

From: [REDACTED]
To: [Manston Airport](#)
Subject: TR020002 Submission
Date: 15 February 2019 21:45:15
Attachments: [MSE a.pdf](#)
[MSE b.pdf](#)
[MSE c.pdf](#)
[MSE Air cargo post brexit.html](#)
[MSE Skills shortage.pdf](#)

My Reg No: 20012540

Sirs,

As a local resident of Thanet with a family, children and grandchild all living alongside the Manston Airport site and fifty years supporting myself and family by means of the aviation industry, I strongly support the development of a Major Cargo Hub, passenger operations, general business and leisure aviation, training services and engineering at Manston .

The alternative proposal of a major 'mixed use' development of thousands of houses is simply not sustainable in an area which is proven to have the highest unemployment in Kent and most of the rest of England . National unemployment 2.4%. Kent 2.2%. Thanet 5.2% (Source: District Unemployment Bulletin.Kent.Gov.UK. Jan2019 attachment a.) and the highest rate of child poverty in the South East. England average 17%. South East average 12.7%. Thanet 20%+. Thanet is the second most deprived area in the COUNTRY measured on the index of Multiple Deprivation, measuring child and young people's education, skills and training.(Source: Child Poverty, KCC Statistical Bulletin Feb 2019. attachment c) Further, it is not sustainable due to the fact that Thanet is officially a water stressed area and the Manston site sits on top of the main aquifer for the area which would be very sensitive to such development.(Source: Southern Water Letter OL/TH/16/0550 attachment b) An Airport, requiring as it does, vast open areas of grassland, serves to assist and protect an aquifer and incidentally, much wildlife and meadow plants. Thanet has the fourth worst ratio of doctors to patients in the Country: 1: 2522 with the national average standing at 1:358 (Source: NHS Digital September 2018). To even consider moving thousands of additional families into this environment would seem to me to be thoughtless at best.

So, here we have an area close to London with first class rail and road connectivity to the capital and national transport networks, that is desperately in need of inward investment, jobs, training and, quite frankly, hope. Conveniently this area also boasts an existing but disused airport with a first class, usefully sized runway and a Sea Port.

Air travel worldwide is increasing all the time and it is well documented that the shortage of runway capacity in the South East of England has become a major issue. At the same time, air freight demands are increasing year on year and carriers are struggling to meet demand and often are failing to do so because airports generally will favour passenger operations and not offer runway slots to cargo aeroplanes if they have to choose (passengers bring much more revenue to an airport) The worldwide growth of air cargo is well known and will become an even more important source of trade to the UK following an exit from the EU.(Source: Air Cargo News 20-7-18. attachment, MSE Air Cargo Post Brexit).

The UK needs extra runway capacity quickly and the people of Thanet need an Airport and all the prosperity, training and jobs that an Airport generates, they have a servicable

runway now and, perhaps most importantly, they want an Airport and welcome this proposed development. The UK has a recognised shortage of STEMS training and a local Airport working hand in hand with local education and higher education establishments will help to address this shortage. The aviation industry is facing a massive shortage of skilled people and suitable training establishments, an active airport supporting training, apprenticeships and training organisations will help with this shortage.

(Source: Royal Aeronautical Society: Towards a UK Aviation Skills Plan. attachment MSE skills shortage)

A dedicated Cargo Hub at Manston will go some way to relieving the existing London Airports congestion, will go a long way towards supporting the Air Cargo sector as it continues to expand, particularly after Brexit and will boost trade for UK Ltd. It will provide long overdue help, prosperity, education and futures to an area that is becoming a National Disgrace in the affluent South of England. It will boost STEMS training in the UK and help to supply the right people needed for the rapidly expanding Aviation Industry. With real, attainable jobs on the doorstep and active participation with the Airport, Thanet's failing schools and youth will be given a positive goal and direction. It will provide some of the extra runway capacity that the South East so desperately needs and it will do so relatively quickly and at NO COST to the UK Government.

A development that solves so many problems in one move can only be a good thing and is totally risk free to the National and local government and the people of Thanet who have consistently polled at better than 80% over several years for the Airport to become operational again .

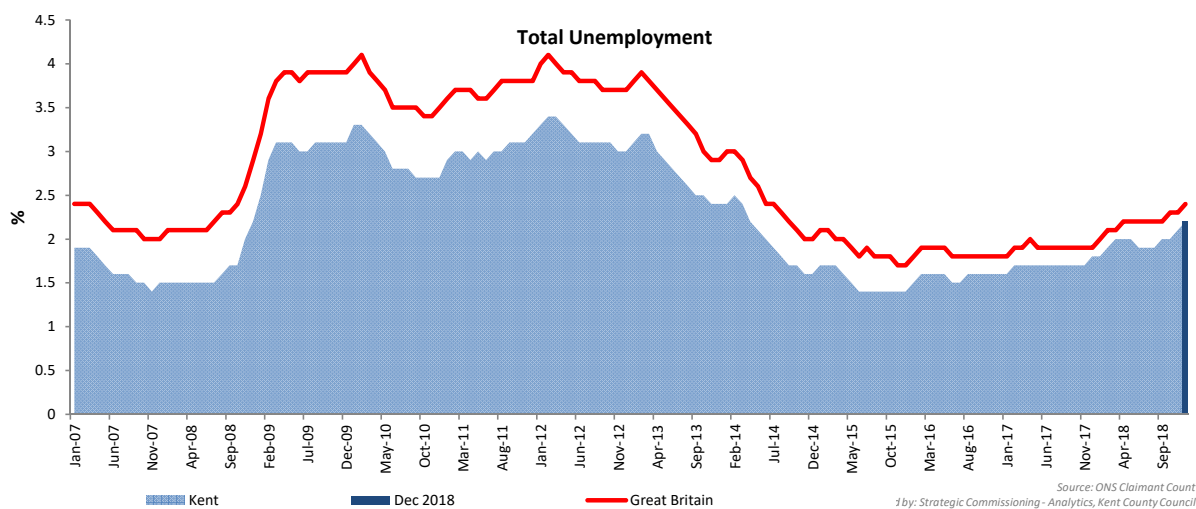
I believe that a positive response to this application would be in the best interests of the local population and surrounding areas and the long term interests of UK Ltd.

Respectfully, L K Bell

Unemployment in Kent

Last updated: 22 Jan 2019

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.



	Dec 2018		Change since Nov 2018		Change since Dec 2017	
Unemployment	Number	% Rate	Number	%	Number	%
Kent	20,400	2.2%	550	2.8%	3,875	23.4%
Great Britain	956,745	2.4%	19,485	2.1%	184,150	23.8%

	Dec 2018		Change since Nov 2018		Change since Dec 2017	
	Number	% Rate	Number	%	Number	%
Ashford	1,710	2.2%	70	4.3%	410	31.5%
Canterbury	1,850	1.8%	140	8.2%	495	36.5%
Dartford	930	1.4%	70	8.1%	165	21.6%
Dover	2,405	3.5%	70	3.0%	470	24.3%
Folkestone & Hythe	1,885	2.9%	65	3.6%	445	30.9%
Gravesham	1,595	2.4%	15	0.9%	260	19.5%
Maidstone	1,180	1.1%	0	0.0%	-30	-2.5%
Sevenoaks	575	0.8%	60	11.7%	45	8.5%
Swale	2,780	3.1%	5	0.2%	805	40.8%
Thanet	4,275	5.2%	65	1.5%	965	29.2%
Tonbridge and Malling	660	0.8%	5	0.8%	-90	-12.0%
Tunbridge Wells	555	0.8%	-15	-2.6%	-65	-10.5%
Medway	4,145	2.3%	230	5.9%	880	27.0%
Kent	20,400	2.2%	550	2.8%	3,875	23.4%

Kent unemployment headlines December 2018

The unemployment rate in Kent is 2.2%. This is below the rate for Great Britain (2.4%).

20,400 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 0.8%.

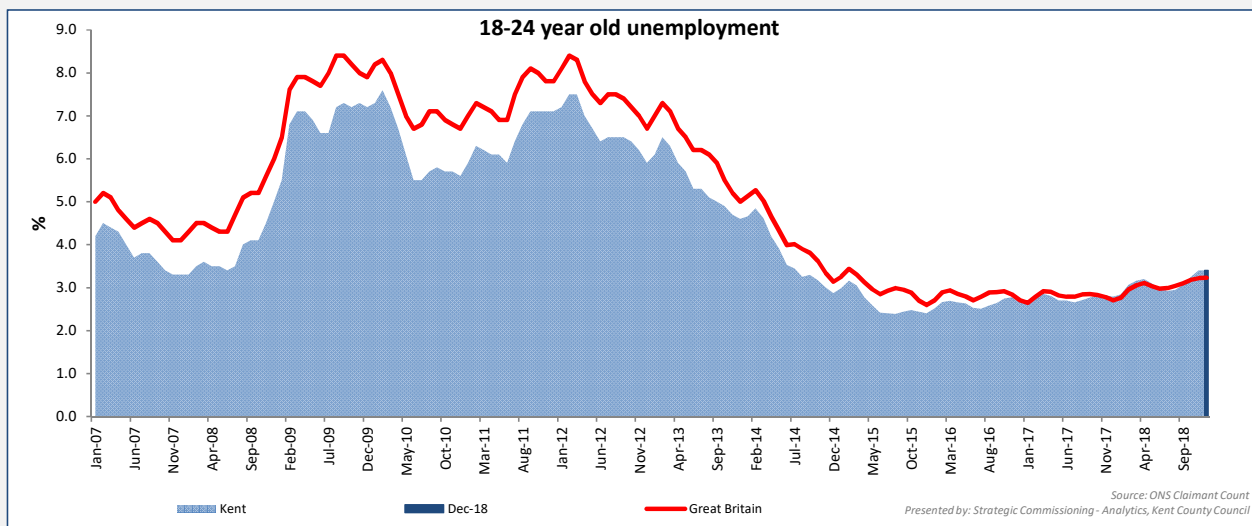
The 18-24 year old unemployment rate in Kent is 3.4%. They account for 21.1% of all unemployed people in the area

Thanet has the highest 18-24 year old unemployment rate in the South East at 8%.

Unemployment by age group

Kent	Dec 2018		Change since Nov 2018		Change since Dec 2017	
	Number	%	Number	%	Number	%
18-24	4,305	3.4%	5	0.1%	780	22.1%
25-49	10,335	2.1%	380	3.8%	2,150	26.3%
50-64	5,705	1.9%	165	3.0%	920	19.2%

December 2018	Number			Rate		
	18-24	25-49	50-64	18-24	25-49	50-64
Ashford	395	835	470	4.4%	2.1%	1.9%
Canterbury	410	925	510	1.5%	2.0%	1.8%
Dartford	200	515	210	2.6%	1.3%	1.1%
Dover	500	1200	695	5.9%	3.7%	2.8%
Folkestone & Hythe	375	915	595	4.9%	2.8%	2.6%
Gravesham	320	825	445	4.0%	2.3%	2.3%
Maidstone	210	625	340	1.8%	1.1%	1.1%
Sevenoaks	110	280	180	1.5%	0.8%	0.7%
Swale	705	1340	730	6.1%	2.9%	2.5%
Thanet	860	2275	1140	8.0%	5.7%	4.1%
Tonbridge and Malling	130	315	215	1.4%	0.8%	0.9%
Tunbridge Wells	90	290	170	1.2%	0.8%	0.7%
Kent	4305	10335	5705	3.4%	2.1%	1.9%
Medway	885	2195	1055	3.6%	2.3%	2.1%

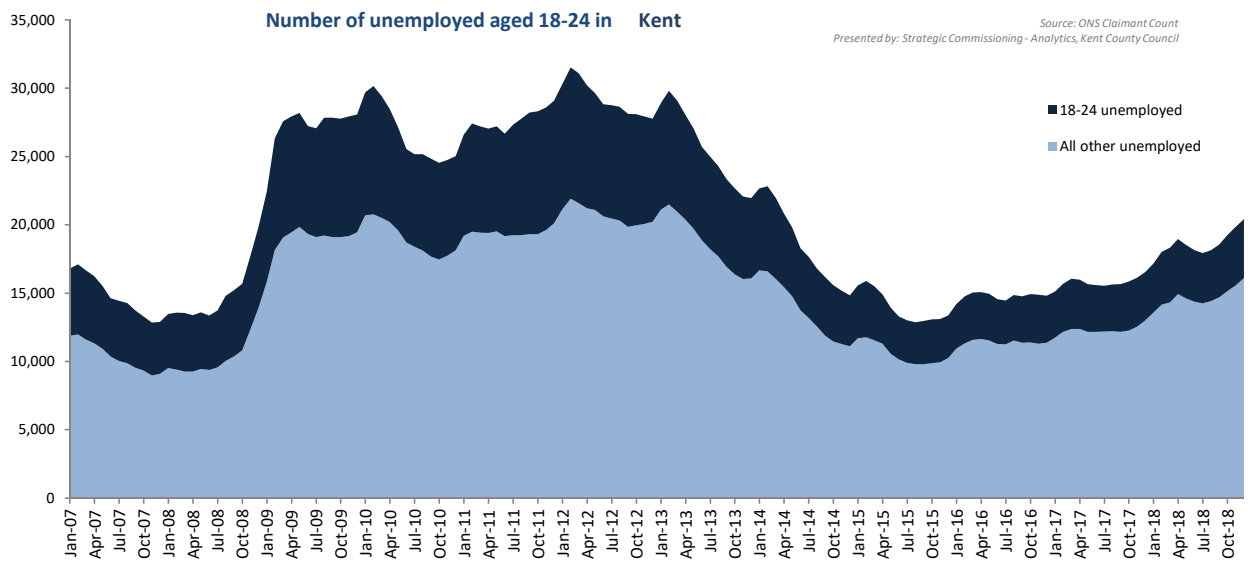
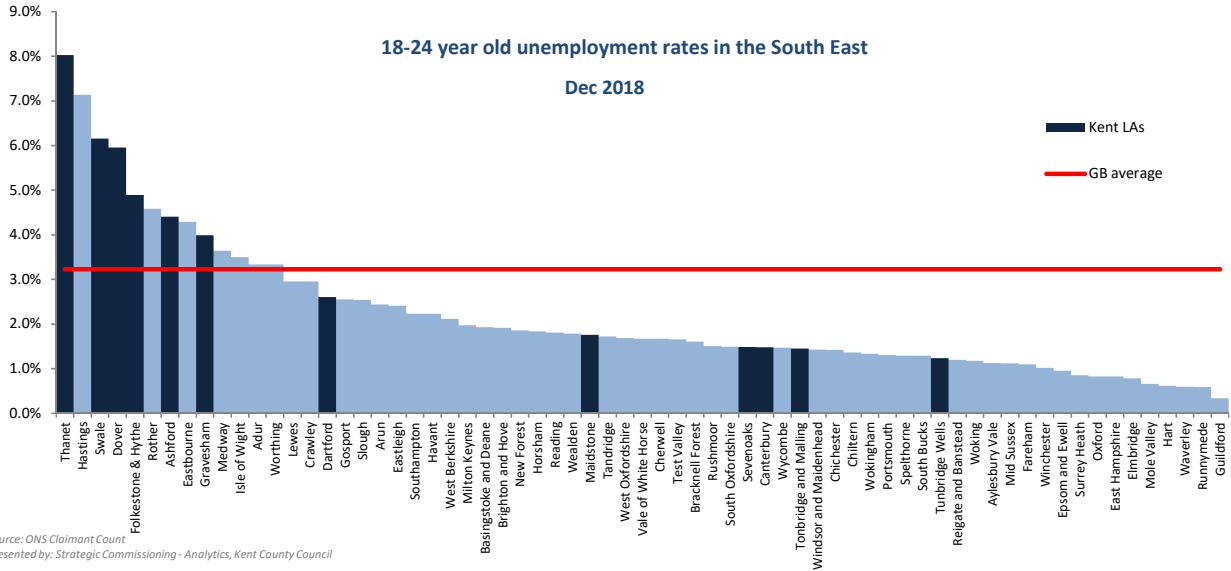


18-24 Unemployment	Dec 2018		Change since Nov 2018		Change since Dec 2017	
	Number	Rate	Number	%	Number	%
Kent	4,305	3.4%	5	0.1%	780	22.1%
Great Britain	180,715	3.2%	385	0.2%	29,135	19.2%

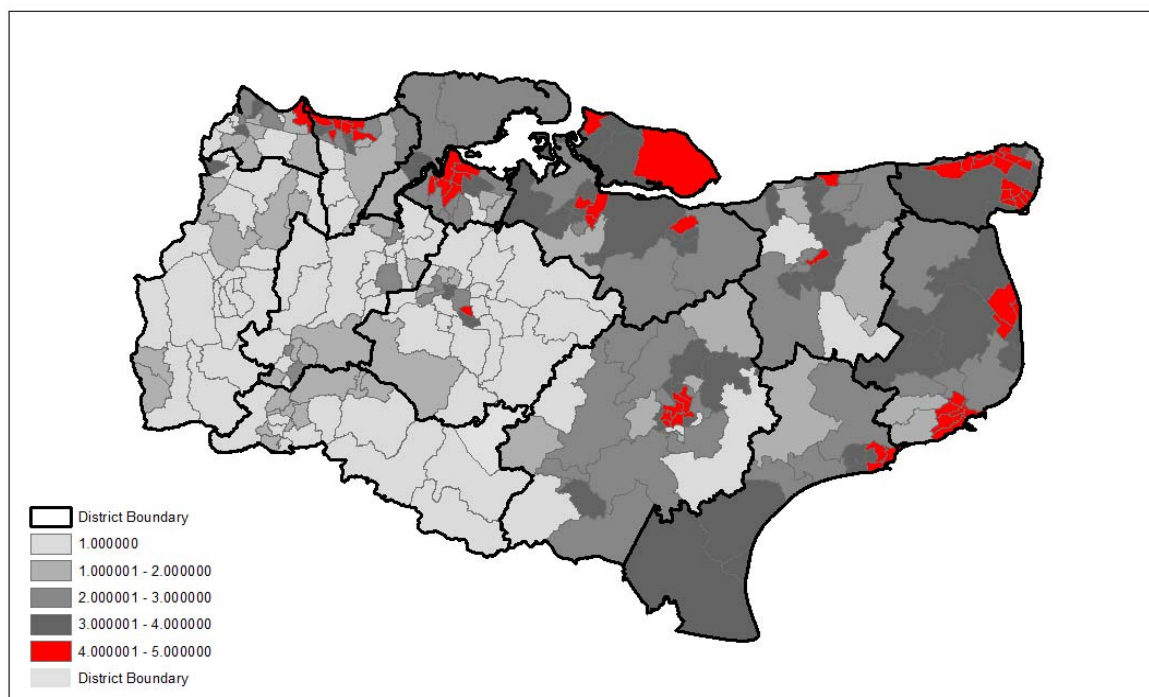
Unemployment by age group - % of all unemployed

December 2018

	Kent		Great Britain	
	Number	% of all unemployed	Number	% of all unemployed
18-24	4,305	21.1%	180,715	18.9%
25-49	10,335	50.7%	519,815	54.3%
50-64	5,705	28.0%	253,250	26.5%



Ward unemployment rates December 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

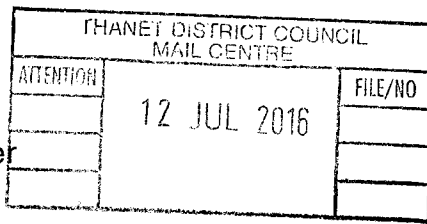
For more information on Universal Credit: <https://www.gov.uk/universal-credit>

Produced by:

Strategic Commissioning - Analytics,
Strategic & Corporate Services,
Kent County Council

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Developer Services
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 SO21 2SW

Tel: 0330 303 0119

Email: developerservices@southernwater.co.uk

Your Ref
 OL/TH/16/0550
 Our Ref
 PLAN-014212
 Date
 08/07/2016

Dear Sirs,

Proposal: Comprehensive redevelopment of the site involving the demolition of existing buildings and structures and removal of hard standing and associated infrastructure, and provision of mixed use development. Application submitted in hybrid form (part-outline and part-detailed).

The outline element comprises an outline planning application (with all matters except Access reserved for future determination) for the provision of:

Buildings/floorspace for the following uses: Employment (Use Classes B1a-c/B2/B8), Residential (Use Classes C3/C2), Retail (Use Classes A1-A5), Education and other non-residential institutions (Use Class D1), Sport and Recreation (Use Class D2), Hotel (Use Class C1), Open space/landscaping (including outdoor sport/recreation facilities), Car Parking, Infrastructure (including roads and utilities), Site preparation and other associated works.

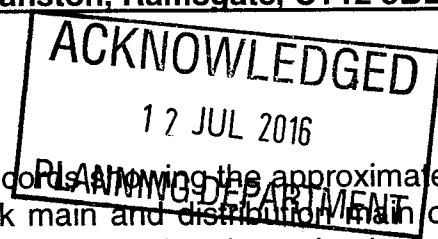
The full/detailed element of the application comprises:

Change of use of retained existing buildings, Development of Phase 1 comprising four industrial units (Use Class B1c/B2/B8) with ancillary car parking and associated infrastructure, Access.

Site: Manston Airport, Manston Road, Manston, Ramsgate, CT12 5BL.

OL/TH/16/0550

Thank you for your letter of 03/06/2016.



Please find attached a plan of the sewer records showing the approximate position of a public foul sewer, foul rising, water trunk main and distribution main crossing the site. The exact position of the public sewers must be determined on site by the applicant before the layout of the proposed development is finalised.

It might be possible to divert the public sewer foul sewer, foul rising, water trunk main and distribution main, so long as this would result in no unacceptable loss of

hydraulic capacity, and the work was carried out at the developer's expense to the satisfaction of Southern Water under the relevant statutory provisions.

Should the applicant wish to divert apparatus:

1. The 20 inch and 600mm diameter trunk main requires a clearance of 6 metres either side of the trunk main to protect it from construction works and allow for future access for maintenance.
2. The 7 inch, 6 inch, 9 inch and 125mm diameter distribution main requires a clearance of 4 metres either side of the distribution main to protect it from construction works and allow for future access for maintenance.
3. The 800 mm diameter foul rising requires a clearance of 5 metres either side of the sewer to protect it from construction works and allow for future access for maintenance.
4. The 12 inch water distribution main requires a clearance of 5 metres either side of the trunk main to protect it from construction works and allow for future access for maintenance.
5. The 225 mm and 150mm diameter foul sewer requires a clearance of 3 metres either side of the sewer to protect it from construction works and allow for future access for maintenance
6. No development or new tree planting should be located within the required clearance distance.
7. No new soakaways should be located within 5 metres of a public drainage and water apparatus.
8. All other existing infrastructure should be protected during the course of construction works.

Alternatively, the applicant may wish to amend the site layout, or combine a diversion with amendment of the site layout. If the applicant would prefer to advance these options, items (1) – (8) above also apply.

In order to protect drainage apparatus and water apparatus, Southern Water requests that if consent is granted, a condition is attached to the planning permission. For example "The developer must advise the local authority (in consultation with Southern Water) of the measures which will be undertaken to divert/ protect the public sewers and water apparatus, prior to the commencement of the development."

Any diversion proposals need to be agreed and approved by Southern Water before proceeding on site.

In order to avoid any future excavation within the SUDS infrastructure, all Southern Water apparatus will be kept outside any impermeable membrane, with the only exception of ducted service pipes. A continuous 1.5 m minimum width service strip, with "traditional" sub-base, should be provided at least at one side of the street. Horizontal clearance with structures and other utilities should be provided as per NJUG guidelines

No new soakaways, swales, ponds, watercourses or any other surface water retaining or conveying features should be located within 5 metres of a public (or adoptable) gravity sewer, rising main or water main.

Due to changes in legislation that came in to force on 1st October 2011 regarding the future ownership of sewers it is possible that a sewer now deemed to be public could be crossing the above property. Therefore, should any sewer be found during construction works, an investigation of the sewer will be required to ascertain its condition, the number of properties served, and potential means of access before any further works commence on site. The applicant is advised to discuss the matter further with Southern Water, Sparrowgrove House, Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119) or www.southernwater.co.uk”.

Our wastewater drainage assessment is based on the assumption that the proposed development will discharge foul sewerage into Weatherlees catchment. The results of an initial desk top study indicates that Southern Water currently cannot accommodate the needs of this application without the development providing additional local infrastructure. The proposed development would increase flows into the wastewater sewerage system and as a result increase the risk of flooding in and around the existing area, contrary to paragraph 109 of the National Planning Policy Framework.

Should the Local Planning Authority be minded to approve the application, Southern Water would like the following condition to be attached to any permission. “Development shall not commence until a drainage strategy detailing the proposed means of foul and surface water disposal and a implementation timetable, has been submitted to and approved in writing by, the local planning authority in consultation with the sewerage undertaker. The development shall be carried out in accordance with the approved scheme and timetable.”

We suggest the following informative: ‘The applicant/developer should enter into a formal agreement with Southern Water to provide the necessary sewerage infrastructure required to service this development. The applicant/developer should contact Southern Water, Sparrowgrove House, Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119) or www.southernwater.co.uk’ in order to progress the required infrastructure.

Our initial investigations indicate that there are no public surface water sewers in the area to serve this development. Alternative means of draining surface water from this development are required. This should not involve disposal to a public foul sewer.

The proposed surface water drainage strategy is not acceptable to Southern Water. Due to sensitivity of the area, no infiltration into the ground will be accepted. The use of SUDS features should be designed in a way to ensure no infiltration to the underground strata.

The site lies within Source Protection Zone and is situated above Southern Water adits and in close proximity of the Public Water Supply Abstraction (groundwater sources). These are critically important public water supply abstractions with extensive shallow adits and disinfection as the only treatment, serving the Thanet supply area.

The close proximity of the source and the sensitivity of the public water supply mean that careful consideration must be given to the protection of the public water supply. Southern Water will rely upon your consultations with the Environment Agency, to ensure the imposition and enforcement of appropriate conditions.

Southern Water will object to any discharge to underground strata. Thanet Chalk block is probably the most contaminated aquifer in our region and has the highest level of protection being a WFD Groundwater Protection Area. Given the already high nitrate levels in the Thanet Chalk, which exceed the DW PCV, we would not expect the EA to approve any more discharges to ground that would add to the nitrogen loading.

Please note:

- The proposed location of the wave garden is not acceptable to Southern Water. Southern Water would not accept such water feature within 400 metres of the assumed adit location.
- Southern Water would not allow any deep pilling within 100 metres of the assumed adit location; also any deep pilling within the site will require to be approved in consultation with Southern Water and Environment Agency.
- No storage of fuels or refuelling points should be located within 400 metres of the assumed adit location.

In order to protect groundwater supply sources, Southern Water requests that if consent is granted, a condition is attached to the planning permission. For example "The developer must advise the local authority (in consultation with Southern Water) of the measures which will be undertaken to protect the public underground water supply sources, prior to the commencement of the development."

Any works within highways/ access roads will need to be approved by Southern Water under NRSWA enquiry.

Please note that no swales, ponds or other water retaining or conveying features should be located within 5 metres of the public apparatus. Crossings of open water bodies over sewers and water mains are not acceptable.

We request that should this application receive planning approval, the following condition is attached to the consent: "Construction of the development shall not commence until details of the proposed means of foul and surface water sewerage disposal have been submitted to, and approved in writing by, the Local Planning Authority in consultation with Southern Water."

This initial assessment does not prejudice any future assessment or commit to any adoption agreements under Section 104 of the Water Industry Act 1991. Please note that non-compliance with Sewers for Adoption standards will preclude future adoption of the foul and surface water sewerage network on site.

Due to the vibration, noise and potential odour generated by sewage pumping stations, no habitable rooms should be located closer than 15 metres to the boundary of the pumping station site.

The application proposes development that may produce a trade effluent. No trade effluent can be discharged either directly or indirectly to any public sewer without the formal consent of Southern Water. The applicant is advised to discuss the matter further with Southern Water's Trade Effluent Inspectors. Please see <https://www.southernwater.co.uk/BusinessCustomers/wasteServices/tradeEffluent/> for further information.

The applicant should be advised that a wastewater grease trap should be provided on the kitchen waste pipe or drain installed and maintained by the owner or operator of the premises.

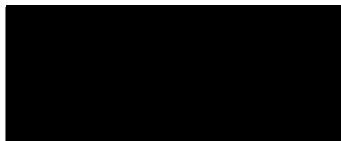
Land uses such as general hardstanding that may be subject to oil/petrol spillages should be drained by means of oil trap gullies or petrol/oil interceptors.

Following initial investigations, there is currently inadequate capacity in the local network to provide a water supply to service the proposed development. Additional off-site mains, or improvements to existing mains, will be required to provide sufficient capacity to service the development. Section 41 of the Water Industry Act 1991 provides a legal mechanism through which the appropriate infrastructure can be requested (by the developer) and provided to supply a specific site. We request that should this application receive planning approval, the following informative is attached to the consent:

"A formal application to requisition water infrastructure is required in order to service this development. Please contact Southern Water, Sparrowgrove House, Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119) or www.southernwater.co.uk".

We request that should this application receive planning approval, the following condition is attached to the consent: "Construction of the development shall not commence until details of the proposed water infrastructure plans have been submitted to, and approved in writing by the Local Planning Authority in consultation with Southern Water."

Yours sincerely

A black rectangular redaction box covering the signature of the Developer/Services representative.

Developer/Services

SOUTHERN WATER



The positions of pipes shown on this plan are believed to be correct, but Southern Water Services Ltd accept no responsibility in the event of inaccuracy. The actual positions should be determined on site.

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O.S. REF: TR3365NE

Scale: 1:4935

Screen Print

WARNING: BAC pipes are constructed of Bonded Asbestos Cement

WARNING: Unknown (UNK) materials may include Bonded Asbestos Cement



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SOUTHERN WATER



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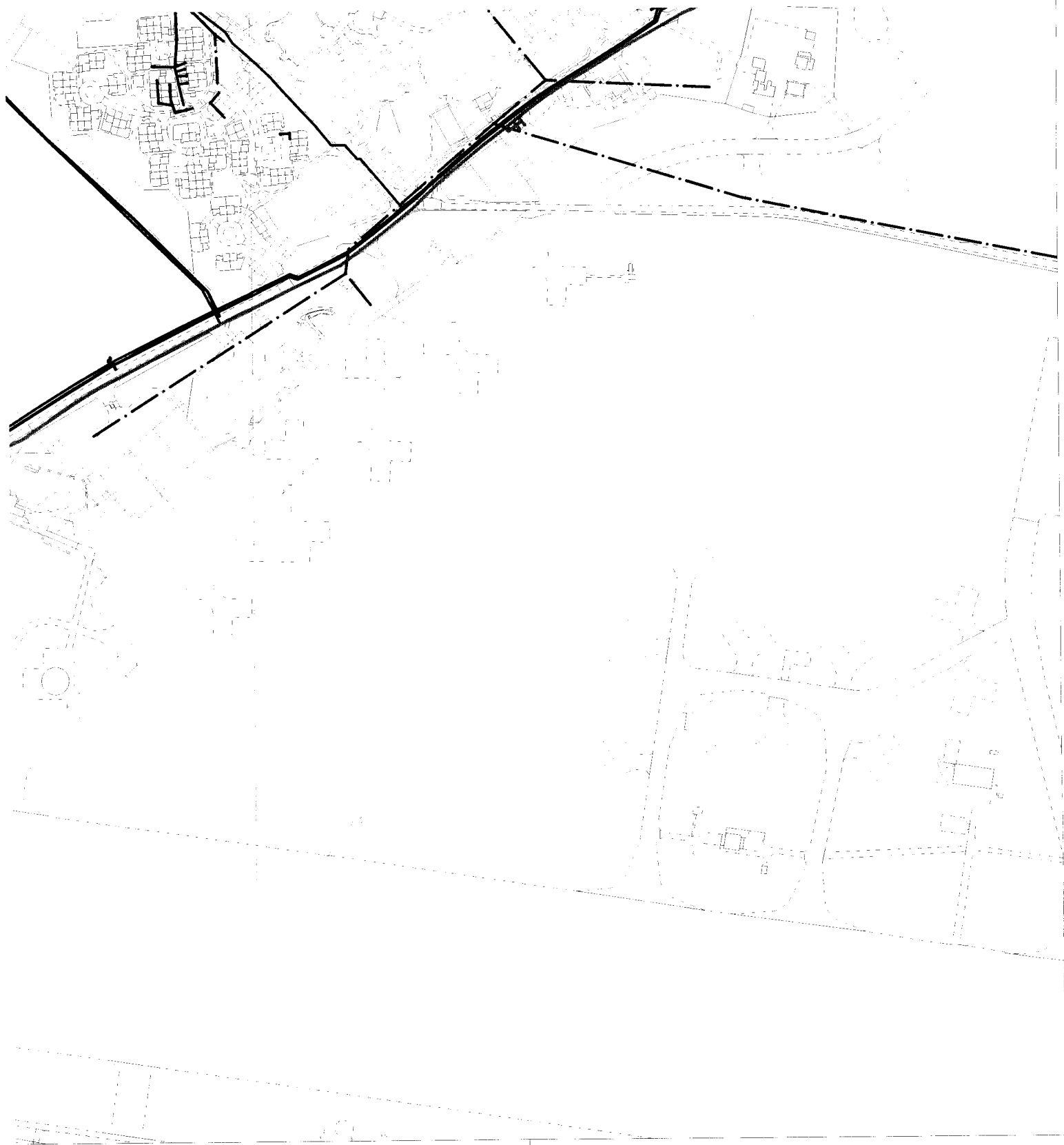
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SOUTHERN WATER



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SOUTHERN WATER



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SOUTHERN WATER



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Southern Water MapGuide Browser

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SOUTHERN WATER



The positions of pipes shown on this plan are believed to be correct, but Southern Water Services Ltd accept no responsibility in the event of inaccuracy. The actual positions should be determined on site.

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O.S. REF: TR3265NW

Scale: 1:4935

Screen Print

WARNING: BAC pipes are constructed of Bonded Asbestos Cement
WARNING: Unknown (UNK) materials may include Bonded Asbestos Cement



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Date: 7-6-2016

Southern Water MapGuide Browser

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Child Poverty

Related documents

[Indices of Deprivation](#) – looks at how Kent's levels of deprivation (and areas within Kent) compared to other parts of England

[Benefit Claimants in Kent](#)

[Welfare Reform Review](#)

NOTE: within this bulletin 'Kent' refers to the Kent County Council (KCC) area which excludes Medway.

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There is no single definitive measure of child poverty. This bulletin looks at a several measures focussing on child poverty and deprivation. Data is presented for the Kent County Council area and provides national and regional comparisons where available.

Summary

- Using the Children in Low-Income Families Local Measure 16.1% of children (51,365 children) in Kent are living in poverty. This is above the South East average of 12.7% but below the England average of 17.0%.
- The number of children living in low income families has fallen in Kent by 8.8% over the last 6 years (4,985 fewer children living in poverty).
- More than a quarter (26.6%) of the children living in low income families in Kent, live in two districts - Thanet and Swale.
- Almost two thirds (64.8%) of the children in low income households in Kent are aged ten and under.
- 11.9% of children aged under 18 in Kent live in out of work benefit households.
- 5.1% of households in Kent have no adult working and dependent children
- 17 of the top 20 most deprived areas in Kent according to the Income Deprivation Affecting Children Index are in coastal areas.
- One area in Thanet is the 2nd most deprived in the country for the IMD 2015 indicator measuring children & young people's education, skills and training (IMD2015)

Contents

Measures of child poverty and deprivation	4
Children in Low-Income Families Local Measure	4
Children in out of work households (source: DWP)	5
Children in workless households (Source: ONS)	5
English Indices of Deprivation 2015 (source: DCLG)	6
Other indicators (not included in this report)	6
Households Below Average Income (source: DWP)	6
Child Poverty Basket of Local Indicators (source: DfE)	7
Children in Low-Income Families Local Measure	8
Chart 1: Children in low income families quintiles in counties and unitary authorities in England, 2016	8
Chart 2: Children in low income families in local authority districts in England, 2016	9
Chart 3: Children in low income families in local authority districts in the South East Region, 2016	9
Table 1: Proportion of children who are in low income families, 2016	10
Map 1: Children in low income families in Kent and Medway Wards, 2016	11
Table 2: Number of wards within Kent quintiles in each district, 2016	11
Table 3: Top ten wards in Kent with highest percentage children in low income families, 2016	12
Table 4: Top ten wards in Kent with the highest number of children in low income families, 2016	12
Change in children in low income families	13
Table 5: Children living in low income families, 2010-2016	13
Table 6: Children aged under 16 living in low income families, 2010-2016	14
Children in low income families by age	15
Chart 4: Children living in low income families 2016: Age Group	15
Table 7: Proportion of children in low income families	16
by age group, 2016	16
Children in low income families: Family Characteristics	16
Chart 5: Children in low income families in Kent 2016: Family Type	16
Table 8: Children in low income families 2016: Family Type	17
Chart 6: Children in low income families in Kent 2016: Family Size	18
Table 9: Children in low income families 2016: Family Size	18

Children in Out of Work Benefit Households	19
Table 10: Children in out of work benefit households: 2011 to 2017.....	19
Chart 8: Percentage of children in out of work benefit households, 2011 to 2017	20
Table 11: Children in out of work benefit households by age group: May 2017	21
Table 12: Children in out of work benefit households by benefit type: May 2017	22
Chart 7: Children in out of work benefit households in Kent, May 2017: Benefit type ..	23
Workless households with dependent children	23
Table 13: Workless households with dependent children	24
English Indices of Deprivation 2015	24
The Income Deprivation Affecting Children Index	24
Map 2: IDACI: National rank of Kent & Medway LSOAs.....	25
Table 14: IDACI (ID2015): top 20 most deprived areas in Kent.....	26
Table 15: IDACI: Calculated Ward ranks for 2011 Census wards in Kent (Excluding Medway).....	27
Education, Skills and Training Deprivation	27
Map 3: Children & young people sub-domain of Education, Skills & Training: National rank of Kent & Medway LSOAs.....	28
Table 16: Children & young people sub-domain of Education, Skills & Training: top 20 most deprived areas in Kent.....	29
Table 17: Children & young people sub-domain of Education, Skills & Training: Calculated 2011 Census Ward ranks in Kent (excluding Medway)	29
.....	29





Measures of child poverty and deprivation

Children in Low-Income Families Local Measure

This measurement is the most commonly used proxy for Child Poverty.

Previously known as the Revised Local Child Poverty Measure or National Indicator 116, the Children in Low-Income Families Local Measure used in this bulletin shows the number of children living in low-income families in receipt of Child Tax Credit whose reported income is either less than 60 per cent of the median income, or in receipt of Income Support or Income-Based Jobseekers Allowance.

The low-income threshold used by HMRC is a relative measure which means it keeps pace with the changing income of median household incomes. Using income data sourced from the Family Resources Survey it estimates that for families of varying sizes, the low-income threshold as at 2016 was:

Single Adult		£166 per week
Couple		£248 per week
Single adult with 2 dependent children		£298 per week
Couple with 2 dependent children		£379 per week

Note: Dependent children aged 5 to 14
Source: HMRC

These sums are measured after income tax, council tax and housing costs have been deducted, where housing costs include rent, mortgage interest (but not the repayment of principal), buildings insurance and water charges. They therefore represent what the household has available to spend on everything else it needs, from food and heating to travel and entertainment.

(Source: [Personal tax credits: Children in low-income families local measure: snapshot as at 31 August 2016](#), HMRC)

The number of children in the area is determined by Child Benefit data. Child Benefit is payable to a person who is responsible for a child under the age of 16 but can continue after the age of 16 if the child remains in full time

education or starts an approved training course and may continue up to the child's 20th birthday providing these criteria are met.

Low income child poverty figures are shown as the proportion of all children (up to the age of 20 for whom child benefit is paid) and as the proportion of children up to the age of 16.

This calculation attempts to recreate the relative child poverty measure as set out in the Child Poverty Act 2010 at a local level. However, as it relies on administrative data it is not precisely equivalent in terms of the children captured (for example there may be children in families in receipt of out of work benefits where income is above the 60 per cent threshold) or the time period covered (the national measure is on a financial year basis).

Figures are produced by Her Majesty's Revenue and Customs and represent a snap shot in time. For more information on this indicator please see [Children in Low Income Families; Local Measure Commentary 2016](#)

Children in out of work households (source: DWP)

An additional measure of child poverty at local level from the Department for Work and Pensions is the Children in Out of Work Benefit Households dataset. This measure (an alternative proxy for child poverty) uses annual data on the numbers of children living in households where a parent or guardian claims out-of-work benefits. Since it uses administrative benefits data to estimate the proportion of children in poverty, this measure is similar to the Children in Low-income Families Statistics. However, it is less sophisticated as it only counts those children who are in households that receive an out-of-work benefit and does not take into account the household's income. Therefore, this measure does not provide as good a proxy of child poverty across the UK. Further information about this measure can be found here <https://www.gov.uk/government/collections/children-in-out-of-work-benefit-households--2>

Children in workless households (Source: ONS)

The Annual Population Survey (APS) from the Office for National Statistics releases an annual dataset looking at households by economic activity status. The APS is a labour force based survey. Due to the sample size figures for districts are statistically unreliable. Figures at county level and above are generally more reliable.

This dataset presents an estimate of the number of households where no individuals aged 16 and over are in employment and have dependent children.

English Indices of Deprivation 2015 (source: DCLG)

The English Indices of Deprivation measure relative levels of deprivation in 32,844 small areas or neighbourhoods, called Lower-layer Super Output Areas, in England.

The English Indices of Deprivation combines information from seven domain indices (which measure different types or dimensions of deprivation) to produce an overall relative measure of deprivation. The domain indices can be used on their own to focus on specific aspects of deprivation.

Among the seven domains is The Education, Skills and Training Deprivation Domain. This measures the lack of attainment and skills in the local population. The indicators fall into two sub-domains: one relating to children and young people and one relating to adult skills.

In addition to the seven domain indices The English Indices of Deprivation also contain supplementary indices concerned with income deprivation among children (IDACI) and older people (IDAOPI)

The income deprivation affecting children index (IDACI) measures the proportion of all children aged 0 to 15 living in income deprived families. It is a subset of the Income Deprivation Domain which measures the proportion of the population in an area experiencing deprivation relating to low income. The definition of low income used includes both those people that are out-of-work, and those that are in work but who have low earnings (and who satisfy the respective means tests).

Further information can be found here:

<https://www.gov.uk/government/statistics/english-indices-of-deprivation-2015>

The Indices of deprivation are due to be updated in Summer 2019.

Other indicators (not included in this report)

Households Below Average Income (source: DWP)

The Households Below Average Income (HBAI) publication from the Department of Work and Pensions, provides the definitive national measure of relative child poverty as set out in the Child Poverty Act 2010. This HBAI measure is calculated as the number of children living in families in receipt of Child Tax Credit whose reported income is less than 60% of the median income or in receipt of Income Support or (Income-Based) Jobseekers Allowance, divided by the total number of children in the area.

The HBAI measure uses data from the Family Resources Survey (a DWP survey of a sample of private households in the United Kingdom).

Further information about the HBAI measure can be found here <https://www.gov.uk/government/organisations/department-for-work-pensions/series/households-below-average-income-hbai--2>

Further information on Household Income can be found in the DWP [Family Resources Survey](#). This is available at national level only.

Child Poverty Basket of Local Indicators (source: DfE)

The Children in Low-income Families Statistics only focus on a family's income as a measure of poverty. Looking at relative income in isolation does not provide a comprehensive picture of poverty. However, there are broader measures of child poverty that also take into account key factors related to child poverty beyond a family's income. The Child Poverty Basket of Local Indicators, produced by the Child Poverty Unit, provides local authorities with a range of local level statistics which identify key indicators of child poverty beyond a family's income. For example, indicators related to work, educational attainment, health and other indicators of disadvantage are included in the basket. <https://www.gov.uk/government/publications/child-poverty-basket-of-local-indicators>

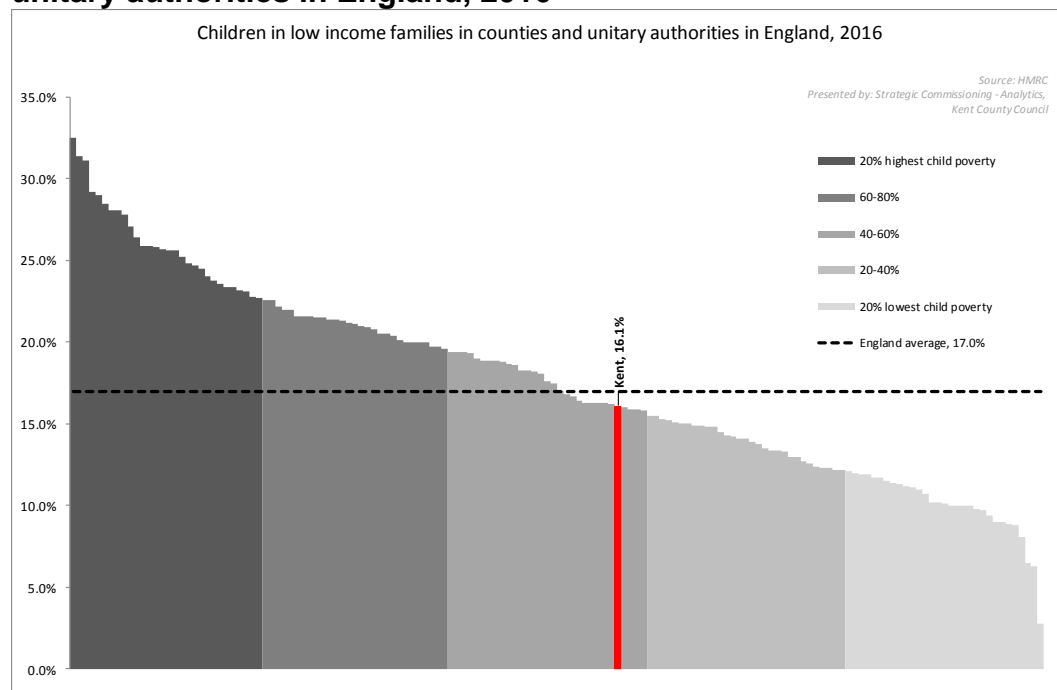
Children in Low-Income Families Local Measure

For families of varying sizes, the low-income threshold as at 2016 was worth: £166 per week for a single adult with no dependent children; £248 per week for a couple with no dependent children; £298 per week for a single adult with two dependent children aged 5 to 14; and £379 per week for a couple with two dependent children aged 5 to 14. These sums are measured after income tax, council tax and housing costs have been deducted, where housing costs include rent, mortgage interest (but not the repayment of principal), buildings insurance and water charges. They therefore represent what the household has available to spend on everything else it needs, from food and heating to travel and entertainment.

51,365 children in Kent were living in low income families as at August 2016, equivalent to 16.1% of the children in the county. While this is below the national level (17.0%) it is higher than the average for the South East Region (12.7%).

Chart 1 shows Kent's position compared to other counties and unitary authorities in England.

Chart 1: Children in low income families quintiles in counties and unitary authorities in England, 2016



While the percentage of children in Kent living in low income families is below the national average Chart 2 shows that when compared to other local authorities in the country the twelve Kent districts are fairly spread with some levels of high poverty and some areas of low child poverty. No district is within the lowest 20% in the country (where 10.0% or less children are living in low income families) although with 10.1% children in poverty Tunbridge Wells is

just outside the lowest 20%. Thanet and Swale are within the 20% of districts in England with the highest levels (where 20% or more children are living in a low-income family).

Chart 2: Children in low income families in local authority districts in England, 2016

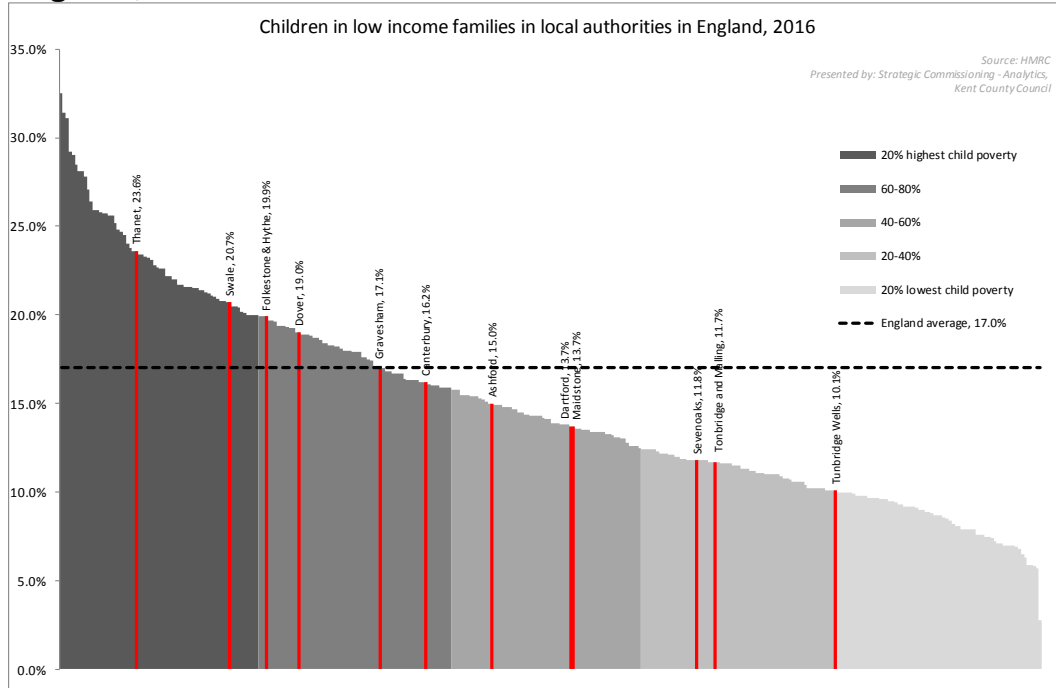
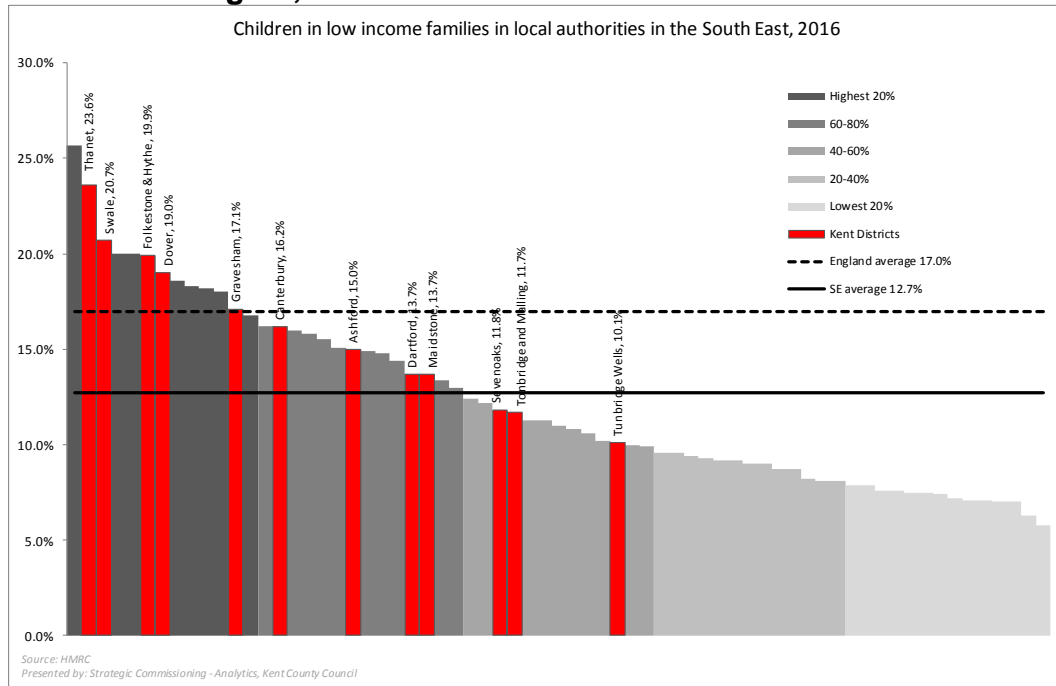


Chart 3 shows the percentage of children in low income families in Kent districts compared to other authorities in the South East.

Chart 3: Children in low income families in local authority districts in the South East Region, 2016



When compared to other local authorities within the South East five Kent districts (Thanet, Swale, Folkestone & Hythe, Dover and Gravesham) are within the 20% in the region with the highest percentage of children in low income families. Thanet district has the second highest proportion in the region at 23.6%.

Thanet and Swale districts have the highest proportions of children in low income families in Kent. Between them they account for more than a quarter (26.6%) of all children living in poverty within the county. 23.6% of all children in Thanet (7,080 children) and 20.7% in Swale (6,605 children) were living in low income families as at 2016. This is shown in table 1.

Table 1: Proportion of children who are in low income families, 2016

	Children in families in receipt of CTC (<60% median income) or IS/JSA		% of Children who are in "Poverty"	
	Under 16	All Children	Under 16	All Children
Ashford	3,755	4,235	15.5%	15.0%
Canterbury	3,820	4,400	16.5%	16.2%
Dartford	2,945	3,270	14.0%	13.7%
Dover	3,715	4,255	19.4%	19.0%
Folkestone & Hythe	3,675	4,260	20.2%	19.9%
Gravesham	3,680	4,165	17.4%	17.1%
Maidstone	4,255	4,720	14.2%	13.7%
Sevenoaks	2,500	2,835	12.0%	11.8%
Swale	5,850	6,605	21.2%	20.7%
Thanet	6,155	7,080	24.0%	23.6%
Tonbridge and Malling	2,765	3,140	11.9%	11.7%
Tunbridge Wells	2,085	2,395	10.2%	10.1%
Kent	45,200	51,365	16.5%	16.1%
Medway	10,220	11,605	18.6%	18.3%
South East	204,640	233,485	12.9%	12.7%
England	1,707,835	1,974,035	17.0%	17.0%

Source: HMRC

Presented by: Strategic Commissioning - Analytics, Kent County Council

Children in low income families data is also available at ward level.

The following map shows the distribution of child poverty in Kent and Medway Wards. The 20% of wards with the highest number of children living in low income families (equivalent to between 19.6% and 40.9% of children) are shown in red. The map shows that high proportions are dispersed across the county with higher concentrations in nearly all the major towns. There is a significant concentration within the coastal towns and on the Isle of Sheppey.

The west of the county has a comparatively lower proportion of children living in low income families.

Map 1: Children in low income families in Kent and Medway Wards, 2016

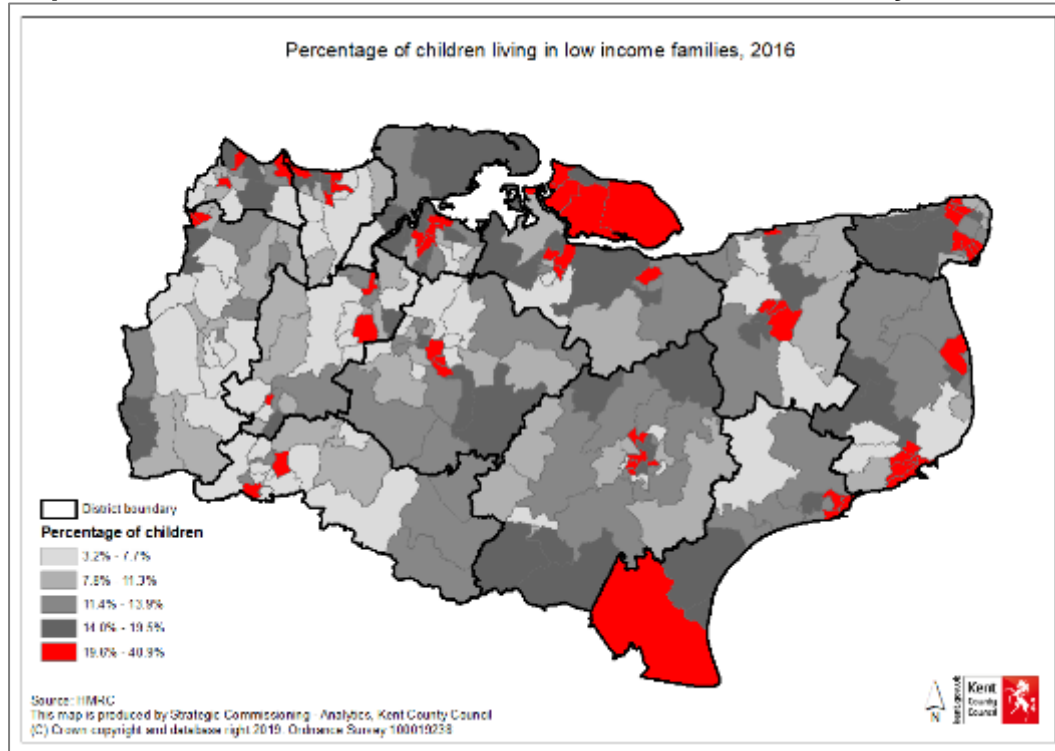


Table 2 shows the number of wards in each district within each Kent quintile.

Table 2: Number of wards within Kent quintiles in each district, 2016

	20% lowest children in low income families	20% highest children in low income families				Total number of wards
		20-40%	40-60%	60-80%	80-100%	
Ashford	5	8	9	8	5	35
Canterbury	4	4	4	5	4	21
Dartford	4	5	2	3	3	17
Dover	3	2	5	4	7	21
Folkestone & Hythe	1	0	5	3	4	13
Gravesham	5	4	0	5	4	18
Maidstone	7	6	7	3	3	26
Sevenoaks	8	8	5	3	2	26
Swale	2	3	4	7	8	24
Thanet	1	4	4	5	9	23
Tonbridge & Malling	7	7	4	3	3	24
Tunbridge Wells	10	3	5	0	2	20
Kent Total	57	54	54	49	54	268

Source: HMRC

Presented by: Strategic Commissioning - Analytics, Kent County Council

9 of the 23 wards in Thanet (equivalent to 39.1% of Thanet wards) are within the 20% in Kent with the highest proportion of children living in low income

families. Almost a third (31.5%) of the wards in the Kent area with the highest levels of children in low income families are in Thanet and Swale.

Half of the wards in Tunbridge Wells are within the 20% in Kent with the smallest proportion of children in low income families.

The top ten wards in Kent with the highest proportion of children living in low income families are shown in table 3. Newington Ward in Thanet has the highest proportion of children living in low income families (40.9%). Eight of the top ten wards are in coastal areas, the exception being Northgate in Canterbury and Stanhope in Ashford.

Table 3: Top ten wards in Kent with highest percentage children in low income families, 2016

Ward Name	District	Children	
		under 16	All children
Newington	Thanet	41.2%	40.9%
Sheerness	Swale	41.5%	40.8%
Dane Valley	Thanet	38.0%	36.4%
Town and Pier	Dover	35.4%	35.7%
Cliftonville West	Thanet	35.9%	35.5%
Stanhope	Ashford	35.1%	34.8%
Northgate	Canterbury	34.2%	34.7%
Margate Central	Thanet	34.6%	34.5%
Folkestone Harbour	Folkestone & Hythe	32.7%	32.6%
Sheppey East	Swale	32.8%	32.6%

Source: HMRC

Presented by: Strategic Commissioning - Analytics, Kent County Council

The top ten wards in Kent with the highest actual number of children in low income families are shown in table 4. Sheerness ward in Swale has the highest number with 1,505 children in low income families.

Table 4: Top ten wards in Kent with the highest number of children in low income families, 2016

Ward Name	District	Children	
		under 16	All children
Sheerness	Swale	1,360	1,505
Cliftonville West	Thanet	980	1,085
East Folkestone	Folkestone & Hythe	775	880
Dane Valley	Thanet	765	850
Park Wood	Maidstone	675	730
Northfleet North	Gravesham	650	715
Newington	Thanet	610	695
Eastcliff	Thanet	540	620
Margate Central	Thanet	520	590
Folkestone Harbour	Folkestone & Hythe	505	580

Source: HMRC

Presented by: Strategic Commissioning - Analytics, Kent County Council

Change in children in low income families

Overall there has been a large reduction in the number of children in low income families since 2010, however over the last year there has been an increase. Over the last year there were 1,800 more children in low income families in Kent (1,555 more children aged under 16). This is equivalent to 3.6% increase (+3.6% under 16). This is a bigger increase than was seen nationally (+2.3% children in low income families, +1.8% under 16).

Canterbury district saw the biggest increase with 290 more children in low income families than the previous year, an increase of 7.1%.

Tables 5 and 6 shows the change in child poverty since 2010.

Table 5: Children living in low income families, 2010-2016

All Children - Number									Change 2015-2016		Change 2010-2016	
	2009	2010	2011	2012	2013	2014	2015	2016	Number	%	Number	%
Ashford	4,525	4,540	4,540	4,445	4,415	4,720	4,195	4,235	40	1.0%	-305	-6.7%
Canterbury	5,015	4,965	4,790	4,480	4,415	4,915	4,110	4,400	290	7.1%	-565	-11.4%
Dartford	3,760	3,735	3,745	3,520	3,400	3,685	3,130	3,270	140	4.5%	-465	-12.4%
Dover	4,740	4,625	4,640	4,480	4,535	5,040	4,175	4,255	80	1.9%	-370	-8.0%
Folkestone & Hythe	4,690	4,785	4,720	4,595	4,585	4,720	4,100	4,260	160	3.9%	-525	-11.0%
Gravesham	4,665	4,615	4,695	4,465	4,430	4,640	4,015	4,165	150	3.7%	-450	-9.8%
Maidstone	4,805	4,770	4,820	4,595	4,575	5,045	4,460	4,720	260	5.8%	-50	-1.0%
Sevenoaks	3,115	2,990	2,920	2,850	2,855	3,215	2,755	2,835	80	2.9%	-155	-5.2%
Swale	7,175	7,190	7,080	6,980	6,880	7,350	6,480	6,605	125	1.9%	-585	-8.1%
Thanet	7,855	7,695	7,810	7,585	7,570	8,160	6,825	7,080	255	3.7%	-615	-8.0%
Tonbridge and Malling	3,405	3,460	3,460	3,315	3,240	3,500	3,050	3,140	90	3.0%	-320	-9.2%
Tunbridge Wells	3,080	2,980	2,830	2,550	2,395	2,650	2,270	2,395	125	5.5%	-585	-19.6%
Kent	56,830	56,350	56,050	53,860	53,295	57,630	49,565	51,365	1,800	3.6%	-4,985	-8.8%
Medway	12,880	12,850	12,820	12,520	12,345	63,080	11,410	11,605	195	1.7%	-1,245	-9.7%
South East	280,755	275,935	270,945	252,520	245,960	267,150	226,515	233,485	6,970	3.1%	-42,450	-15.4%
England	2,429,305	2,367,335	2,319,450	2,153,985	2,097,005	2,315,760	1,929,285	1,974,035	44,750	2.3%	-393,300	-16.6%

All Children - Percentage								
	2009	2010	2011	2012	2013	2014	2015	2016
Ashford	16.4%	16.3%	16.2%	15.7%	15.5%	16.6%	14.8%	15.0%
Canterbury	18.0%	17.8%	17.1%	16.1%	15.9%	17.8%	15.1%	16.2%
Dartford	17.2%	16.8%	16.7%	15.5%	14.7%	15.7%	13.2%	13.7%
Dover	20.5%	20.1%	20.4%	19.7%	20.0%	22.2%	18.5%	19.0%
Folkestone & Hythe	21.0%	21.2%	21.1%	20.7%	20.7%	21.6%	19.0%	19.9%
Gravesham	20.2%	19.9%	20.1%	18.9%	18.5%	19.2%	16.5%	17.1%
Maidstone	14.8%	14.5%	14.5%	13.6%	13.5%	14.8%	13.0%	13.7%
Sevenoaks	12.3%	11.6%	11.4%	11.1%	11.2%	12.8%	11.2%	11.8%
Swale	23.2%	23.0%	22.5%	22.0%	21.7%	23.0%	20.3%	20.7%
Thanet	26.7%	26.1%	26.4%	25.4%	25.1%	26.9%	22.6%	23.6%
Tonbridge and Malling	12.5%	12.5%	12.5%	11.9%	11.7%	12.7%	11.2%	11.7%
Tunbridge Wells	12.4%	11.9%	11.3%	10.1%	9.6%	10.7%	9.4%	10.1%
Kent	18.0%	17.7%	17.5%	16.8%	16.5%	17.9%	15.5%	16.1%
Medway	21.0%	20.9%	20.8%	20.2%	19.7%	20.8%	18.1%	18.3%
South East	15.4%	15.0%	14.6%	13.5%	13.2%	14.4%	12.3%	12.7%
England	21.3%	20.6%	20.1%	18.6%	18.0%	19.9%	16.6%	17.0%

Source: HMRC

Presented by: Strategic Commissioning - Analytics, Kent County Council

Table 6: Children aged under 16 living in low income families, 2010-2016

Children aged under 16 - Number									Change 2015-2016		Change 2010-2016	
	2009	2010	2011	2012	2013	2014	2015	2016	Number	%	Number	%
Ashford	4,080	4,060	4,070	4,040	3,960	4,180	3,720	3,755	35	0.9%	-305	-7.5%
Canterbury	4,465	4,365	4,200	3,960	3,875	4,245	3,585	3,820	235	6.6%	-545	-12.5%
Dartford	3,385	3,350	3,360	3,170	3,060	3,280	2,795	2,945	150	5.4%	-405	-12.1%
Dover	4,210	4,105	4,100	4,005	4,005	4,380	3,625	3,715	90	2.5%	-390	-9.5%
Folkestone & Hythe	4,160	4,225	4,180	4,105	4,010	4,070	3,555	3,675	120	3.4%	-550	-13.0%
Gravesham	4,180	4,110	4,185	4,005	3,985	4,085	3,565	3,680	115	3.2%	-430	-10.5%
Maidstone	4,285	4,250	4,295	4,120	4,100	4,455	3,985	4,255	270	6.8%	5	0.1%
Sevenoaks	2,740	2,630	2,575	2,560	2,590	2,840	2,465	2,500	35	1.4%	-130	-4.9%
Swale	6,385	6,365	6,255	6,260	6,155	6,440	5,715	5,850	135	2.4%	-515	-8.1%
Thanet	6,935	6,805	6,920	6,790	6,725	7,150	5,940	6,155	215	3.6%	-650	-9.6%
Tonbridge and Malling	3,040	3,075	3,075	3,000	2,900	3,085	2,690	2,765	75	2.8%	-310	-10.1%
Tunbridge Wells	2,770	2,650	2,485	2,270	2,130	2,295	2,005	2,085	80	4.0%	-565	-21.3%
Kent	50,635	49,990	49,695	48,280	47,490	50,505	43,645	45,200	1,555	3.6%	-4,790	-9.6%
Medway	11,495	11,385	11,325	11,295	11,085	53,950	10,055	10,220	165	1.6%	-1,165	-10.2%
South East	249,690	243,950	239,725	226,290	219,485	233,640	198,990	204,640	5,650	2.8%	-39,310	-16.1%
England	2,131,350	2,066,320	2,026,465	1,910,205	1,854,005	2,003,060	1,678,030	1,707,835	29,805	1.8%	-358,485	-17.3%

Children aged under 16 - Percentage								
	2009	2010	2011	2012	2013	2014	2015	2016
Ashford	17.2%	17.0%	17.0%	16.7%	16.3%	17.2%	15.3%	15.5%
Canterbury	18.9%	18.5%	17.7%	16.8%	16.6%	18.2%	15.5%	16.5%
Dartford	18.0%	17.5%	17.4%	16.2%	15.3%	16.2%	13.6%	14.0%
Dover	21.6%	21.2%	21.3%	20.8%	20.9%	22.9%	19.0%	19.4%
Folkestone & Hythe	21.9%	22.2%	22.1%	21.8%	21.5%	22.1%	19.4%	20.2%
Gravesham	21.3%	20.8%	21.0%	19.8%	19.5%	19.7%	17.0%	17.4%
Maidstone	15.5%	15.2%	15.1%	14.3%	14.1%	15.2%	13.4%	14.2%
Sevenoaks	12.6%	12.1%	11.9%	11.7%	11.9%	13.2%	11.6%	12.0%
Swale	24.2%	23.8%	23.3%	23.1%	22.7%	23.6%	20.9%	21.2%
Thanet	27.9%	27.2%	27.4%	26.6%	26.2%	27.9%	23.1%	24.0%
Tonbridge and Malling	13.1%	13.1%	13.1%	12.7%	12.3%	13.1%	11.5%	11.9%
Tunbridge Wells	13.0%	12.4%	11.6%	10.6%	10.0%	11.0%	9.7%	10.2%
Kent	18.8%	18.5%	18.3%	17.6%	17.3%	18.4%	15.9%	16.5%
Medway	22.0%	21.8%	21.6%	21.2%	20.8%	21.4%	18.5%	18.6%
South East	16.0%	15.5%	15.1%	14.2%	13.7%	14.7%	12.5%	12.9%
England	21.9%	21.1%	20.6%	19.2%	18.6%	20.1%	16.8%	17.0%

Source: HMRC

Presented by: Strategic Commissioning - Analytics, Kent County Council

Note: Reductions seen between 2014-2015 may be partly explained by the reduction in the low-income threshold (calculated as 60 per cent of the median income) which decreased from £253 in 2014 to £233 in 2015. HMRC state that the low income threshold estimates produced in 2014 was unusually high due to an increase in the number of high earners near the low-income threshold.¹

¹ <https://www.gov.uk/government/statistics/personal-tax-credits-children-in-low-income-families-local-measure-2015-snapshot-as-at-31-august-2015>

Children in low income families by age

It is possible to look at children in low income families by age group.

Chart 4 shows that in Kent almost two thirds of the children living in low income families are aged 10 and under (64.8%). This may be because children in this age group would need formal childcare while parents worked. The cost of childcare may be prohibitive to being able to work, there may be insufficient childcare provision or a lack of flexible jobs allowing parents to work while still providing adequate care for their children.

Chart 4: Children living in low income families 2016: Age Group

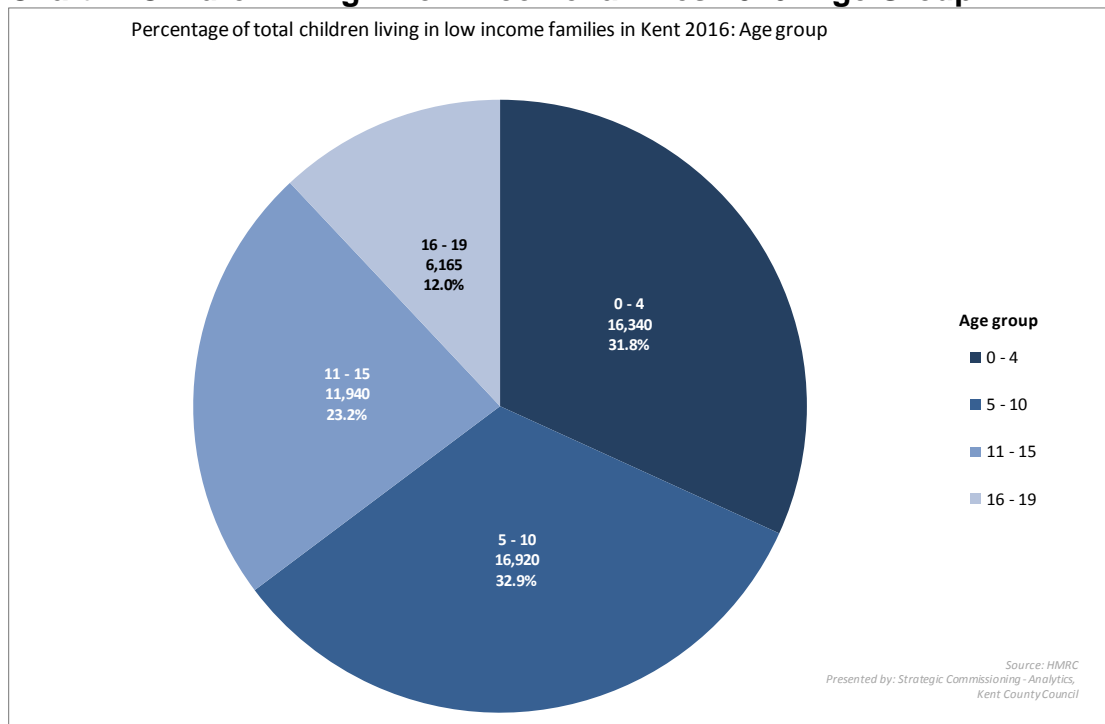


Table 7 shows the number and proportion of each age group who are living in low income families as at 2016. The table shows that a higher proportion of children aged 0 to 4 are living in low income families than any of the other age groups. In Kent 31.8% of children aged 0 to 4 (16,340 children) are living in low income families and account for 31.8% of all the children in low income families in the county.

Of the Kent local authorities Thanet has the highest proportion of children in low income families in all age groups. They are significantly higher than the county, regional and national average. Tunbridge Wells has the lowest proportion of children in low income families in all age groups. These are lower than not only the county average, but the regional and national average as well.

Table 7: Proportion of children in low income families by age group, 2016

	Number				% of all children in age group			
	0 - 4	5 - 10	11 - 15	16 - 19	0 - 4	5 - 10	11 - 15	16 - 19
Ashford	1,300	1,460	995	480	18.3%	15.3%	13.0%	12.3%
Canterbury	1,315	1,435	1,070	580	19.8%	15.7%	14.5%	14.6%
Dartford	1,125	1,125	695	325	16.3%	13.6%	11.7%	11.4%
Dover	1,385	1,340	985	540	23.5%	18.0%	17.0%	16.7%
Folkestone & Hythe	1,275	1,375	1,025	585	23.6%	18.8%	18.5%	18.2%
Gravesham	1,380	1,365	935	485	20.6%	16.3%	15.3%	15.2%
Maidstone	1,670	1,530	1,055	465	17.7%	13.2%	12.0%	10.3%
Sevenoaks	890	970	645	335	16.7%	11.1%	9.5%	10.2%
Swale	2,130	2,185	1,535	755	24.7%	20.2%	19.0%	17.3%
Thanet	2,175	2,330	1,650	930	27.1%	23.1%	21.9%	21.3%
Tonbridge and Malling	975	1,020	765	375	15.1%	10.9%	10.3%	10.1%
Tunbridge Wells	715	790	580	315	13.6%	9.3%	8.8%	9.6%
Kent	16,340	16,920	11,940	6,165	20.0%	15.5%	14.3%	14.0%
Medway	3,735	3,815	2,670	1,385	21.6%	17.8%	16.6%	16.0%
South East	73,110	76,905	54,625	28,850	15.8%	12.0%	11.3%	11.5%
England	592,665	639,495	475,670	266,200	19.5%	16.1%	15.9%	16.7%

Source: HMRC

Presented by: Strategic Commissioning - Analytics, Kent County Council

Children in low income families: Family Characteristics

Children who are living in poverty are more likely to be living in lone parent households where the potential income is likely to be lower.

Chart 5: Children in low income families in Kent 2016: Family Type

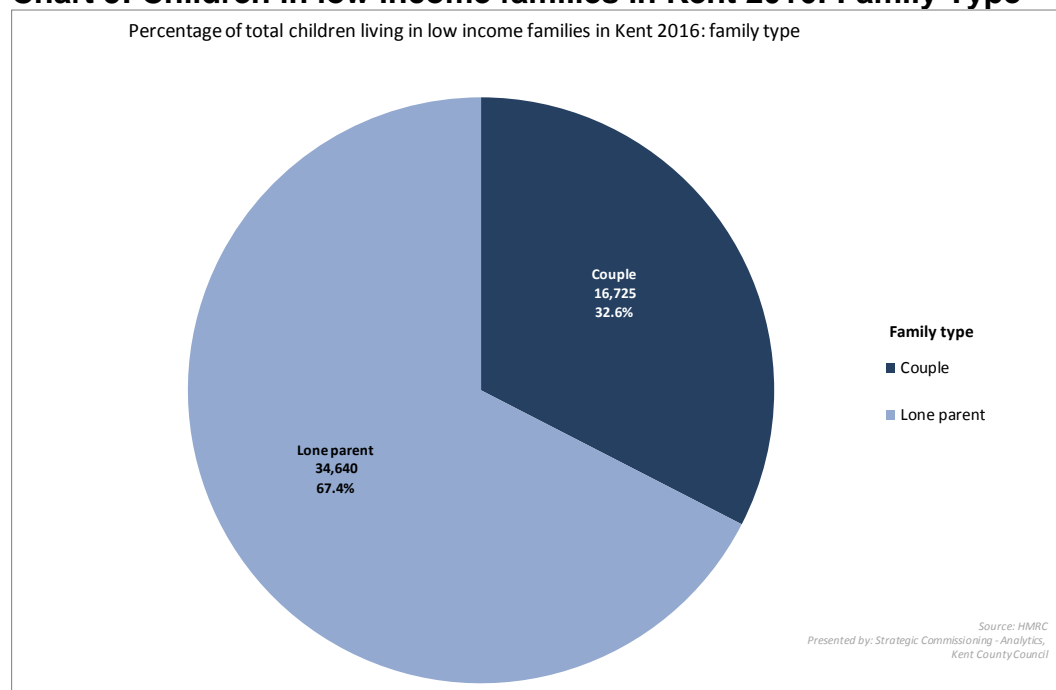


Chart 5 shows that in Kent 67.4% of children in low income families are living in a lone parent household. This is higher than the national average of 65.5%.

32.6% of children living in low income families in Kent live in a couple household.

Table 8 shows the equivalent statistics for each Kent district.

Thanet (4,365) and Swale (4,355) have the highest number of children in low income families living in lone parent families in Kent.

Almost three quarters (74.8%) of the children living in low income families in Dartford district live in a lone parent family, the highest proportion in Kent.

Thanet and Dover districts have a higher proportion of children in low income families who are living in a couple family (38.5% and 37.8% respectively).

Table 8: Children in low income families 2016: Family Type

	Children in poverty		Percentage of children in poverty by family type	
	Couple	Lone parent	Couple	Lone parent
Ashford	1,420	2,815	33.5%	66.5%
Canterbury	1,470	2,925	33.4%	66.5%
Dartford	825	2,445	25.2%	74.8%
Dover	1,610	2,645	37.8%	62.2%
Folkestone & Hythe	1,445	2,820	33.9%	66.2%
Gravesham	1,250	2,915	30.0%	70.0%
Maidstone	1,330	3,390	28.2%	71.8%
Sevenoaks	740	2,095	26.1%	73.9%
Swale	2,240	4,365	33.9%	66.1%
Thanet	2,725	4,355	38.5%	61.5%
Tonbridge and Malling	920	2,220	29.3%	70.7%
Tunbridge Wells	745	1,650	31.1%	68.9%
Kent	16,725	34,640	32.6%	67.4%
Medway	3,570	8,030	30.8%	69.2%
South East	71,160	162,330	30.5%	69.5%
England	680,315	1,293,720	34.5%	65.5%

Source: HMRC

Presented by: Strategic Commissioning - Analytics, Kent County Council

Chart 6 shows the proportion of children in low-income families by family size.

A third of Kent children living in low-income families, live in families with two children (33.0 %). This is shown in chart 6.

Chart 6: Children in low income families in Kent 2016: Family Size

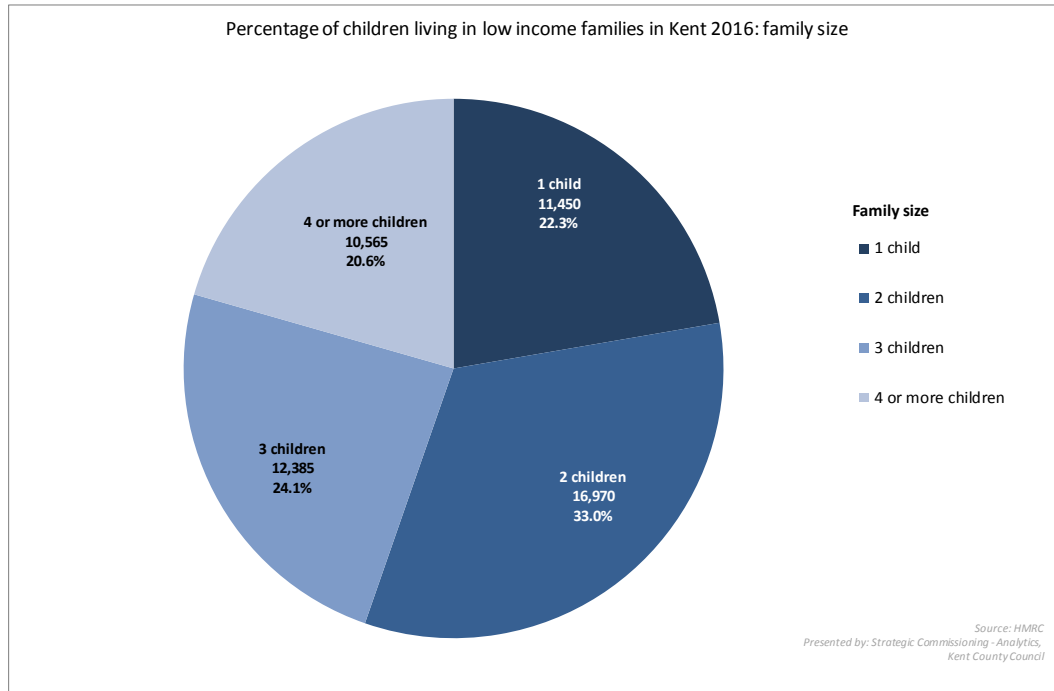


Table 9 shows the number and proportion of children living in poverty by family size at district level.

Swale and Thanet districts have the highest number of children in low income families living in larger families, those with four or more children. Swale has the highest proportion of children in low income families in larger families.

Tunbridge Wells district has a highest proportion of children in low income families living in families with one child in the county (24.4%). This is higher than the average for Kent and England as a whole (22.3%).

Table 9: Children in low income families 2016: Family Size

	Number				% of children in low income families			
	1 child	2 children	3 children	4 or more children	1 child	2 children	3 children	4 or more children
Ashford	860	1,410	1,015	950	20.3%	33.3%	24.0%	22.4%
Canterbury	1,035	1,450	1,045	865	23.5%	33.0%	23.8%	19.7%
Dartford	735	1,220	815	505	22.5%	37.3%	24.9%	15.4%
Dover	975	1,430	985	865	22.9%	33.6%	23.1%	20.3%
Folkestone & Hythe	955	1,325	1,020	960	22.4%	31.1%	23.9%	22.5%
Gravesham	850	1,360	1,080	875	20.4%	32.7%	25.9%	21.0%
Maidstone	1,090	1,540	1,155	935	23.1%	32.6%	24.5%	19.8%
Sevenoaks	635	900	790	515	22.4%	31.7%	27.9%	18.2%
Swale	1,410	2,120	1,450	1,625	21.3%	32.1%	22.0%	24.6%
Thanet	1,650	2,290	1,610	1,535	23.3%	32.3%	22.7%	21.7%
Tonbridge and Malling	670	1,090	850	530	21.3%	34.7%	27.1%	16.9%
Tunbridge Wells	585	840	560	410	24.4%	35.1%	23.4%	17.1%
Kent	11,450	16,970	12,385	10,565	22.3%	33.0%	24.1%	20.6%
Medway	2,540	3,960	2,910	2,195	21.9%	34.1%	25.1%	18.9%
South East	53,315	78,365	56,065	45,740	22.8%	33.6%	24.0%	19.6%
England	439,945	635,985	478,330	419,770	22.3%	32.2%	24.2%	21.3%

Source: HMRC
Presented by: Strategic Commissioning - Analytics, Kent County Council

Children in Out of Work Benefit Households

An additional measure of child poverty at local level from the Department for Work and Pensions is the Children in Out of Work Benefit Households dataset. This measure (an alternative proxy for child poverty) uses annual data on the numbers of children living in households where a parent or guardian claims out-of-work benefits.

Out of work benefits include: Income Support, Jobseekers Allowance, Employment and Support Allowance, Incapacity Benefits (Incapacity Benefit or Severe Disablement Allowance), Pension Credit and out of work claimants of Universal Credit.

In Kent 42,150 children aged 0-18 were living in out of work benefit households as at May 2017, 11.9% of children in the age group. While this is below the national average of 12.9% it is a significantly higher proportion than the South East as a whole (9.1%).

Table 10: Children in out of work benefit households: 2011 to 2017

Number	2011	2012	2013	2014	2015	2016	2017	Change		Change	
								2016-2017	% change	2011-2017	% change
Ashford	4,310	4,490	4,390	4,050	3,820	3,620	3,540	-80	-2.2%	-770	-17.9%
Canterbury	4,590	4,480	4,270	3,870	3,650	3,560	3,630	70	2.0%	-960	-20.9%
Dartford	3,710	3,600	3,380	3,110	2,860	2,770	2,770	0	0.0%	-940	-25.3%
Dover	4,340	4,600	4,410	4,220	3,770	3,580	3,510	-70	-2.0%	-830	-19.1%
Gravesham	4,460	4,640	4,390	3,910	3,540	3,560	3,410	-150	-4.2%	-1,050	-23.5%
Maidstone	4,740	4,690	4,460	4,050	3,940	3,920	4,000	80	2.0%	-740	-15.6%
Sevenoaks	2,740	2,780	2,660	2,520	2,350	2,250	2,200	-50	-2.2%	-540	-19.7%
Shepway	4,580	4,730	4,480	4,090	3,710	3,600	3,460	-140	-3.9%	-1,120	-24.5%
Swale	6,950	7,140	6,960	6,530	6,110	5,890	5,720	-170	-2.9%	-1,230	-17.7%
Thanet	7,280	7,520	7,340	6,930	5,930	5,760	5,440	-320	-5.6%	-1,840	-25.3%
Tonbridge and Malling	3,390	3,390	3,230	2,960	2,780	2,720	2,690	-30	-1.1%	-700	-20.6%
Tunbridge Wells	2,700	2,580	2,310	2,120	1,990	1,990	1,780	-210	-10.6%	-920	-34.1%
Kent	53,790	54,640	52,280	48,360	44,450	43,220	42,150	-1,070	-2.5%	-11,640	-21.6%
Medway UA	12,510	12,670	12,260	11,160	10,390	9,970	9,460	-510	-5.1%	-3,050	-24.4%
South East	258,380	256,080	239,360	217,150	201,200	193,550	187,090	-6,460	-3.3%	-71,290	-27.6%
England	2,209,170	2,189,720	2,064,140	1,880,430	1,728,940	1,662,350	1,612,950	-49,400	-3.0%	-596,220	-27.0%

Percentage	2011	2012	2013	2014	2015	2016	2017
Ashford	14.7%	15.2%	14.6%	13.4%	12.6%	11.9%	11.5%
Canterbury	14.7%	14.3%	13.7%	12.3%	11.5%	11.3%	11.4%
Dartford	15.6%	14.9%	13.8%	12.4%	11.3%	10.7%	10.3%
Dover	17.7%	18.8%	18.1%	17.3%	15.6%	14.9%	14.5%
Gravesham	17.9%	18.4%	17.3%	15.2%	13.5%	13.6%	13.0%
Maidstone	13.3%	13.0%	12.3%	11.0%	10.5%	10.3%	10.3%
Sevenoaks	10.1%	10.2%	9.8%	9.2%	8.5%	8.0%	7.8%
Shepway	19.7%	20.5%	19.6%	18.0%	16.4%	15.8%	15.4%
Swale	21.2%	21.6%	20.9%	19.4%	18.0%	17.1%	16.5%
Thanet	23.5%	24.2%	23.5%	22.0%	18.8%	18.2%	17.3%
Tonbridge and Malling	11.2%	11.2%	10.6%	9.7%	9.0%	8.8%	8.6%
Tunbridge Wells	9.5%	9.1%	8.2%	7.6%	7.1%	7.0%	6.3%
Kent	15.7%	15.9%	15.2%	13.9%	12.7%	12.3%	11.9%
Medway UA	19.3%	19.4%	18.7%	16.9%	15.6%	14.8%	14.0%
South East	13.1%	12.9%	12.0%	10.8%	9.9%	9.5%	9.1%
England	18.4%	18.1%	17.0%	15.4%	14.0%	13.4%	12.9%

Source: DWP Children in out-of-work benefit households

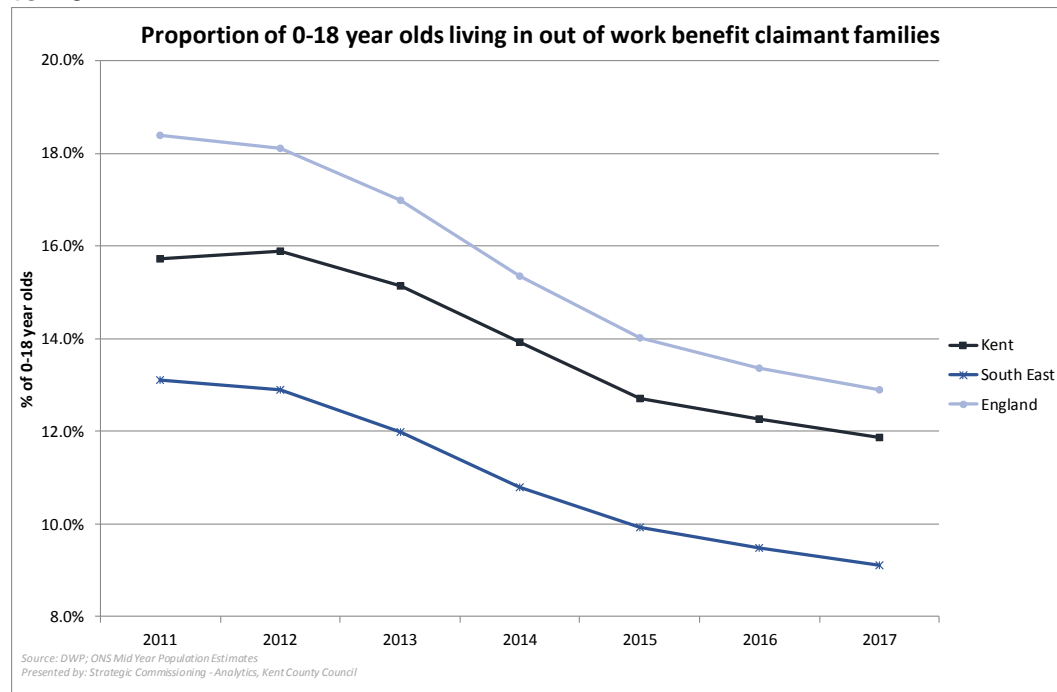
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Swale district has the highest number of children living in out of work benefit households (5,720) accounting for 16.5% of children aged 0-18. Thanet district has the highest proportion of children living in out of work benefit

households (17.3%). Tunbridge Wells district has the lowest number (1,780) and proportion (6.3%).

The number of children living in out of work benefit claimant families in Kent has fallen by 21.6% over recent years. This is lower than was seen nationally (-27.0%) and regionally (-27.6%). Over the last year the number in Kent has fallen by 2.5%, again a smaller decrease than nationally and regionally (-3.0% and -3.3% respectively).

Chart 8: Percentage of children in out of work benefit households, 2011 to 2017



In Kent there is a higher proportion (15.9%) of children aged 0 to 4 in out of work benefit households than is seen in the older age groups. In Dover, Swale and Thanet at least one in every 5 children aged 0 to 4 are living in a household where at least one parent or guardian is claiming an out of work benefit.

Table 11 shows the number and percentage of children in out of work benefit households by age group.

Table 11: Children in out of work benefit households by age group: May 2017

May-17	Age						Number of out of work benefit Households
	0-4	5-10	11-15	16-18	0-15	0-18	
Number							
Ashford	1,200	1,150	830	370	3,180	3,540	1,820
Canterbury	1,150	1,180	880	410	3,220	3,630	1,900
Dartford	1,020	940	570	250	2,530	2,770	1,500
Dover	1,230	1,150	750	390	3,130	3,510	1,850
Folkestone & Hythe	1,120	1,120	820	390	3,070	3,460	1,790
Gravesham	1,180	1,140	740	350	3,060	3,410	1,710
Maidstone	1,560	1,310	800	330	3,670	4,000	2,110
Sevenoaks	790	750	450	210	1,990	2,200	1,160
Swale	1,940	1,900	1,320	570	5,150	5,720	2,900
Thanet	1,820	1,790	1,230	600	4,840	5,440	2,860
Tonbridge and Malling	920	880	640	240	2,440	2,690	1,400
Tunbridge Wells	610	610	400	160	1,620	1,780	970
Kent	14,540	13,920	9,430	4,270	37,900	42,150	21,970
Medway UA	3,270	3,110	2,100	980	8,480	9,460	4,950
South East	63,900	61,690	42,360	19,130	167,950	187,090	99,200
England	528,100	532,680	378,170	174,000	1,438,950	1,612,950	845,320

Percentage	% of age group					
	0-4	5-10	11-15	16-18	0-15	0-18
Ashford	14.8%	11.1%	10.5%	8.1%	12.1%	11.5%
Canterbury	15.5%	11.5%	10.4%	7.0%	12.3%	11.4%
Dartford	13.0%	10.4%	8.9%	7.1%	10.9%	10.3%
Dover	20.2%	14.6%	11.9%	10.0%	15.5%	14.5%
Folkestone & Hythe	19.9%	14.8%	14.4%	10.9%	16.2%	15.4%
Gravesham	16.5%	13.2%	11.3%	9.0%	13.7%	13.0%
Maidstone	14.7%	10.3%	8.4%	5.7%	11.2%	10.3%
Sevenoaks	11.4%	7.7%	6.3%	5.0%	8.4%	7.8%
Swale	21.0%	16.3%	15.4%	10.8%	17.5%	16.5%
Thanet	22.1%	17.0%	15.6%	12.4%	18.2%	17.3%
Tonbridge and Malling	11.9%	8.7%	7.6%	4.8%	9.3%	8.6%
Tunbridge Wells	9.4%	6.4%	5.2%	3.5%	6.8%	6.3%
Kent	15.9%	11.8%	10.4%	7.8%	12.6%	11.9%
Medway UA	17.6%	14.1%	12.7%	9.6%	14.8%	14.0%
South East	12.0%	9.0%	8.2%	6.1%	9.7%	9.1%
England	15.6%	12.8%	12.2%	9.3%	13.5%	12.9%

Source: DWP Children in out-of-work benefit households

Presented by: Strategic Commissioning - Analytics, Kent County Council

Table 12 shows the number of children aged 0-18 living in out of work benefit households by type of benefit.

A claimant may be in receipt of a single benefit or a combination. For example, a claimant of Income Support may also be claiming Incapacity Benefit at the same time.

Table 12: Children in out of work benefit households by benefit type: May 2017

Number	Benefit					
	Income support	Jobseekers Allowance	Employment and support allowance	Incpacity or severe disablement allowance	Pension Credit	Universal Credit (Out of work)
Ashford	1,900	480	1,070	30	50	20
Canterbury	1,880	390	1,310	40	20	10
Dartford	1,690	290	740	30	20	10
Dover	1,800	510	1,030	30	30	120
Folkestone & Hythe	2,010	470	870	20	30	30
Gravesham	2,420	410	1,100	30	30	20
Maidstone	1,340	180	650	20	20	0
Sevenoaks	1,920	420	1,060	30	40	10
Swale	3,200	790	1,620	50	40	40
Thanet	2,860	840	1,650	20	50	30
Tonbridge and Malling	1,440	290	930	20	20	10
Tunbridge Wells	960	170	620	20	20	10
Kent	23,420	5,240	12,650	340	370	310
Medway UA	5,460	1,150	2,680	90	80	50
South East	100,620	19,970	60,380	1,470	1,770	3,500
England	796,300	182,820	515,740	11,570	18,540	93,700

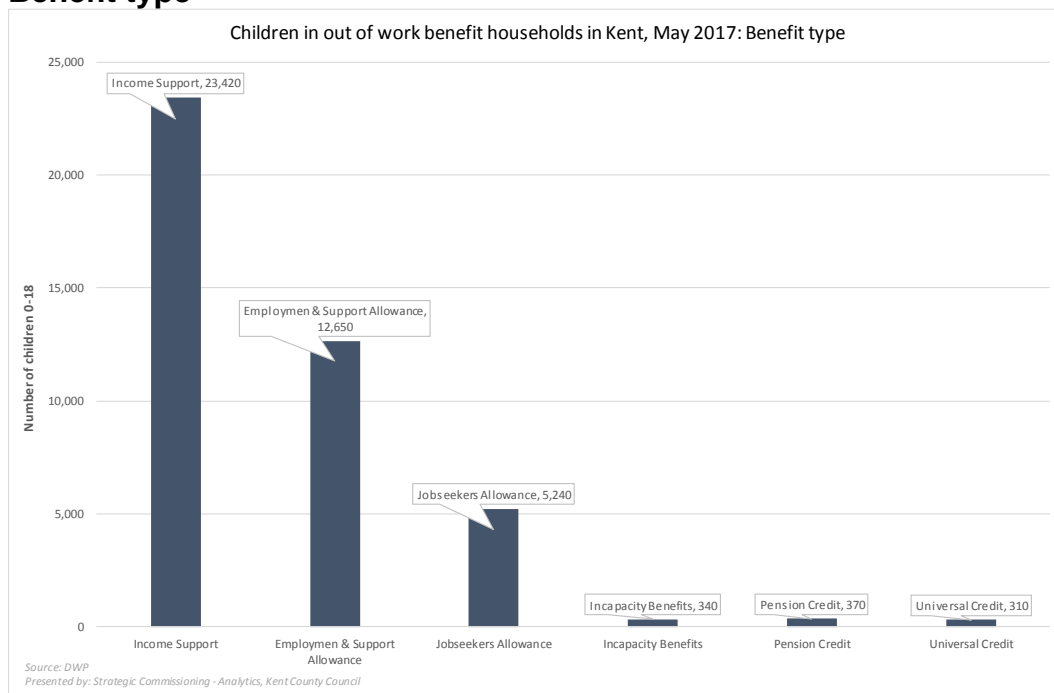
Percentage	% of population aged 0-18					
	Income support	Jobseekers Allowance	Employment and support allowance	Incpacity or severe disablement allowance	Pension Credit	Universal Credit (Out of work)
Ashford	6.2%	1.6%	3.5%	0.1%	0.2%	0.1%
Canterbury	5.9%	1.2%	4.1%	0.1%	0.1%	0.0%
Dartford	6.3%	1.1%	2.8%	0.1%	0.1%	0.0%
Dover	7.5%	2.1%	4.3%	0.1%	0.1%	0.5%
Folkestone & Hythe	8.9%	2.1%	3.9%	0.1%	0.1%	0.1%
Gravesham	9.2%	1.6%	4.2%	0.1%	0.1%	0.1%
Maidstone	3.5%	0.5%	1.7%	0.1%	0.1%	0.0%
Sevenoaks	6.8%	1.5%	3.8%	0.1%	0.1%	0.0%
Swale	9.2%	2.3%	4.7%	0.1%	0.1%	0.1%
Thanet	9.1%	2.7%	5.2%	0.1%	0.2%	0.1%
Tonbridge and Malling	4.6%	0.9%	3.0%	0.1%	0.1%	0.0%
Tunbridge Wells	3.4%	0.6%	2.2%	0.1%	0.1%	0.0%
Kent	6.6%	1.5%	3.6%	0.1%	0.1%	0.1%
Medway UA	8.1%	1.7%	4.0%	0.1%	0.1%	0.1%
South East	4.9%	1.0%	2.9%	0.1%	0.1%	0.2%
England	6.4%	1.5%	4.1%	0.1%	0.1%	0.7%

Source: DWP Children in out-of-work benefit households

Presented by: Strategic Commissioning - Analytics, Kent County Council

Chart 7 shows the number of children in Kent aged 0 to 18 living in out of work benefit households in May 2017 by benefit type.

Chart 7: Children in out of work benefit households in Kent, May 2017: Benefit type



Workless households with dependent children

This dataset presents an estimate from the Annual Population Survey of the number of households where no adult is in work and have dependent children. Due to the survey sample size, figures for districts are statistically unreliable. Figures at county level and above are, for the most part, generally more reliable.

It is estimated that 5.1% of all households in Kent are households with dependent children where no adult is in work. The figure for Kent for 2017 is potentially unreliable due to the sample size, however when looking at previous years the figure seems consistent with earlier years. When compared to the South East region (4.4%) a higher proportion of households in Kent are workless with children, however Kent has a lower proportion than the national figure of 7.4%.

A timeseries for Kent, the South East and England are presented in table 13.

Table 13: Workless households with dependent children

Number of workless households with dependent children											
	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Kent	35,500	37,800	35,500	45,000	31,500	38,200	32,700	36,900	33,000	29,000	24,500
South East	162,000	182,700	187,900	193,900	179,100	190,500	168,600	156,300	145,600	134,900	121,600
England	1,653,600	1,714,300	1,783,400	1,808,100	1,758,700	1,654,400	1,613,800	1,488,400	1,353,700	1,287,300	1,208,600

Percentage of all households											
Percentage	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Kent	7.8%	8.3%	7.8%	9.9%	6.6%	8.3%	7.0%	7.8%	6.9%	6.0%	5.1%
South East	6.0%	6.7%	6.9%	7.0%	6.4%	6.9%	6.1%	5.6%	5.2%	4.8%	4.4%
England	9.7%	10.0%	10.4%	10.4%	10.1%	9.5%	9.3%	8.6%	7.8%	7.4%	6.9%

Source: ONS Annual Population Survey: Households with dependent children and type
Presented by: Strategic Commissioning - Analytics, Kent County Council

English Indices of Deprivation 2015

The English Indices of Deprivation, published by the Department for Communities and Local Government (DCLG), combines information from seven domain indices (which measure different types or dimensions of deprivation) to produce an overall relative measure of deprivation. The domain indices can be used on their own to focus on specific aspects of deprivation.

The Income Deprivation Affecting Children Index

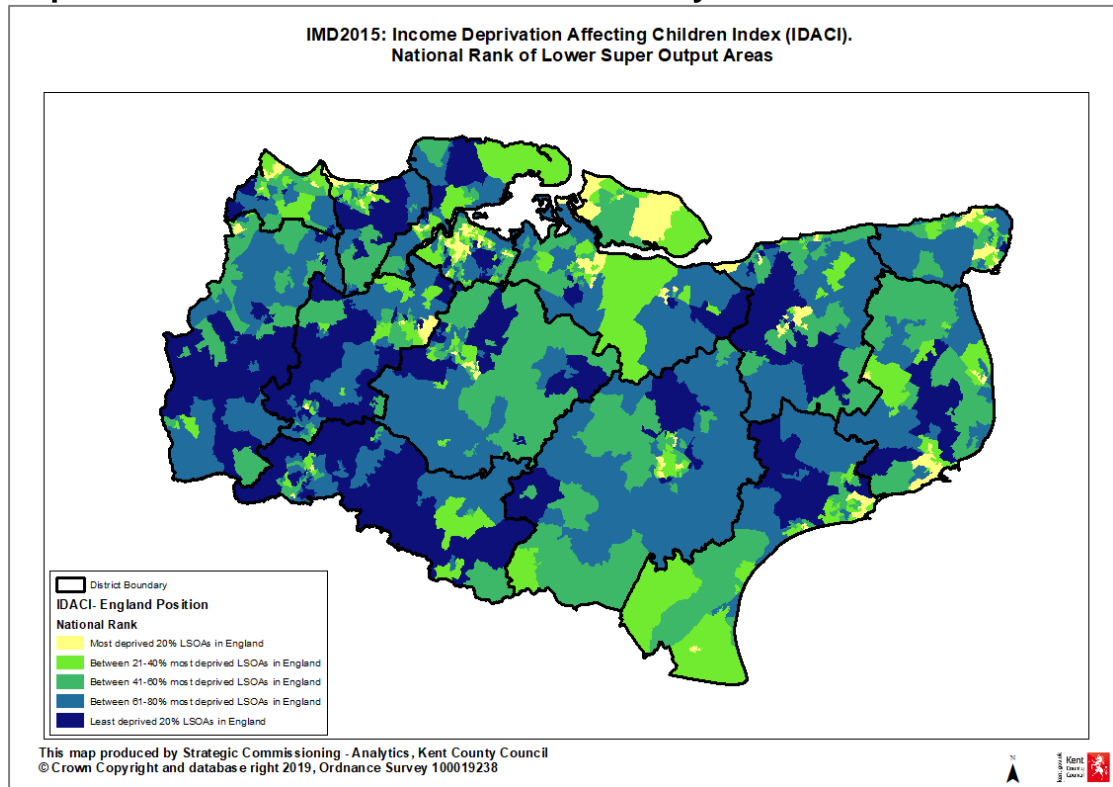
In addition to the seven domain indices The English Indices of Deprivation also contain supplementary indices concerned with income deprivation among children (IDACI).

The IDACI measures the proportion of all children aged 0 to 15 living in income deprived families. It is a subset of the Income Deprivation Domain which measures the proportion of the population in an area experiencing deprivation relating to low income. The definition of low income used includes both those people that are out-of-work, and those that are in work but who have low earnings (and who satisfy the respective means tests).

The Index shows the proportion of children in each Lower-layer Super Output Area (LSOA) that live in families that are income deprived; those that are in receipt of Income Support, income-based Jobseeker's Allowance, Pension Credit Guarantee or Child Tax Credit below a given threshold.

Each LSOA is given a score and that score is then ranked against all 32,844 LSOAs nationally. The national rank of Kent LSOAs for the IDACI is presented in Map 2.

Map 2: IDACI: National rank of Kent & Medway LSOAs



The IDACI scores are rates so can be interpreted as the proportion of the relevant population that is 'income deprived'. For example, a score of 0.24 on the Income Deprivation Affecting Children Index would mean that 24% of children in the area live in income-deprived families.

Table 14 shows the top twenty most deprived areas within the Kent County Council area according to the IDACI. Seventeen of the top twenty areas are within coastal areas, particularly in Thanet and Swale and all are within the top 10% most deprived in the country.

The most deprived area in Kent according to the IDACI is within Sheerness East ward in Swale with a score of 0.59 which equates to 59% of children in that area live in income deprived families.

Table 14: IDACI (ID2015): top 20 most deprived areas in Kent

The top 20 most deprived areas within Kent: ID2015: Income Deprivation Affecting Children Index (IDACI) domain

Source: English Indices of Deprivation 2015, DCLG:Department for Communities and Local Government

Table presented by Strategic Business Development & Intelligence, Kent County Council

Lower Super Output area	Electoral Ward	Local Authority	IDACI score	National Rank out of 32,844 LSOAs	Within top 10% most deprived in England	Kent rank out of 902 LSOAs
Swale 001A	Sheerness East	Swale	0.59	166	yes	1
Thanet 001E	Margate Central	Thanet	0.55	360	yes	2
Shepway 014A	Folkestone Harbour	Shepway	0.55	369	yes	3
Thanet 004A	Cliftonville West	Thanet	0.54	420	yes	4
Thanet 001D	Cliftonville West	Thanet	0.54	440	yes	5
Thanet 001A	Cliftonville West	Thanet	0.53	451	yes	6
Thanet 006D	Dane Valley	Thanet	0.52	566	yes	7
Swale 001B	Sheerness East	Swale	0.52	606	yes	8
Swale 005C	Queenborough and Halfway	Swale	0.51	615	yes	9
Swale 002C	Sheerness West	Swale	0.51	652	yes	10
Shepway 014B	Folkestone Harvey Central	Shepway	0.51	684	yes	11
Thanet 003A	Margate Central	Thanet	0.50	795	yes	12
Dover 011F	St Radigunds	Dover	0.50	787	yes	13
Thanet 013B	Newington	Thanet	0.49	898	yes	14
Thanet 013A	Newington	Thanet	0.49	897	yes	15
Swale 002B	Sheerness West	Swale	0.49	905	yes	16
Gravesham 001C	Northfleet North	Gravesham	0.49	970	yes	17
Canterbury 011A	Northgate	Canterbury	0.49	1,008	yes	18
Swale 015D	Davington Priory	Swale	0.48	1,048	yes	19
Dartford 001A	Joyce Green	Dartford	0.48	1,141	yes	20

The DCLG does not publish ward level figures as an additional output. Lower-layer Super Output Areas are a more suitable small area geography than wards for measuring relative deprivation. Wards are much larger than Lower-layer Super Output Areas, vary greatly in size and are prone to regular boundary changes, making them unsuitable as a unit of analysis or for identifying pockets of deprivation. It is, however, possible to calculate ward scores by following DCLG guidance.

To create an average score for each ward the IMD score is first multiplied by the LSOA population for each LSOA within the ward. These totals are summed and then divided by the population of the ward to create the average score for that ward. The scores are then ranked against all 283 2011 Census Wards in Kent.

The top 10 most deprived wards in Kent according to the IDACI are presented in table 15.

Table 15: IDACI: Calculated Ward ranks for 2011 Census wards in Kent (Excluding Medway)

Ward Name	Local Authority	KCC Rank
Cliftonville West	Thanet	1
Newington	Thanet	2
Sheerness East	Swale	3
Margate Central	Thanet	4
Folkestone Harvey Central	Shepway	5
Sheerness West	Swale	6
Stanhope	Ashford	7
Northgate	Canterbury	8
Folkestone East	Shepway	9
Folkestone Harbour	Shepway	10

Source: Based on the Indices of Deprivation 2015, Department for Communities and Local Government (DCLG) but calculated by Strategic Business Development & Intelligence, Kent County Council

Education, Skills and Training Deprivation

Within the main English Indices of Deprivation one of the seven domains is The Education, Skills and Training Deprivation Domain. This measures the lack of attainment and skills in the local population.

The indicator falls into two sub-domains: one relating to children and young people and one relating to adult skills. These two sub-domains are designed to reflect the 'flow' and 'stock' of educational disadvantage within an area respectively. That is, the 'children and young people' sub-domain measures the attainment of qualifications and associated measures ('flow'), while the 'skills' sub-domain measures the lack of qualifications in the resident working age adult population ('stock').

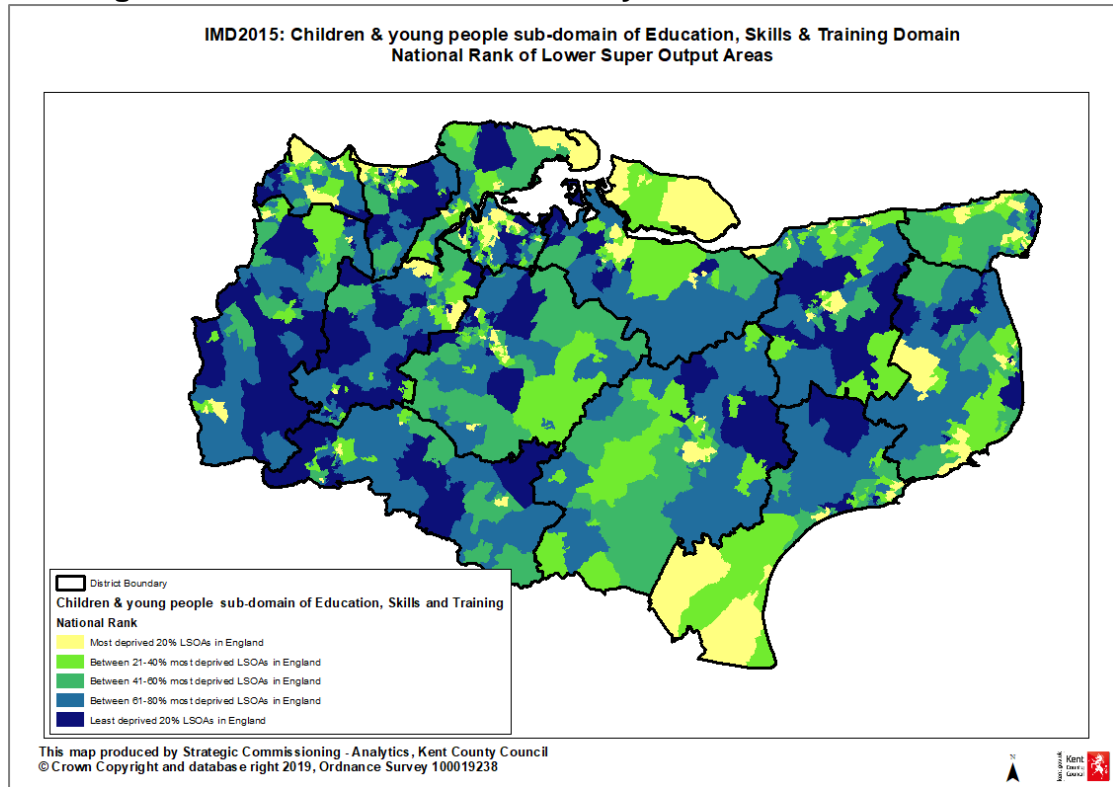
The children and young people sub-domain creates a score based upon:

- Key Stage 2 attainment: The average points score of pupils taking reading, writing and mathematics Key Stage 2 exams¹²
- Key Stage 4 attainment: The average capped points score of pupils taking Key Stage 4
- Secondary school absence: The proportion of authorised and unauthorised absences from secondary school
- Staying on in education post 16: The proportion of young people not staying on in school or non-advanced education above age 16
- Entry to higher education: A measure of young people aged under 21 not entering higher education.

Each LSOA is given a score and that score is then ranked against all 32,844 LSOAs nationally.

The national rank of Kent LSOAs for the children and young people sub-domain of education, skills and training is presented in Map 3.

Map 3: Children & young people sub-domain of Education, Skills & Training: National rank of Kent & Medway LSOAs



Fifteen of the top 20 most deprived areas in Kent, according to the children and young people sub-domain of education, skills and training, are in coastal areas of the county.

The most deprived area in Kent according to this sub-domain is in Cliftonville West ward in Thanet. Nationally it is ranked as the 2nd most deprived area in the country.

Table 16 shows the top twenty most deprived areas in Kent based upon the children and young people sub-domain of education, skills and training.

Table 16: Children & young people sub-domain of Education, Skills & Training: top 20 most deprived areas in Kent

The top 20 most deprived areas within Kent: ID2015 Children & young people sub-domain of Education, Skills and Training domain

Source: English Indices of Deprivation 2015, DCLG:Department for Communities and Local Government

Table presented by Strategic Business Development & Intelligence, Kent County Council

Lower Super Output area	Electoral Ward	Local Authority	Children & young people sub-domain score	National Rank out of 32,844 LSOAs	Within top 10% most deprived in England	Kent rank out of 902 LSOAs
Thanet 001A	Cliftonville West	Thanet	2.77	2	yes	1
Thanet 001E	Margate Central	Thanet	2.28	36	yes	2
Ashford 008C	Stanhope	Ashford	2.18	55	yes	3
Swale 006A	Leysdown and Warden	Swale	2.15	67	yes	4
Shepway 014C	Folkestone Harvey Central	Shepway	2.15	72	yes	5
Dover 013B	Maxton, Elms Vale and Priory	Dover	2.05	113	yes	6
Swale 001A	Sheerness East	Swale	2.02	133	yes	7
Thanet 001D	Cliftonville West	Thanet	1.94	180	yes	8
Swale 002C	Sheerness West	Swale	1.93	188	yes	9
Dover 011F	St Radigunds	Dover	1.92	195	yes	10
Swale 006B	Leysdown and Warden	Swale	1.92	197	yes	11
Swale 002B	Sheerness West	Swale	1.85	292	yes	12
Tunbridge Wells 005A	Sherwood	Tunbridge Wells	1.83	317	yes	13
Swale 005C	Queenborough and Halfway	Swale	1.83	318	yes	14
Swale 015D	Davington Priory	Swale	1.80	359	yes	15
Maidstone 009C	High Street	Maidstone	1.75	436	yes	16
Dover 013E	Town and Pier	Dover	1.75	442	yes	17
Maidstone 013B	Park Wood	Maidstone	1.73	463	yes	18
Maidstone 013C	Shepway North	Maidstone	1.71	508	yes	19
Swale 002A	Sheerness West	Swale	1.70	520	yes	20

As with the IDACI it is possible to calculate ward level deprivation for the children & young people sub-domain. following the DCLG guidelines.

The top 10 most deprived wards in Kent according to the children & young people sub domain are presented in table 17.

Table 17: Children & young people sub-domain of Education, Skills & Training: Calculated 2011 Census Ward ranks in Kent (excluding Medway)

Ward Name	Local Authority	KCC Rank
Leysdown and Warden	Swale	1
Stanhope	Ashford	2
Cliftonville West	Thanet	3
Sheerness West	Swale	4
Town and Pier	Dover	5
Sheerness East	Swale	6
Tower Hamlets	Dover	7
Margate Central	Thanet	8
Northgate	Canterbury	9
Beaver	Ashford	10

Source: Based on the Indices of Deprivation 2015, Department for Communities and Local Government (DCLG) but calculated by Strategic Business Development & Intelligence, Kent County Council

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Air cargo as a UK engine of growth in a post-Brexit world

20 / 07 / 2018

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As Britain heads for the exit door to leave the European Union (Brexit), the head of UK flag carrier CargoLogicAir (CLA) outlined the need for negotiators in London and Brussels to recognise the importance of airfreight in future cross border trade.

David Kerr, chief executive of CLA, said that the B747F operator had flown over 2,200 flights since 2017 to “all corners of the globe”, carrying 170,000 tonnes of cargo, and remains on track to build a fleet of five freighters within five years, with the fourth aircraft expected to join in 2019.

Kerr told the cargo conference at the Farnborough International Airshow: “The business case to invest in a British cargo airline with a modern fleet and a growing network was to support one of the world’s leading economies in the top five and top ten of global importers and exporters respectively.”

CLA’s boss, with solid experience in international airfreight, said that his airline’s commitment to “build a strong British cargo industry” needed support from key stakeholders such as the government and airport operators: “It is critical to success”.

As civil and military aircraft soared in the skies above Farnborough, Kerr said that Britain’s £35bn turnover aerospace industry – 85% being exports - employs 123,000 people.

Said Kerr: “Those British aerospace exports need the fast and flexible solutions of the air cargo industry. Our airline is here to support UK industry and economy, and importers and exporters alike, and we want cargo's voice to be heard by every stakeholder.

“We need our industry to be recognised for its role as a facilitator of global trade and we need all the support that goes with that.

“At a time when the UK government is defining its aviation policy in the context of Brexit we must ensure that the needs of cargo and its importance to UK plc are at the forefront of everyone's minds.”

CLA is working with industry colleagues and associations in supporting an initiative to “drive better research to highlight the value of air cargo to UK economy”.

London’s negotiations with Brussels will include flying rights and aviation regulatory oversight, but Kerr wants there also to be focus on cross border trading regimes, keeping them free flowing.

“Like everybody else we want to see a swift resolution, and we need the right outcome for our industry and for companies like CLA who are making a long-term commitment to the UK market and to British business.”

Kerr then switched to the “vital role” played by stakeholder airports, observing that “many airports still regard cargo as a lower priority” at a time when airport

expansion is top of the agenda, adding that cargo needs to be heard in the debate, particularly on aircraft slots.

“We also require proper infrastructure on the ground for cargo operators at UK airports, including parking and handling. To this end we will be giving UK airports the opportunity to get back into the all-cargo game by engaging in a tender process aimed at enhancing our operating base platform wherever that may end up.

“We need airports to be more forward thinking when it comes to cargo and cargo handlers, and to provide their knowhow and capital to provide the right solutions.”

An example of such forward thinking came 24 hours later when Liege Airport in Belgium inked a Memorandum of Understanding on strategic cooperation with Volga-Dnepr Group (VDG) and strategic partner CLA.

Within the next three to five years, the trio will work in establishing a regional freighter hub for VDG and CLA, with the provision for up to 30 cargo flights per week

And just 48 hours before local councils surrounding Heathrow threatened a legal challenge to UK government approval for a third London runway, Kerr was in prescient form: “We also hope that local government will recognise the value to be gained from supporting the expansion of airport cargo facilities.

“The growth of UK airports and aviation is not just about noise and pollution; it is about trade and the future of UK business.”

He concluded: “Air cargo can be the engine of the UK economic growth and we at CLA look forward to playing a leading role in that progress.”

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TOWARDS A UK AVIATION SKILLS PLAN

**— THE FUTURE SKILLS AND TRAINING NEEDS
OF THE AVIATION OPERATING INDUSTRY**



Simon Witts, FRAeS

A Discussion Paper by the
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TOWARDS A UK AVIATION SKILLS PLAN

— THE FUTURE SKILLS AND TRAINING NEEDS OF THE AVIATION OPERATING INDUSTRY

Simon Witts, FRAeS

Simon Witts is a highly experienced transportation operations, engineering, regulatory, education, skills & training senior executive with a career spanning all aspects of airline and aviation operations — latterly working across other sectors. An Executive Director on the Boards of five regional airlines, including for British Airways, initially in an Engineering/Technical capacity and latterly responsible for all aspects of airline operations (COO role) he is a regular conference speaker.

He was most recently at City & Guilds/ILM Group as a Director. Prior to this, he created and was then Director of the Training Academy at Flybe — considered by many to be a nationally significant Academy. A GoSkills Board Member/Chairman of the GoSkills Aviation Industry Board, he also established and chaired the Exeter & Heart of Devon Employment and Skills Board.

Born near London and a Graduate from Queen Mary College, University of London, in Aeronautical/Electronic Engineering, he also spent nine years with the UK Civil Aviation Authority in flight test and transport aeroplane certification, including responsibility for the Boeing 777 programme. He started his career with Bristow Helicopters, moving to Racal/Decca in the development, marketing/sales of navigation/mission management systems involving significant worldwide experience.

Front cover: *The control tower at Heathrow Airport. NATS photo.*

This paper does not represent the views of the Royal Aeronautical Society. While the author would like to thank all who have commented on earlier drafts of this paper, the author accepts full responsibility for any errors of commission or omission.

February 2013

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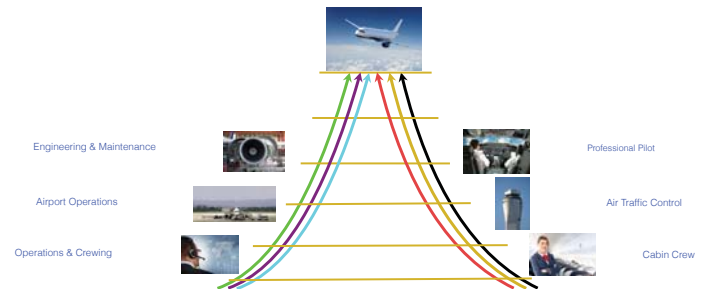
1.0 INTRODUCTION

The UK has a proud aviation heritage of design, manufacture and operation of aircraft. The workforce of this industry was originally drawn from, and heavily dependent on a readily available, wide-ranging and well-educated pool of people from which it was able to grow, train and develop its own staff eventually to meet the needs of the whole spectrum of aviation.

From 25 August, 1919, and the start of the world's first daily international passenger air service from London to Paris operated by Air Transport & Travel Ltd (later British Airways) in a converted de Havilland bomber, the UK began to train people for roles in the burgeoning aircraft and aerospace operating industry. In these early days aerospace and aviation in the UK were more integrated as the UK manufactured the aircraft that British operators tended to operate; skills were more aligned, operators talked regularly to manufacturers and developed joint approaches to training requirements. Training providers were more involved with and integrated into the sector and hence pathways both into and within the sector were well defined, as well as the institutional pathway for entrants to the industry.

However, from the 1950s, when the emergence of severe economic problems combined with the growth in international competition in the sector, the UK started to suffer from a skills shortage. The resulting skills and training problem led to a number of initiatives, including a cross-party agreement to establish bodies such as the Industry Training Boards in the 1960s, which set standards and generally regulated supply against demand. This steadied the system and created an integrated approach that resulted in a reasonable flow of people through the system.

In the more recent past, as the industry globalised, the UK moved away as a nation from designing and manufacturing complete aircraft (with the exception of helicopters and military vehicles) towards the development and construction of components and sub systems such as wings, engines, landing gear, and large sub-assemblies. Consequently, the sector fragmented into two distinct parts:



Integrated career pathways. Copyright The Aviation Skills PartnershipTM.

- manufacturing
- operation

As the manufacturing side (aerospace), is well covered by other work — and the subject of a recent RAeS Discussion Paper — this paper focuses on the operating industry (aviation) and its the skills and training issues.

It will examine the skills shortage in the sector and whether the current system is capable of generating the right people in the right numbers with the right skills and attributes. It is now well recognised that, while there is a flow of people coming forward and that some people can and will still self-fund their own training where available, there is still a lack of training opportunities for all of those aspiring to enter or to progress within the sector. This is causing a severe shortage and undermining growth in the sector.

2.0 THE AVIATION INDUSTRY

The aviation operating industry in the UK is now effectively aligned with international manufacturers and in most cases, has diverged from UK manufacturing. The operators have worked closely and very effectively with manufacturers to hone the skills requirements to effect the most efficient and safe operation of their products to the point where the industry is the envy of other sectors aspiring to reach comparable safety and operational levels. However, this has tended to leave British training providers with a limited

amount of direct information about how the aviation industry operates and its needs; this affects their ability to increase the knowledge necessary to support the operating industry. Most of the intellectual property around training needs and skills now resides with the manufacturers or sits within the airline. Therefore, as UK providers are increasingly unable to create career pathways, develop training programmes and to deliver them, airlines and operators have started to train their own staff or, in some cases, rely on partnerships with a few large training providers.

So although jobs are readily available on the aerospace side, and although the aviation sector has posts at all levels and in most areas, the career or progression options for people wishing to become involved on the operating side of the industry (aviation, as opposed to aerospace) have become increasingly polarised — to the extent that young people increasingly view the industry as inaccessible. This is in stark contrast to the pure manufacturing, repair and overhaul roles in aerospace where pathways and options are much better defined and where successful training provider/manufacturer relationships, including joint ventures, have opened up a wider range of prospective avenues.

A young person may still stare at an aircraft in the sky, gaze over the fence at an airport and develop an unimpaired enthusiasm for a career in the aviation operating sector, but access to information, advice and guidance and then to find the entry points which are available and accessible has become very difficult. A straw poll among those about seeking entry to the industry yields a widespread view that getting a start in their 'dream sector' is all but impossible. Admittedly, people continue to find innovative and very credible pathways on their own to achieve their dream; but, for the most part, this will never fully generate the numbers of people industry needs. Individuals are taking up educational routes to get to a job that will pay for their training with no intention of staying in that sector long-term.

Overall then, we have a situation where there are few clear accessible pathways leading to jobs in the aviation operating sector.

The problem is exacerbated, particularly in the aviation operating side, as certain careers have tended to become inaccessible to the average person due to the need to fund their own training. A good example of this is pilot training. While great credit goes to the providers who provide world-class training, the result of self funding is that either the UK has increasingly to rely on foreign nationals to take up the available slots, or they are only available to a narrow group who are able to self-fund or those who are simply in the right place at the right time. This is not just a British issue as airlines and aviation organisations worldwide are predicting a serious and significant skills shortage in the aviation sector as a whole. However, it does seem that the UK is in a particularly difficult position.

Lastly, the CAA the regulator in the UK is looking for ways to encourage the development of the competence levels of people in the sector as one of the means of enhancing safety. The issue is not just a question of 'regulatory compliance through vocational qualifications' but also of assuring that the best people get the jobs in the sector which adds a critical layer in trying to create and execute a new skills plan.

So, looking to the future, the ADS Steering Group (ADSSG) has the prime responsibility for developing aerospace skills in the UK for the UK government Department of Business, Innovation and Skills. The ADSSG has done an excellent



Monarch photo.

job in creating and executing a number of initiatives in the aerospace field and work is continuing to ensure that this works at all levels and across all disciplines. Rather than creating a new layer of activity or to add to bureaucracy and cost, it has been suggested that the optimum way of moving forward would be to extend this initiative to the operating side of the industry.

As the pre-eminent, aerospace and aviation learned society in the UK with an International reach; the Royal Aeronautical Society represents all aspects the industry. It is therefore well-placed to consult on and discuss training issues affecting all parts of the aviation sector and thence to establish the foundations of a UK Aviation Skills Plan that would serve the needs of the operating industry. Such a plan would deal with the current problems and capture the initiatives underway; but more importantly, it would create the basis for national and international plans to assure a ready supply of suitable candidates for the aviation industry and enable those already in post to progress up the career ladder. The exposition and implementation of such a plan is critical to the continued success of the UK as a leader in aviation and not just in the aerospace manufacturing sector.

3.0 BUT IS THERE A SKILLS SHORTAGE IN AVIATION?

There is often a discussion of whether there really is a skills shortage in the sector or whether the current system is incapable of generating the right people in the right numbers with the right skills and attributes. However, while there is a flow of people coming forward, and that some people can and will still self-fund their own training where available, there is still a lack of training opportunities for all those aspiring to enter or progress within the sector. This is indeed causing a severe skills shortage and is undermining growth in the sector.

According to Boeing's November 2011 market outlook, the number of aircraft in service will double by 2030. As global economies expand and airlines take delivery of tens of thousands of new commercial jetliners over the next 20 years, the demand for personnel to fly, support and maintain those aircraft will be unprecedented.

Meeting this demand will require aircraft manufacturers and the commercial aviation industry to rely more heavily on new digital technology, including online and mobile computing, to meet the learning requirements of a new generation. The growing diversity of aviation personnel also demands highly qualified, motivated, and knowledgeable instructors with cross-cultural and cross-generational skills. Training programmes will need to focus on enabling airline operators



to gain optimum advantage of the innovative features of the latest generation of aircraft, such as the 787 Dreamliner.

What does this imply in terms of skills needs? The 2012 Boeing Pilot & Technician Outlook projects a need for approximately 460,000 new commercial airline pilots worldwide by 2031. Europe alone will require 100,900 pilots.

A pilot shortage has already arisen in many regions of the world. Airlines across the globe are expanding their fleets and flight schedules to meet surging demand in emerging markets. Asia in particular is experiencing delays and operational interruptions due to pilot scheduling constraints. The region continues to present the largest projected growth in pilot demand, with a requirement for 185,600 new pilots by 2031. China has the largest demand within the region, with a need for 71,300 pilots, North America 69,000, Latin America 42,000, the Middle East 36,100, Africa 14,500, and the CIS 11,900.

The 2012 Boeing Pilot & Technician Outlook also predicted a need for approximately 601,000 maintenance technicians by 2031. In Europe, the number of engineering and maintenance staff to support new aircraft will have to grow by at least 140,200 people. Yet some aviation organisations state that the industry is losing recent graduates to the banking, energy, power and automotive industries. Maintenance, Repair and Overhaul Organisations (MROs) are similarly concerned about the possible effects of a skilled worker shortage.

Skills shortages are therefore not just a British problem. In March 2012 the US Aeronautical Repair Station Association (ARSA) revealed that in a recent survey of ARSA members, skilled worker shortages tie for second place with high fuel prices as the most serious long-term threat to aviation maintenance. Fifty-seven percent of the ARSA members

surveyed say they have had difficulty filling technical positions in the past two years, and 65% expect their business and markets to grow in the coming year.

Similarly, organisations in Australia have warned of the need to focus on ensuring that training and educational institutions are able to equip people to meet industry needs. Operators compete for talent and skills in meeting the shortage of pilots, engineers, cabin crew, air traffic controllers and management and long-term planning has been deemed to be fundamental to the future of the industry there.

As new-generation aircraft come to dominate the fleet over the next 20 years, aircraft reliability will improve and maintenance check intervals will lengthen. Although this trend will moderate demand growth, the requirement for maintenance personnel will continue to expand with the size of the global fleet. Emerging markets that currently recruit maintenance technicians from outside the region will have to develop a foundation for training qualified technical personnel from within the local workforce.

The South African aviation sector is facing an unprecedented loss of skills, as highly trained technical and air crew leave the country for more lucrative employment in Australia, and the Middle and Far East. General aviation has always been the training ground for the whole of aviation, resulting in general aviation remaining under increasing pressure to replace the losses. The same can be said in countries such as Sri Lanka.

To summarise: skills shortages are predicted across most of the key aviation disciplines and any plan designed to rectify this situation should be comprehensive, and not limited to pilots and engineers. While the issue is a global problem, the UK needs urgently to address its shortfall if it is to remain internationally competitive.