the public.
2. Collaborate with Highways, Transport and Waste, Public Health, Active Travel, Fleet, Education and other teams within KCC where road safety can help deliver objectives.

Data and risk actions

3. Formulate a 'risk score' for Kent's highway network based on number of personal injury collisions, length of road and traffic volumes.
4. Align this risk score with factors such as community concerns on speed, air quality and noise to strengthen the case for carrying out an intervention.
5. Create a 'data store platform', a dashboard for ease of interpretation.

Safer roads and streets actions

6. Review criteria for cluster sites where there have been high incidences of collisions and fatalities. Research the viability of a route-based approach.
7. Develop a Safer Junctions Programme for Kent's urban areas.
8. Develop a Safe Rural Network Programme (roads and villages).
9. Develop a Safer Powered Two-wheeler Programme.
10. Develop a Safer Walking and Cycling Programme.
11. Develop a Safer Young People Programme, e.g. School Streets, Safe Routes to School.

Highways and asset management action

12. Establish processes so Highways teams can better incorporate road safety and walking and cycling measures into maintenance programmes at low cost.

Combining hard and soft factor intervention action

13. Engagement with communities at cluster sites, where there are concentrations of traffic accidents and fatalities, to improve compliance and support for Vision Zero.

Safer speeds actions

14. Research the criteria for installing new safety camera systems to include community demand, so cameras can be used where the community feels speeding is an issue, rather than just reacting to collisions that cause injury. We will pilot an average speed camera corridor along a stretch of road for evaluation.
15. Evaluate and learn from the pilot 20mph speed limit towns (Faversham and Tonbridge) and analyse impacts and success of measures to improve compliance.

16. Research impacts of reducing the 60mph speed limit. We will engage with rural communities, survey attitudes and evaluate impact on collisions and journey times. Findings to be presented to central Government to review potential of lowering national speed limit.
17. Research and pilot measures to slow traffic around schools where traffic speed is a reported problem.
18. Work with Kent Police to enhance the 'visible presence' of enforcement at crash hotspots.
19. Support Kent Police enforcement activities with campaigns that target the highest risk areas and motorists.

Safer behaviours actions

20. Create a 30-year communications plan to increase support for Vision Zero objectives.
21. Produce a five-year behaviour change delivery plan aligned with walking, cycling and public health requirements and responsibilities.
22. Produce a promotional process for use when new engineering schemes (such as a new pedestrian crossing) are introduced to tell people what and why it is being done, and how to use it.
23. Develop a support forum for those who have been affected by crashes.
24. Support teenagers and older people with training and education designed to maintain safe mobility. Include alternatives to driving, as well as driver training.
25. Research and test the impact of new road infrastructure, including electronic road signs (variable message signage) and flashing light studs on driver behaviour.

Safer vehicles actions

26. Develop driver policy that encompasses rules, procedures, training and includes driver assessment for all Kent County Council drivers.
27. Research likely impact of Intelligent Speed Assistance (ISA) and other new driving technologies on road safety and driver behaviours.
28. Implement Fleet Operator Recognition Scheme (FORS) or equivalent which stipulates minimum driver training and vehicle safety features for goods vehicles for the KCC's fleet and research opportunity for FORS or equivalent for all new contracts where deliveries are made to KCC.
29. Research opportunities to implement Construction Logistics and Community Safety (CLOCS) or equivalent scheme that stipulates construction logistics plans and minimum vehicle safety standards for KCC led construction projects.
30. Develop a rewards and training programme and use telematics to monitor the council's Highways, Transport and Waste drivers. Research opportunities to extend vehicle telematics to other KCC drivers and teams.
31. Work with Highways England's Driving for Better Business to promote the safest vehicles and safest driving techniques to all fleet managers in Kent and promote Euro NCAP (New Car Assessment Programme) safer car information to fleet managers and the Kent public.

Collision response

32. Work with the Casualty Reduction Partnership (Kent Police, Fire and Ambulance Services) to develop a swifter post-collision response process.

33. Work with partners to improve our post KSI (killed or seriously injured) auditing process by assessing behaviours, enforcement, and road layout to prevent further casualties.
34. Work with partners to ensure victims of road collisions get support.

Governance and monitoring actions

35. Organise a national, high-profile launch event and form an expert steering group to advise on delivery and best practice.
36. Annual reviews to update action plans and monitor key performance indicators (KPIs).
37. Work within the Casualty Reduction Partnership (CRP) framework.
38. Expand the remit of the Safer Camera Partnership (include Community Road Watch) and report to the Casualty Reduction Partnership.



Contact:
visionzero@kent.gov.uk

kent.gov.uk/visionzero



Great Chart with Singleton Parish Council

Founded in December 1894

Amenities, Open Spaces and Environment Committee

Terms of Reference

Introduction

The Amenities, Open Spaces and Environment Committee is a committee of Great Chart with Singleton Parish Council, with responsibility for open spaces, play areas, grass cutting, footpaths, trees, the raised flowerbed, and general ground maintenance in the parish.

Purpose of the Committee

The committee will seek to improve the environmental responsibility of the parish council's operations by integrating environment into the decision making process. The committee will strive to make the Parish council a leading example of effective environmental stewardship.

Objective

The committee's objective is to improve the quality of life in Great Chart with Singleton by providing and maintaining local amenities and environment in an efficient, cost effective and environmentally sustainable way. The committee will also help formulate and implement policies that are relating to Open Spaces and Environment. The committee will also work to improve the biodiversity at local level to help mitigate climate change.

Notice of Meetings

At least three clear days notice (not including the day of issue and the meeting) in writing (to include email) shall be given of any Committee meetings.

Time and Place of Meetings

Meetings are scheduled for the calendar year but could be arranged according to need. Meetings should not take place in licensed premises unless no other room is available. Meetings will be open to the public unless existing powers are used to exclude the press and public in accordance with council guidelines.

Agenda and Order of Business

The agenda shall be prepared by the parish clerk in consultation with the Chair of the committee. The business of the meeting will normally be dealt with in the order that it appears on the agenda, except that the Chair (or Acting Chair) may, with consent of the meeting, give precedence to special or urgent business. The Committee will have the power to form sub-Committees in order to support its work.

Minutes from meetings

Minutes will be taken by the parish clerk of all meetings and shall include a record of apologies and a list of those attending. Draft minutes should be sent as soon as possible and approved by the Chair. The draft minutes of the previous meeting will be sent out with the agenda for the forthcoming meeting and presented at the next meeting for adoption. Matters arising should be for report only.

Membership

Membership to the Amenities, Open Spaces and Environment Committee shall be 5 Councillors, one whom shall be the Chair of the parish council. From time-to-time other individuals or organisations that support the aims of the Committee may be co-opted. The membership (representation) of the Committee shall be reviewed at the Annual Meeting of the Parish Council each May

Adopted date and time

Amenities, Open Spaces & Environment Committee ToR

Great Chart with Singleton Parish Council

Founded in December 1894

Quorum

At all meetings of the committee three people with a power to vote shall form a quorum.

Reporting

The Amenities, Open Spaces and Environment Committee will report monthly to its parent organisation Great Chart with Singleton Parish Council.

Finance

The Amenities, Open Spaces and Environment Committee will operate under the financial regulations of Great Chart with Singleton Parish Council. The Committee will submit its budget requirement for consideration by the Finance Committee annually. Under no circumstances will the Committee incur expenditure beyond the budget authorised by Great Chart with Singleton Parish Council. No member of the Committee shall commit the council to expenditure other than by resolution at a Committee meeting. The Committee or Sub Committee shall not commit the Committee to any expenditure.

Terms of reference of the committee

- a) To manage the operation of all open spaces, playing fields, play grounds and allotments the responsibility of the Council.
- b) To review and monitor the grass cutting contracts together with the maintenance of all open spaces and to ensure that they are in safe condition for their use by the public
- c) To undertake and monitor health and safety inspections of all playground equipment.
- d) To prepare an annual budget for review by the Council's Finance Committee each year and to monitor expenditure against the annual budget approved by the Council.
- e) To keep under review opportunities to secure funding support from external sources.
- f) To be responsible for dealing with all matters relating to public rights of way to ensure the general upkeep of footpaths within the Parish, making recommendation to Council where necessary.
- g) To liaise with outside companies/agencies on amenity issues.
- h) To help reduce carbon emission
- i) To reduce waste, particularly single use plastic
- j) To promote recycling, reuse and reduce
- k) To increase planting trees and hedges in the parish
- l) To engage with the community and other organisations, including Singleton Environment Centre, Friends of Singleton Lake and Kent Wildlife Trust to deliver a green agenda
- m) To instal bird/bat boxes and hedgehog highways as well as improving green open spaces to enhance the biodiversity
- n) To hold events and educational activities
- o) To promote environmental awareness and understanding through the parish council's website and other publications
- p) To support the Borough and County Council's aim to improve air quality
- q) To undertake any other functions as may be required by the Parish Council working with other agencies on the following matters: Trees, Open Spaces, Benches, Dog Fouling, Litter Bins, Notice Boards and Signs.

Adopted date and time

Amenities, Open Spaces & Environment Committee ToR

Great Chart with Singleton Parish Council

Founded in December 1894

Changes to the Terms of Reference

On occasion there may be a need to change or add to these terms of reference. To do so, this must be raised as an agenda item for a forthcoming meeting of Great Chart with Singleton Parish Council.

The Terms of Reference were ratified at the parish council meeting.	Signed by:	
Date:	Chair:	Date:

Items for Approval for Payment March 2021

Method	Items for Approval for Payment in March 2021	Description	Total payable	VAT
Bacs	HMRC	March Contribution	£1,561.94	
Bacs	Salary	March salaries	£4,766.98	
Bacs	Kent Pension Fund	February Pension Contribution	£909.40	
Bacs	The Play inspection Company	Annual inspection of Cuckoo and Great Chart Play park	£250.20	£41.70
Bacs	Burden Bros Agri Ltd	Maintenance fee	£38.98	£6.50
Bacs	Dor2Dor	Parish newsletter delivery	£504.00	£84.00
Bacs	Kent Professional Services	Printer & Photocopier	£127.51	£21.25
Bacs	Kent Association of Local Councils	Annual Planning Conference	£60.00	£10.00
Bacs	ADM Computing	Annual Microsoft Office 365 Licences	£1,461.24	£243.54
Bacs	Action with Communities- Rural Kent	Membership renewal	£105.00	
Bacs	JRB Enterprise	Dispenser refill waste bags	£223.20	£37.20
Bacs	Kent County Council	Hoxton Close - 20 mph zone	£2,995.00	
Bacs	Ashford Borough Council	Installing a new metal gate at GC	£789.11	£131.52
Bacs	Kalkwik	Newsletter printing	£969.00	

Total:	£	14,761.56	£575.71
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Approved:

Date:

* For information only

Income

Method	From	Description	Total received	VAT (if applicable)
Bacs	Metro Bank	Interest	£ 2.35	

Total:	£	2.35	
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Singleton Extension Project- S106 Funds

Bacs	Barker Computer Solutions	WIFI set up in new extension	£872.00	
Bacs	D Rolfe and Sons	Fitting units at SEC ext.	£1,112.98	
Total:			£	1,984.98
				£0.00

Credit Card Payments

	Credit card payment items for Information	Description	Total paid	VAT
Account Number: 19079376				
	Plusnet	Broadband and telephone	£57.60	£ 9.60
	Wildflower Papers	Recycled seed papers (Easter Egg hunt)	£27.73	£ 4.33
	Etsy	Plantable seed paper bee hexagon (50) (Easter Egg Hunt)	£20.95	
	Amazon	Self sealing printable seed packet (100)	£14.98	£ 2.50
	Amazon	200 A4 plastic punched pockets	£7.49	£ 1.25
	B&Q	Ryobi one multi tool	£85.50	£ 14.25
	Pass Ltd	PAT Testing book	£53.00	
	B&Q	Multi screw, flashlight	£26.99	£ 4.50
	Wickes Ashford	Equipment	£12.00	
Credit card Account: 24056805				
	Sainsbury's	Van Fuel	£50.24	£8.37
	Amazon	Heavy duty cables	£18.98	£3.16
	Dial Direct	Van insurance	£50.40	
	McColls	Battery	£9.30	
Total:			£ 435.16	£ 47.96

Clerk's Report – March 2021

Congratulations: I would like to congratulate Paula for achieving the Certificate in Local Council Administration qualification. Well done 🎉 🎊

Lockdown: From 08th March 2021 the government will ease the national lockdown in phases. The photo below highlights the key changes in the first phase and how those changes apply in different sectors.

HM Government

STEP 1

8 MARCH

EDUCATION	BUSINESS / ACTIVITIES	SOCIAL CONTACT	LARGER EVENTS	TRAVEL
Schools and colleges open for all students Practical Higher Education courses	Wraparound care, including after school sports, to enable parents to work	Exercise and recreation with your household or one other person in a public outdoor place e.g. picnic or coffee Household only indoors Care home residents in England can nominate a single named visitor for regular visits	Funerals (30 people) Weddings and wakes (6 people)	Stay at home No domestic or international holidays

COVID-19 ROADMAP 2021

Event: An Easter Egg Hunt will be held during the Easter Holidays. 24 letters on eggs will be dotted around the parish, residents then will have to find each egg with a letter that will make up a spring saying. Everyone completing the hunt will receive a prize that they can collect from Singleton Environment Centre. The prize will be wildflower seeds in paper that can be planted in a pot or in a garden, see example.



It is very exciting that we can plan events for summer and beyond. Hopefully, the Pop-up Café can return soon too.

John Wesley School: I am pleased to say that the yellow zig zag lines outside John Wesley School now have been joined up. Hopefully, it will make school runs safer.

Training: Please regularly check Kent Association of Local Councils for updates on training. If there is anything you feel would improve your role as a councillor, please book a place using their Eventbrite website. When booking a place on an event, please do not forget to select payment by invoice and the invoice to be sent to the clerk. Also, can I remind you to **reset your login details** with your new email if you have not already done so? Please email to Laura Dyer at manager@kentalc.gov.uk and she will be able to assist you.

Social Media: Please keep liking and sharing our posts on social media so it can reach a wider audience. If you are on Twitter, Facebook or Instagram ensure you give us a like or follow us 😊