

# **London Ashford Airport (Lydd)**

## **Socio-Economic Update**

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March 2009

**Indigo**

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# London Ashford Airport (Lydd) Socio-Economic Update

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# 1. Introduction

- 1.1. Since the submission of the Supplementary Information on Socio-Economic Impacts in October 2007 ("the Supplementary Information 2007"), there has been a significant change in the national, regional, sub-regional and local economy. This statement provides an update on the socio-economic situation for Kent, Shepway and the ward of Lydd. The statement outlines the benefits that the proposed expansion of London Ashford Airport ("LAA") can bring, particularly in providing employment, business and further education opportunities to the area.
- 1.2. This statement should be read in conjunction with Chapter 17 of the Environmental Statements 2006 submitted in support of the application (ref: Y06/1648/SH) for a runway extension and (ref: Y06/1647/SH) for a terminal building, as well as the Supplementary Information 2007.
- 1.3. Each section of this statement provides a brief analysis and summary of recently updated statistical information from the following sources:
  - Indices of Multiple Deprivation 2007;
  - National On-line Manpower Information System (NOMIS) labour market statistics;
  - Regional Statistical Statements published by Kent County Council (January/February 2009 ); and
  - Office of National Statistics (ONS).
- 1.4. This statement is structured as follows:
  - Section 2 – considers the changes to the labour market in the UK, Kent, Shepway and the local areas of Lydd and Romney Marsh since 2007
  - Section 3 – considers updates to the regeneration and economic development policy framework.
  - Section 4 – analyses the impacts of the LAA proposals on employment, tourism and training.
  - Section 5 – provides a summary of the main conclusions from this work.

## 2. Changes in the socio-economic conditions

### Introduction

- 2.1. This section provides a summary of more recent information on the condition of the labour market at national, regional, sub-regional and local level. It also provides some context on how the current state of the economy is impacting the local area of Lydd.

### Labour market conditions in the UK

- 2.2. The UK economy has been in negative economic growth for two successive quarters, officially referred to as a recession.
- 2.3. Unemployment in Great Britain started to rise throughout 2008, in October unemployment was 2.6%, 2.8% in November and 3.1% in December 2008. The government is currently predicting that the economy will continue to decline through 2009.
- 2.4. NOMIS, the most up-to-date UK labour market statistics, recently published the Labour Market Statistics for February 2009. This document reports that between October and December 2008 the number of people unemployed increased by 369,000 compared with the same period the year before, bringing the current total of unemployed to 1.97 million. Furthermore, the number of people in January 2009 claiming Jobseekers Allowance was 1.23 million. This is an increase of 73,800 since December 2008.
- 2.5. The number of redundancies nationwide from October to December 2008 was 259,000. This is the highest figure since comparable records began in 1995.

### Labour market conditions in Kent

- 2.6. The effects of the current recession are having a significant impact in Kent. The impact of the economic downturn is described in detail in the Quarterly Economic Report (QER) published by Kent County Council in January 2009. This document states that unemployment has risen in Kent for the 7th consecutive month. Over the last quarter (October to December 2008), unemployment in Kent has increased by 26.7%.
- 2.7. Between December 2008 and January 2009 the percentage of the Kent resident working age population (males 16-64, females 16-59) who are claiming unemployment benefits rose to 2.7%.

2.8. The QER also identifies significant job losses in the Kent area as follows;

Employer	Number of jobs lost
Woolworths	27 Woolworths stores have closed in Kent (including Medway) resulting in the loss of approximately 1,000 jobs locally.
SpeedFerries	SpeedFerries has ceased trading with the loss of over 100 jobs.
MFI	MFI has closed with the loss of 6 stores in Kent. The number of jobs lost is not known.
The Land of Leather (Furniture Stores)	The Land of Leather furniture store has gone into receivership. Resulting in the closure of four of its stores in Kent (including one in Medway). The number of jobs lost is not known.
Pfizer	Up to 240 jobs are under threat at Pfizer's Research & Development site in Sandwich. This follows earlier job cuts when it closed its manufacturing site in September 2007
ArjoWiggins (Paper Mill)	The paper mill will close at the end of April 2009, with the loss of 127 jobs.
GlaxoSmithKline	GlaxoSmithKline is planning to close its Dartford factory in 2013 affecting 620 workers.
Fidelity International	Fidelity International intends to make 300 members of its staff redundant. The group's British headquarters is located in Hildenborough, Kent.
Southeastern Trains	Southeastern Trains plan to make 300 people redundant during 2009. The company has blamed reduced passenger growth and the economic climate for the decision. The company employs 4,000 people and operates services in Kent, South London and parts of East Sussex. The first 90 redundancies are due to be made by May.
The Port of Dover	The Port of Dover has started outsourcing jobs to the private sector. Around 68 jobs out of a planned total of 190 have been outsourced in January 2009.

2.9. A recent report on the impact and implications of the credit crunch, published by the Department for Communities and Local Government (30 January 2009), ("The Credit Crunch and regeneration: Impact and Implications" by Professor Michael Parkinson) stated that, "...many coastal localities particularly in Kent and East Sussex score considerably lower than the UK average...", in terms of UK competitiveness rankings. As a result, "... they may see a slower rate of recovery from the recession compared with the rest of the region".

#### **Labour market conditions in Shepway**

- 2.10. The number of people claiming unemployment-related benefits (Jobseekers Allowance) in Shepway in January 2009 was 3.8% (2,161) this is significantly higher than the County average of 2.7%, the South East rate of 2.8%, and the National rate of 3.4%.
- 2.11. The rates of unemployment have increased since the submission of the Supplementary Information 2007. In 2006/2007, the number of people claiming unemployment-related benefits in Shepway was 2.8%, which is 1.0% lower than the January 2009 figure.
- 2.12. Although the skills levels in Shepway have improved slightly since 2007, skills levels in Shepway are low, only 22.7% of the working age population in Shepway has qualifications at NVQ level 4 and above, compared with 30.8% for the South East and the Great Britain average of 28.6%.

<b>Labour market conditions in Shepway</b>	2009	2006/ 2007*
<b>Unemployment</b> proportion of total working age population claiming Jobseekers Allowance	3.8%	2.8%
<b>Skill Levels</b> Proportion of total working age population with NVQ level 4 or above	22.7%	17.3%

\* As confirmed Chapter 17 of the Environmental Statements 2006 and the Supplementary Information on Socio-Economic Impacts 2007

- 2.13. The Indices of Multiple Deprivation (IMD) for 2007 indicate that Shepway is ranked 123rd of the 354 local authority Districts in England (where 1 is the most deprived). This indicates that the District is in the most deprived 35% of local authority areas in England and is the third most deprived local authority of the 12 Districts in Kent.
- 2.14. IMD data from 2004 ranked Shepway at 131 out of 354. This is a slip down the IMD scale by 8 places to 123 in 2007 which indicates that Shepway has become more deprived since 2004
- 2.15. Further analysis of the 2007 IMD at the local level reveals that Shepway has some pockets of severe deprivation. The ONS divides the District up into 65 statistical areas known as lower layer super output areas ("SOAs") which are small areas containing an average of 1,500 people. Six of these SOAs are in the most deprived 20% of local areas nationally. Three of these areas are in the most deprived 10% nationally. The most severe deprivation in Shepway is concentrated in Folkestone. When considered against the south-east region as the most affluent region in UK, these levels of deprivation are considerable.

<b>Deprivation in Shepway</b>	2007	2004
Ranked out of the 354 local authority Districts in England where 1st is the most deprived.	123	131

#### **Socio-economic conditions in Lydd**

- 2.16. LAA is located between the towns of Lydd and Lydd-on-Sea, in the Lydd ward. The ward has a population of just over 6,000 people and accounts for around 6% of the total population of Shepway. Kent County Council estimates that there has been no significant change in population in Lydd between 2007 and 2009.
- 2.17. The area around LAA has few large employers, insufficient local job opportunities and access to larger markets is restricted.
- 2.18. The Lydd ward is made up of four SOAs one of which is ranked 14<sup>th</sup> most deprived of the 65 in Shepway District in the Indices of Multiple Deprivation for 2007.
- 2.19. Lydd has the fifth highest unemployment rate of the 22 wards in Shepway District. The number of people claiming unemployment-related benefits in January 2009, according to the QER, has risen 69.9% since January 2008.
- 2.20. Recent statistics by NOMIS published in January 2009 shows that 4.5% of Lydd are unemployed. This is a significant increase since August 2007 when the number of people claiming unemployment benefit in the ward was 3.0%.

<b>Unemployment in Lydd</b>	January 2009	2006/ 2007*
proportion of total working age population claiming Jobseekers Allowance	4.5%	3.0%.

\* As confirmed in Chapter 17 of the Environmental Statements 2006 and the Supplementary Information on Socio-Economic Impacts 2007

### Socio-economic conditions in Romney Marsh

- 2.21. Romney Marsh, a neighbouring ward to Lydd, which lies to the north of LAA is a sparsely populated area of around 2,500 people.
- 2.22. The number of people claiming unemployment-related benefits in Romney Marsh in January 2009, according to the QER, has risen 108.7% since January 2008.
- 2.23. This translates to be 3.3% of the population of Romney Marsh are claiming Jobseekers Allowance. Although this is lower than the Shepway District average of 3.8%, it has increased greatly since August 2007 when the proportion claiming Jobseekers Allowance was 2.3%.

	January 2009	2006/ 2007*
<b>Unemployment in Romney Marsh</b> proportion of total working age population claiming Jobseekers Allowance	3.3%	2.3%.

\* As in Chapter 17 of the Environmental Statements 2006 and the Supplementary Information on Socio-Economic Impacts 2007

### Summary

- 2.24. Between October and December 2008 the number of people unemployed in the UK increased by 369,000 on the same period the year before, bringing the current total of unemployed to 1.97 million.
- 2.25. The number of people claiming job seekers allowance in the UK in January 2008 was 704,900. In January 2009, this figure had increased to 1.23 million people.
- 2.26. The table below summarises the economic changes to Kent, Shepway and the local wards.

<b>Unemployment</b>	January 2009	Baseline data 2006/ 2007
The proportion of total working age population claiming Jobseekers Allowance		
In Great Britain	3.4%	
Unemployment in South East England	2.4%	
Unemployment in Kent	2.7%	
Unemployment in Shepway	3.8%	2.8%
Unemployment in Lydd	4.5%	3.0%.
Unemployment in Romney Marsh	3.3%	2.3%.

- 2.27. The table highlights that while nationally unemployment rates were 3.4% in January 2009, in Shepway rates were even higher at 3.8% and in Lydd they were considerably higher again at 4.5%.
- 2.28. The Lydd unemployment rate has risen 69.9% since January 2008. Unemployment in Romney Marsh has also increased by 108.7% since January 2008. Lydd has the fifth highest unemployment rate of the 22 wards in Shepway District.



- 2.29. When compared with the baseline data from 2006/ 2007, unemployment in Shepway has risen by 1.0%, and in the wards of Lydd and Romney Marsh, by 1.5% and 1.0% respectively. This is a considerable increase in the number of unemployed people in a short timeframe of approximately 2 years.
- 2.30. Shepway as a district has low levels of skills with only 22.7% of the working age population having qualifications at NVQ level 4 and above, compared with 30.8% for the South East and the Great Britain average of 28.6%. In addition, the district is becoming more deprived according to the most recent publication of the IMD 2007.

### 3. Regeneration and Economic Development Policy Framework

#### Introduction

- 3.1. Since the completion of the Environmental Statements in December 2006, several new and updated strategy documents have been published. This was reflected in the Supplementary Information 2007. Since 2007 several strategy documents that were reviewed in draft form have been adopted. This section provides an update on the documents that make up the current regeneration and economic development policy framework at regional, sub-regional and local levels.

#### Current economic development policy framework

- 3.2. The following strategy documents were referred to in the information previously submitted on the anticipated socio-economic impacts of the development proposals for LAA. These documents have had no revisions or alterations and the assessment of them has not changed.

- Regional Economic Strategy for the South East 2006 to 2016 ( South East England Development Agency (SEEDA));
- The Vision for Kent, Sustainable Community Strategy, 2006 (Kent County Council);
- Communicating Confidence, An Economic Growth Strategy, 2007 (The Channel Corridor Partnership);
- Kent's Big Picture – Making Kent a better place to live, work and visit, 2007 (Kent County Council); and
- Sharing in Success – A Community Plan for Shepway 2007 (Shepway District Council).

- 3.3. There were two strategy documents referred to in the information previously submitted which were still in draft form in 2007 when the Supplementary Information 2007 was being prepared;

- The Coastal South East Strategy, 'A Framework for Action for the Coastal South East' was published by SEEDA as a working draft in 2007. The document has since been finalised and published as 'Coastal South East: A Framework for Action' in March 2008. The overall purpose of the framework is to raise the Coastal South East's economic performance. Of particular relevance to LAA, the document stresses the need to secure long term investment to improve coastal connectivity to main urban areas. The framework envisages improved east and west connections within the Coastal South East and better links to and from London, both of which would be facilitated by the expansion proposals for LAA.
- Shepway District Council has also finalised its economic regeneration strategy 'Choose Shepway – An Economic Regeneration Strategy for 2007 to 2017' since the submission of the Supplementary Information 2007. The strategy provides an overall framework for the regeneration and economic development of Shepway and the five underlying aspirations for the District are consistent with the draft document reviewed in 2007.

## Summary

- 3.4. In summary the Supplementary Information 2007 noted that there were a number of core priorities that stood out from the economic policy review. These are as follows:
- Job creation – the need to generate new and local employment opportunities;
  - Skills development – the need to raise economic activity rates by better equipping people with the skills and confidence to participate in the labour market; and
  - Strategic infrastructure – the need to promote investment in strategic infrastructure (including transport infrastructure) in a bid to maximise economic opportunities and to overcome the barriers to success faced by communities living in more remote locations.
- 3.5. In reviewing the wide range of policy and strategy documents initially assessed as part of the 2006 and 2007 submissions, the recently adopted publications continue to support the potential benefits of LAA. They recognise the valuable contribution the airport will make to the local economy, in terms of job creation, skills development and strategic infrastructure.

## 4. Benefits of LAA expansion

### Introduction

- 4.1. The Socio-Economic Impacts Assessment 2006 and the Supplementary Information 2007 presented a detailed account of the likely impacts of the LAA proposals on employment, education and tourism. Since the publication of this information, the UK economy has fallen into a recession. Section 2 of this statement illustrates that there has been a sharp decline in employment in both Shepway District and the local wards, in particular Lydd. It is also clear that the recent and imminent closure of major employers means that the future of the local economy is uncertain.
- 4.2. This section outlines the benefits that the expansion of LAA can bring, particularly in providing employment, business, further education opportunities and an increase in tourism to the area.

### Employment

- 4.3. A significant number of jobs that will be created by the proposed expansion of LAA. Based on an understanding of local labour market conditions and the results of the sensitivity testing carried out for the Supplementary Information 2007 (Section 5), it can be estimated that when LAA is operating at 300,000ppa, the airport will directly employ a total of around 180 people. This is an increase of 122 jobs on the current levels of employment at the airport.
- 4.4. When LAA is operating at 500,000ppa a total 300 jobs will be generated, an increase of 242 jobs.
- 4.5. In addition, the construction of the terminal building will create 28 full time equivalent jobs and the construction of the runway extension will create 4 full time equivalent jobs.
- 4.6. The expansion of LAA will make a significant contribution to addressing unemployment in the local area. It will also add to the very limited local pool of larger employers.

### Skills development and training

- 4.7. Skills, development and training are key regeneration and economic development priorities for Shepway, Kent and the South East as a whole. The expansion of LAA has the potential to make a significant local contribution to achieving these priorities.
- 4.8. LAA has a clear commitment to employing local people and a strong track record of working with local secondary schools. LAA has supported both long term placements where work experience students attend the airport one day a week during term time over a period of months and shorter placements where students attend for a few weeks at a time. These work-based learning schemes have provided opportunities for local secondary school students to gain valuable work experience in a range of disciplines, including airport engineering, marketing and customer service.
- 4.9. LAA wishes to develop appropriate training programmes to accompany the redevelopment proposals. LAA is also committed to exploring new programmes and initiatives which will benefit the local community. These may include the following:
- **Construction training** – this could be based on small cohorts of either young people or long term unemployed people in Lydd and Romney Marsh. The construction of the terminal building in particular would provide a good opportunity to run a training scheme

based on construction trades up to NVQ Level 2. There would be a mixture of classroom training at a local college and onsite construction training. A scheme of this sort would need to be run in conjunction with a training provider who would employ an on site supervisor.

- **Recruitment initiatives** – there are very low economic activity rates amongst women in Lydd. There would be scope for the airport to develop a targeted recruitment campaign aimed specifically at local women who need support and assistance in returning to the labour market.
- **Apprenticeships** – LAA will investigate the feasibility of running a limited number of engineering apprenticeships in conjunction with local colleges. Such a scheme would involve a mixture of classroom training at a local college and onsite engineering training. Apprenticeship would be aimed at local people and provide engineering qualifications to NVQ level 3 or above.

### **Tourism employment**

- 4.10. Tourism is a growing employment sector in Shepway and an important source of income for the District. The number of employees in the tourism sector in Kent grew by 39.9% (11,700 employees) between the years 1995 and 2006.
- 4.11. In Shepway there are 3,700 people employed as a direct result of tourism, this accounts for 11.2% of the total jobs in the area. However, in the current economic climate it is uncertain whether these figures will be the same during the 2009 peak tourist season or whether tourism employment will also decline.
- 4.12. Based on the Supplementary Information 2007, when the airport is operating at 300,000ppa it will generate an additional approximate 7,500 tourists per annum. When the airport is operating at 500,000ppa it will generate an additional approximate 12,500 tourists per annum.
- 4.13. Using an employment multiplier set out in the Supplementary Information 2007 it was estimated that at 300,000 ppa LAA will generate a total of approximately 10 indirect jobs in the tourism sector and a total of approximately 11 induced jobs in the tourism sector.
- 4.14. At 500,000ppa, LAA will generate a total of approximately 16 indirect jobs and 18 induced jobs in the tourism sector.

### **Tourism Income**

- 4.15. The Supplementary Information 2007 used comparable research conducted by South West Tourism (The Value of Tourism 2003) which indicated that each visitor is worth £242 to the South West economy.
- 4.16. Using this average spend figure, it is possible to estimate that the total spend generated by visitors using the expanded airport would be £1.815 million per annum when operating at 300,000ppa and £3.025 million per annum when operating at the 500,000ppa.
- 4.17. The analysis of tourism that was submitted in the Supplementary Information 2007 notes that some overseas visitors using LAA will have destinations outside Shepway as the primary purpose of their visit. Ashford would be well placed to accommodate these additional visitors.
- 4.18. To further enhance this, it is proposed that a dedicated shuttle bus will operate to transfer passengers and staff between LAA and Ashford International. This commitment was stated in the Revised Travel Plan (Volume 8 Appendix 18) of the Supplementary Environmental Information August 2008. This will automatically direct passengers to Ashford and it is reasonable to assume that a proportion of tourists will stop off within the Borough, visiting

local attractions such as the Designer Factory Outlet, the County Square Shopping Centre and the historic settlements of Tenterden and Chilham.

- 4.19. In summary, the expansion of LAA will result in between £1.815 million per annum and £3.025 million per annum being spent in the local and surrounding areas, including Ashford.

#### **Noise update and tourism**

- 4.20. The Supplementary Information 2007 outlines that Shepway has a diverse tourist offer and some of the area's attractions are based on the peace and tranquillity that they provide in beautiful natural surroundings. Romney Marsh and the Kent Downs Area of Outstanding Beauty are cases in point, as are the wide range of camping and caravanning facilities along the Shepway coastline.
- 4.21. Romney Marsh in particular has been identified by a national mapping exercise undertaken by the Campaign for the Protection of Rural England in 2006 as the largest expanse of relatively tranquil area in Kent.
- 4.22. The Supplementary Information 2007 assessed the potentially negative tourism impacts generated by the expansion proposals for LAA in terms of the likely impacts from aircraft noise on tranquillity-based tourism activities. It concluded that based on the predicted fleet mix for the expanded airport, the aircraft movements associated with 500,000ppa will include up to 8 daily movements of larger Boeing 737 and Airbus 319 aircraft. This is equivalent to one larger aircraft movement every 2 hours on average during the daytime flying hours.
- 4.23. The updated Noise Assessments 2009 concludes that at 500,000ppa the increase in airborne noise levels is minor and would not exceed the threshold for the onset of community annoyance at 57dB(A). On this basis the impacts on tranquillity-based tourism will also be minor.
- 4.24. Noise impacts are unlikely to cause a significant reduction in tranquillity-based tourism in the vicinity of the airport.

#### **Summary**

- 4.25. The expansion of LAA has the potential to create up to 300 jobs for the local community once it is operating at 500,000ppa. In addition, the construction of the terminal building will create approximately 28 full time equivalent jobs and the construction of the runway extension will create approximately 4 full time equivalent jobs.
- 4.26. LAA recognises the need to develop appropriate training programmes to accompany the redevelopment proposals and is committed to exploring new programmes and initiatives which will benefit the local community, including construction training, recruitment initiative and possible apprenticeships.
- 4.27. The expansion of LAA will have a positive impact on the tourism industry in Shepway and the wider sub-region by generating increased visitor spend from tourists and creating tourism related jobs. Ashford will directly benefit from the increase in tourists to the area as a shuttle bus service will take tourists to Ashford.
- 4.28. Overall, given the shortage of large employers locally and the downward trend in employment LAA will provide employment opportunities, improve skills and training, and bring tourism to the area. LAA will make a significant contribution to the delivery of regeneration and economic development in Shepway.

## 5. Summary and conclusions

- 5.1. This summary provides information on the current economic conditions on a national, regional and local level. The summary highlights the effects the current economic climate is having on the local area and outlines the economic benefits that the proposed expansion of LAA can bring to the area, particularly in providing employment, tourism, business and education and training opportunities.
- 5.2. The UK economy has been in negative economic growth for two successive quarters, officially referred to as a recession. Unemployment started to rise nationally throughout 2008, in October unemployment was 2.6%, 2.8% in November and 3.1% in December 2008. The government is currently predicting that the economy will continue to decline through 2009.
- 5.3. The effects of the current recession are having a significant impact in Kent. Unemployment has risen in Kent for the 7th consecutive month. Over the last quarter (October to December 2008), unemployment in Kent has increased by 26.7%.
- 5.4. The recession is also affecting the district of Shepway and the wards of Lydd and Romney Marsh. The number of people claiming unemployment-related benefits (Jobseekers Allowance) in Shepway in January 2009 was 3.8% this is significantly higher than the County average of 2.7%, the South East rate of 2.8%, and the National rate of 3.4%.
- 5.5. The ward of Lydd has the fifth highest unemployment rate of the 22 wards in Shepway District. The number of people claiming unemployment-related benefits in Lydd in January 2009 has risen by 69.9% since January 2008.
- 5.6. Recent statistics published in January 2009 shows that 4.5% of the working age of people living in Lydd is unemployed.
- 5.7. The number of people claiming unemployment-related benefits in Romney Marsh in January 2009 has also risen by 108.7% since January 2008.
- 5.8. Shepway as a district has low levels of skills with only 22.7% of the working age population having qualifications at NVQ level 4 and above, compared with 30.8% for the South East and the Great Britain average of 28.6%. In addition, the district is becoming more deprived according to the most recent publication of the IMD 2007.
- 5.9. It is clear from the sharp decline in employment that the recent and imminent closure of major employers means that the future of the local economy is uncertain. However, the proposed expansion of LAA can bring economic benefits to the area through employment, tourism, business, education and training opportunities.
- 5.10. The expansion of LAA has the potential to generate up to around 300 jobs for the local community once it is operating at 500,000ppa. In addition, the construction of the terminal building will create approximately 28 full time equivalent jobs and the construction of the runway extension will create approximately 4 full time equivalent jobs.
- 5.11. LAA recognises the need to develop appropriate training programmes to accompany the redevelopment proposals and are committed to exploring new programmes and initiatives which will benefit the local community including construction training, recruitment initiative and possible apprenticeships.
- 5.12. The expansion of LAA will have a positive impact on the tourism industry in Shepway and the wider sub-region by generating increased visitor spend from tourists and associated

direct, indirect and induced jobs in tourism-related activities.

- 5.13. Overall, given the shortage of large employers locally and the downward trend in employment LAA will provide employment opportunities, potential to improve skills and training, and bring tourism to the area. LAA will make a significant contribution to the delivery of regeneration and economic development in the district of Shepway.



## 6. Sources of information

### Data sources

6.1. In researching this report we have identified data from the following key sources:

- Census 2001
- Office for National Statistics – Neighbourhood Statistics;
- National Online Manpower Information Service (NOMIS) labour market statistics
- Indices of Multiple Deprivation for 2007;
- The Pattern of Deprivation in Kent based on The Indices of Deprivation 2007 – Kent County

### Council (January 2008)

- Shepway Economic Profile 2008 – Kent County Council
- Unemployment change in Kent UN01/09 –Kent County Council (January 2009)
- Changes in Tourism Employment 1995 – 2006 –Kent County Council (May 2008)
- District Profile for: Shepway (version date 22/12/2008) –Kent County Council
- District Dashboards, Shepway - Visit Kent Business (2007)

### Strategy and policy documents

6.2. We have also reviewed the following strategy and policy documents:

- Regional Economic Strategy for the South East 2006 to 2016 – SEEDA (2006);
- A Framework for Action for the Coastal South East - SQW on behalf of SEEDA (working draft of July 2007);
- The Vision for Kent: A Sustainable Community Strategy – Kent Partnership (2005);
- Kent Prospects 2007 to 2012 – Kent Partnership (June 2007);
- Kent's Big Picture: Making Kent a better place to live, work and visit - Kent County Council Environment and Regeneration Directorate (June 2007);
- Communicating Confidence: An Economic Growth Strategy – Channel Corridor Partnership (2007);
- Choose Shepway: An Economic Regeneration Strategy for 2007 to 2017 – Shepway District Council (forthcoming); and
- Sharing in Success: A Community Plan for Shepway - Shepway Community Partnership (March 2007).
- The Credit Crunch and Regeneration: Impact and Implications An independent report to

the Department for Communities and Local Government ( January 2009)

- <http://www.communities.gov.uk/documents/citiesandregions/pdf/1135143.pdf>
- <http://www.kent.gov.uk/NR/rdonlyres/2681A1ED-94A1-4345-8578-49F7D6CBD4E2/13176/deprivationinkentreport2007.pdf>
- <http://www.visitkentbusiness.co.uk/library/researchdevelopment/District-Dashboard-Shepway.pdf>