

Infrastructure Funding Statement



2022-2023



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1. Introduction

- 1.1. The Community Infrastructure Levy(amendment) (England) (no.2) Regulations 2019, require Local Authorities to provide a summary of all financial and non-financial developer contributions that they have been involved with over the course of a given financial year. The Infrastructure Funding Statement (IFS) is the platform in which to do this.
- 1.2. Along with summary information, this IFS will also provide some examples of infrastructure projects that Kent County Council (KCC) has delivered, planned, or allocated contributions towards during 2022/23 as a means to demonstrate how developer contributions are an essential tool in unlocking and delivering growth across the county.
- 1.3. KCC is responsible for delivering and maintaining a wide range of strategic infrastructure such as roads, schools, and social care but it may not be the immediate Local Planning Authority for entering into legal agreements with developers. Thus, KCC works closely with its local District and Borough colleagues to ensure that its statutory responsibilities can be met and there is a smooth and timely transfer of developer contributions between the respective authorities. KCC will report the net result of such transfers within its IFS.
- 1.4. Throughout the IFS there will be references to the following definitions:
 - **Secured** – Contributions that have been included within a signed legal document for a planning application. These contributions have not been collected / delivered and if the planning application is not implemented, they will never be received.
 - **Received** – Contributions received, either monetary or non-monetary (in kind), that have been transferred to Kent County Council.
 - **Allocated** – Contributions that have been received and allocated to specific projects.
 - **Spent / Delivered** – Monetary or non-monetary contributions that have been spent or delivered.
 - **This Financial Year** - unless stated otherwise, this refers to the period 01/04/2022 – 31/03/2023.
 - **District** – unless stated otherwise, used to refer to one or more of Kent’s District and Borough Councils.

2. Developer Contributions

Section 106 Planning Obligations

- 2.1. Section 106 Agreements, commonly referred to as S106 agreements, are a legal mechanism used to fund additional infrastructure needed as a result of increased demand caused by development within a local area.
- 2.2. Section 106 monies are secured for a range of infrastructure. They can only be sought where they meet the 3 legal tests as set out in paragraph 122 of the Community Infrastructure Levy Regulations 2010:
 - they are directly related to the development,
 - fairly and reasonably related in scale and kind to the development, and;
 - necessary to make the development acceptable in planning terms.
- 2.3. KCC secures contributions towards primary and secondary education, highways and transportation, adult social care, sustainable urban drainage, strategic waste disposal services, libraries, adult education and integrated children's services. Kent's District and Borough councils secure contributions towards infrastructure such as affordable housing, healthcare, local play areas and some aspects of further education. All of these items are essential in building and maintaining sustainable communities.
- 2.4. S106 agreements are secured on a site-by-site basis with payments typically being made in instalments as the development is built out. Contributions can only be spent against the purposes for which they are collected.
- 2.5. Unilateral Undertakings (UUs), which are a simplified version of a planning agreement entered into between the landowner and KCC will also be included within this section.

Community Infrastructure Levy (CIL)

- 2.6. Under CIL, each District is to create a charging schedule which is applied to the floor space of the development. The funding raised from CIL is collected by the Districts, pooled into a 'pot' and can be spent on a wide range of infrastructure types.
- 2.7. The infrastructure that receives CIL funding will be determined by the local Council. Whilst KCC is not directly responsible for collecting CIL, it is heavily involved in discussions about accessing these funds in order to deliver its statutory duties and ensure that all communities, both new and existing, within Kent benefit.

Section 278 Highway Agreements

- 2.8. Additional legal agreements that can fund infrastructure are Section 278 Agreements (S278). These are legally binding agreements made under the Highways Act 1990 between Local Highway Authorities and Developers. S278 agreements are required to secure alterations or improvements to the highway.

Forecasting

- 2.9. National guidance recommends that Councils should consider reporting on estimated future income where possible. KCC will look at incorporating forecasting of developer contributions within future versions of the IFS, although KCC will ultimately rely on information provided by Kent's Districts and Boroughs.

3. S106 Contributions

Contributions received or invoiced before the start of 2022/23 that had not been spent

- 3.1. Table 1 below shows the total amount of S106 money held or invoiced but not spent by KCC on 31st March 2022, the end of the previous financial year (2021/22). Invoiced money has not necessarily been received.
- 3.2. It is important to note that large accumulations of contributions are not uncommon as some projects require a great deal of starting capital, plus the sums are spread across 12 Kent Districts and Boroughs.

Table 1 – Received or invoiced contributions yet to be spent and held by the Council at 31st March 2022 (Year start position)

Service Area	Amount
Adult Social Care s106 agreements	£2,440,156
Adult Social Care UUs	£492,552
Community Services ¹ s106 agreements	£3,429,601
Community Services UUs	£927,481
Education ² s106 agreements	£38,158,272
Education UUs	£7,138,470
Highways ³ s106 agreements	£23,691,592
Highways UUs	£3,223,063
Kent Thameside s106 agreements	£3,056,786
Total	£82,557,973

- 3.3. The majority of the developer contributions held are in education and highways. To give some context, the timing of developer contributions rarely matches with when the spend is incurred. Funding is allocated to specific projects and clearly linked to supporting particular developments or areas of growth. On some occasions KCC gets money in before the capital project and spend is due to take place; or KCC has to await match funding from other sources; but overwhelmingly KCC are asked to bear the risk on developer contributions by delivering schemes in advance and then having to wait and get in contributions over a number of years.

Contributions agreed in 2022/23 through S106 Agreements

- 3.4. Table 2 outlines the financial contributions that have been secured by KCC through signed S106 agreements this financial year. The majority of this will be transferred to KCC from Kent's Districts and Boroughs.
- 3.5. Whilst money may be secured through S106, it is not a guarantee that the money will ever be received. If the development does not go ahead or planning circumstances change through appeals, renegotiations etc., then the amounts of money that KCC actually receive will be different.

¹ Community services includes Community Learning and Skills, Libraries and Youth Services

² Education includes Primary and Secondary Educational facilities

³ Highways includes works to the road network, cycle lanes, pedestrian access, and public rights of way

Table 2 – Contributions secured in 2022/23 through S106 Agreements

Service Area	Amount
Community Services	£668,656
Education	£18,165,443
Highways	£3,391,089
Land (for Educational facilities)	£4,723,037
Social Care	£357,845
Strategic Waste Services	£335,026
Monitoring Fees	£1,448
Public Transport and Public Rights of Way	£800,017
Total	£28,442,562

Contributions received in 2022/23 (regardless of S106 Date)

- 3.6. Table 3 shows the total amount of money received by KCC from developer contributions this financial year. Most of this money is transferred from Districts and Boroughs at KCC's request.
- 3.7. In many instances the money received was agreed and signed for in S106 agreements predating this financial year.

Table 3 – Total s106 contributions received this financial year by KCC

Service Area	Amount
Adult Social Care	£348,708
Community Facilities	£1,566,122
Education	£33,449,594
Highways	£8,011,259
Kent Thameside	£289,587
Total	£43,665,270

Contributions spent in 2022/23

- 3.8. Table 4 provides details on the amount of S106 contributions spent by the KCC this financial year.
- 3.9. Some of this will be money that was received and allocated in previous years but could only be spent when sufficient sums were received to pay for a project in its entirety.

Table 4 – Total contributions spent by KCC in 2022/23

Service Area	Amount
Adult Social Care	£369,893
Community Facilities	£671,130
Education	£18,315,004
Highways	£2,290,109
Kent Thameside	£0
Total	£21,646,136

Contributions returned in 2022/23

- 3.10. Most s106 agreements come with a return clause where if contributions remain unspent after a certain period, then KCC is legally obliged to hand the contribution back to the developer. Ongoing monitoring is in place to ensure contributions are spent in a timely manner to minimise any risks of return.
- 3.11. No s106 contributions had a return clause triggered during 2022/23.

Non-monetary contributions agreed in 2022/23 through S106 Agreements

- 3.12. Table 5 provides a summary of the non-monetary (in kind) contributions that were agreed through S106 agreements in the financial year 2022/23. Non-monetary contributions include provision of land transfers for the provision of Primary and Secondary schools.

Table 5 – Non-monetary S106 contributions

Item	Amount
Land transfers (education)	0 applications

Money borrowed

- 3.13. In the last financial year, no S106 money was spent repaying money borrowed.

4. Community infrastructure Levy (CIL) Contributions

- 1.1. As mentioned earlier, KCC is not responsible for collecting CIL. However, as part of ongoing negotiations between the County Council and those Districts and Boroughs charging CIL, governance exists or is in the process of being formed that sets out the requirements for KCC to access these funds.
- 4.1. The processes set out for KCC to access a District's CIL receipts varies between Districts. These processes may take the form of either a set percentage of CIL receipts transferred from a District to KCC annually, or a requirement to make bids against a District's CIL receipts. Further details can be found in Section 6.

Unallocated receipts from previous years

- 4.2. KCC has no unallocated CIL receipts from previous years.

Total CIL receipts

- 4.3. Table 6 outlines the CIL monies that KCC has received during 2022/23.

Table 6 – CIL Monies received during 2022/23

Item	Amount
Folkestone and Hythe CIL transfer	£539,054

CIL retained at end of year

- 4.4. Table 7 below outlines the CIL monies that KCC has retained at the end of year (31st March 2023). This relates to CIL monies received between 2021 and 2023 that are currently allocated towards Waste projects in Folkestone and Hythe.

Table 7 – CIL Monies retained at end of year

Item	Amount
Folkestone and Hythe – Waste	£609,405

CIL receipts allocated and spent in the year 2022/23

- 4.5. KCC has spent £318,551 of CIL received from Folkestone and Hythe on improvements to Highways.

Table 8 – CIL Monies allocated and spent during 2022/23

Item	Amount
KCC Highways - Folkestone and Hythe Scanlons Bridge traffic signal improvements, Hythe Zebra Crossing, Dymchurch	£318,551

Amount of CIL spent on administrative expenses

- 4.6. No CIL receipts were spent on administrative expenses by KCC in 2022/23.

5. S278 Contributions

- 5.1. KCC, as the local highways authority is responsible for the maintenance and development of the local road network within its borders. If planning permission has been granted for a development that requires changes or improvements to public highways, then KCC will often enter into a Section 278 (s278) Agreement with the developer. This agreement details and enables these changes to be made which the developer pays for and constructs. Examples of works that may be featured in a s278 include roundabouts, improved facilities for pedestrians and cyclists; and traffic calming measures.
- 5.2. The value of s278 agreements takes the form of a performance bond paid to KCC by the developer based on the cost of the highway works (including utility works). A performance bond protects KCC against the risk of unforeseen expenditure if the works are not completed by the developer. If the works are delivered, then the bond is repaid to the developer, generally in parts based on completion stages.
- 5.3. KCC can also request a commuted sum payment from the developer. A commuted sum covers the maintenance and renewal costs (for 30 years) of assets built by the developer as part of an agreement and then adopted into public ownership by KCC.
- 5.4. S278 agreements are subject to reasonable and proportionate fees which KCC can charge as part of delivery and monitoring arrangements outlined within each agreement. These charges cover KCC costs associated with the necessary work involved for example commissioning road safety audits.

Bonds agreed in 2022/23 through S278 Agreements

- 5.5. Table 8 outlines the value of bonds within signed S278 agreements this financial year.

Table 9 – Total value of S278 bonds signed in 2022/23

Item	Amount
S278 bonds signed with KCC	£8,191,546

Fees received in 2022/23 (regardless of S278 Date)

- 5.6. Table 10 outlines the total value of fees that have been paid to KCC as part of S278 agreements this financial year.

Table 10 – Total value of S278 fees received in 2022/23

Item	Amount
S278 fees received by KCC	£1,299,536

6. CIL Spending Governance

- 6.1. KCC's process for receiving CIL is determined at District level. It is important to note that not all Districts have adopted a CIL. Table 11 below summarises the current position of local planning authorities with regards to a CIL charging regime; and how these funds can be accessed.

Table 11 – District CIL regimes and access to CIL funding

District	CIL Position	Process for accessing CIL funds
Ashford	No CIL	-
Canterbury	Adopted Apr 2020	Bidding process under development
Dartford	Adopted Apr 2014	Representation within Leader's Advisory Group and projects within Dartford's Infrastructure Delivery Plan
Dover	No CIL	-
Folkestone and Hythe	Adopted Jul 2016	Set proportion of funds passed to KCC annually to spend on CIL infrastructure priorities
Gravesham	No CIL	-
Maidstone	Adopted Oct 2017	Application through CIL Bidding Process
Sevenoaks	Adopted Feb 2014	Application through CIL Bidding Process
Swale	No CIL	-
Thanet	No CIL	-
Tonbridge and Malling	No CIL	-
Tunbridge Wells	No CIL	-

- 6.2. Following an invitation, KCC made an application to Maidstone Borough Council for CIL funding in July 2022. Bids were made towards the expansion of the Maidstone Grammar School for girls and a number of Highways schemes. The borough council have announced that KCC had been successful in one of their highway bids. The successful bid was for £1.83m towards the upgrade of junction 7 of the M20. The bid for the Girls Grammar School and £1,232,000 towards an improvement to the A229 Linton crossroads were not accepted.

7. Future Spending Priorities

Table 12 – Received or invoiced s106 contributions yet to be spent and held by the Council at 31st March 2023 (Year-end position)

Service Area	Amount
Adult Social Care	£2,911,523
Community Facilities	£5,252,073
Education	£60,431,332
Highways	£32,635,806
Kent Thameside	£3,346,373
Highways & Waste CIL	£609,405
Total	£105,186,512

- 7.1. During the financial year 2022/23, KCC's position with unspent s106 contributions has moved from £82,956,875 to £105,186,512. This is a net increase of £22,229,637 (26.7%) i.e., KCC has received more contributions during 2022/23 than it has spent.
- 7.2. The largest planned infrastructure projects that monies are allocated towards are summarised in Table 13. The delivery schedule of these infrastructure projects is down to a number of factors, including whether sufficient finance is available but also land availability and Central Government policy. Spend projection dates are estimated and where not shown are awaiting the progression of associated contributing developments.

Table 13 – Largest planned infrastructure projects with unspent contributions

Project	Unspent Monies (Allocated) £m	Spend Projection
Maidstone Integrated Transport	6.3	2024 onwards
Chilmington Green, Secondary	6.3	2024
A228 and B2160 junction Improvements with B2017 Badsell Road Paddock Wood	4.5	2024
Herne Relief Road	4.4	2023
New Hermitage Lane Primary	3.8	2025
Dartford Bridge Primary	3.6	2025
Strategic Transport Infrastructure Programme, Kent Thameside	3.4	
Cornwallis Academy	3.4	2024
New Shorncliffe Garrison Primary	3.3	
New Herne Bay Primary	3.3	
New Westwood Cross Primary	3.2	
New Kingsnorth Primary	2.9	
Bearsted Road/M20 Jct 7	2.3	2024 onwards
Headcorn Primary	2.3	2023
New Quinton Road Secondary	2.2	2026
New Faversham Primary	1.9	
A28 Birchington	1.7	
Greenfields Primary	1.5	
Sturry Link Road	1.4	

John Wallis Academy	1.4	
Marden Primary	1.4	2024
Bysing Wood Primary	1.1	
Mascalls Academy	1.1	
Valley Invicta Primary School at Kings Hill	1.1	
Pilgrims' Way Primary	1.0	
	£68.8	

8. Future Funding Priorities

- 8.1. KCC remains committed to seeking developer contributions across the County to ensure that development pays a fair proportion for its impact on Kent's infrastructure, both existing and new.
- 8.2. Kent County Council emphasises the importance on taking an 'Infrastructure First' approach, reflected in priority 2 of KCC's Framing Kent Future (2022-2026):

“Kent is experiencing rapid growth to accommodate our rising population. Housing growth that comes without the necessary social and physical infrastructure that new and existing communities need brings unacceptable damage to quality of life. We firmly believe that meeting nationally set housing targets, without the correct infrastructure, is not right or acceptable for Kent. An 'Infrastructure First' approach is critical before further housing growth and we must be increasingly ready to challenge developments where this is not the case..”

- 8.3. Districts' Infrastructure Delivery Plans (IDP) provide a long-term plan of infrastructure requirements arising from the allocation of housing within their Local Plans. These IDPs set out what is needed, where it is needed and when it is needed. These plans include KCC services.
- 8.4. KCC will continue to work in partnership with those Districts that are CIL charging authorities and set out governance arrangements in order to comply with their bidding processes. Regardless of the bidding requirements, KCC will prioritise the infrastructure projects that should be delivered first given the possible CIL monies available for KCC to bid for or spend.

9. Case Studies

- 9.1. The following case studies provide some highlights of development funded infrastructure that has been delivered within the counties Districts and Boroughs. Further information regarding the breakdown of information for Districts and Boroughs can be found on the accompanying Excel sheet [Here](#).

Focus on: Thanet

Ursuline College, Westgate-on-Sea, Thanet. 1 Form of Entry Expansion

Scheme Total Cost	£4,300,000.00
Developer contributions Used	£ 766,491.62
Scheme Delivered	September 2022

A new stand-alone IT Block was open for Students at the start of the school year in September 2022. This provided three large, dedicated IT classrooms and ancillary areas, replacing, and increasing previous IT provision.

Refurbishment of under-used existing accommodation created two dedicated IT classrooms in October 2021, together with an IT-rich Music Facility, as well as a refurbished Art Room and two Physics Science laboratories plus a Prep Room.

The 2021 phase of works included a second dining hall, complete with servery kitchenette to offer extended lunch and breaktime catering options.

The entire project included 244 m² of additional new build space, along with the refurbishment of numerous areas across the site during both phases of works.

Ursuline College is situated on a site with high heritage value; many of the buildings have Listed Building status which required careful and thoughtful design to provide efficient use of space whilst adhering to building conservation requirements.



New stand-alone IT Block

Internal of stand-alone IT Block



Refurbished rooms in main building



Table 14 – Thanet developer contributions summary

Thanet 22/23	Secured	Received	Spent
	£7,776,414	£4,513,362	£942,437

Focus on: Canterbury

Case Study: Bullockstone Road Improvement Scheme, Herne

Scheme Total Cost	£8.9m
Developer contributions Used	£8.9 (Forward funded by a GPF loan)
Scheme Delivered	July 2023

The scheme relates to the KCC delivered element of the Herne Relief Road identified in Policy T13 of Canterbury City Council's 2017 Local Plan. The works comprised of two new roundabout junctions, one at the junction of the A291 Canterbury Road and Bullockstone Road and one to the north of the junction of Lower Herne Road and Bullockstone Road at which the Strode Park development will tie into. The scheme included widening of the carriageway to 7 metres, a new 2m shared footway/cycleway throughout the scheme, a reduction of the speed limit to 40mph, two new attenuation ponds and 300+ replacement trees.

The Herne Relief Road is intended to divert traffic away from the constrained centre of Herne Village which currently suffers from congestion and is recorded as an Air Quality Management Area. The roundabout junction on the A291 has also been installed in the interest of safety due to the crash history of the previous priority junction arrangement. The reduction of the speed limit to 40mph along Bullockstone Road is also intended to improve road safety. The provision of a shared path throughout the Bullockstone Road Improvement Scheme is a vast improvement on the previous provision along Bullockstone Road and is part of a longer-term strategy to encourage more active travel. A 1.2m pedestrian footway was also installed along the northern extent of Bullockstone Road outside properties, in the interest of residents' safety.

The design and technical approval process took place predominantly between 2019 – 2022. The works began construction in August 2022 and were completed in July 2023.



Aerial view of new roundabout 1



Aerial view 2



Aerial View Bullockstone Road 1 1



Aerial view Bullockstone Road 2

Case Study: Barton Manor, Canterbury. 5 Form of Entry New Secondary

Scheme Total Cost	£ 24,790,856
Developer contributions (to date)	£ 214,342.00
Scheme Delivered	September 2022

The new Barton Manor Secondary School was opened in September 2022 to 300 students, 150 in each of years 7 & 8.

The school was delivered in partnership and primarily forward funded by the Department of Education (DfE). Development funding will be required to paid to the DfE as pupils arriving from new homes take their place in the school.

Barton Manor is a non-selective school operated by the Barton Court Academy Trust and is located just a 5 minute walk from the Barton Court Grammar School, also operated by the Trust.

Now in its second full year, the school remains open to years 7 and 8 and will eventually operate as a 5 form entry school for 11-18 year olds with a shared sixth form provision with the grammar school.

Located on Spring Lane in central Canterbury it is sustainably located within the vicinity of the emerging Royal Parade and consented Mountfield Park developments.



Entrance block to new school

Table 15 – Canterbury developer contributions summary

Canterbury 22/23	Secured	Received	Spent
	£2,195,858	£4,874,304	£1,830,604

Focus on: Swale

Case Study: New Sports Hall, Queen Elizabeth's Grammar School, Faversham

Scheme Total Cost	£1,500,000
Developer contributions Used	£65,000
Scheme Delivered	August 2023

A new sports hall was opened for students in September 2023 offering larger and much improved facilities to cater for an increase in student numbers. The Sports Hall has been built to Sport England standards and measures 700sqm.

In addition to the Sports Hall, the changing rooms have been extended and extensive storage areas completed. Additionally, a new weights/conditioning room and office have been added. All areas are now on the same level, making the whole facility DDA compliant.

In total, the new facilities have a total capacity of 800sqm. Build costs were £1,850/sqm

Queen Elizabeth's Grammar School is situated within an area of high heritage value and on a spatially constrained site within the town centre. The school managed project required a carefully considered reconfiguration to ensure the most efficient use of available space.



Exterior to new sports hall



Interior to new sports hall

Table 16 – Swale developer contributions summary

Swale 22/23	Secured	Received	Spent
	£10,504,727	£4,093,702	£1,246,058

Focus on: Tonbridge & Malling

Case Study: Bellingham Way Pedestrian Crossing, New Hythe

S278 bond value: £144,784

The scheme comprises offsite highway works relating to the Aylesford Newsprint commercial development site.

An informal crossing facility, located on Bellingham Way south of the roundabout junction with New Hythe Lane, was upgraded to a fully signalised pedestrian crossing. This included renewal of existing carriageway approaches and application of high friction surfacing.

The crossing facilitates pedestrian movements to and from local amenities. The detailed design and technical approval process took place in late 2022 and early 2023 with delivery of the highway works shortly thereafter.



New signalised crossing

Table 17 – Tonbridge & Malling developer contributions summary

T & M 22/23	Secured	Received	Spent
	£5,712,081	£3,356,409	£1,337,195

Focus on: Folkestone & Hythe

Case Study: London Road / Scanlons Bridge / Military Road junction traffic signal improvements

Scheme Total Cost £290,402

CIL funding used £290,402

Scheme Delivered Autumn 2022

KCC Highways and Transportation delivered an upgrade to this traffic signal junction. The works involved signalisation of the pedestrian crossing arms on London Road improving access between National Cycle Route 2 (Royal Military Canal), the Sainsbury's store on Military Road and residential development in the north-west of Hythe.

The scheme supports national and local planning policies promoting sustainable transport by improving walking and cycling networks and reducing the need to travel by private motor vehicle.



Junction layout prior to works



Junction layout after works

Photos courtesy of Google Street View

Table 18 – Folkestone & Hythe developer contributions summary

F & H 22/23	Secured	Received	Spent
	35% of CIL	£695,530	£64,976

Focus on: Dartford

Case Study: Dartford Library, Market Street, Dartford.

Library improvement works:

Scheme Total Cost	£ 32,465
Developer contributions (to date)	£ 32,465
Scheme Delivered	2022-2023

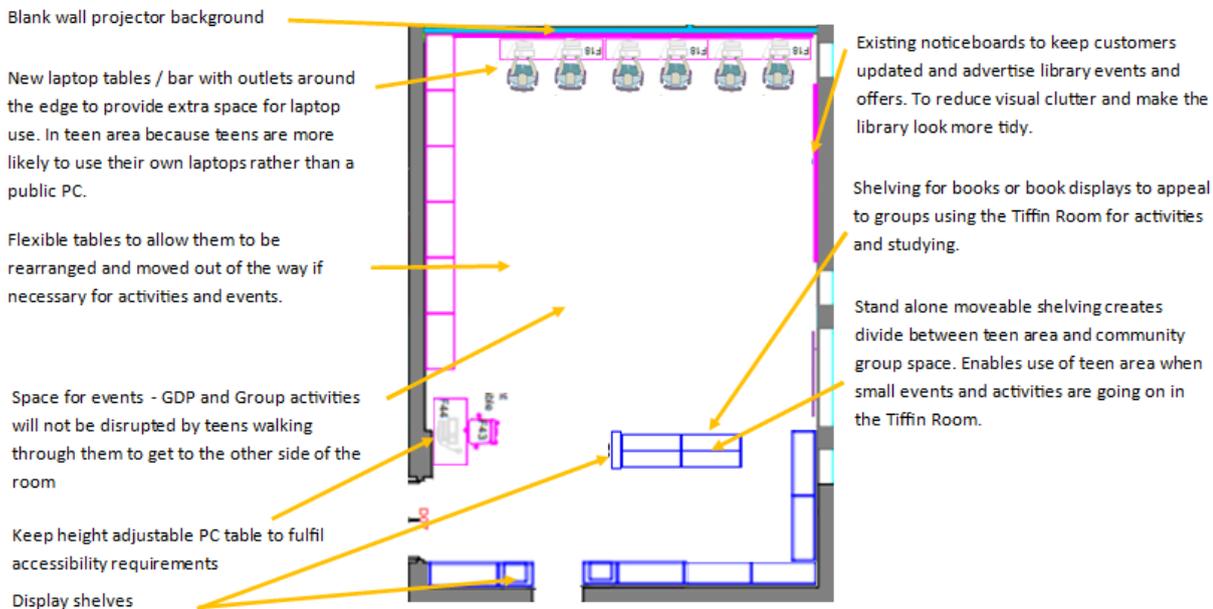
Improvements have been made to the layout of Dartford library to increase teen stock and create a study area and browsing space to meet the demand of an upswing in teenagers visiting the library post lockdown.

LRA's stock team identified that the Teen category of stock was a little weak and could do with refreshing and £7K of the project funding was allocated to new Teen stock. Additional shelving was also purchased to accommodate the additional stock, tables, and chairs to increase study facilities. This had the added benefit of freeing up some shelving in the main library space for adult stock and generally improving our book lending offer.

To ensure that we were fully focused on our younger customers wants and needs we carried out a customer survey to ensure that we were achieving best value from the developer contribution funds.

Design:

Proposed new layout





Statistics

Reviewing the Issue figures for Teen stock shows that since the implementation in April 2023 the numbers have risen significantly. When compared to other similar sized libraries, the Teen Issue figures are now the highest in the county.

Feedback Survey:

'It's a nice and quiet environment that i enjoy to come to complete my work when i want a quiet environment'

'It's very good I like how that you aren't distracted by little kids and can have peace and quiet when you read'

'I think it really helps students get their work done as its quite spacious accommodating to lots of people and young people feel more comfortable and confident to come to the library to study as an alternative to home. In my opinion it's much better than other libraries in the area as there's a range of places to study with accessible charging ports and more'

Table 19 – Dartford developer contributions summary

Dartford 22/23	Secured	Received	Spent
	£0 CIL	£6,228,253	£5,679,372