

A STATEMENT ON THE LIKELY OUTCOME FOR RAMSGATE IN THE EVENT OF A REVIVAL OF MANSTON AIRPORT

INTRODUCTION

This statement is being produced because the Town Council has been criticised for not directly participating in the examination of the case for reviving and expanding commercial aviation at Manston Airport.

The Town Council refrained from commenting on the proposal because it was:

- (a) outside the boundary of the Council's area.
- (b) The application is highly technical, is beyond the expertise of the Council, and is being critiqued by many other organisations in any case.
- (c) It was felt that the Council could not add anything of any substance to the proceedings in most subjects.
- (d) The Council does not hold a unanimous view on the viability of the RSP application and this may also accord with the views of some residents within Ramsgate.

The open floor hearings however give an opportunity to outline the Council's concerns on certain areas of concern to the Council and its residents in Ramsgate.

Those concerns are as follows:

- The impact on the local economy of Ramsgate, especially the tourist sector.
 - The likely impact on employment during any period between granting of a DCO and implementation of a fully functioning airport and thereafter.
 - The impact on the local infrastructure.
 - The impact on social cohesion within Ramsgate.
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THE IMPACT ON THE LOCAL ECONOMY OF RAMSGATE

Ramsgate has a population of around 44,000 people depending on which sources one consults. The area of the Town has been occupied in one form or another since the last ice age. Historic England in its survey work for the Heritage Action Zone (HAZ) has identified signs of permanent settlements dating back to the Neolithic period. There are also numerous Bronze Age barrows and enclosures. These findings are due to be published this year.

Modern Ramsgate as a entity dates from the 17th century, with the area around Harbour Street being the oldest part of the Town.

From that period until 1884, Ramsgate was administered from Sandwich, which is Cinque port head port. Ramsgate is a corporate member of the Cinque Ports. In 1884, Ramsgate was incorporated and ran its own affairs until 1974, when it became part of Thanet District Council. In 2009, Ramsgate Town Council was formed.

For many years Ramsgate's economy relied on tourism, infrastructure (especially railways and the supply of coal gas, fishing and shipping in a trading relationship with the Benelux Countries and North Germany.

Since 1974, Tourism has declined and changed from its peak in 1950's in providing the traditional seaside holiday, towards day and short break visits. Nevertheless, this sector recorded 4.2m visitors for the whole of Thanet and added £319m to the economy of Thanet (source Visit Kent survey published 8th January). A significant portion of those figures originated in Ramsgate. This sector is now so important to the economy of Ramsgate, that the Thanet District Council economic plan speaks of little else, but the 'Café society'.

In addition, there is a small inshore fishery, a small ship repair sector, a growing windfarm maintenance sector and one of the most picturesque and strategic yacht marinas on the South Coast within the Royal harbour.

Ramsgate also has various industrial parks which afford the usual range of workshops and retail outlets. The retail trade in Ramsgate is facing challenging times, because of competition from the internet, a general reduction in conventional retailing and a lack of consumer confidence. Ramsgate Town centre has a number of void properties and many that are not trading in a conventional form.

Of these sectors, Tourism, retail and hospitality are the sectors most likely to be affected by the resumption of commercial aviation as any likely flight path will cover the harbour frontage and commercial areas of Ramsgate. These sectors are also most reliant on outside private investment for their start up and ongoing financial sustenance.

A possible investor in a business in Ramsgate is likely to consider whether that business will be successful if it is located within reasonable proximity to a flight path. He/she will weigh up the risk in terms of will visitors continue to visit Ramsgate, when they could be subjected to the noise and spectacle of an aircraft or will they instead choose one of Ramsgate's many competitor resorts on the South Coast. We believe that it is not an unreasonable speculation to put this possibility to the Planning Inspectorate as an item to be weighed in the balance when considering the application.

Certainly, it calls into question any proposals for a Marina village or the Pleasurama site. If the airport application were successful, investor confidence would be in question and therefore the only other source of investment would be from the public sector, which has shown great reluctance in the past to invest in Ramsgate. Of course, a successful airport project may derive copious employment opportunities for Ramsgate residents, but there is bound to be an interim period when new investment in Ramsgate reduces and yet the new airport facility is still in vitro as it were. What happens in that situation?

EMPLOYMENT

Thanet has the highest unemployment rate at 5.2%. In West Kent, at the other extreme of the county, Sevenoaks has the lowest unemployment rate at 0.7%. The national rate of unemployment is 2.1% (Kent CC Employment figures)

The 18-24-year-old unemployment rate in Kent is 3.3%. They account for 21.5% of all unemployed people in the county area. Thanet has the highest 18-24-year-old unemployment rate in the South East at 8.1%. The term for the young unemployed is NEET's or Not in Employment, Education or Training. The NEET problem has been an underlying cause of concern for many years and shows no sign of improvement.

The root causes of NEETdom are:

- ❖ Poor educational attainment. Kent and Thanet have good results for middle class children, but extremely poor outcomes for those from poor or dysfunctional backgrounds.
- ❖ Poorer children find it difficult to get places in Grammar schools (The indicators being free school meal numbers; which is 4% or less in Grammar Schools compared in some cases to 20%+) Academisation is no cure because the Sutton trust has published figures which suggest that 38 out of 52 academy changes are failing poorer children.

Extraordinary claims have been made about the number of jobs to be created by a revitalised airport. There is no means of verifying these claims except by requiring that extraordinary claims must be backed up by extraordinarily strong verifiable evidence.

Even if these jobs materialise there is no guarantee that the NEETS can or will take up these places. This will require not only on the job training, but a methodology to build in some resilience so that the majority of recruits actually can assimilate the course work and come out the other side with the relevant qualifications. Simply producing jobs in some profusion, may only encourage internal migration from elsewhere to fill the posts leaving the NEET problem as large as ever.

Referring back to the Tourist sector, this is producing jobs now and not just possibly in the future. If the tourist sector is harmed by an operating airport: jobs will be lost and the notional airport will have to replace those jobs before there is any nett gain in employment.

INFRASTRUCTURE

The current highway infrastructure will be inadequate for any expanded aviation activity. At either end of the airport access will be subject to increased growth from the anticipated new developments as laid out in the Thanet Local Plan, even if we discount the effects of operations Brock and Stack. 17,000 + new houses are planned within local plan assuming it passes examination and central govt does not add further numbers because delays in the implementation of the local plan. The current network is already subject to peak time congestion and the level of road traffic accidents are concerning (Ageas insurance has named the A254 Margate-

Ramsgate as the most dangerous road in the UK). An empirical observation of reports notes that each week in Thanet there are at least 4 or 5 RTA's for various reasons.

RTC reserves the right to comment in greater detail on the proposed infrastructure network for the airport.

RTC also notes that the applicant is proposing to develop a rail freight rail head. It wishes to point out that a viable rail freight facility will have to operate trainload freight facility. This will be a tall order, as by its nature airfreight deals with relatively small consignment goods and currently Britain's freight railways have not engaged in wagon load freight, since the demise of the Speedlink network some 30 years ago.

RTC reserves the right to comment further on this matter in the section on Infrastructure.

Thanet Parkway Station.

RTC has objected to this proposal on the following grounds:

- ❖ Failure to apply NPPF guidelines on sustainability.
- ❖ Poor layout of the access road.
- ❖ Intrusive nature of the design on the local skyline and
- ❖ Not in keeping with local architectural designs or other railway structures along the line.
- ❖ Poor access for pedestrians and cyclists.
- ❖ Poor links to alternative modes of public transport.
- ❖ Lack of substantive benefit to the community as any time saved in transit to the capital is estimated to be less than 5 minutes.
- ❖ Poor value for money.

The proposed station is also in the wrong place to serve Manston Airport as the proposal was originally designed to serve the Discovery Park and not Manston airport.

RTC reserves the right to comment further on this in greater detail when the matter arises.

SOCIAL COHESION

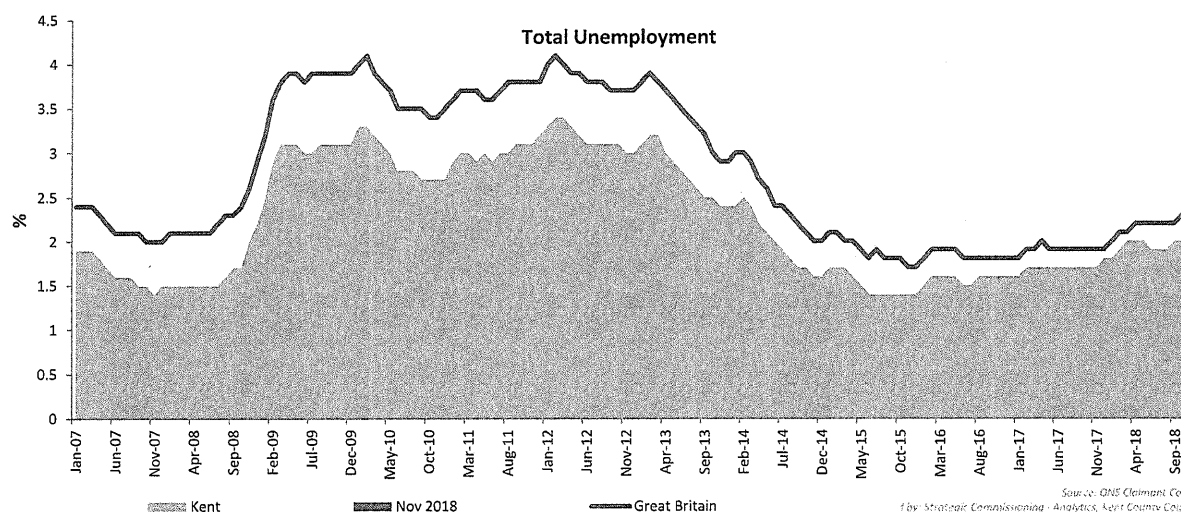
RTC noted the opening comments of the panel Chairman and would like it known that whatever the outcome of the application, there will have to be some fence mending of a high order. It does seem that those not living on a likely flight path are sometimes showing insufficient sympathy and respect for those unfortunate to be located in those areas. The objectors to the application do have reasonable grounds for concern and everyone needs to understand this.

The identity of Thanet is prized in some quarters and if it is to stand for inclusivity and solidarity with your neighbour, it must not cheerfully require those in the flight path to suffer great inconvenience without substantial cause and amelioration.

Unemployment in Kent

Last updated: 11 Dec 2018

Using information from the Office for National Statistics Claimant Count this bulletin looks at the total number of people claiming either Jobseekers Allowance or Universal Credit **principally for the reason of being unemployed**. It also looks at the age profile of claimants, in particular at youth unemployment which is defined as those aged 18 to 24.



Source: ONS Claimant Count
 For Strategic Commissioning - Analytics, Kent County Council

Unemployment	Nov 2018		Change since Oct 2018		Change since Nov 2017	
	Number	% Rate	Number	%	Number	%
Kent	19,815	2.1%	580	3.0%	3,710	23.0%
Great Britain	934,990	2.3%	15,135	1.6%	171,225	22.4%

	Nov 2018		Change since Oct 2018		Change since Nov 2017	
	Number	% Rate	Number	%	Number	%
Ashford	1,635	2.1%	85	5.5%	400	32.4%
Canterbury	1,685	1.6%	95	6.0%	380	29.1%
Dartford	865	1.3%	35	4.2%	95	12.3%
Dover	2,330	3.4%	35	1.5%	450	23.9%
Folkestone & Hythe	1,820	2.8%	65	3.7%	460	33.8%
Gravesham	1,575	2.4%	45	2.9%	225	16.7%
Maidstone	1,175	1.1%	5	0.4%	-25	-2.1%
Sevenoaks	515	0.7%	35	7.3%	5	1.0%
Swale	2,770	3.1%	60	2.2%	765	38.2%
Thanet	4,220	5.2%	110	2.7%	1,115	35.9%
Tonbridge and Malling	655	0.8%	-5	-0.8%	-80	-10.9%
Tunbridge Wells	570	0.8%	15	2.7%	-75	-11.6%
Medway	3,905	2.2%	55	1.4%	625	19.1%
Kent	19,815	2.1%	580	3.0%	3,710	23.0%

Kent unemployment headlines November 2018

The unemployment rate in Kent is 2.1%. This is below the rate for Great Britain (2.3%).

19,815 people were claiming unemployment benefits in Kent. This has increased since last month.

Thanet has the highest unemployment rate at 5.2%. Sevenoaks has the lowest unemployment rate at 0.7%.

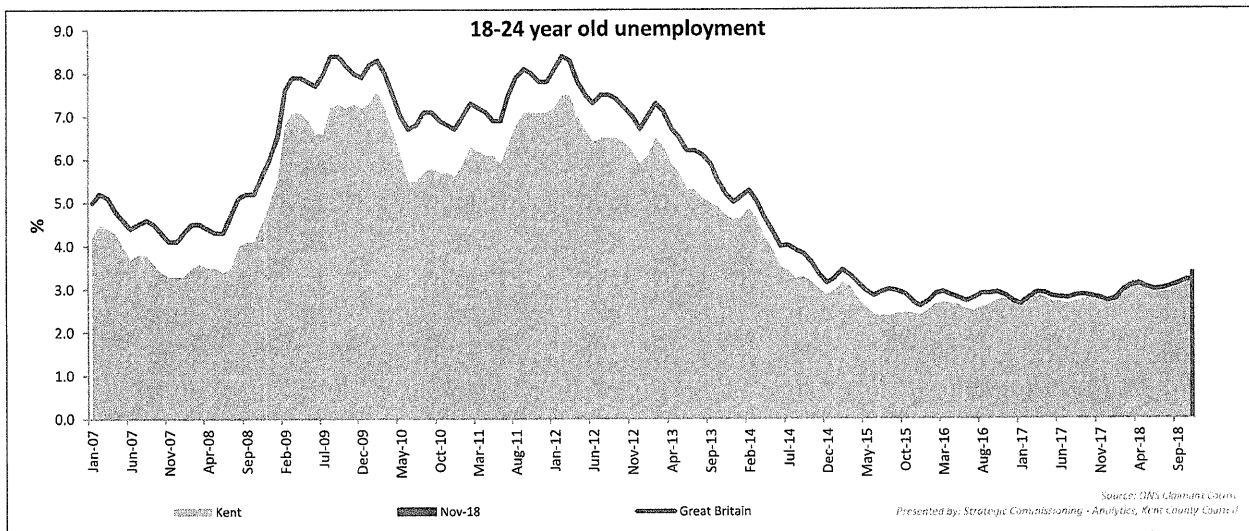
The 18-24 year old unemployment rate in Kent is 3.3%. They account for 21.5% of all unemployed people in the area

Thanet has the highest 18-24 year old unemployment rate in the South East at 8.1%.

Unemployment by age group

Kent	Nov 2018		Change since Oct 2018		Change since Nov 2017	
	Number	%	Number	%	Number	%
18-24	4,270	3.4%	155	3.8%	705	19.8%
25-49	9,945	2.1%	240	2.5%	1,975	24.8%
50-64	5,545	1.8%	175	3.3%	1,005	22.1%

November 2018	Number			Rate		
	18-24	25-49	50-64	18-24	25-49	50-64
Ashford	390	790	445	4.3%	2.0%	1.8%
Canterbury	385	835	460	1.4%	1.8%	1.6%
Dartford	190	470	205	2.5%	1.2%	1.1%
Dover	485	1165	675	5.8%	3.6%	2.7%
Folkestone & Hythe	360	890	565	4.7%	2.8%	2.4%
Gravesham	335	805	430	4.2%	2.3%	2.2%
Maidstone	225	605	345	1.9%	1.1%	1.1%
Sevenoaks	100	250	160	1.3%	0.7%	0.7%
Swale	700	1330	725	6.1%	2.9%	2.5%
Thanet	875	2200	1140	8.2%	5.5%	4.1%
Tonbridge and Malling	135	300	215	1.5%	0.7%	0.9%
Tunbridge Wells	90	305	175	1.2%	0.8%	0.8%
Kent	4270	9945	5545	3.4%	2.1%	1.8%
Medway	840	2030	1020	3.5%	2.2%	2.0%

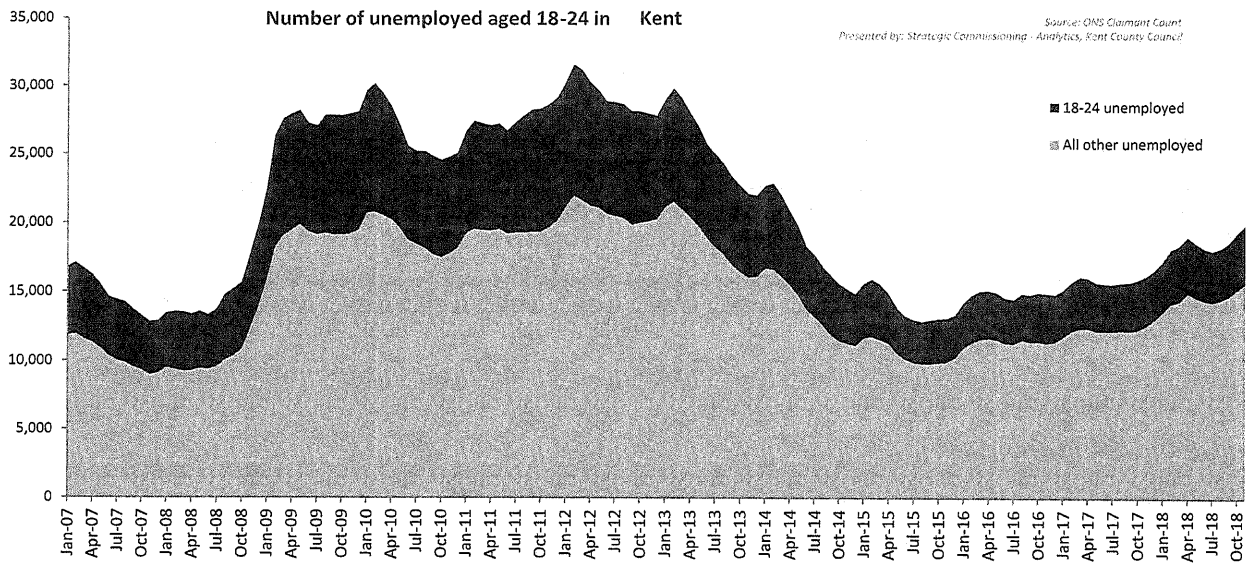
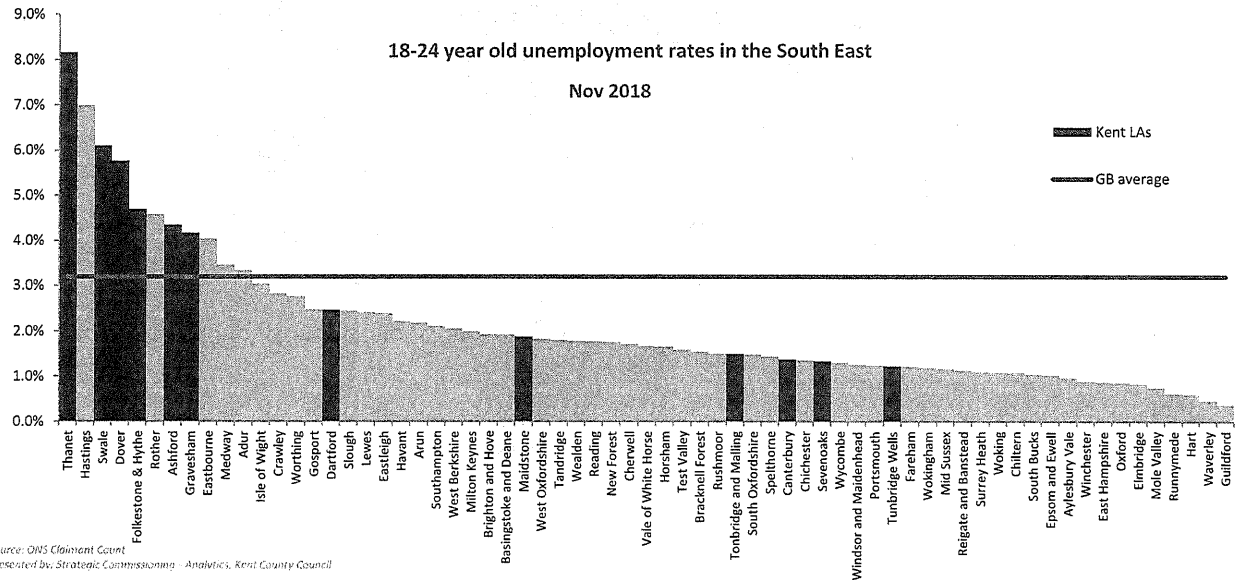


18-24 Unemployment	Number	Rate	Change since Oct 2018		Change since Nov 2017	
			Number	%	Number	%
Kent	4,270	3.4%	155	3.8%	705	19.8%
Great Britain	178,610	3.2%	710	0.4%	22,920	14.7%

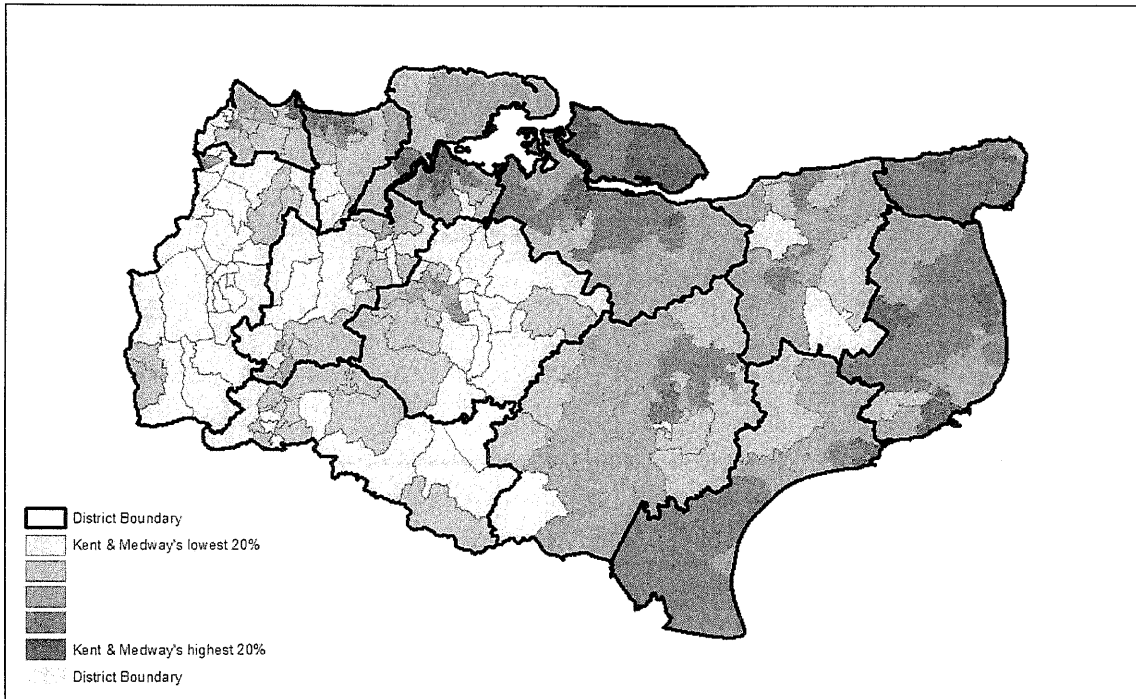
Unemployment by age group - % of all unemployed

November 2018

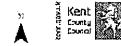
	Kent		Great Britain	
	Number	% of all unemployed	Number	% of all unemployed
18-24	4,270	21.5%	178,610	19.1%
25-49	9,945	50.2%	506,520	54.2%
50-64	5,545	28.0%	247,000	26.4%



Ward unemployment rates November 2018



Source: NOMIS Claimant Count
This map is produced by Strategic Commissioning - Analytics, Kent County Council
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This workbook looks at the total number of people claiming either Jobseekers Allowance or Universal Credit principally for the reason of being unemployed. It also looks at the age profile of claimants, in particular at youth unemployment which is defined as those aged 18 to 24.

This workbook uses information from a dataset called The Claimant Count by Sex and Age. This experimental series counts the number of people claiming Jobseeker's Allowance plus those who claim Universal Credit who are out of work. The dataset currently includes some out of work claimants of Universal Credit who are not required to look for work; for example, due to illness or disability. Therefore this dataset is considered experimental and the results should be interpreted with caution.

Unemployment rates are calculated using the Office for National Statistics Mid-year Population Estimates 2001-2017. The resident working age population is defined as all males and females aged 16-64. These denominators will be updated annually with the ONS mid-year population estimates.

Data back to December 2014 were revised by ONS on 18th October 2017. This bulletin contains these revisions and therefore supersedes any previously released data.

Introduction of Universal Credit

Since 2013 the roll out of Universal Credit has progressed across across the UK. Universal Credit will replace a number of means-tested benefits including the means-tested element of Jobseeker's Allowance (JSA).

From April 2015 Universal Credit started to be rolled out within Kent. It is now available in all Jobcentre areas in Kent & Medway. Initially it was only available to single claimants without a partner and without child dependents however in 2017 the full roll out of Universal Credit to all claimant types began. The following table shows the planned roll out within Kent districts.

As announced in June 2018 the government will start to migrate existing claimants of the benefits that are being replaced to Universal Credit early in 2019. It hopes to migrate all existing benefit claimants to Universal Credit by March 2023.

Date of roll out	Job Centre Plus Office	District Served
May-17	Dover	Dover
Jul-17	Margate	Thanet
Jul-17	Ramsgate	Thanet
Dec-17	Sheerness	Swale
Dec-17	Sittingbourne	Swale
Feb-18	Gravesend	Gravesham
Feb-18	Gravesend	Sevenoaks (part)
Feb-18	Folkestone	Folkestone & Hythe
Feb-18	Chatham	Medway
Mar-18	Ashford	Ashford
Apr-18	Canterbury	Canterbury
Apr-18	Hernebay	Canterbury
Apr-18	Whitstable	Canterbury
May-18	Dartford	Dartford
May-18	Dartford	Sevenoaks (part)
Aug-18	Maidstone	Maidstone
Aug-18	Tonbridge	Tonbridge & Malling
Aug-18	Tonbridge	Tunbridge Wells

For more information on Universal Credit: <https://www.gov.uk/universal-credit>

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