

**ENVIRONMENT, HIGHWAYS AND WASTE POLICY
OVERVIEW AND SCRUTINY COMMITTEE**

Tuesday, 18th January, 2011

10.00 am

**Council Chamber, Sessions House, County Hall,
Maidstone**

**Would Members please bring their copy of the Draft
Budget and Medium Term Financial Plan circulated on
6 January 2011**





AGENDA

ENVIRONMENT, HIGHWAYS AND WASTE POLICY OVERVIEW AND SCRUTINY COMMITTEE

Tuesday, 18th January, 2011, at 10.00 am Ask for **Karen Mannering**
Council Chamber, Sessions House, County Telephone **01622 694367**
Hall, Maidstone

Tea/Coffee will be available 15 minutes before the meeting

Membership (12)

Conservative (11): Mr C Hibberd (Chairman), Mr J R Bullock, MBE, Mr N J Collor,
Mr J M Cubitt, Mr M J Harrison, Mr J D Kirby, Mr S Manion,
Mr R F Manning, Mr R A Pascoe, Mrs E M Tweed and
Mr M J Whiting

Liberal Democrat (1): Mr M B Robertson (Vice-Chairman)

Webcasting Notice

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UNRESTRICTED ITEMS

(During these items the meeting is likely to be open to the public)

Item No

A. Committee Business

- A1 Introduction/Webcasting
- A2 Substitutes
- A3 Declaration of Interests by Members in items on the Agenda for this meeting
- A4 Minutes - 4 November 2010 (Pages 1 - 10)

B. ITEMS FOR DISCUSSION

- B1 Cabinet Member's and Executive Director's Update (Oral Report)

- B2 Financial Monitoring 2010/11 (Pages 11 - 30)
- B3 Budget 2011/12 and Medium Term Financial Plan 2011-13 (Pages 31 - 44)
(Would Members please bring their copy of the draft budget and medium term financial plan circulated on 6 January 2011)
- B4 Core Monitoring Report (Pages 45 - 76)
- B5 Growth without Gridlock- A Transport Delivery Plan for Kent (Pages 77 - 80)
- B6 Local Transport Plan for Kent 2011-16 (Pages 81 - 84)
- B7 Rail Action Plan for Kent (Pages 85 - 138)
- B8 'Access to East Kent' Regional Growth Fund bid (Pages 139 - 142)
- B9 The Management of Double Parking and Parking at Dropped Kerbs (Pages 143 - 144)
- B10 Planned Carriageway and Footway Maintenance Programme 2011/12 (Pages 145 - 148)
- B11 Future Highways Procurement - Update (Pages 149 - 152)
- B12 Member Highway Fund (Pages 153 - 156)
- B13 Equalities Update (Pages 157 - 164)
- B14 Update on KCC Health Inequalities Strategy (Pages 165 - 242)

C. SELECT COMMITTEE UPDATE

- C1 Select Committee - update (Pages 243 - 256)

EXEMPT ITEMS

(At the time of preparing the agenda there were no exempt items. During any such items which may arise the meeting is likely NOT to be open to the public)

Peter Sass
Head of Democratic Services and Local Leadership
(01622) 694002

Monday, 10 January 2011

Please note that any background documents referred to in the accompanying papers maybe inspected by arrangement with the officer responsible for preparing the relevant report.

KENT COUNTY COUNCIL

**ENVIRONMENT, HIGHWAYS AND WASTE POLICY OVERVIEW
AND SCRUTINY COMMITTEE**

MINUTES of a meeting of the Environment, Highways and Waste Policy Overview and Scrutiny Committee held in the Darent Room, Sessions House, County Hall, Maidstone on Thursday, 4 November 2010.

PRESENT: Mr C Hibberd (Chairman), Mr M B Robertson (Vice-Chairman), Mr J R Bullock, MBE, Mr N J Collor, Mr J M Cubitt, Mr M J Harrison, Mr J D Kirby, Mr S Manion, Mr R F Manning, Mr R A Pascoe, Mrs E M Tweed and Mr M J Whiting

ALSO PRESENT: Mr N J D Chard

IN ATTENDANCE: Mr M Austerberry (Executive Director, Environment, Highways and Waste), Mr S Allum (Mobility Management Team Leader), Mr N Bateman (Head of Technical Services), M D Beaver (Performance And Technology Manager), Mrs R Best (Signs & Lines Manager), Mr D Hall (Head of Transport & Development), Mr R Hallett (Directorate Finance Manager - EHW), Mr B Haratbar (Head Of Countywide Improvements), Mr J Hawkins (Project Manager, Transformation), Mrs E Milne (Team Leader Natural Environment & Coast) and Mrs K Mannering (Democratic Services Officer)

UNRESTRICTED ITEMS

Prior to the commencement of the meeting the Chairman informed Members that it was his intention to take the Items in the following order B6, B4, B5, B1 – B3, B7 – B11.

1. Membership
(Item A2)

The Committee noted that Mr R F Manning replaced Mr W L Richardson.

2. Minutes - 14 September 2010
(Item A5)

RESOLVED that the Minutes of the meeting held on 14 September 2010 are correctly recorded and that they be signed by the Chairman.

3. Change to Keep Succeeding
(Item B6)

(1) "Change to Keep Succeeding" set out a proposed new structure for the senior management of Kent County Council. It was presented to meetings of the Council's Cabinet, Scrutiny Board and Cabinet Scrutiny Committee in the week commencing 11 October 2010. On 15 October Kent County Council started a period of formal consultation on the proposed new senior management structure with the 25 staff impacted by the proposal. At the same time a wider informal consultation was commenced which was open to all staff and partners. The consultation period ended

on 3 December 2010. A report would then be made to full Council on 16 December for a revised management structure and plans for the implementation of that structure. The target was to implement the change in structure, subject to consultation and the decision of the County Council on 16 December, by 4 April 2011.

(2) The Committee received a presentation on the report, the management structure it proposed, and the process for consulting with staff.

(3) During debate the following issues were raised:-

- Countryside Access – PROW – an excellent team of officers and volunteers. Concern was expressed that the team was included within Customer and Communities – Members preferred these functions were not moved from their existing location
- Every effort should be made to avoid impairing the ability of KHS to deliver
- Members were informed that it would be the Director's remit to adjust functions, and opportunity would be given to comment on the final structure
- Country Parks and Kent Downs – AONB – the work of the team had increased and Members preferred these functions were not moved from their existing location
- Clarification was requested in relation to the procedure to be adopted for slotting staff into new posts in the structure, and for those staff that were not being slotted in. Hay Panels would be set up for some posts. Mr Hawkins undertook to supply the necessary information.

(4) RESOLVED that the report be noted.

4. Briefing on the Marine and Coastal Access Act 2009 and Marine Conservation Zones

(Item B4)

(1) Mrs Milne gave a presentation on the Marine & Coastal Access Act 2009 and Marine Conservation Zones. The paper circulated provided a brief overview of the 2009 Marine and Coastal Access Act and its new provisions. The Act aimed to ensure clean, healthy, safe, productive and biologically diverse oceans and seas, through a number of new management measures and the establishment of a Marine Management Organisation (MMO). One such measure was the creation of a network of ecologically coherent Marine Protected Areas, which would be enhanced by the designation of new Marine Conservation Zones. The Balanced Seas Project was identifying sites off Kent's coast for recommendation as Marine Conservation Zones.

(2) The MMO had a wide range of responsibilities, overseeing the implementation of measures introduced by the Act:-

- New marine planning system
- New marine licensing regime
- Creation of a network of marine protected areas
- Replacement of the Sea Fisheries Committees with Inshore Fisheries and Conservation Authorities (IFCAs)
- Improved environmental data and information

- Creation of a continuous signed and managed public access route around the English coast.

(3) The Marine and Coastal Access Act enabled the creation of a new type of Marine Protected Area, called a Marine Conservation Zone (MCZ). The purpose of the MCZ was to protect nationally important marine wildlife, geology and geomorphology.

(4) Key dates for the project were:-

- June 2010 – submission of first report to the SAP to provide broad areas of interest that met the broad-scale habitats and other criteria of the Ecological Network Guidance. No specific MCZ sites were identified at this stage.
- June 2010 to May 2011 – the project would then build on this initial assessment, developing several themes that would eventually lead to the identification of proposed MCZ sites.
- June 2011 – submission of recommended MCZ sites to Defra.

(5) The process for identifying the proposed MCZs was already underway and the County Council was engaging at the local level to ensure all local considerations (socio, economic and environmental) were included in the identification of the recommended Marine Conservation Zones. There was still the crucial question of how the MCZs would be managed and therefore work would be required, following the submission date of June 2011, to minimise the impact on water users whilst still realising the conservation targets of the designation.

(6) RESOLVED that subsequent reports be submitted to the Committee relating to:-

- (a) Coastal Access elements of the Marine Act; and
- (b) recommendations for Marine Conservation Zones from the Balanced Seas Project.

5. Floods and Water Management Act

(Item B5)

(1) Mrs Milne gave a presentation on the Floods and Water Management Act. The Floods and Water Management Act 2010 designated Lead Local Flood Authorities at Unitary or County Council level. Lead Local Flood Authorities were required to co-ordinate the strategic management of local flood risk (arising from surface water, groundwater and ordinary watercourses) and to approve and adopt Sustainable Drainage Systems. Kent County was at significant risk of local flooding and the new powers placed a substantial burden on KCC to manage the risks. The paper circulated provided an introduction to the new responsibilities and detailed initial work on their implementation at KCC.

(2) An outline of the new flood risk management responsibilities for KCC arising from the Act and Regulations were set out in the report. As Lead Local Flood Authority, Kent County Council would be required to:-

- Develop local partnerships.

- Develop, maintain, apply and monitor a Flood risk management strategy for Kent.
- Investigate and maintain a flood register.
- Adopt additional permitting powers.
- Approve, adopt and maintain Sustainable Drainage Systems (SUDS).
- Meet the requirement of the Flood Risk Regulations (2009) and identify and map areas of significant local flood risk and prepare a strategy for mitigation of this risk.
- Review and scrutinise the exercise of flood and coastal risk management functions in Kent.

(3) A summary of progress that KCC had made to date in implementing the Act and Regulations; and a summary of the key activities that would be undertaken over the next twelve months were set out in the report.

(4) Funding for the full implementation of the Act was still being determined by Defra. The SUDS functions would be funded separately through application, inspection and adoption fees; the Minister was currently consulting on the mechanisms for funding SUDS and the appropriate fees. The other additional burdens would be met by Defra, funding for which would be announced shortly. To date £100,000 had been received to undertake the Dover SWMP and £30,000 to undertake the PFRA.

(5) RESOLVED that:-

- a subsequent report be submitted to the Committee once capacity assessment was completed and the allocation of funding for flood management in Kent was confirmed by central government; and
- further reports on the implementation of the responsibilities be submitted to the Committee.

Mrs Milne was thanked for two very informative presentations.

6. Cabinet Member's Update

(Item B1)

(1) Mr Chard gave a verbal report on the following issues:-

Local Enterprise Partnership (LEP)

Kent Highway Services

Future Highways - procurement update; Road Classifications; Permit Scheme; Road safety events & campaigns; Fastrack; Winter Service Plan implementation.

Integrated Strategy & Planning

Lower Thames Crossing; Local Transport Plan; Kent Rail Summit; Regional Spatial Strategies

Waste

DEFRA Review of Waste Policies; East Kent Joint Waste Project

Environment

South East Business Carbon Hub; Housing retrofit; The England Coastal Path; Country parks update

- (2) RESOLVED that the update be noted and a copy circulated to Members of the Committee.

7. Financial Monitoring 2010/11

(Item B2)

- (1) Members were asked to note the August budget monitoring exception report for 2010/11 reported to Cabinet on 11 October 2010.

Revenue

- (2) The overall position for the EHW Directorate reported to Cabinet on 11 October remained unchanged from the detailed quarterly monitoring reported to the POSC on 14 September 2010.

Capital

- (3) The capital budget had also seen significant in-year reductions. The Integrated Transport (IT) funding had been cut by £4.105m, the road safety allocation by £0.508m and the highway maintenance allocation by £0.04m.
- (4) RESOLVED that the budget variations for the EHW Portfolio for 2010/11 based on the August exception report to Cabinet, and the effects of the in-year budget reductions, be noted.

8. Budget 2011/12 and Medium Term Financial Plan 2011/12 to 2012/13

(Item B3)

- (1) The report identified the proposed strategy for determining next year's budget and the financial plans for the following year. This included an initial analysis of Spending Review 2010, the likely impact on the overall funding for KCC, the indicative cash limit for the EHW portfolio, and the latest indications of likely pressures facing the EHW portfolio.
- (2) The Autumn Budget Statement was due to be presented to Cabinet on 29 November 2010 and would set out the proposed budget strategy following the Spending Review announcement on 20 October. Even after the Spending Review announcement the full impact on the County Council's grants would not be known until the provisional Local Government Finance settlement was received. Indications were that the settlement information would not be received until early December.
- (3) RESOLVED that the report be deferred to the January meeting of the POSC to enable Members to fully consider the paper and accompanying appendices.

9. Delivering Road Safety Service into the Future

(Item B7)

(1) Kent Highway Services had the primary objective of ensuring that safety was at the heart of managing the highway asset. Road Safety had a single purpose, 'to contribute to life in Kent, by reducing the number of people killed and injured on Kent's roads'. Government had set local authorities targets to reduce the numbers of those Killed or Seriously Injured (KSI's), Kent County Council had monitored through the 2010 targets and now through corporate Core Monitoring. Reductions of those killed or seriously injured had been made and Government targets had been exceeded.

(2) Whilst Government targets had been exceeded it remained that further reductions needed to be achieved. Through Kent Highway Services, Road Safety had four key activities that had played a part in casualty reduction – these were the four “E’s”

- Education through awareness and training
- Encouragement through publicity campaigns
- Engineering, through making changes to the Highway Network that control or influence road user behaviour
- Enforcement, through the Kent and Medway Safety Camera Partnership

(3) Kent County Council had a statutory duty under the Road Traffic Act 1988 to carry out studies into the cause of accidents on the roads in their area; and to take appropriate measures to prevent accidents. In the past the Road Safety operations had been funded by reward and area based grants. KCC's contribution for the current financial year is £970k. The comprehensive spending review had removed all ring fencing of area based grants. It remained for KCC to decide how Road Safety should be financed. In anticipation of the spending review ACPO had recommended to the Department for Transport that a revised operating and financing model be introduced. It was anticipated that this operating model created a sustainable Safety Partnership, presently this had not been fully modelled in Kent.

(4) Kent had a successful casualty reduction partnership that could evolve to form a more holistic approach to better inform and influence Road Safety priorities and policies. It was proposed to bring the Health Service to the Road Safety Board.

(5) It was proposed and documented in *“An Operational Review of the Kent and Medway Safety Camera Partnership”* to create a new operating model which led more offenders to being referred to driver improvement rather than fixed penalties. The Association of Chief Police Officers (ACPO) and the Department of Transport were considering the changes. This was likely to change the stewardship of the Safety Partnership away from KCC to Kent Police, detailed decisions were due in the coming months.

(6) Governance and operational working mechanisms would be established to create a more holistic solution through the four “E’s” enabling:-

- Development of cross cutting policy opportunities and recommendations, and providing insight into the impacts upon casualty reduction
- Discussion around areas of public concern such as wider speed enforcement and perception of safety
- Better understanding of crash data and broader intelligence to inform casualty reduction strategies at individual and collective agency levels

- Improved common understanding that reducing casualties not only serves society on a human level but also relieved financial pressure upon individual partners

(7) RESOLVED that the key proposals for discussion to create a sustainable service, outlined in paragraphs (4) – (6) above, be supported.

10. Barrier & Pedestrian Guardrailing Policy

(Item B8)

(1) The report informed members of the new policy for barriers and pedestrian guardrailing. It was intended to provide guidance on the standard to be used for the provision and maintenance of safety barrier and pedestrian guardrailing on Kent County Council's (KCC's) road network.

(2) Barriers were an important element in aiding to maintain the safety of Kent's highway network for highway users. Objects on or adjacent to the highway could present a significant hazard to the road user and there was a clear need to ensure they were properly protected. The policy aimed to support other Kent County Council (KCC) policies, strategies and initiatives, for example the Passive Safety policy and the Road Safety Targets.

(3) The policy set out the methods for assessing the requirement for safety barriers and pedestrian guardrailing. Adherence to the policy would assist in improving the environment through identifying unnecessary barrier and pedestrian guardrailing.

(4) The document had been forwarded to KCC Finance for comment to ensure the Council was able to afford policies made. Internal consultation within KHS was undertaken over a 4 month period from April 2010. The Customer Impact Assessment had been completed and waiting on a decision from the CIA Group if further action was required. Initial findings suggested that this would not be required.

(5) RESOLVED that the Cabinet Member for Environment, Highways and Waste be recommended to approve the Barrier & Pedestrian Guardrailing policy.

11. Signs and Lines Policy & Technical Directive

(Item B9)

(1) Further to Minute 7 of 14 September 2010, adherence to the new policy and Technical Directive for signs and road markings would assist in enhancing the appearance of the urban and rural environment through removal of sign clutter and the use of innovative design and materials. It would enable KHS to contribute to environmental and climate control policies; and would assist in enabling cost efficiencies to be gained through specification of materials and number of signs required to be kept to a minimum.

(2) The policy reviewed existing policy relating to signs and also included new policy in relation to road marking and road studs. Both the policy and the Technical Directive had used the KHS Document toolkit. The document had been forwarded to KCC Finance for comment to ensure the Council was able to afford policies made. Internal consultation within KHS and also with Kent Police was undertaken on 14

June 2010. A further meeting relating specifically to illumination of traffic signs was undertaken on 24 August 2010 and the policy had been amended accordingly.

(3) The Customer Impact Assessment had been completed and waiting on a decision from the CIA Group if further action was required. Initial findings suggested that this would not be required.

(4) RESOLVED that the Cabinet Member for Environment, Highways and Waste be recommended to:-

(a) approve the Signs and Road Marking policy;

(b) approve the Technical Directive; and

(c) note the comments made during the internal consultation.

12. Inclusive Design & Placemaking Guidance

(Item B10)

(1) Further to Minute 6 of 14 September 2010, following expert stakeholder consultation the draft Inclusive Design & Placemaking Technical Appendix for the Kent Design Guide (December 2005) had been amended, and was submitted to the Committee for comment. If Cabinet agreed, the intention was to undertake a public consultation on the guidance. Following final amendments, the document would then be submitted for Cabinet approval and adoption as formal policy.

(2) RESOLVED that:-

(a) the need to produce a cross-county policy on Inclusive Design & Placemaking continue to be supported;

(b) the next step to carry out a public consultation be endorsed; and

(c) the submission of the final document for Cabinet approval and adoption as formal policy be endorsed.

13. Planned Carriageway Maintenance

(Item B11)

(1) Kent Highway Services new 'Planned Carriageway Maintenance Guide' was a concise document that explained how we invested in our roads, planned for the future and undertook preventative treatments to avoid costly repairs. The document outlined what caused roads to deteriorate, how roads were assessed and the range of treatments that were available. It also gave greater understanding of how we look after one of our most valuable assets, our roads.

(2) Sites for inclusion in the annual programmed carriageway maintenance works were selected using a number of national and Kent Highway Services documents. The road network in Kent had an impact on everyone who lived, worked and travelled within or through the County. The Guide identified the maintenance issues and explained why certain maintenance techniques were used rather than others. It described the value of timely preventative maintenance techniques, such as surface

dressings, which were essential elements to maintaining the integrity of the road network.

(3) Following debate Mr Chard thanked the officers for an excellent report.

(4) RESOLVED that:-

- (a) the Planned Carriageway Maintenance Guide be noted; and
- (b) a more detailed report regarding surfacing treatments be submitted to the January meeting of the Committee.

14. Select Committee - update

(Item C1)

(1) The Select Committee on Renewable Energy engaged with Cabinet Members and Directorates on 7 October and had subsequently finalised its report. The report contained 22 recommendations, key themes of which were:- increasing energy efficiency in the KCC estate in order to avoid wasted energy, reducing both costs and carbon emissions; capitalising, within the estate on government incentives which had been put in place to encourage the take up of renewable energy systems; and enabling Kent schools, businesses and householders to do the same by various means including through financial mechanisms such as the new Green Investment Bank; and finally ensuring that the county of Kent was more resilient to energy price rises and benefits in the future from the development and supply of sustainable energy while contributing to national renewable energy targets. The report would be submitted to the Corporate Management Team before being considered by Cabinet on 29 November 2010 and, if time permitted, County Council on 16 December 2010.

(2) RESOLVED that:-

- (a) progress of the Select Committee for Renewable Energy be noted; and
- (b) Members advise the Democratic Services Officer of any items that they would like to suggest for inclusion in the Select Committee topic review programme.

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**TO: Environment, Highways and Waste (EHW) Policy
Overview Committee – 18 January 2011**

**BY: Nick Chard, Cabinet Member for EHW
Mike Austerberry, Executive Director of EHW**

SUBJECT: Financial Monitoring 2010/11

Classification: Unrestricted

Summary:

Members of the POSC are asked to note the November budget monitoring exception report for 2010/11 reported to Cabinet on 10 January 2011.

FOR INFORMATION

1. Introduction

- 1.1 This is a regular report to this Committee on the forecast outturn against budget for the EHW portfolio.

2. Background

- 2.1 A detailed quarterly budget monitoring report is presented to Cabinet, usually in September, December and March, and a draft final outturn report in June. These reports outline the full financial position for each portfolio and are reported to POSCs after they have been considered by Cabinet. In the intervening months an exception report is made to Cabinet outlining any significant variations from the quarterly report. The November exception monitoring reported to Cabinet 10 January 2011 is attached, along with the last detailed quarterly report for ease of reference.

3. Revenue

- 3.1 The overall position for the EHW Directorate reported to Cabinet on 10 January remained largely unchanged from the previous monitoring. However there were some larger offsetting movements within this (shown in the November exception report – see below). The predicted outturn is an underspend of £0.313m of which £0.2m is the rephasing of the MIDAS replacement project into the new financial year, leaving a net real predicted underspend of £0.113m.

3.2 This small underspend comprises some larger over and underspends. Waste is predicted to underspend by £1.8m (reduced tonnage and improved contracting and recycling income) offset by pressures in highways £1.2m (including £0.45m for the early December snow emergency) and pressure on the Freedom Pass of £0.7m (increased take-up).

4. Capital

4.1 There have been a number of adjustments to the predicted capital outturn, which are detailed below in the copy of the November exception report. The most significant of which is the rephasing of the A2 cyclco-park project (formerly know as the A2 linear park) by £2.1m, due to difficulties in completing the necessary land transfer agreements.

4.2 Spending on road maintenance and integrated transport schemes are either on or ahead of schedule and it is expected that both these budgets will be fully spent by the year end.

5 Recommendations

5.1 Members of the POSC are asked to note the budget variations for the EHW Portfolio for 2010/11 based on the November exception report to Cabinet.

Richard Hallett
Head of Finance and Resources
5 January 2011

**ENVIRONMENT, HIGHWAYS AND WASTE
EXCEPTION MONITORING REPORT
NOVEMBER 2010-11**

REVENUE

| | Cash Limit £000s | Variance | | Movement £000s |
|--|---------------------|---------------------|----------------------|-------------------|
| | | This month £000s | Last report £000s | |
| Directorate total | 151,553 | -313 | -324 | 11 |
| Management action | 0 | N/A | N/A | N/A |
| Directorate total after management action | 151,553 | -313 | -324 | 11 |

General

The response to the recent snow emergency has cost approximately £0.45m. This amount would normally be drawn down from the emergency conditions reserve (held corporately) but fortunately Waste is now reporting a higher underspend (see below), which will be used to offset the bad weather costs. This will give us the opportunity to protect the emergency reserve and give the Authority some cover for the probable continued snow and icy conditions through the remainder of the winter.

Despite the slight increase in waste volumes for the previously reported two months, Waste is predicting a further underspend of £0.439m. This comprises an increase of £0.059m in the underspend on the wood recycling contract from £0.244m reported last month to £0.303m and an expectation that recycling income will exceed the target by a net £0.38m.

This gives the Directorate a slightly reduced underspend of £0.313m, £0.2m of which is committed for the rephasing of the MIDAS replacement project. This leaves a net underspend for EHW of £0.113m.

Member Highway Fund

The Member Highway Fund pilot is scheduled to come to an end on 31 March 2011. However, it is predicted that there will be an unspent balance on the fund at that date of approximately £2.6m. Under the terms of the scheme, this money should be removed from Members but it is recommended that these balances are rolled into the new financial year, in order to complete Member plans for their areas. Cabinet is asked to consider this extension of the pilot into the 2011-12 financial year.

CAPITAL

The forecast for the portfolio has moved by -£2.759m since the last month. Projects subject to re-phasing and overall variances affecting 2010-11 are:

- **Highway Major Maintenance:** the current estimated Outturn is £0.511m more than previously reported. The latest prediction includes more Member Highway Fund related capital maintenance works. In addition to this, the safety inspections to street lights have identified that some columns are needed to be replaced to satisfy the safety issues. All of these works are now planned to be carried out in this financial year and these works will be funded from revenue.
- **Integrated Transport (IT) and A2 Slip Road:** this month reporting splits the A2 slip Road from the Integrated Transport block due to the value of the scheme which is more than £1.0m. There is no significant change in the estimated outturn for the A2 Slip Road. However, the integrated Transport scheme block is now reporting a net reduction of £0.276m compared to the October report. The main reasons are as follow:
 - Swale Parkland project is incorrectly reported in EHW portfolio. The budget for this project is in Regeneration Portfolio. The project is managed by KHS on behalf of Regeneration and incorrectly reported within the IT outturn. Transferring the project outturn to Regeneration has now reduced the outturn by £0.675m.
 - The reduction for the transfer of the Swale Parklands project is offset by increased projected spend due to Kent Highway services being able to carry out more S106 and externally funded projects (£0.399m).
- **Ashford Ring Road:** latest prediction shows that part of the work is deliberately being held back due to some uncertainty of receiving Interreg grant payment of £0.212m. Every effort will be made to recover this grant. The earmarked slippage was to contribute to Ashford Borough Council for them to carry out ramp work to the International Station and some major maintenance work to the ring road.
- **Reshaping Kent Highways accommodation:** the overall scheme cost has increased by £0.3m due to an addition to the programme to “house and upgrade” the Urban Traffic Management Centre in the new west Kent depot.

- **Kent Thameside Strategic Transport (KTS):** the current year outturn is reduced by £0.357m. This is mainly due to work on the programme being held back whilst the Government Comprehensive Spending Review (CSR) was taking place. Discussions are currently taking place with HCA to utilise the fund that they have committed to carry out schemes. The full impact of CSR on the KTS is still being evaluated and a major review will be conducted in terms of the timescale for the delivery of the schemes. This means that the planned expenditure for 2011-12 onwards will drastically change.
- **A2 Cyclo-park (formerly A2 linear park):** the projected outturn for this financial year is £0.96m. This outturn includes an additional sum of £0.3m a contribution from Sports England. The project has now been re-phased by £2.124m due to the delay in completing land transfer agreements between Highway Agency and Colyer-Ferguson. A report has been submitted to PAG on 25 October 2010.
- **Country Parks:** the project has slipped by £0.1m mainly due to the tender received for one of the country park projects being much higher than the budget provision. The original proposal is now being reviewed to see whether a cost effective solution can be found. This may involve a further planning application. Therefore it is unlikely that this project will be completed in 2010-11.
- **Waste Programme - approval to plan:** the East Kent Transfer Station project's estimated outturn has now been re-phased by £0.5m in to 2011-12. It was originally forecast that the land purchase would take place in this financial year. However, the land owner has now taken the land off from the market. Hence, we are unable purchase the land from the open market. We are now hoping to acquire the land through serving a Compulsory Purchase Order, which will take more time.

Overall there is a residual balance of +£0.056m on a number of minor projects.

Richard Hallett
 Head of Finance and Resources
 16 December 2010

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ENVIRONMENT, HIGHWAYS & WASTE DIRECTORATE SUMMARY OCTOBER 2010-11 FULL MONITORING REPORT

1. FINANCE

1.1 REVENUE

1.1.1 All changes to cash limits are in accordance with the virement rules contained within the constitution, with the exception of those cash limit adjustments which are considered “technical adjustments” ie where there is no change in policy, including:

- Allocation of grants and previously unallocated budgets where further information regarding allocations and spending plans has become available since the budget setting process.
- Cash limits have been adjusted since the last full monitoring report to reflect a number of technical adjustments to budget.
- The inclusion of new 100% grants (ie grants which fully fund the additional costs) awarded since the budget was set. These are detailed in Appendix 2 of the executive summary.

1.1.2 **Table 1** below details the revenue position by Service Unit:

| Budget Book Heading | Cash Limit | | | Variance | | | Comment |
|--|----------------|----------------|----------------|-------------|-------------|-------------|---|
| | G | I | N | G | I | N | |
| | £'000s | £'000s | £'000s | £'000s | £'000s | £'000s | |
| Environment, Highways & Waste portfolio | | | | | | | |
| Kent Highways Services | 62,942 | -12,724 | 50,218 | 752 | 0 | 752 | Find & fix completion +£0.372m, contract re-procurement +£0.130m, emergency works +£0.250m |
| Public Transport Contracts | 21,490 | -2,977 | 18,513 | 778 | -100 | 678 | Freedom Pass +£0.898m/-£0.1m income, Subsidised buses contract renewal - £0.120m |
| Waste Management | 69,945 | -1,973 | 67,972 | -1,354 | 0 | -1,354 | Increase in contract prices +£1.1m, offset by reduced tonnage -£2.176m & new wood contract -£0.244m |
| Environmental Group | 10,114 | -4,860 | 5,254 | 0 | 0 | 0 | |
| Planning & Development Group | 770 | -15 | 755 | 0 | 0 | 0 | |
| Planning Applications | 1,134 | -477 | 657 | 0 | 0 | 0 | |
| Transport Strategy Group | 503 | | 503 | 0 | 0 | 0 | |
| Strategic Management | 850 | | 850 | -25 | 0 | -25 | PA vacancy |
| Resources | 5,242 | -129 | 5,113 | -375 | 0 | -375 | Vacancies -£0.175m, MIDAS replacement - £0.2m (rephasing) |
| Support Services purchased from CED | 1,768 | | 1,768 | 0 | 0 | 0 | |
| Total E, H & W | 174,758 | -23,155 | 151,603 | -224 | -100 | -324 | |
| Assumed Management Action | | | | | | | |
| Forecast after Mgmt Action | | | | -224 | -100 | -324 | |

1.1.3 **Major Reasons for Variance:** *[provides an explanation of the 'headings' in table 2]*

Table 2, at the end of this section, details all forecast revenue variances over £100k. Each of these variances is explained further below:

Kent Highways Services (KHS):

- 1.1.3.1 The pothole find and fix programme has now concluded. The project was a combination of revenue and capital expenditure, with £5.948m of funding found in revenue (Government £2.448m, reserves £2.5m and KHS redirection £1m). The revenue element of the programme has cost an extra £0.372m to complete. The remainder of the expenditure was on capital and was found from efficiencies in the existing capital budget.
- 1.1.3.2 KHS is incurring additional costs of £0.130m for the re-procurement of the highways term maintenance contract, which will come into effect from September 2011. KHS are using a competitive dialogue process with the bidders, to ensure the most appropriate and cost-effective final solution for the new contract.
- 1.1.3.3 There have been some emergency works for subsidence on Boughton Hill (£0.25m). These are being carried out in capital but will be funded from a revenue contribution.
- 1.1.3.4 The Freedom Pass numbers continue to grow due to the popularity of the pass and the number of journeys now being undertaken. Over 25,500 passes have been issued so far and the final figure for this year is expected to top 26,000, against a budget of 24,000. This brings a forecast net pressure of £0.798m, (£0.898m costs and £0.1m additional income), but it is now offset by an underspend of £0.120m on the support to socially necessary but uneconomic bus services. This underspend has resulted from cash set aside for the renewal of 25% of the contracts, not being needed, as keen prices were achieved from contractors.

Waste Management:

- 1.1.3.5 The RPI index for April was much higher than budgeted, which has put significant price pressure on some of the Waste contracts. The Allington waste to energy price per tonne is £2.38 more than the budgeted figure which increases costs (assuming minimum tonnage through Allington of 325,000 tonnes) by £0.773m. Inflation on other disposal and Household Waste Recycling Centre contracts is expected to increase the total price pressure on waste to £1.1m.
- 1.1.3.6 This price pressure is expected to be offset by overall tonnage being less than the budgeted 760,000 tonnes. Although the cumulative September and draft October tonnage figures are about 4,000 tonnes greater than for the same period last year, they are still below the affordable level for the two months. It is expected that overall tonnage for the year will be 32,000 tonnes below the affordable level. This will give a saving of around £2.176m at an average disposal cost per tonne of £68. As explained in previous reports, relying on waste tonnage to remain permanently low is not advisable and the next few months will be watched closely to see if they repeat the slight upward trend shown in September and October as illustrated in the key activities section 2.1 below.
- 1.1.3.7 A new wood recycling contract is due to be let shortly which is expected to save approximately £0.244m for the rest of this financial year.

Resources and Strategic Management

- 1.1.3.8 Staff vacancies of £0.2m are being held in order to help offset the pressure on the Freedom Pass and other highway issues; (£0.175m within Resources and £0.025m within Strategic Management).
- 1.1.3.9 The MIDAS financial system replacement project is progressing well and it is anticipated that the final phase will be completed by the end of this financial year. There will however be residual development costs for reporting, training and final configurations in the new year and it is expected that £0.2m will need to be rephased in to 2011-12.

Table 2: REVENUE VARIANCES OVER £100K IN SIZE ORDER

(shading denotes that a pressure has an offsetting saving, which is directly related, or vice versa)

| Pressures (+) | | | Underspends (-) | | |
|---------------|---|---------------|-----------------|---|---------------|
| portfolio | | £000's | portfolio | | £000's |
| EHW | Waste contract prices including Allington WtE incinerator | +1,100 | EHW | Waste tonnage | -2,176 |
| EHW | Freedom Pass | +898 | EHW | New wood recycling contract | -244 |
| EHW | Find and fix completion | +372 | EHW | Vacancy savings within Resources and Strategic Management | -200 |
| EHW | Emergency road repairs Boughton Hill | +250 | EHW | MIDAS financial system replacement rephasing | -200 |
| EHW | Term maintenance re-procurement costs | +130 | EHW | Subsidised buses contract renewal | -120 |
| | | | EHW | Increase in Freedom Pass income | -100 |
| | | | | | |
| | | +2,750 | | | -3,040 |

1.1.4 Actions required to achieve this position:

Vacancies in Resources and Strategic Management are being deliberately held in order to achieve this position.

1.1.5 Implications for MTP:

The base budget implications of issues identified in this monitoring report will be a call on the amounts identified in the 2010/13 MTP as emerging pressures in 2011/12 and 2012/13. The details of individual amounts will be included when the revised plan is published for consultation in January 2011 together with any new pressures forecast for 2011/12 and 2012/13. The significant issues for this portfolio arising from 2010/11 budget monitoring are:

- price increases on waste contracts – the April RPI figure, to which the indexation on many waste contracts is linked, was higher than expected in the MTP. Therefore if the index does not reverse in 2011, some catch up funding will be required, to maintain the purchasing power of the budget. This is estimated at about £1.2m currently.
- take-up and usage of the Freedom Pass – the Freedom Pass has proved extremely popular and the numbers of passes issued and the number of journeys undertaken is increasing. This will put a demand pressure on next year's budget of around £1.56m

The revised MTP will include proposals on how the in-year cuts in Government grants will be accommodated in base budgets once it has been confirmed that these reductions are permanent following the announcement of the provisional local government finance settlement for 2011/12 which we anticipate will be in early December. The revised plan will also include the strategy to address the likely reductions in funding over the lifetime of the current parliament following the Chancellor's emergency budget statement on 22nd June in which he outlined his plans to address the national budget deficit, and the Spending Review announcement on 20 October.

1.1.6 Details of re-phasing of revenue projects:

The MIDAS replacement project is progressing well and it is anticipated that the final phase will be completed by the end of this financial year. There will however be residual development costs for reporting, training and final configurations in the new year and it is expected that £0.2m will need to be rephased in to 2011-12.

1.1.7 Details of proposals for residual variance: [eg roll forward proposals; mgmt action outstanding]

It is proposed that the residual forecast underspend of £0.124m (having taken into account the MIDAS rephasing of £0.2m) is held at present to deal with possible future pressures. These pressures are likely to come from Highways for dealing with the extraordinary number of insurance claims currently being experienced, the popularity of the Freedom Pass, the possibility of another bad winter and general maintenance pressures (although KHS is working hard currently to contain these additional general pressures).

1.2 CAPITAL

1.2.1 All changes to cash limits are in accordance with the virement rules contained within the constitution and have received the appropriate approval via the Leader, or relevant delegated authority.

The capital cash limits have been adjusted since last reported to Cabinet on 11th October 2010, as detailed in section 4.1.

1.2.2 **Table 3** below provides a portfolio overview of the latest capital monitoring position excluding PFI projects.

Table 3

| | Prev Yrs Exp £000s | 2010-11 £000s | 2011-12 £000s | 2012-13 £000s | Future Yrs £000s | TOTAL £000s |
|--|--------------------------|------------------|------------------|------------------|---------------------|----------------|
| Environment, Highways & Waste Portfolio | | | | | | |
| Budget | 100,869 | 161,106 | 92,010 | 89,904 | 247,185 | 691,074 |
| Adjustments: | | | | | | |
| - rephasing August monitoring | | -955 | 955 | -500 | 500 | |
| Revised Budget | 100,869 | 160,151 | 92,965 | 89,404 | 247,685 | 691,074 |
| Variance | | -5,870 | 5,201 | -108 | -4,939 | -5,716 |
| split: | | | | | | |
| - real variance | | +47 | +397 | -128 | -6,032 | -5,716 |
| - re-phasing | | -5,917 | +4,804 | +20 | +1,093 | 0 |
| | | | | | | |
| Real Variance | | +47 | +397 | -128 | -6,032 | -5,716 |
| Re-phasing | | -5,917 | +4,804 | +20 | +1,093 | 0 |

1.2.3 Main Reasons for Variance

Table 4 below, details all forecast capital variances over £250k in 2010-11 and identifies these between projects which are:

- part of our year on year rolling programmes e.g. maintenance and modernisation;
- projects which have received approval to spend and are underway;
- projects which are only at the approval to plan stage and
- Projects at preliminary stage.

The variances are also identified as being either a real variance i.e. real under or overspending which has resourcing implications, or a phasing issue i.e. simply down to a difference in timing compared to the budget assumption.

Each of the variances in excess of £1m which is due to phasing of the project, excluding those projects identified as only being at the preliminary stage, is explained further in section 1.2.4 below.

All real variances are explained in section 1.2.5, together with the resourcing implications.

Table 4: CAPITAL VARIANCES OVER £250K IN SIZE ORDER

| portfolio | Project | real/ phasing | Project Status | | | |
|--|---|------------------|--------------------------------|--------------------------------|-------------------------------|--------------------------------|
| | | | Rolling Programme £'000s | Approval to Spend £'000s | Approval to Plan £'000s | Preliminary Stage £'000s |
| Overspends/Projects ahead of schedule | | | | | | |
| EHW | Integrated Transport Scheme | real | +1,540 | | | |
| EHW | LCA Part1 and Land | real | +501 | | | |
| EHW | Highways Maintenance | real | +494 | | | |
| | | | +2,535 | +0 | +0 | +0 |
| Underspends/Projects behind schedule | | | | | | |
| EHW | Kent Highways Accom | phasing | | -1,712 | | |
| EHW | LCA Part1 and Land | phasing | -1,243 | | | |
| EHW | Household Waste Recycling/ T.Station - Approval to Spend | real | | -1,074 | | |
| EHW | LCA Part1 and Land | real | -915 | | | |
| EHW | Sittingbourne N Relief Road | phasing | | -909 | | |
| EHW | East Kent Access Road Ph2 | phasing | | -742 | | |
| EHW | Kent Thameside Strategic Transport | phasing | | | -677 | |
| EHW | Household Waste Recycling/ T.Station - Approval to Plan | phasing | | | -650 | |
| EHW | Rushenden Relief Road | real | | -364 | | |
| | | | -2,158 | -2,361 | -1,327 | 0 |
| | | | +377 | -2,361 | -1,327 | -0 |

1.2.4 Projects re-phasing by over £1m:

1.2.4.1 Re-shaping Kent Highways Accommodation - re-phasing of -£1.712m

The scheme is designed to deliver service improvements in creating a depot in west Kent that is equivalent to the new Ashford depot in east Kent. Due to the current economic climate, it has been decided to redevelop the existing Aylesford site rather than purchase a new site. The redevelopment includes office accommodation and an operational depot with salt barn facilities. Planning approval has been granted and the internal demolition work was completed in September. The main building work has started and is expected to be completed by March 2011; with the mobilisation of staff being in the new building in April 2011. The depot work is anticipated to complete by July 2011, ready for the new term maintenance contract in September

Revised phasing of the scheme is now as follows:

| | Prior Years | 2010-11 | 2011-12 | 2012-13 | future years | Total |
|------------------------------|----------------|---------|---------|---------|-----------------|--------|
| | £'000s | £'000s | £'000s | £'000s | £'000s | £'000s |
| BUDGET & FORECAST | | | | | | |
| Budget | 17,286 | 4,300 | | | | 21,586 |
| Forecast | 17,286 | 2,560 | 1,712 | | | 21,558 |
| Variance | 0 | -1,740 | +1,712 | 0 | 0 | -28 |
| FUNDING | | | | | | |
| Budget: | | | | | | |
| creditor provision | 362 | | | | | 362 |
| prudential | 4,555 | | | | 0 | 4,555 |
| Ex Other | 9 | | | | | 9 |
| prudential/revenue | 10,802 | 2,493 | | | | 13,295 |
| Capital Receipt | 1,558 | 701 | | | | 2,259 |
| PEF2 | | 1,106 | | | | 1,106 |
| TOTAL | 17,286 | 4,300 | 0 | 0 | 0 | 21,586 |
| Forecast: | | | | | | |
| creditor provision | 362 | | | | | 362 |
| prudential | 4,555 | | | | | 4,555 |
| Ex Other | 9 | | | | | 9 |
| prudential/revenue | 10,802 | 2,493 | | | | 13,295 |
| Capital Receipt | 1,558 | 67 | 606 | | | 2,231 |
| PEF2 | | | 1,106 | | | 1,106 |
| TOTAL | 17,286 | 2,560 | 1,712 | 0 | 0 | 21,558 |
| Variance | 0 | -1,740 | +1,712 | 0 | 0 | -28 |

1.2.4.2 Non TSG Land and Part 1 compensations (LCA) - -£0.228m (-£1.243m of re-phasing and -£0.414m real in 2010-11, +£0.630m of re-phasing and +£0.131m real in 2011-12, +£0.020m of re-phasing and +£0.065m real in 2012-13 and +£0.593m of re-phasing and -£0.010m real in future years)

The revised phasing of £1.243m is primarily due to delays in the remaining land acquisition for Edenbridge Relief Road, some of which has been referred to the Land Tribunal. Alongside this re-phasing there is expected to be a real underspend of £0.915m as a result of more favourable projected settlement figures (see real underspend in S.1.2.5 below).

Revised phasing of the scheme is now as follows:

| | Prior Years | 2010-11 | 2011-12 | 2012-13 | future years | Total |
|------------------------------|-------------|---------------|-------------|------------|--------------|-------------|
| | £'000s | £'000s | £'000s | £'000s | £'000s | £'000s |
| BUDGET & FORECAST | | | | | | |
| Budget | | 3,275 | 1,071 | 373 | 453 | 5,172 |
| Forecast | | 1,618 | 1,832 | 458 | 1,036 | 4,944 |
| Variance | 0 | -1,657 | +761 | +85 | +583 | -228 |
| FUNDING | | | | | | |
| Budget: | | | | | | |
| Ex Dev Con | | 16 | 16 | 8 | 10 | 50 |
| Prudential | | 3,259 | 1,055 | 365 | 443 | 5,122 |
| TOTAL | 0 | 3,275 | 1,071 | 373 | 453 | 5,172 |
| Forecast: | | | | | | |
| Revenue | | 250 | | | | 250 |
| prudential | | 1,100 | 1,685 | 386 | 1,036 | 4,207 |
| Ex Dev Con | | 267 | 147 | 73 | | 487 |
| TOTAL | 0 | 1,617 | 1,832 | 459 | 1,036 | 4,944 |
| Variance | 0 | -1,658 | +761 | +86 | +583 | -228 |

1.2.5 Projects with variances, including resourcing implications:

There is a real variance of -£5.716m (+£0.0497m in 2010-11, +£0.397m in 2011-12, -£0.128m in 2012-13 and -£6.032m in future years) which is detailed as follows:

Major Scheme Preliminary Design +£0.069m (in 2010-11): This net overspend is made up of the following:

- £0.136m is due to strategic project management fees which are expected to be charged by the Ashford Future team for managing the Smart Link Project. This will be funded from additional Growth Area Fund (GAF3).
- £0.067m is no longer required as no more major schemes designs costs are expected in this financial year.

Highway Major Maintenance +£0.494m (in 2010-11): The real overspend is mainly due to the following:

- £0.120m of additional maintenance works has been agreed from Member Highway Fund (MHF) contributions
- £0.124m of additional essential works on drainage, street lighting and structures to be funded from de-trunking commuted sum (revenue contribution).
- £0.250m of emergency work, stabilising carriageway at Boughton Hill to be funded from revenue contribution.

Integrated Transport Schemes +£1.240m (+£1.540m in 2010-11 and -£0.300m in 2011-12): This increased expenditure is due to undertaking various MHF, S106 and externally funded schemes (£1.439m in total). Also, £0.101m is to replace real time information signs, funded from Repairs and Renewals reserve.

The Upper Stone street lay-by scheme is not considered viable within current plans and identified funding, and therefore it is proposed not to continue with this scheme. The £0.300m general capital receipt that was identified to fund the scheme could be re-allocated to a different Maidstone town centre project. It is proposed that the receipt is used to support the Maidstone High Street improvement project at a maximum cost of £0.400m and **Cabinet is asked to approve the use of the receipt.**

Non TSG Land and Part 1 -£0.228m see details in 1.2.4.2: There is a net real under spend of £0.414m in 2010-11 due to the following:

- A real over spend of £0.501m is mainly due to settling part 1 claims for developer funded schemes (Hawkinge Ph 2 and M20 J 4) and capitalisation of staff and Kent Property group's time in dealing with the claims and outstanding land settlements. This overspend will be funded from developer contributions and revenue.
- Land settlements for Edenbridge Relief Road are estimated to provide savings of at least £0.915m. **Cabinet is asked to approve the reallocation of this underspend to the East Kent Access phase 2 scheme to offset the Directorate's prudential/revenue contribution, which will be difficult to secure given the likely level of savings required in the revenue budget.**

Wetland -£0.478m (in 2011-12): The development of the wetland will now go ahead by the RSPB without the need for further KCC input or land purchase.

House Hold Waste Recycling Centre/Transfer Station – Approval to Spend and Plan – £0.200m (-£0.650m of re-phasing and -£1.074m real in 2010-11, +£0.150m of re-phasing and +£0.899m real in 2011-12 and +£0.500m of re-phasing and -£0.025m real in later years):

The whole waste programme has been reviewed and the following savings have been identified to fund the additional costs on East Kent joint waste containerisation project.

- Herne Bay: revised estimated project cost delivers a saving of £0.532m.
- Lydd/New Romney: the project is currently underway and the revised forecast outturn identifies a saving of £0.328m.

The savings identified are sufficient to cover the additional East Kent costs. The additional capital costs on the East Kent waste programme are necessary to achieve maximum revenue savings.

A decision has been taken not to proceed with the Hawkinge incinerator capital project and this will save £0.200m.

Rushenden Relief Road -£0.417m (-£0.364m in 2010-11, +£0.42m in 2011-12 and -£0.195m in 2012-13): It was reported in quarter 1 that the scheme is expected to under spend by £0.344m in 2010-11. A further review of the scheme following completion of phase 1 and assessment of remaining costs has identified that the overall scheme can be delivered at a cost of £11.8m. This has generated a further savings of £0.073m. There is a switch of funding of £2.08m from SEEDA to a developer contribution and this has already been reported in quarter 1 monitoring report.

Bredhurst Woodlotting -£0.100m (in 2010-11): This project would need additional funding to go ahead and it has therefore been put on hold.

After taking into consideration some of the small under and over spends on projects there is a real variance of +£0.25m that needs an additional revenue contribution (see revenue monitoring report).

1.2.6 General Overview of capital programme:

(a) Risks and action being taken to alleviate risks

East Kent Access Phase 2 - spend on this project is currently predicted to be ahead of the original DfT allocation for this year. DfT will be approached formally to bring forward its phasing of the budget in October. The total scheme outturn remains a concern particularly because of construction price inflation and utility costs but this is being closely monitored together with robust contract management to ensure that necessary management action can be taken at the appropriate time to reduce the risk.

Sittingbourne Northern Relief Road - spend on this project is also currently predicted to be ahead of the original DfT allocation for this year. DfT will be approached formally to bring forward its phasing of the budget in October.

Rushenden Relief Road - SEEDA has not been able to secure the £1.9m funding required to complete the scheme. The preferred option is not to leave this road part-finished

because of the impact this will have on the development and regeneration of this area and therefore other ways of funding the shortfall are currently being explored. A charge on the land or S106 is being considered by Legal and it is thought they are likely to recommend S106. There is no work on-site at present while the completed earthworks are allowed to settle. Should the funding not be available the risk to KCC is minimal due to the fact that the construction of road has not started. A Member decision will be sought in the autumn, to approve the alternative funding (when secured) and to complete the road build.

Victoria Way, Ashford - this scheme is funded from the Community Infrastructure Fund. Funding expires at 31 March 2011. Late award has always made this completion date challenging and the need to remove unforeseen land contamination and difficulties with utilities are already threatening a delay beyond 31 March 2011. The project team are focused on preparing a plan of action to overcome the difficulties and to mitigate the risk of overrun beyond the funding deadline.

Drovers Roundabout - M20 Junction 9 - this scheme is funded by the Regional Infrastructure Fund (RIF) and Growth Area Fund. As with Victoria way the funding expires on 31 March 2011. Progress is good so far but the feature bridge remains the biggest risk of delay. The team are focussed on plans to overcome that risk but if there is a RIF timing issue and consequent shortfall in funding, Ashford Borough Council has agreed that KCC will be able to claim S106 money to cover any underfunding. It is expected there will be sufficient S106 monies to cover any risk to KCC.

1.2.7 Project Re-Phasing

Cash limits are changed for projects that have re-phased by greater than £0.100m to reduce the reporting requirements during the year. Any subsequent re-phasing greater than £0.100m will be reported and the full extent of the rephasing will be shown. The proposed re-phasing is detailed in the table below.

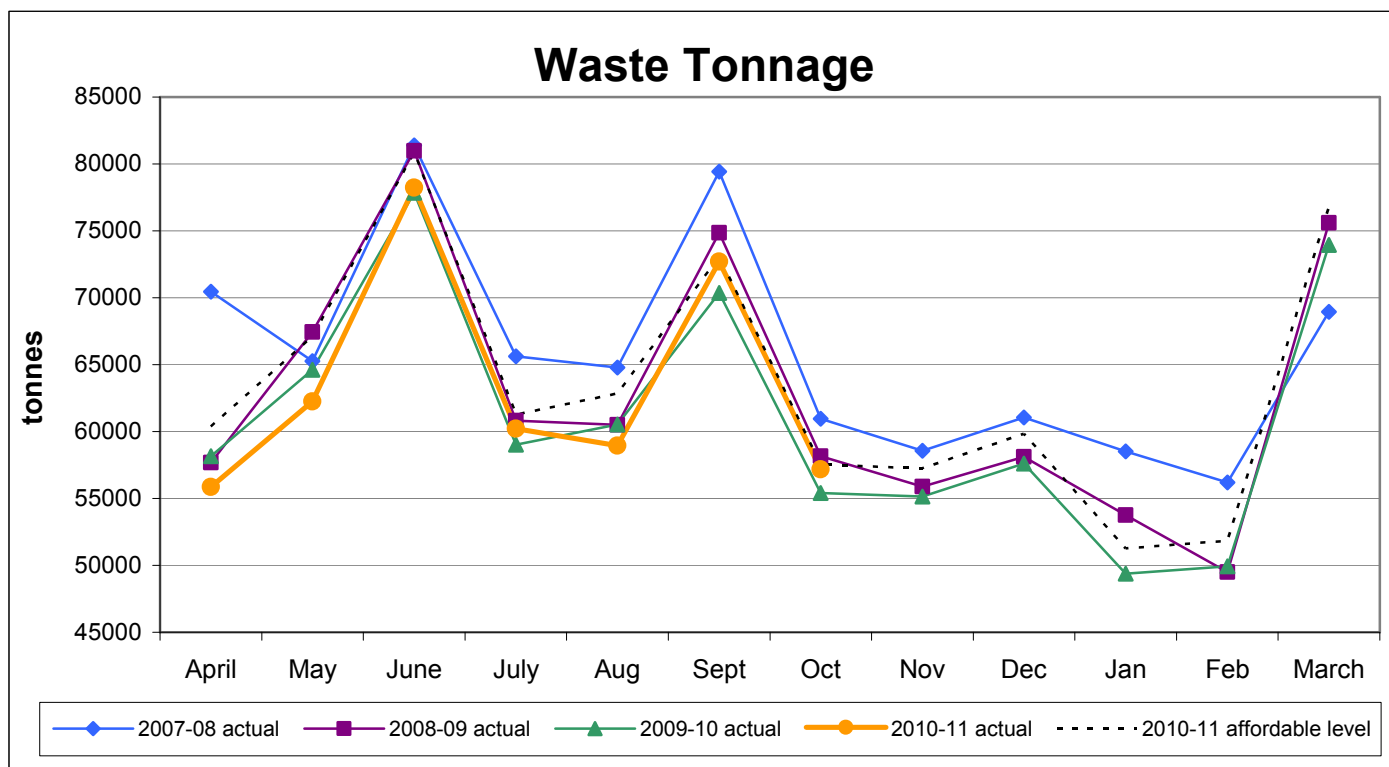
| | 2010-11 | 2011-12 | 2012-13 | Future Years | Total |
|---|----------------|----------------|---------------|-----------------|-----------------|
| | £k | £k | £k | £k | |
| Non TSG Land, Compensation Claims and Blight | | | | | |
| Amended total cash limits | +3,275 | +1,071 | +373 | +453 | +5,172 |
| re-phasing | -1,243 | +630 | +20 | +593 | 0 |
| Revised project phasing | +2,032 | +1,701 | +393 | +1,046 | +5,172 |
| Sittingbourne Northern Relief Road | | | | | |
| Amended total cash limits | +13,820 | +6,254 | +1,701 | +1,110 | +22,885 |
| re-phasing | -909 | +909 | | | 0 |
| Revised project phasing | +12,911 | +7,163 | +1,701 | +1,110 | +22,885 |
| East Kent Access PH2 | | | | | |
| Amended total cash limits | +47,049 | +19,892 | +5,850 | +3,240 | +76,031 |
| re-phasing | -742 | +742 | | | 0 |
| Revised project phasing | +46,307 | +20,634 | +5,850 | +3,240 | +76,031 |
| Re-shaping Kent Highways Accomodation | | | | | |
| Amended total cash limits | +4,300 | | | | +4,300 |
| re-phasing | -1,712 | +1,712 | | | 0 |
| Revised project phasing | +2,588 | +1,712 | 0 | 0 | +4,300 |
| Kent Thameside Strategic Transport Programme | | | | | |
| Amended total cash limits | +1,290 | +1,947 | +7,796 | +140,034 | +151,067 |
| re-phasing | -677 | +677 | | | 0 |
| Revised project phasing | +613 | +2,624 | +7,796 | +140,034 | +151,067 |
| Household Waste Recycling Centres and Transfer Station | | | | | |
| Amended total cash limits | +1,150 | +8,932 | +1,750 | +500 | +12,332 |
| re-phasing | -650 | +150 | | +500 | 0 |
| Revised project phasing | +500 | +9,082 | +1,750 | +1,000 | +12,332 |
| Total re-phasing >£100k | | | | | |
| | -5,933 | +4,820 | +20 | +1,093 | 0 |
| Other re-phased Projects below £100k | | | | | |
| | +16 | -16 | | | |
| TOTAL RE-PHASING | -5,917 | +4,804 | +20 | +1,093 | 0 |

2. KEY ACTIVITY INDICATORS AND BUDGET RISK ASSESSMENT MONITORING

2.1 Waste Tonnage:

| | 2007-08 | 2008-09 | 2009-10 | 2010-11 | |
|--------------|----------------|----------------|----------------|-----------------|------------------|
| | Waste Tonnage | Waste Tonnage | Waste Tonnage | Waste Tonnage * | Affordable Level |
| April | 70,458 | 57,688 | 58,164 | 55,870 | 60,394 |
| May | 65,256 | 67,452 | 64,618 | 62,248 | 67,096 |
| June | 81,377 | 80,970 | 77,842 | 78,231 | 80,826 |
| July | 65,618 | 60,802 | 59,012 | 60,219 | 61,274 |
| August | 64,779 | 60,575 | 60,522 | 58,951 | 62,842 |
| September | 79,418 | 74,642 | 70,367 | 72,709 | 73,065 |
| October | 60,949 | 58,060 | 55,401 | 57,182 | 57,526 |
| November | 58,574 | 55,789 | 55,138 | | 57,252 |
| December | 61,041 | 58,012 | 57,615 | | 59,825 |
| January | 58,515 | 53,628 | 49,368 | | 51,260 |
| February | 56,194 | 49,376 | 49,930 | | 51,845 |
| March | 68,936 | 76,551 | 73,959 | | 76,795 |
| TOTAL | 791,115 | 753,545 | 731,936 | 445,410 | 760,000 |

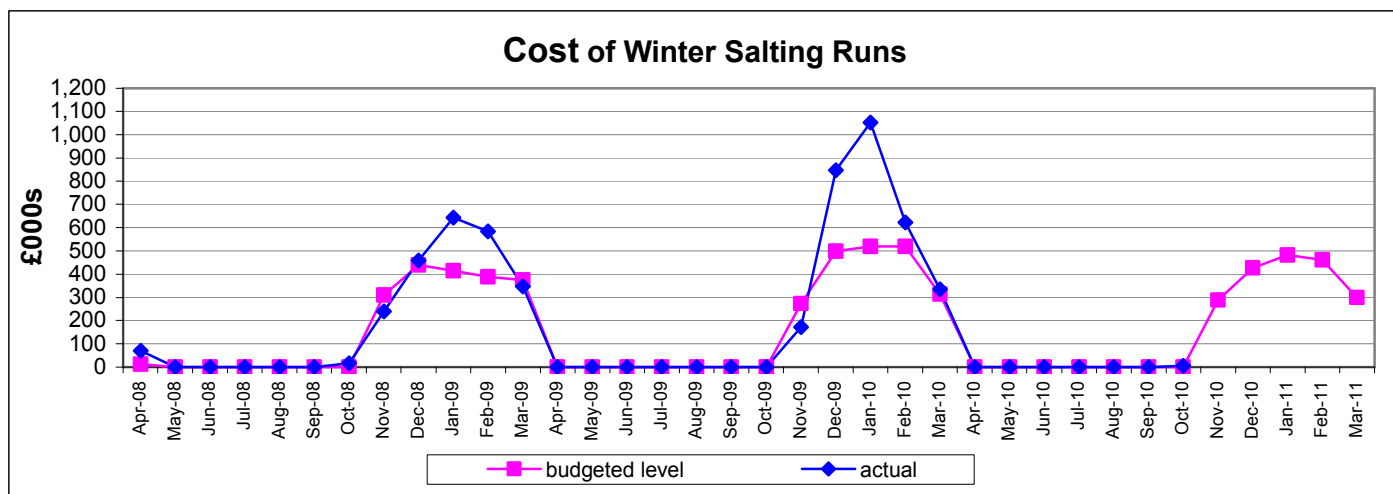
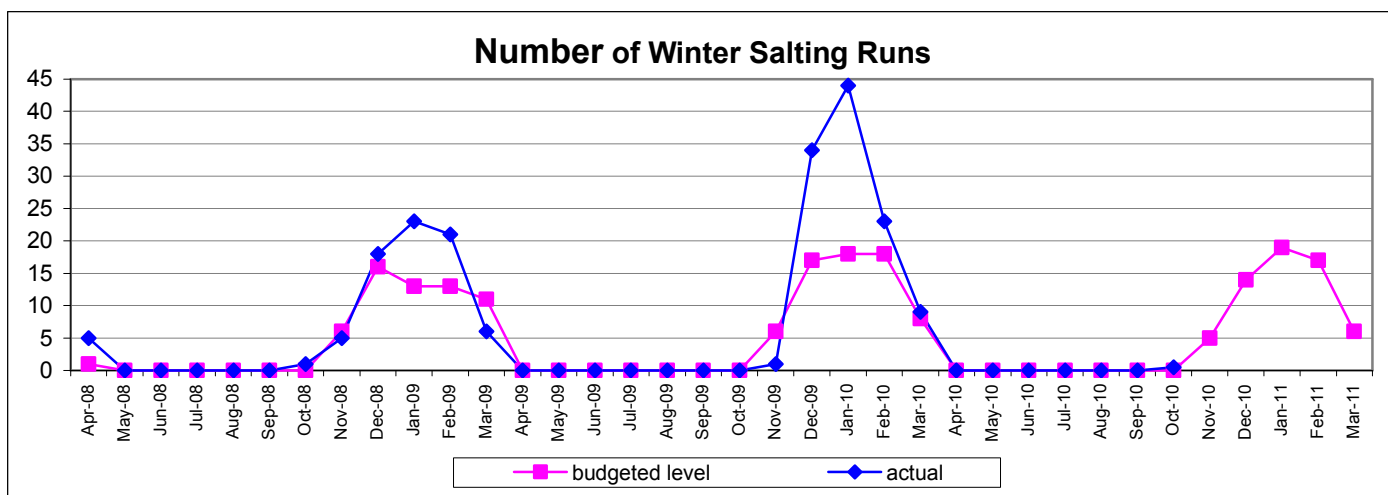
* Note: waste tonnages are subject to slight variations between quarterly reports as figures are refined and confirmed with Districts



Comments: Waste volumes are below the affordable level for the first seven months of 2010-11 and the outturn assumptions in 1.1.3.6 above assume that tonnage will continue to remain below the budgeted levels for the rest of the year. It is estimated that outturn tonnage will 32,000 tonnes below budget based on current figures. However waste may start to increase again at any point, now that the economy is picking up and continued falls in waste cannot be relied upon. An early warning of this may be the September and draft October tonnage figures, which cumulatively are about 4,000 tonnes greater than for the same period last year. The next few months will be watched closely to see if they repeat this upward trend and if this does happen, the forecast underspend will be reduced.

2.2 Number and Cost of winter salting runs:

| | 2008-09 | | | | 2009-10 | | | | 2010-11 | | | |
|--------------|------------------------|----------------|----------------------|----------------------|------------------------|----------------|----------------------|----------------------|------------------------|----------------|----------------------|----------------------|
| | Number of salting runs | | Cost of salting runs | | Number of salting runs | | Cost of salting runs | | Number of salting runs | | Cost of salting runs | |
| | Actual | Budgeted Level | Actual £000s | Budgeted Level £000s | Actual | Budgeted Level | Actual £000s | Budgeted Level £000s | Actual | Budgeted level | Actual £000s | Budgeted Level £000s |
| April | 5 | 1 | 70 | 13 | - | - | - | - | - | - | - | - |
| May | - | - | - | - | - | - | - | - | - | - | - | - |
| June | - | - | - | - | - | - | - | - | - | - | - | - |
| July | - | - | - | - | - | - | - | - | - | - | - | - |
| August | - | - | - | - | - | - | - | - | - | - | - | - |
| September | - | - | - | - | - | - | - | - | - | - | - | - |
| October | 1 | - | 16 | - | - | - | - | - | 0.5 | - | 6 | - |
| November | 5 | 6 | 239 | 310 | 1 | 6 | 171 | 273 | | 5 | | 288 |
| December | 18 | 16 | 458 | 440 | 34 | 17 | 847 | 499 | | 14 | | 427 |
| January | 23 | 13 | 642 | 414 | 44 | 18 | 1,052 | 519 | | 19 | | 482 |
| February | 21 | 13 | 584 | 388 | 23 | 18 | 622 | 519 | | 17 | | 461 |
| March | 6 | 11 | 348 | 375 | 9 | 8 | 335 | 315 | | 6 | | 299 |
| TOTAL | 79 | 60 | 2,357 | 1,940 | 111 | 67 | 3,027 | 2,125 | 0.5 | 61 | 6 | 1,957 |

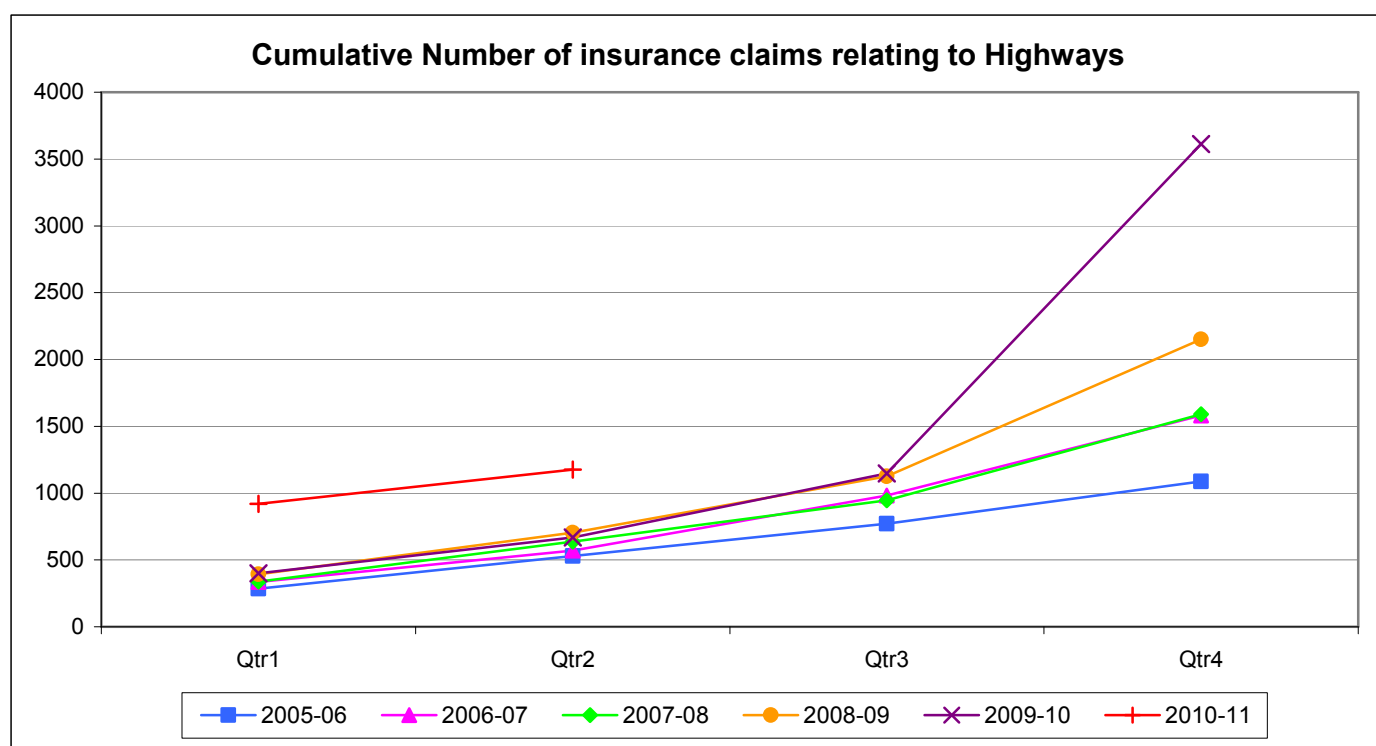


Comment:

- The charges for the Winter Maintenance Service reflect two elements of cost: the smaller element being the variable cost of the salting runs undertaken; the major element of costs, relating to overheads and mobilisation within the contract, have been apportioned equally over the 5 months of the salting period.

2.3 Number of insurance claims arising related to Highways:

| | 2005-06 | 2006-07 | 2007-08 | 2008-09 | 2009-10 | 2010-11 |
|--------------|--------------------------------|--------------------------------|--------------------------------|--------------------------------|--------------------------------|--------------------------------|
| | Cumulative no. of claims | Cumulative no. of claims | Cumulative no. of claims | Cumulative no. of claims | Cumulative no. of claims | Cumulative no. of claims |
| April – June | 286 | 335 | 337 | 392 | 399 | 919 |
| July – Sept | 530 | 570 | 637 | 703 | 669 | 1,175 |
| Oct – Dec | 771 | 982 | 947 | 1,126 | 1,148 | |
| Jan - Mar | 1,087 | 1,581 | 1,590 | 2,150 | 3,611 | |

**Comments:**

- Numbers of claims will continually change as new claims are received relating to accidents occurring in previous quarters. Claimants have 3 years to pursue an injury claim and 6 years for damage claims. The data previously reported has been updated to reflect claims logged with Insurance as at 5 November 2010.
- The number of claims rose sharply at the end of 2008-09 and 2009-10. The particularly adverse weather conditions and the consequent damage to the highway seems a major factor with this along with some possible effect from the economic downturn. Claims for the first two quarters 2010-11 are also significantly above previous years (and will increase as more claims for that period are received in subsequent months).

- The Insurance section continues to work closely with Highways to try to reduce the number of successful claims and currently the Authority is managing to achieve a rejection rate on 2010-11 claims where it is considered that we do not have any liability, of about 89%.
- As previously reported, a new way of charging KHS for highways related insurance claims has been introduced for 2010-11 in order to more accurately reflect the risk and reward associated with managing risk within the Highways service. This will be reviewed at the end of the first year to see whether the new scheme has achieved this objective.

By: Nick Chard, Cabinet Member and Mike Austerberry, Executive Director

To: Environment, Highways and Waste (EHW) Policy Overview and Scrutiny Committee – 18th January 2011

Subject: Budget 2011/12 and Medium Term Financial Plan 2011-13

Classification: Unrestricted

Summary: The purpose of this report is to consult the Committee on the budget proposals for the EHW Portfolio, with reference to the KCC published budget consultation paper issued on 6th January 2011.

Members are invited to comment on the key issues on the proposed budget changes for the services provided by the EHW Directorate.

1. Introduction

- 1.1 The Autumn Budget Statement report by the Leader, Cabinet Member for Finance, Group Managing Director and Head of Financial Management to Cabinet on 29th November 2010 identified that following the announcement of the Spending Review 2010 it was clear local government would have to make significant savings to compensate for reductions in government grants. As well as announcing spending plans for all government departments, the Spending Review confirmed that the Department of Communities and Local Government (CLG) would receive £3.4bn of grants previously allocated as Area Based Grant (ABG) or specific grants, via the un-ringfenced Formula Grant, but that Formula Grant would be significantly reduced in both cash and real terms over the Spending Review period.
- 1.2 The provisional Local Government Finance settlement was announced on 13th December 2010. This set out provisional grants for 2011/12 and 2012/13 including the impact on individual authorities of the grant transfers and cuts heralded in the Spending Review announcement. Details of the Spending Review 2010 and provisional Local Government Finance settlement are set out in section 2 of the draft Budget 2011/12 and Medium Term Financial Plan 2011-13 (hereafter referred to as the “draft budget book”).
- 1.3 Cabinet on 10th January 2011 considered the impact of the provisional Local Government Finance settlement. The headline is that the grant cuts are more severe than previously estimated and this has increased

the overall revenue savings requirement for the next two years up to £160m. Details of how the combination of Government Grant cuts, unavoidable additional spending pressures and new spending priorities which lead to the £160m requirement are set out in the draft budget book, as are the proposed savings in order to balance the budget.

- 1.4 For 2011/12 the draft budget proposes freezing council tax at the same level as 2010/11 i.e. £1,047.48 for a band D property. Cabinet members have been considering a freeze on council tax throughout the budget planning process and the announcement of Council Tax Freeze grant is factored into our calculations on the overall net loss of grant.
- 1.5 Members are asked to read this report in conjunction with the draft budget book, issued on 6th January 2010.

2. Background

- 2.1 The budget consultation papers include the proposed 2011/12 budgets as an A to Z of services (appendix A of the draft budget book). This revised presentation is an attempt to make the budget more transparent to the general public, however, it does mean we cannot present the budget entirely in portfolio order which makes it more difficult for POSCs to scrutinise the portfolio proposals. For ease of reference the A to Z entries for the EHW portfolio are set out in appendix 1 below.
- 2.2 Appendix B of the draft budget book sets out the medium term priorities by portfolio for 2011/12 and 2012/13. Previously we have set out priorities over a three year horizon but the announcement of a two year provisional settlement for 2011-13 in expectation of a fundamental review of the local government funding formula for 2013/14 renders a three year plan unrealistic. The 2011/12 column of appendix B sets out the main reasons for the changes between the agreed budget for 2010/11 and proposed budget for 2011/12.
- 2.3 Appendix D of the draft budget book sets out the proposed capital investment programme for each portfolio. Overall there have been significant reductions in government grants for capital projects but in spite of this the authority is seeking to maintain its capital investment and has provided additional revenue funding in the Finance portfolio to meet the cost of financing this programme.
- 2.4 Copies of the draft budget book have been distributed to all Members (on the 6th January). You are asked to ensure you bring those to this meeting.
- 2.5 The draft budget book is based on the current organisation of portfolios and directorates. At this stage in the restructuring process it is not appropriate to identify budgets for the new structure. We have

designed the draft budget book in appropriate building blocks which can be used to construct a comparable budget under the new structures after the budget has been finalised without having to go back to County Council for a revised approval to spend.

3. Revenue Budget

- 3.1 The overall direction for the EHW directorate is now well established, and the current Medium Term Service Priorities are included in Appendix B of the draft budget book.
- 3.2 We are setting this budget in a period of the greatest fiscal challenge that public services have faced for a very long time. The Government has identified the need to tackle the national deficit and local government has a significant role to play. In setting out this proposed budget for the EHW portfolio we have taken a policy-led approach and in particular the vision and priorities set out in Bold Steps for Kent.
- 3.3 Areas of spending priority across this medium term plan for which significant additional funding is required are to meet the price pressures on waste, highways and transport contracts, the legislative pressure of the landfill tax escalator and the expected shortfall in funding for concessionary fares (responsibility of which transfers to the County Council from April 2011). There are financing costs of the investment in highways capital maintenance and also additional pressure on the Freedom Pass which continues to gain in popularity.
- 3.4 The position on budget increases can be summarised as follows:

Table 1 - summary of value of base budget adjustments and budget pressures

| | 2011/12 | 2012/13 |
|---|---------------|--------------|
| | £'000 | £'000 |
| Base adjustments: Internal | -2,731 | 0 |
| External | 15,404 | 0 |
| Budget increased for: | | |
| Prices | 4,660 | 4,029 |
| Legislative | 3,732 | 3,292 |
| Demand | 1,270 | 0 |
| Service Improvements | 396 | 550 |
| Total pressures and base adjustments | 22,731 | 7,871 |

- 3.5 Provisional cash limits for each Portfolio have been set. To balance to these cash limits, given the pressures outlined above, we will need to deliver savings, efficiencies and new income streams. The two-year financial plan in appendix B of the budget book and shown in appendix 2 below for ease of reference, details the proposed savings required in

2011/12 and 2012/13. The major items for 2011/12 are explained in the following paragraphs.

3.6 Savings and Income generation

- 3.6.1 The total of the proposed savings and income generation required in order to meet the indicative cash limit for 2011/12 is £11.9m.
- 3.6.2 The majority of these savings will come from efficiencies (£6.9m) and new income streams (£0.8m).
- 3.6.3 The biggest element of the new income will be from increasing the cost of the Freedom Pass from £50 to £100. The cost to children in receipt of a free school meal will remain at £50 and it will become free to looked after children. The Freedom Pass will still remain exceptionally good value.
- 3.6.4 The efficiencies will be a combination of management reductions, streamlining and reduced assessment, and improvements in our procurement and contracting in highways and waste.
- 3.6.5 Because of the level of savings required, efficiencies and new income are not sufficient and some service reductions will also be required (£4.1m).
- 3.6.6 The largest of these reductions will correspond with the government reductions in ABG for highways and transportation. This will result in a reduction of £1.7m from road safety (mainly safety camera partnership) and sustainable transport initiatives.
- 3.6.7 The transport offer will be reduced slightly, with the removal of support to those socially necessary but uneconomic bus routes that provide the least added value (£0.6m) and also the removal of the 9:00 - 9:30 discretion on concessionary fares (£0.6m).
- 3.6.8 3rd party recycling credits currently passed on to national bodies will be removed and the household waste recycling opening hours will be reviewed.
- 3.6.9 There will also be savings across the environment and planning services, the most significant of which will be reductions in the level of public rights of way maintenance and countryside access services.
- 3.6.10 In line with the zero pay award for KCC officers for 2011/12, it is proposed that no inflation is added to highways fees and charges for the new financial year. This continues the freeze in highways fees and charges in 2010/11 and will be a small help to business at this difficult economic time.

3.6.11 The proposed net position is therefore as follows:

Table 2; Total proposed base budget for EHW Services

| | 2011/12 | 2012/13 |
|---|---------|---------|
| | £'000 | £'000 |
| Base budget | 151,261 | 162,091 |
| Total Pressures and base adjustments (from Table 1) | 22,731 | 7,871 |
| Savings | -11,073 | -3,169 |
| Income Generation | -828 | -1,090 |
| Revised base budget | 162,091 | 165,703 |

4 Capital Budget

- 4.1 The starting point for the capital programme is the existing published capital programme for 2010/13. This is adjusted for re-phasing of schemes from 2010/11, changes to the total cost or funding of schemes, and new schemes.
- 4.2 The only significant change to the capital programme is the 28% reduction in government funding for the combined highways maintenance and integrated transport programmes. We have tried to protect frontline road surface as far as possible from this reduction and the split between maintenance and integrated transport programmes is shown in the detailed capital budget shown in appendix D of the budget book and in appendix 3 below for ease of reference.

6. Recommendation

- 6.1 Members are asked to note and comment on the revenue and capital budget proposals.

Officer contact:

Richard Hallett
Head of Finance and Resources, EHW
01622 69 4035

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WHAT IS THE MONEY SPENT ON?

A to Z Service Analysis

| 2010/11 Approved | | | 2011/12 Proposed | | | | | |
|------------------|-----------|---|------------------|----------------------|----------------|--------------------|----------------|--|
| Net Exp. £000s | Portfolio | Service | Gross Exp. £000s | Service Income £000s | Net Cost £000s | Govt. Grants £000s | Net Exp. £000s | Affordable Activity |
| | | Direct Services to the Public | | | | | | |
| | | Community Services | | | | | | |
| 440 | EH&W | Local Involvement Network (LINK) | 440 | 0 | 440 | 0 | 440 | Payment to an independent company whose role it is to help the work of the Kent LINK in improving health and social care services |
| | | Environment | | | | | | |
| 793 | EH&W | Country Parks | 1,831 | -1,118 | 713 | | 713 | Run 17 sites attracting 2 million visitors per year |
| 2,377 | EH&W | Countryside Access (incl. Public Rights of Way) | 3,333 | -1,209 | 2,124 | | 2,124 | Define & maintain 6,847km of Public Rights of Way and deliver the Explore Kent service which handles 33,000 public contacts per annum and reviews over 1.2m page views on the Explore Kent website |
| 1,067 | EH&W | Environment Management | 3,881 | -1,343 | 2,537 | -1,465 | 1,072 | Flood risk management, carbon reduction, biodiversity planning, heritage conservation & planning, coastal conservation, and sustainability & |
| | | Highway Services | | | | | | |
| 2,719 | EH&W | Adverse Weather | 2,655 | 0 | 2,655 | 0 | 2,655 | Includes provision for 61 salting runs, salting approximately 4,000km of the highway per run |
| 2,604 | EH&W | Bridges and other structures | 3,077 | -433 | 2,644 | 0 | 2,644 | Maintenance of 2,700 bridges and structures and two road tunnels |
| 733 | EH&W | Coastal protection | 733 | 0 | 733 | 0 | 733 | Payments to District Authorities towards the cost of coastal protection improvements |
| 11,800 | EH&W | General Maintenance and Emergency Response | 12,952 | -1,027 | 11,925 | 0 | 11,925 | Maintenance of 8,500km of highway and 6,000km of pavements. |
| 3,931 | EH&W | Highway Drainage | 3,845 | -206 | 3,639 | 0 | 3,639 | Maintenance of 340,000 road drainage gullies |
| 1,919 | EH&W | Highway Improvements | 4,272 | -2,356 | 1,916 | 0 | 1,916 | Support for highway resurfacing and other improvement programmes to reduce congestion, improve air quality and help prevent crashes. |
| 3,072 | EH&W | Road Safety | 2,921 | -1,280 | 1,641 | 0 | 1,641 | Reduce road casualties through educational campaigns and engineering measures and provide funding to support the Kent and Medway Safety Camera Partnership |

WHAT IS THE MONEY SPENT ON?

A to Z Service Analysis

| 2010/11 Approved | | | 2011/12 Proposed | | | | | |
|------------------|-----------|---|------------------|----------------------|----------------|--------------------|----------------|---|
| Net Exp. £000s | Portfolio | Service | Gross Exp. £000s | Service Income £000s | Net Cost £000s | Govt. Grants £000s | Net Exp. £000s | Affordable Activity |
| 1,572 | EH&W | Signs, Lines & Bollards | 2,046 | -74 | 1,972 | 0 | 1,972 | Maintenance of 130,000 traffic signs (24,000 illuminated), 238km of safety barriers and 2,844km of white lines |
| 4,824 | EH&W | Streetlight energy | 4,955 | 0 | 4,955 | 0 | 4,955 | |
| 4,269 | EH&W | Streetlight maintenance | 4,085 | -270 | 3,814 | 0 | 3,814 | Maintenance for 120,000 streetlights |
| 1,957 | EH&W | Sustainable transport | 2,684 | -1,525 | 1,159 | 0 | 1,159 | Improve public transport and access to key services |
| 3,075 | EH&W | Traffic management | 5,569 | -2,860 | 2,709 | 0 | 2,709 | Running cost and maintenance for 15,000 traffic lights and providing congestion reduction measures |
| 5,245 | EH&W | Tree maintenance, grass cutting and weed control | 3,822 | -102 | 3,720 | 0 | 3,720 | Maintenance of 11million sq metres of grass areas and 500,000 trees |
| | | Integrated Transport Strategy & Planning | | | | | | |
| 1,258 | EH&W | Planning & Transport Policy | 861 | -15 | 846 | | 846 | Developing key strategic transport improvements such as new Lower Thames Crossing, solutions to Operation Stack and enhancements to the rail network. Strategic influencing and producing the Minerals & Waste Development Framework and the Local Transport Plan |
| 657 | EH&W | Planning Applications | 1,118 | -500 | 618 | | 618 | Receiving and processing over 530 planning applications and submissions each year |
| | | Transport Services | | | | | | |
| 0 | EH&W | Concessionary Fares | 16,498 | 0 | 16,498 | | 16,498 | New responsibility transferred from District Councils to meet the cost of 17million free bus journeys for elderly people |
| 9,543 | EH&W | Freedom Pass | 12,544 | -1,700 | 10,844 | | 10,844 | Over 25,000 passes issued to young people aged 11 to 16 for free bus travel |
| 8,379 | EH&W | Subsidised Bus Routes | 9,740 | -1,777 | 7,963 | | 7,963 | Support for over 200 socially necessary but uneconomic bus routes |
| | | Waste Management | | | | | | |
| | | <i>Recycling and diversion from landfill</i> | | | | | | |
| 7,684 | EH&W | Household Waste Recycling Centres | 8,391 | -719 | 7,672 | | 7,672 | Operation of 18 sites providing recycling facilities for 4million visitors per year |
| | | | | | | | | |
| 1,073 | EH&W | Partnerships & behaviour change | 892 | -126 | 766 | | 766 | Collaborative working and public campaigns to reduce overall waste and increase recycling |

WHAT IS THE MONEY SPENT ON?

A to Z Service Analysis

| 2010/11 Approved | | | 2011/12 Proposed | | | | | |
|----------------------|-----------|--|---------------------|----------------------------|----------------------|-----------------------|----------------------|--|
| Net Exp. £000s | Portfolio | Service | Gross Exp. £000s | Service Income £000s | Net Cost £000s | Govt. Grants £000s | Net Exp. £000s | Affordable Activity |
| 5,625 | EH&W | Payments to Waste Collection Authorities (District Councils) | 5,500 | | 5,500 | | 5,500 | Payments to support recycling initiatives that reduce the amount of waste that would otherwise have to be disposed of (through more costly routes, eg. landfill) |
| 10,822 | EH&W | Recycling Contracts & Composting | 9,674 | | 9,674 | | 9,674 | Processing around 40% of waste produced in Kent |
| | | <i>Waste Disposal</i> | | | | | | |
| 602 | EH&W | Closed Landfill Sites & Abandoned Vehicles | 743 | -276 | 467 | | 467 | |
| 26,270 | EH&W | Disposal Contracts | 29,463 | -768 | 28,695 | | 28,695 | Disposal of 450,000 tonnes of residual waste (waste that has not been recycled) through waste to energy recovery (300,000 tonnes) or landfill. |
| 6,104 | EH&W | Landfill Tax | 7,040 | | 7,040 | | 7,040 | Unavoidable tax on waste disposed of via landfill |
| 7,646 | EH&W | Transfer Stations | 8,203 | -84 | 8,119 | | 8,119 | Operation of 6 facilities that handle waste collected by district councils and some commercial waste |
| 138,058 | | Total Direct Services to the Public | 173,766 | -19,756 | 153,997 | -1,465 | 152,532 | |
| 11,429 | EH&W | Directorate Management & Support | 9,871 | -312 | 9,559 | | 9,559 | |
| 1,774 | EH&W | Support services to frontline Directorates | | | | | | Transferred out of EHW portfolio for 2011-12 |
| 151,261 | | TOTAL | 183,637 | -20,068 | 163,556 | -1,465 | 162,091 | |

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| Environment, Highways & Waste Portfolio Revenue Budget | | | | |
|---|--|------------------|----------------|---------------|
| | 2011-12 £'000 | 2012-13 £'000 | Total £'000 | |
| Base budget | 151,261 | 162,091 | | |
| Base Budget Adjustments - Internal | -2,731 | 0 | -2,731 | |
| Base Budget Adjustments- External | 15,404 | 0 | 15,404 | |
| Total Base Adjustments | 12,673 | 0 | 12,673 | |
| Revised Base Budget | 163,934 | 162,091 | | |
| <u>UNAVOIDABLE PRESSURES:</u> | | | | |
| Pay: | 0 | 0 | 0 | |
| Prices: | | | | |
| Transport | Transport | 594 | 615 | 1,209 |
| Highways | Gas & electricity | 531 | 991 | 1,522 |
| Waste | Waste | 1,387 | 1,468 | 2,855 |
| Waste | RPI 10-11 catch-up | 1,219 | | 1,219 |
| Highways | Maintenance contracts | 921 | 955 | 1,876 |
| All | Other contractual increases | 8 | | 8 |
| | | 4,660 | 4,029 | 8,689 |
| Unavoidable Government/Legislative Pressures: | | | | |
| Waste | Landfill Tax escalator (+£8 per tonne) | 1,818 | 1,802 | 3,620 |
| Env | New flood risk responsibilities | 410 | 490 | 900 |
| Transport | Concessionary fares (funding shortfall for transferred scheme) | 1,500 | 1,000 | 2,500 |
| All | National insurance 1% increase | 59 | | 59 |
| ITSP | Local transport plan (removal of one year pressure) | -55 | | -55 |
| | | 3,732 | 3,292 | 7,024 |
| Demand/Demographic Led: | | | | |
| Highways | Freedom pass take-up and usage | 1,270 | | 1,270 |
| | | 1,270 | 0 | 1,270 |
| Service Strategies & Improvements: | | | | |
| Highways | Highway maintenance (financing costs of prudential borrowing) | 260 | 500 | 760 |
| Highways | Traffic Management Centre | 136 | 50 | 186 |
| Env | Climate change team (Corporate transfer) | 100 | | 100 |
| Waste | North Farm leachate control (removal of one-year pressure) | -100 | | -100 |
| | | 396 | 550 | 946 |
| Total Pressures | 10,058 | 7,871 | 17,929 | |
| <u>SAVINGS AND INCOME:</u> | | | | |
| Grant Increases: | | | | |
| Env | New flood risk responsibilities | -260 | -490 | -750 |
| | | -260 | -490 | -750 |
| Income Generation: | | | | |
| Env | Country parks (increase % income to 68%) | -45 | -50 | -95 |
| ITSP | Planning applications | -23 | -50 | -73 |
| Transport | Freedom Pass - increase fee to £100 other than for Free School Meal children (£50) or Looked after Children (free) | -500 | -500 | -1,000 |
| | | -568 | -600 | -1,168 |

| Environment, Highways & Waste Portfolio Revenue Budget | | | | |
|---|--|------------------|------------------|----------------|
| | | 2011-12 £'000 | 2012-13 £'000 | Total £'000 |
| Savings and Mitigations: | | | | |
| <u>Efficiency Savings:</u> | | | | |
| <i>Staffing</i> | | | | |
| All | Management reductions | -322 | -636 | -958 |
| Highways | Overhead efficiencies through delayering, streamlining and reduced assessment | -1,699 | -469 | -2,168 |
| All | Staffing and other efficiencies | -417 | | -417 |
| All | Changes to HR policies | -32 | | -32 |
| <i>Procurement & Contracts</i> | | | | |
| Highways | Highways maintenance | -2,462 | -859 | -3,321 |
| Waste | Contract renewals | -535 | -445 | -980 |
| Waste | New Materials Recycling Facility arrangements | -703 | | -703 |
| Waste | EK joint waste arrangements (interim) | -76 | -29 | -105 |
| Waste | Lydd / New Romney HWRC diversion savings | -66 | | -66 |
| <i>Other</i> | | | | |
| Waste | Clean Kent | -307 | | -307 |
| All | Reduced employer pensions contributions | -331 | | -331 |
| | | -6,950 | -2,438 | -9,388 |
| <u>Policy Savings:</u> | | | | |
| <i>Staffing</i> | | | | |
| Env | Country Parks | -35 | -30 | -65 |
| Env | PROW maintenance and Countryside Access services | -231 | -176 | -407 |
| Env | Other environment service reductions | -128 | -120 | -248 |
| ITSP | Reduce planning capacity | -33 | -110 | -143 |
| <i>Procurement & Contracts</i> | | | | |
| Waste | Remove 3rd party recycling credits from national bodies | -250 | | -250 |
| Waste | Review Household Waste Recycling Centres | -280 | -295 | -575 |
| Transport | Remove support for the socially necessary but uneconomic bus routes that provide the least added value | -629 | | -629 |
| <i>Other</i> | | | | |
| Transport | Remove 9-9:30 am discretion on Concessionary Fares | -600 | | -600 |
| ITSP | Traffic planning/modelling and consultancy | -237 | | -237 |
| Highways | Reduction in safety cameras, road safety and sustainable transport following loss of ABG | -1,700 | | -1,700 |
| | | -4,123 | -731 | -4,854 |
| Total Savings and Mitigations | | -11,073 | -3,169 | -14,242 |
| Total Savings and Income | | -11,901 | -4,259 | -16,160 |
| Budget controlled by this portfolio | | 162,091 | 165,703 | |

ENVIRONMENT, HIGHWAYS & WASTE

INVESTMENT PLANS 2011-12 TO 2013-14

| | Total Cost of Scheme £'000 | Cash Limit | | | | | |
|--|-------------------------------------|----------------------------|------------------|------------------|------------------|------------------|-------------------------|
| | | Previous Spend £'000 | 2010-11 £'000 | 2011-12 £'000 | 2012-13 £'000 | 2013-14 £'000 | Later Years £'000 |
| ROLLING PROGRAMMES | | | | | | | |
| Public Rights of Way - Structural Maintenance | 3,842 | | 999 | 716 | 713 | 679 | 735 |
| Country Park Access and Development | 2,118 | | 1,318 | 800 | | | |
| Highway Major Maintenance | 155,935 | | 39,082 | 26,907 | 31,797 | 30,516 | 27,633 |
| Member Highway Fund | 8,800 | | | 2,200 | 2,200 | 2,200 | 2,200 |
| Integrated Transport Schemes under £1.0 m | 19,843 | | 8,017 | 2,978 | 2,966 | 2,824 | 3,058 |
| A2 Slip Road | 1,709 | | 983 | 670 | 56 | | |
| Major Schemes - Preliminary Design Fees | 1,875 | | 525 | 450 | 450 | 450 | |
| Non-grant supported Land, Part 1 Compensation Claims | 4,574 | -370 | 1,618 | 1,832 | 458 | 438 | 598 |
| Management & Modernisation of Assets | 330 | | 105 | 110 | 115 | | |
| Total Rolling Programmes: | 199,026 | -370 | 52,647 | 36,663 | 38,755 | 37,107 | 34,224 |
| APPROVAL TO SPEND | | | | | | | |
| Environment and Waste: | | | | | | | |
| Wetland Creation - East Kent | 38 | 38 | | | | | |
| Archaeological Research Centre - Preliminaries | 900 | | | 700 | 200 | | |
| Energy and Water Efficiency Investment Fund | 2,753 | 1,044 | 393 | 814 | 129 | 125 | 248 |
| Energy usage reduction programme | 300 | 6 | 66 | 228 | | | |
| Small community projects | 24 | 8 | 16 | | | | |
| Household Waste Recycling Centres and Transfer Stations | 5,446 | 437 | 3,009 | 1,500 | | 500 | |
| Kent Highway Services: | | | | | | | |
| A228 Leybourne and West Malling Corridor - Major road scheme | 29,498 | 29,423 | 75 | | | | |
| Ashford Ring Road - Major road scheme | 15,776 | 15,051 | 725 | | | | |
| East Kent Access Phase 2 - Major road scheme | 87,000 | 10,970 | 46,306 | 20,634 | 5,850 | 3,240 | |
| Rushenden Link (Sheppey) - Major road scheme | 11,808 | 7,642 | 1,430 | 2,166 | 20 | 550 | |
| Salt Storage | 175 | 140 | 35 | | | | |
| Sittingbourne Northern Relief Road - Major road scheme | 34,366 | 11,505 | 12,895 | 7,163 | 1,703 | 1,100 | |
| Kent Highway Partnership - Co-Location Depots | 21,557 | 17,285 | 2,560 | 1,712 | | | |
| Safety Camera Partnership | 1,320 | 1,178 | 142 | | | | |
| Ashford's Future Schemes: | | | | | | | |
| Drovers roundabout junction | 18,152 | 1,524 | 16,628 | | | | |
| Victoria Way & Matalan roundabout | 16,824 | 3,465 | 13,359 | | | | |
| Total Approval to Spend: | 245,937 | 99,716 | 97,639 | 34,917 | 7,902 | 5,515 | 248 |
| APPROVAL TO PLAN | | | | | | | |
| Environment and Waste: | | | | | | | |
| Bredhurst woodlotting | | | | | | | |
| Windmills refurbishments | 100 | | 100 | | | | |
| Household Waste Recycling Centres and Transfer Stations | 13,231 | | 500 | 9,981 | 1,750 | 1,000 | |
| Kent Highway Services: | | | | | | | |
| <i>Kent Thameside Strategic Transport Programme</i> | <i>145,311</i> | <i>231</i> | <i>613</i> | <i>2,624</i> | <i>7,796</i> | <i>14,852</i> | <i>119,195</i> |
| A2 Cyclo Park | 4,076 | 1,292 | 2,784 | | | | |

ENVIRONMENT, HIGHWAYS & WASTE

INVESTMENT PLANS 2011-12 TO 2013-14

| | Total Cost of Scheme £'000 | Cash Limit | | | | | |
|--|-------------------------------------|----------------------------|------------------|------------------|------------------|------------------|-------------------------|
| | | Previous Spend £'000 | 2010-11 £'000 | 2011-12 £'000 | 2012-13 £'000 | 2013-14 £'000 | Later Years £'000 |
| Ashford's Future Schemes: | | | | | | | |
| <i>Smart Link - Ashford</i> | <i>30,000</i> | | | | <i>20,000</i> | <i>10,000</i> | |
| <i>A28 Chart Road</i> | <i>15,000</i> | | | | | | <i>15,000</i> |
| <i>Orchard Way Railway Bridge</i> | <i>15,000</i> | | | | | | <i>15,000</i> |
| Total Approval to Plan: | 222,718 | 1,523 | 3,997 | 12,605 | 29,546 | 25,852 | 149,195 |
| PROJECTS AT PRELIMINARY PLANNING STAGE | | | | | | | |
| Kent Highway Services: | | | | | | | |
| <i>A228 Colts Hill Strategic Link - Major road scheme</i> | <i>25,000</i> | | | | | | <i>25,000</i> |
| <i>South East Maidstone Strategic Link - Major road scheme</i> | <i>35,000</i> | | | | | | <i>35,000</i> |
| Total Projects at Preliminary Planning Stage: | 60,000 | | | | | | 60,000 |
| TOTAL CASH LIMIT | 727,681 | 100,869 | 154,283 | 84,185 | 76,203 | 68,474 | 243,667 |
| Paid for by: | | | | | | | |
| Supported Borrowing | 46,223 | 7,163 | 39,060 | | | | |
| Prudential Borrowing | 44,340 | 5,355 | 8,161 | 14,022 | 7,901 | 8,303 | 598 |
| Prudential funded from Portfolio Revenue | 19,808 | 10,942 | 6,541 | | | 2,325 | |
| PEF2 | 1,106 | | | 1,106 | | | |
| Grants | 392,191 | 55,183 | 95,272 | 65,076 | 63,338 | 48,793 | 64,529 |
| External Funding - Developer Contributions | 169,007 | 8,976 | 807 | 2,169 | 4,835 | 8,928 | 143,292 |
| Other External Funding | 49,271 | 10,455 | 3,076 | 740 | | | 35,000 |
| Revenue & Renewals | 2,686 | 473 | 1,245 | 466 | 129 | 125 | 248 |
| General Capital Receipts | | | | | | | |
| Earmarked Capital Receipts | 3,049 | 2,322 | 121 | 606 | | | |
| PFI | | | | | | | |
| Transfer of land in part payment | | | | | | | |
| TOTAL FINANCE | 727,681 | 100,869 | 154,283 | 84,185 | 76,203 | 68,474 | 243,667 |

Purple Font: these are project that are relying on significant specific grants or external funding and will only go ahead if the funding is achieved.

By: Nick Chard, Cabinet Member, Environment, Highways & Waste
Mike Austerberry, Executive Director, Environment, Highways & Waste

To: Environment, Highways & Waste Policy Overview and Scrutiny Committee
18th January 2011

Subject: Core Monitoring Report

Classification: Unrestricted

SUMMARY: This second Core Monitoring report covering the period up to the end of September 2010 is presented, providing performance information and trends in a number of key service areas together with a commentary by the Executive Director.

1. Introduction

1.1. The second Core Monitoring report, updated to include information for the period up to the end of September 2010, was reported to Cabinet on 29 November 2010. It also incorporates information drawn from the mid-year update of the individual Service Unit Business Plans.

1.2. The September 2010 Core Monitoring report includes all of the indicators that were in the June 2010 report, which was considered by this Committee at its meeting on 14th September. The format and presentation of the information has been modified somewhat with the objective of making it clearer and more concise, and now includes data tables and some additional comparative information.

1.3. As with the first Core Monitoring report the objective is to pick out a number of key areas of activity Member's attention rather than seeking to provide information about and comments on all of the performance information that is used within the Directorate.

2. Core Monitoring

2.1. Page 4 in the Core Monitoring report sets out the approach adopted for the Red/Amber/Green (RAG) and Direction of Travel (DoT) assessments. Pages 5 to 13 examine a number of cross-KCC indicators including complaints monitoring, where Members will note around half of all the complaints received by KCC are related to KHS. The fact that the number of complaints has increased significantly compared to the same period in 2009 is unsurprising given the fact that firstly the total number of enquiries has risen significantly, largely due to the severe weather of early 2010 which caused substantial damage to the network, and secondly there has been a conscious effort by KCC to encourage complaints as a means of improving services. We are obviously concerned about the impact that the current period of sustained bad weather, the worst that the UK has experienced for this time of the year for three decades, will have on the transport network. Any serious damage to the infrastructure would inevitably be reflected

in measures such as journey time, increased routine highway maintenance demands, and pothole repairs.

2.2. In the case of 'year to date' information there is a degree of overlap between the most recent data in the graphs. So, for example, in the case of *kilograms of waste per head of population* the year ending March 2010 covers the period April 2009 – March 2010, while the year ending June 2010 is for the period July 2009 – June 2010 and that for the year ending September 2010 for the period October 2009 – September 2010. The information presented for earlier periods (the years ending March 2008, 2009 and 2010) are discrete, and non-overlapping, time periods.

2.3. The average am peak journey time in Maidstone is currently calculated on a quarterly basis which both masks short-term variations and has a clear seasonal pattern. The way this is reported is currently being reviewed in order to provide a better insight on performance.

3. Data Quality and Interpretation

3.1. Most of the data included in the Core Monitoring forms part of the management information that is used, in a variety of forms, by managers and leadership teams within the Directorate. In some cases the data used is provisional and it may be subject to revision at a future date, but provisional data is only used where we believe future revisions will be relatively minor and will not make any conclusions drawn unrealistic or invalid.

3.2. Data Quality was the subject of a review by audit during 2010 and while the report is still in draft form the conclusions that have been drawn are that key controls are in place and are effectively applied, data is sound, and risks are low.

3.3. Where comparative or national data is used as a comparison it is extracted from published information that is already in the public domain. Sources of this information include government departments, national indicators and the Office for National Statistics (ONS).

4. Future Reporting

4.1. The Core Monitoring report is part of our overall transparency agenda and it is important that it is both clear and comprehensible. We would therefore welcome any suggestions that would make it more useful and informative.

4.2. The information set out in the Core Monitoring will change over time. On 16 December the County Council approved Bold Steps for Kent, and as the actions necessary to deliver this are developed they may well be included in future Core Monitoring reports.

5. Recommendation

5.1. Members are asked to NOTE and DISCUSS the September 2010 Core Monitoring report for Environment, Highways & Waste and make any suggestions, amendments or recommendations they feel appropriate.

Contact Officers:

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Background papers:

Core Monitoring report presented to Cabinet 29 November 2010

[http://democracy.kent.gov.uk/Published/C00000115/M00003027/AI00015159/\\$Item8AppendixCoreMonitoring.docA.ps.pdf](http://democracy.kent.gov.uk/Published/C00000115/M00003027/AI00015159/$Item8AppendixCoreMonitoring.docA.ps.pdf)

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Kent County Council

Core Monitoring Report

**Presented to Cabinet
29 November 2010**

*Sections for Environment, Highways and Waste
Policy Overview and Scrutiny Committee
18 January 2011*

**Including Information up to the end of
September 2010**



Contents and Summary

| Description | Page | Current Status | Previous Status |
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| Group Managing Director's Commentary | 5 - 6 | | |
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| Gateways | 8 | Provided for Information only | |
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| Staffing numbers and age profile | 10 | Amber | Amber |
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| Staff turnover | 12 | Information only | |
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| CO2 emissions from KCC non-schools estate | 13 | Amber | Red |
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| Schools in special measures | 25 | Amber | Amber |
| SEN assessments | 26 | Amber | Green |
| Pupil exclusions | 27 | Amber | Amber |
| Pupil absence – secondary schools | 28 | Amber | Amber |
| Children's social services - referrals | 29 | Red | Red |
| Children's social services - initial assessments | 30 | Green | Green |
| Children with child protection plan | 31 | Red | Red |
| Number of looked after children (LAC) | 32 | Green | Green |
| Asylum service – young people now aged 18+ | 33 | Red | Red |
| LAC placed by other local authorities | 34 | Red | Red |
| Social worker vacancies | 35 | Amber | Red |
| Kent Adult Social Service (KASS) | | | |
| Managing Director's Commentary | 36 – 39 | | |
| Direct payments/Personal budgets | 40 | Amber | Amber |
| Older people in residential care | 41 | Amber | Amber |
| Older people in nursing care | 42 | Amber | Amber |
| Domiciliary care for older people | 43 | Amber | Amber |
| Learning disability residential care | 44 | Red | Red |

| Description | Page | Current Status | Previous Status |
|---|----------------|-------------------------------|-----------------|
| Environment, Highways and Waste | | | |
| Managing Director's Commentary | 45 – 48 | | |
| Household waste tonnage | 49 | Amber | Amber |
| Recycling/composting | 50 | Amber | Amber |
| Waste taken to landfill | 51 | Green | Green |
| Congestion - Maidstone | 52 | Green | Green |
| Freedom pass | 53 | Amber | Amber |
| Routine highways repairs within 28 days | 54 | Red | Red |
| Pothole repairs – average repair time | 55 | Red | Amber |
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| Streetlight faults repaired - EDF | 56 | Red | Amber |
| Road traffic casualties | 57 | Green | Green |
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| Managing Director's Commentary | 58 – 61 | | |
| Library visits | 62 | Amber | Amber |
| Library book issues | 63 | Red | Red |
| KCC apprenticeships | 64 | Green | Green |
| New entrants to the youth justice system | 65 | Amber | Red |
| Young offenders in education, employment and training | 66 | Amber | Amber |
| Adult education enrolments | 67 | Green | Green |
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| Appendix | | | |
| Comparative benchmarks | 75 | | |

General notes on interpreting the data included in this report

A wide selection of indicators for the core areas of activity and performance of the council is included in this report, as well as some contextual indicators relating to the Kent economy. Indicator values are shown by graph and data tables, including Direction of Travel and RAG ratings (see tables below for a key to interpreting these).




A range of presentation styles are provided for different indicators depending on the information available. In some cases we provide the most recent results for the last four financial year quarters, while for other indicators we provide annual data for the last few years with the most recent two quarter's data also shown.

Where relevant and available, the indicators are provided with comparative data showing national averages or other suitable benchmark information. See the Appendix for more information on the comparative benchmarks used.




It should be noted that annual data provided in this report (ie a full financial year up to and including financial year 2009/10 which ended on March 2010), is generally validated data which is public domain and available in many cases within the remit of national statistics.

However, quarterly data provided in this report and all information subsequent to March 2010 is classed as provisional local management information which in some cases is provided on an estimated basis. This data is likely to be subject to future revisions.

Key to RAG (Red/Amber/Green) ratings

| | | RAG Ratings |
|-------|---|--|
| Green |  | Performance exceeds local targets where set or is significantly better than the most recently published national average/benchmark |
| Amber |  | Performance not significantly different from most recently published national average or close to but not exceeding local targets |
| Red |  | Performance significantly behind local targets where set or significantly worse than the most recently published national average |
| N/a | | Data not available in order to assess performance |

Key to DoT (Direction of Travel) ratings

| | | DoT Ratings |
|--|---|---|
| |  | Improvement in performance or change in activity levels with a positive impact on budgets and resources |
| |  | Fall in performance or change in activity levels with a negative impact on budget and resources |
| |  | No change in performance or activity levels |

KCC Core Monitoring

Group Managing Director's Commentary

This is our second Core Monitoring report for 2010/11. It provides information for the second financial quarter up to the end of September 2010. As well as the key indicators reported each quarter, this report also provides a mid-year stock take on some key projects and actions within our service business plans.

The publication of this report is part of our transparency agenda, making the information and data we use as an organisation more open to public scrutiny. We are interested to hear what residents think of this information and how we could improve it to make it more relevant and easy to understand.

Some key highlights from this quarter's report are:

Customer Services

- Residents are making good use of Kent's new Gateway facilities to access public services. Transaction levels at our 7 outlets continue to increase each quarter.
- Our contact centre and location switchboards answered more than 85% of the 270,000 calls received within 20 seconds. This is slightly down from last quarter but well ahead of target.
- The number of complaints received this quarter was lower than last quarter, but still higher than last year. See the 'You said - We did' section of our web site for how we have improved our services in response to customer feedback.

Services for all residents

- Our Find & Fix highways repair programme has now completed. This means that a significant backlog of pothole repairs have now been dealt with. Pothole response times for the quarter show as very long, due to the data including a backlog of repairs from much earlier in the year.
- Recycling levels in Kent are not showing any increase but diversion of waste from landfill continues to improve.
- The level of serious injury due to road traffic accidents continues to reduce.
- The level of library visits has held up well despite a number of temporary closures to various libraries due to refurbishment as part of our modernising libraries programme, but book issues are down.

Children and young people

- Kent children are now performing extremely well at Foundation stage and for GCSE their performance continues to exceed the national average.
- We continue to experience increasing rates of referrals to children social services.
- Children's social worker vacancy rates continue to reduce.
- We have exceeded our target for take up of Apprenticeship offers.
- Continued reduction in the number of young people becoming involved in crime and being referred to the youth justice system.

Services for adults and older people

- Adult education enrolments continue to exceed target, although levels have dropped this quarter.

- We continue to deliver more personalised adult social services with the successful roll-out of Self Directed Support, giving people control and choice over the support we provide, through the allocation of Personal Budgets.
- We are experiencing upward demand to support older people who require nursing care but this is within affordable budgeted levels, and expected due to demographic changes.
- Similar pressures are being experienced for clients with learning disability who require residential care.

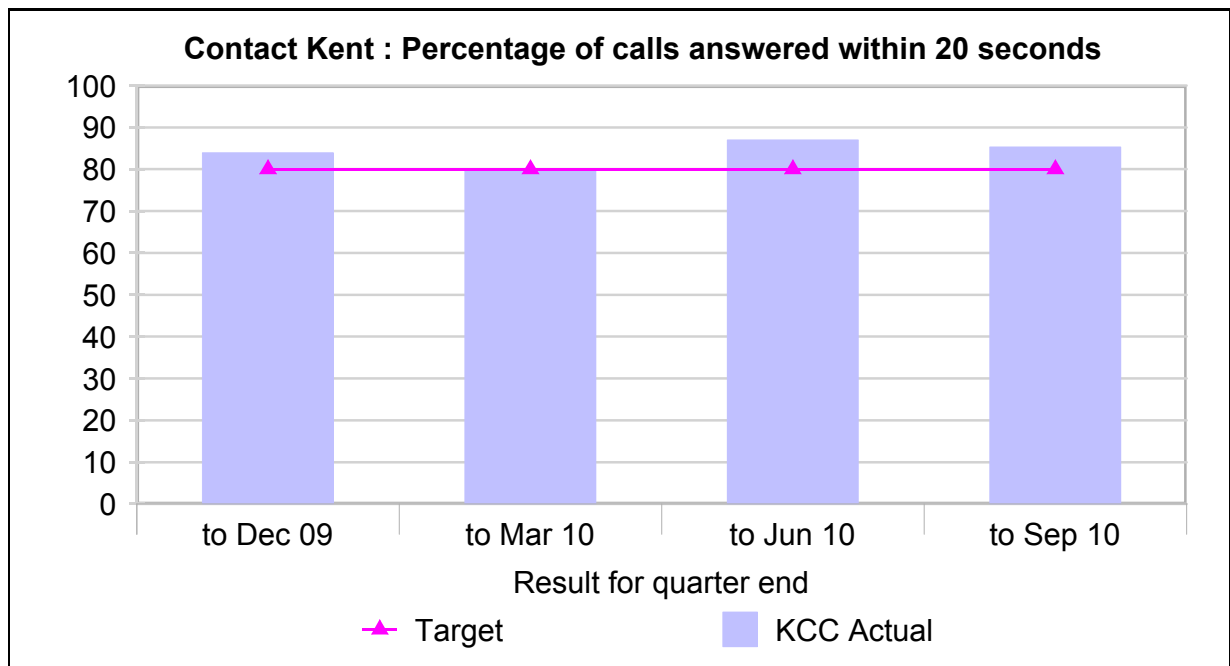
Support for Businesses

- We continue to work hard on our Backing Kent Business campaign to help support local businesses through the worst recession seen in decades.

Environment

- We have made good progress in reducing carbon emissions from our direct estate but emissions from school buildings have been increasing.

**Katherine Kerswell
Group Managing Director
Kent County Council**



| Higher value is better | Quarter end Dec 09 | Quarter end Mar 10 | Quarter end Jun 10 | Quarter end Sept 10 |
|------------------------|--------------------|--------------------|--------------------|---------------------|
| KCC Result | 83.9% | 79.6% ↓ | 87.0% ↑ | 85.3% ↓ |
| Target | 80% | 80% | 80% | 80% |
| RAG Rating | ★ | ● | ★ | ★ |
| Calls received | 269,000 | 304,000 | 261,000 | 270,000 |

Contact Kent currently supports 87 different services on a 24 hours a day, 7 days a week, 365 days a year basis. The range of services provided includes library book renewals, reporting pot-holes, arranging temporary housing for Maidstone residents and handling reporting of child protection concerns for both new and existing cases. This requires a high level of customer service skills, dealing with different needs and conversing with a wide range of callers. The services with the highest volumes of calls received are Libraries, Highways and Registrations.

Contact Kent continues to perform well with 85.3% of the 270,000 calls received in the last quarter being answered within 20 seconds.

Detailed performance information is as follows :

| | 2009 Full year | 2010 To date |
|--|-------------------|-----------------|
| Percentage of calls that were answered | 94% | 95% |
| Average wait time | 15 seconds | 12 seconds |
| Average abandon time | 57 seconds | 1 min 2 sec |

Gateways

| Transactions | Jul - Sep 09 | Oct – Dec 09 | Jan – Mar 10 | Apr – Jun 10 | Jul – Sep 10 |
|---------------------|-------------------------|-------------------------|-------------------------|-------------------------|-------------------------|
| Ashford | 8,893 | 8,461 | 8,829 | 11,126 | 12,958 |
| Dover | 5,944 | 8,239 | 11,514 | 11,780 | 11,735 |
| Maidstone | 12,035 | 10,576 | 13,244 | 12,652 | 16,742 |
| Tenterden | 5,291 | 4,534 | 4,633 | 6,030 | 4,987 |
| Thanet | 25,152 | 21,835 | 29,807 | 33,586 | 32,385 |
| Tonbridge | 10,381 | 9,246 | 15,991 | 17,640 | 21,029 |
| Tunbridge Wells | 14,720 | 11,927 | 17,516 | 13,409 | 11,999 |
| TOTAL | 82,416 | 74,818 | 101,534 | 106,223 | 111,835 |

Variations between quarters reflect seasonal variations and other changes to services offered/advertised at any given time.

| Footfall | Jul – Sep 09 | Oct – Dec 09 | Jan – Mar 10 | Apr – Jun 10 | Jul – Sep 10 |
|-----------------|-------------------------|-------------------------|-------------------------|-------------------------|-------------------------|
| Ashford | 16,341 | 16,607 | 17,495 | 22,103 | 24,735 |
| Tenterden | 47,883 | 59,653 | 61,209 | 56,940 | 63,672 |
| Thanet | 116,483 | 99,386 | 109,813 | 104,764 | 121,012 |
| Tunbridge Wells | Not available | 27,840 | 34,018 | 30,952 | 28,407 |
| TOTAL | 180,707 | 203,486 | 222,535 | 214,759 | 237,816 |

The Tunbridge Wells footfall counter was installed in September 2009. Counters are not currently installed at Maidstone, Dover or Tonbridge. Thanet and Tenterden Gateway footfall includes library visitors but library transactions are not counted under Gateways.

Gateways have had a busy quarter with transaction levels continuing to increase. Many transactions are processed through the Meet and Greet function (26%) or as routine transactions (27%). The benefits section takes the most specific enquires (36%).

Gateway is working with Gravesham Borough Council to develop the Gravesend Gateway at the Civic Centre, which is expected to open in autumn 2010.

Complaints Monitoring

| Service area | Apr – Jun 10 | Jul – Sept 10 | Current year Apr - Sep | Previous year Apr - Sep |
|--------------------------------|--------------|---------------|------------------------|-------------------------|
| Kent Highway Services (KHS) | 534 | 532 | 1,066 | 328 |
| Adult Social Services | 139 | 126 | 265 | 213 |
| Children, Families & Education | 131 | 104 | 235 | 229 |
| Environment & Waste | 103 | 102 | 205 | 193 |
| Risk Management & Insurance | 96 | 49 | 145 | 41 |
| Community Learning & Skills | 32 | 49 | 81 | 17 |
| Other services | 31 | 29 | 60 | 65 |
| Commercial Services | 11 | 27 | 38 | 33 |
| Libraries & Archives | 45 | 25 | 70 | 235 |
| Youth Service | 5 | 12 | 17 | 57 |
| Supporting People | 8 | 12 | 20 | 15 |
| Total | 1,135 | 1,067 | 2,202 | 1,426 |

During 2009/10, lessons learned from complaints received have been published within the '**You said, we did**' section of the kent.gov website to illustrate the changes that are made as a direct result of complaints

The total number of complaints received for the quarter to September was slightly down from the previous quarter with the risk management and insurance section showing a large drop in the number of complaints being now being received in relation to delays in processing insurance claims for pothole damage.

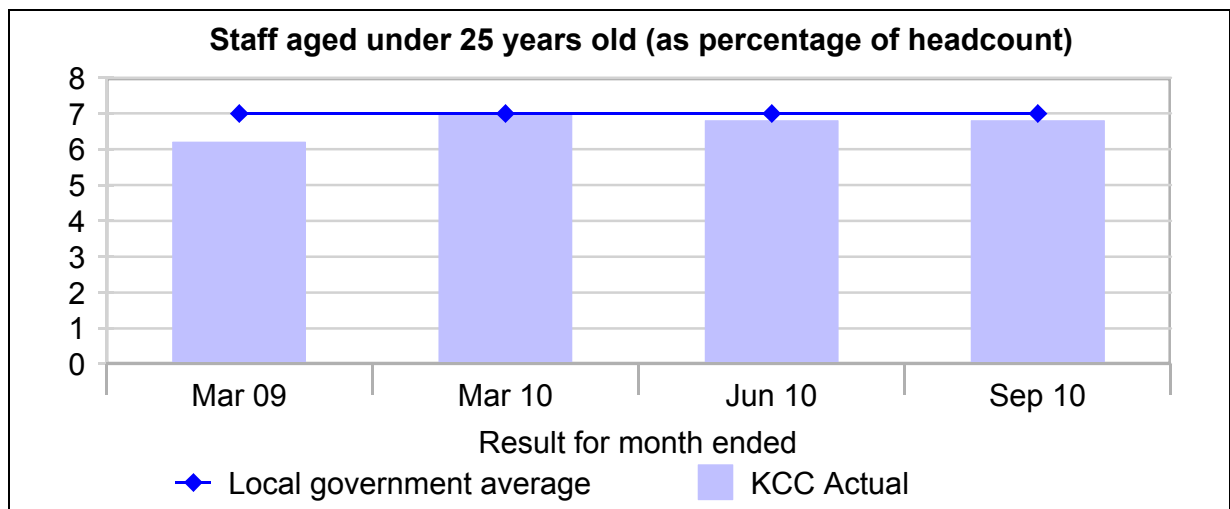
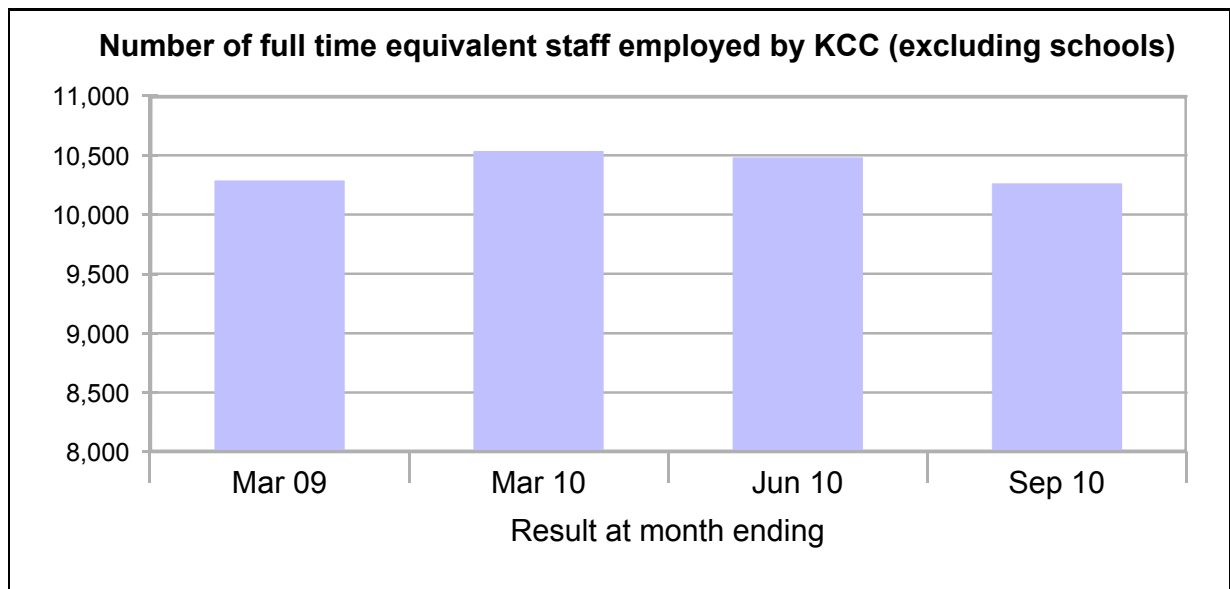
So far this financial year we have received 54% more complaints than for the same period for last financial year, although some services are seeing less complaints. However the number of complaints is currently lower than it was during the last winter (2,475 complaints in the six months October to March).

In part the increased level of complaints this year will be down to initiatives such as 'You said, we did' where we actively encourage residents to make complains to help us improve our services. However the main cause for the increase in complaints has been in relation to problems with the condition of the roads as explained below.

KHS received over 1,000 complaints during the first half of this financial year from over 90,000 enquiries received. This compares to 328 complaints in the same period last year from 50,000 enquires. The increase was primarily as a result of the extremely harsh winter conditions that led to severe damage to the road network and fuelled concerns from residents about the time to repair potholes and dealing with the significant increase in insurance claims.

KHS have now addressed the backlog of faults which led to the increase in complaints, through the winter pot hole damage Find & Fix programme. This should reduce the number of complaints, although another harsh winter could again cause significant damage to the highways in Kent.

Services with reduced numbers of complaints this year include Libraries and the Youth Service.

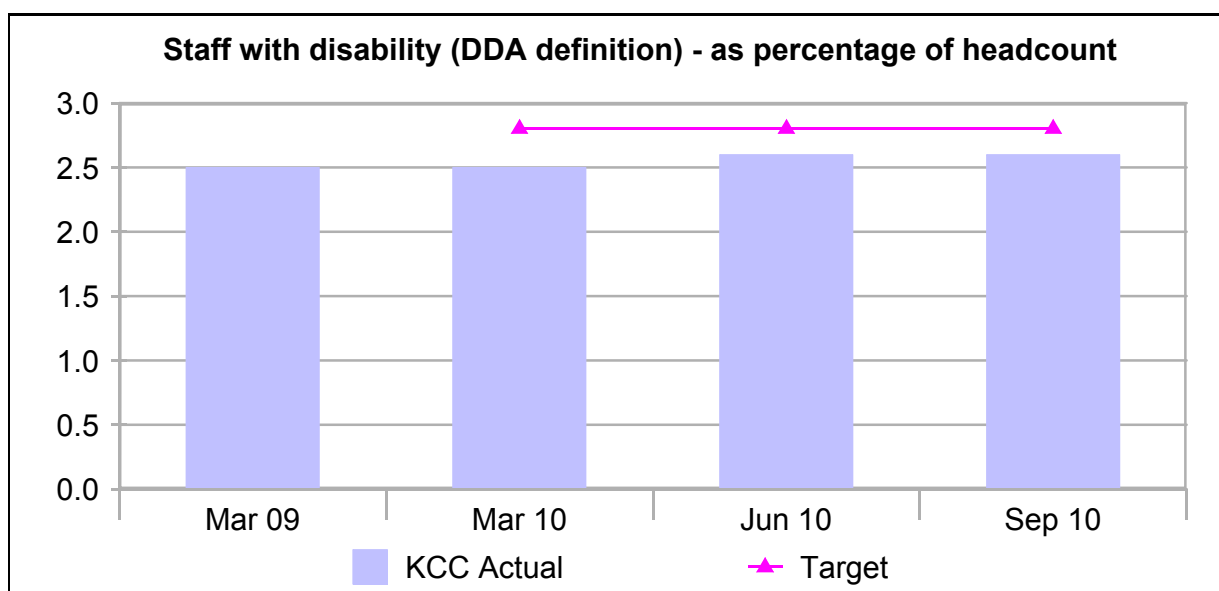
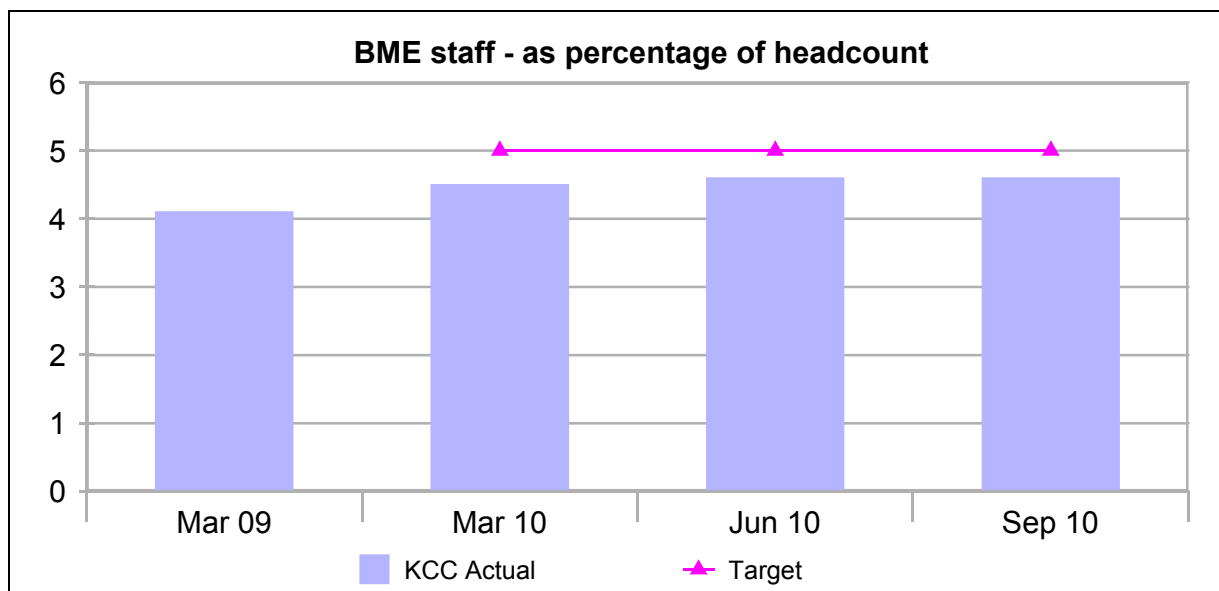


| | Mar 09 | Mar 10 | Jun 10 Provisional | Sept 10 Provisional |
|----------------------------------|--------|--------|-----------------------|------------------------|
| Staffing levels – FTE | 10,285 | 10,531 | 10,477 | 10,259 |
| KCC Result – staff aged under 25 | 6.2% | 7% ↑ | 6.8% ↓ | 6.8% ↔ |
| Local government average | 7.0% | 7.0% | 7.0% | 7.0% |
| RAG Rating | ▲ | ● | ● | ● |

The current financial year shows a drop in staffing levels as funding becomes reduced and the council prepares for further funding reductions in the years to follow as government reduces its budget deficit.

The council has performed well in attracting younger people into the workforce, including young apprenticeships. Kent now performs close to the local government average of 7% of staff aged under 25 years old.

At least 350 additional apprenticeships will be taken on over the next four years.

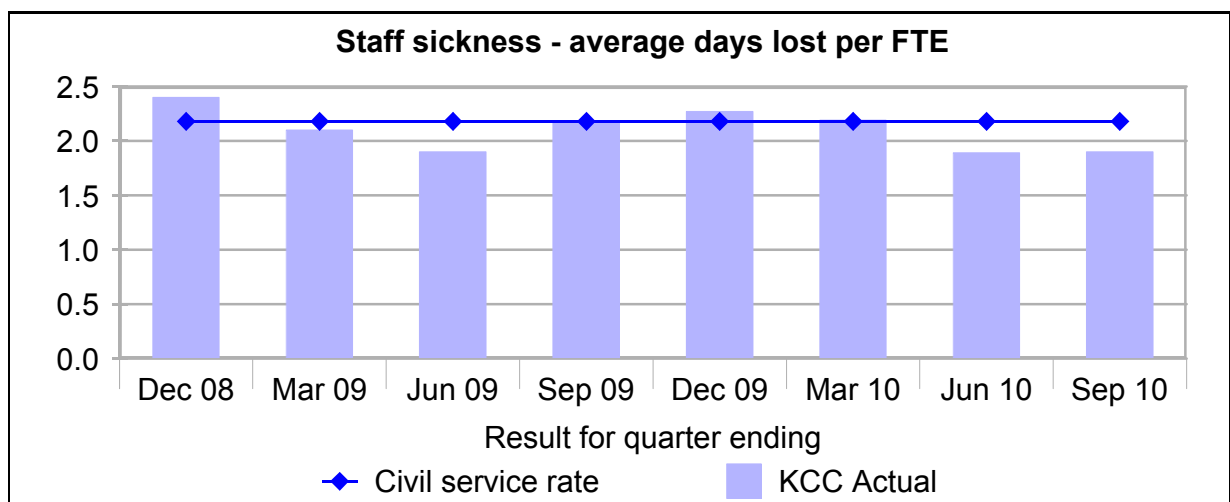
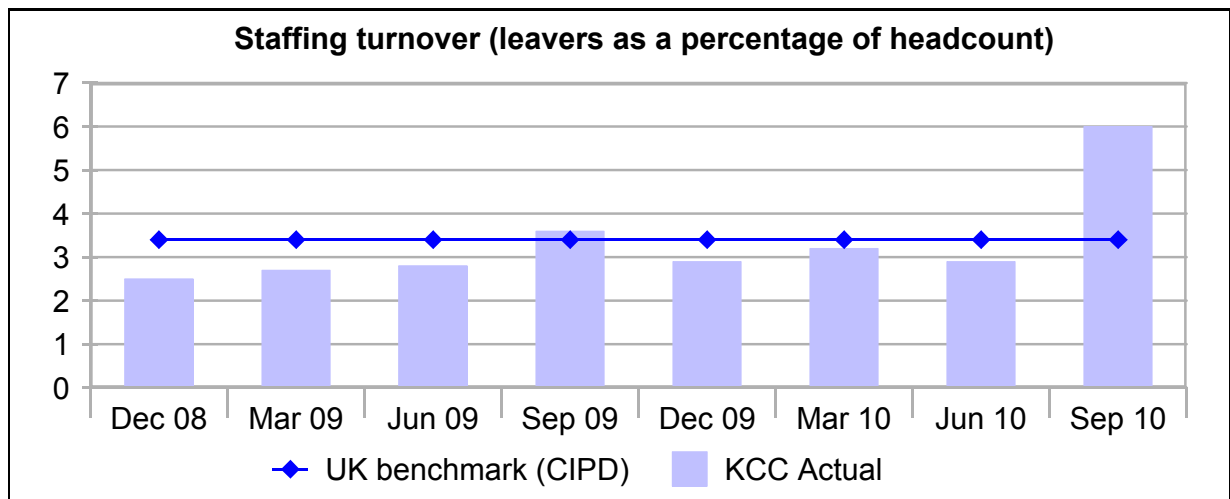


| Higher value is better | Mar 09 | Mar 10 | Jun 10 Provisional | Sept 10 Provisional |
|------------------------------|--------|--------|-----------------------|------------------------|
| BME staff actual | 4.1% | 4.5% ↑ | 4.6% ↑ | 4.6% ↔ |
| Target | 5% | 5% | 5% | 5% |
| RAG Rating | ▲ | ● | ● | ● |
| Staff with disability actual | 2.5% | 2.5% ↔ | 2.6% ↑ | 2.6% ↔ |
| Target | 2.8% | 2.8% | 2.8% | 2.8% |
| RAG Rating | ▲ | ▲ | ● | ● |

Progress is being made on attracting and retaining staff from black and minority ethnic groups with numbers continuing to increase.

Less progress is being made in relation to staff with disability with numbers not changing significantly in the last two years. Performance has however improved marginally since March 2010

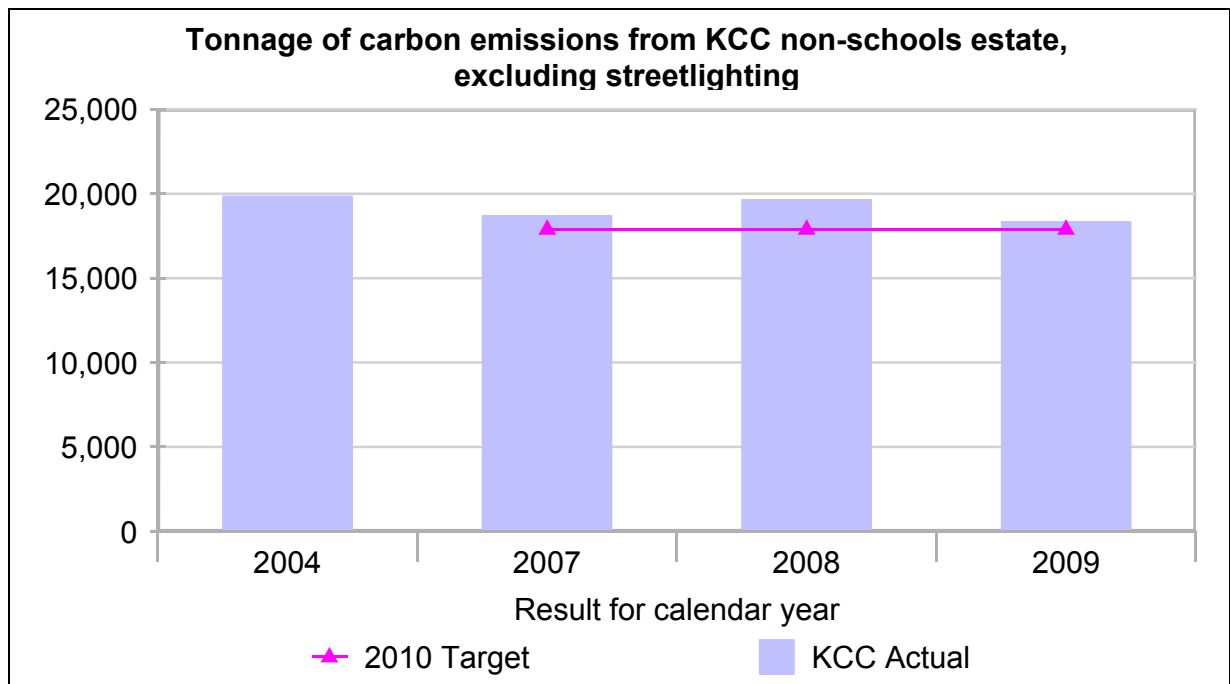
Results for both indicators could be erratic in future quarters due to staff turnover levels.



| Lower value is better for sickness | Quarter to Dec 09 | Quarter to Mar 10 | Quarter to Jun 10 Provisional | Quarter to Sept 10 Provisional |
|------------------------------------|--|-------------------|-------------------------------|--------------------------------|
| Staff turnover actual | 2.9% | 3.2% | 2.9% | 6.0% |
| UK Benchmark | 3.4% | 3.4% | 3.4% | 3.4% |
| RAG Rating | Not rated – ideal is to be close to the benchmark over the medium term | | | |
| Staff sickness actual | 2.3 | 2.2 ↑ | 1.9 ↑ | 1.9 ↔ |
| Civil service rate | 2.2 | 2.2 | 2.2 | 2.2 |
| RAG Rating | ● | ● | ★ | ★ |

The number of staff leavers has been high in the last quarter. This was a result of restructuring within services for Children, Families and Education where some posts were lost as well a result of some funding streams coming to an end. It is expected that high figures will continue to be reported over the next few years as funding cuts result in fewer staff being employed by the council.

Sickness days in the last 12 months have averaged 8.3 per full time employee which is down from previous figures, due to low levels in the last two quarters.



| Lower result is better | 2004 Baseline | 2007 | 2008 | 2009 |
|------------------------------|------------------|----------|----------|----------|
| KCC non-schools result | 19,900 | 18,700 ↑ | 19,700 ↓ | 18,300 ↑ |
| Target | | 17,900 | 17,900 | 17,900 |
| RAG Rating | | ▲ | ▲ | ● |
| Schools result (not graphed) | 66,000 | 69,700 ↓ | 76,700 ↓ | 75,700 ↑ |
| Target | | 59,400 | 59,400 | 59,400 |
| RAG Rating | | ▲ | ▲ | ▲ |

The target for a 10% reduction in emissions from 2004 levels by 2010 is not being met although good progress has been made for the non-schools estate.

There has been an increase in emissions at schools including a 50% increase in electricity use. The increases are due to :

- Increase in physical estate (additional school buildings) e.g. Children's Centre Programme
- Significant increase in use of ICT in schools (ongoing)
- Longer 'hours of business' across KCC e.g. Extended Schools Programme
- New schools with higher energy use than those they replace

More than ever, a step change approach is now needed in energy and carbon management if the upward trend in energy demand and carbon emissions is to be reversed or even stabilised. Further options to take renewed action for the future are currently being explored including different funding mechanisms.

A plan of focused support for schools consuming large amounts of energy is underway and we are continuing to invest in energy saving projects where the payback is under 5 years.

Environment, Highways and Waste (EHW)

Managing Director's Commentary

This report sets out how the EHW directorate has performed in a number of key service areas. The services provided by EHW affect everyone who lives or works in Kent. This commentary draws upon the half-year business plan updates, which shows the majority of new projects for 2010/11 are either on track for delivery by the year-end or already delivered.

The implications of the Government's recent Comprehensive Spending Review announcements are occupying a significant amount of time at present. The planning needed for delivering the savings required over the next few years, while protecting services, is substantial and we need to make sure the approach is robust and realistic.

Kent Highway Services

The successful **Find & Fix** project was completed in September, with over 160,000 potholes repaired across the road network. We aim to repeat this in the event of another severe winter causing high levels of road surface damage. As shown in the performance graphs, the average time to repair a pothole has increased beyond our 28 day target as roads awaited treatment by the Find & Fix gangs. Now we have dealt with the backlog on a systematic rather than reactive basis, the repair times are expected to return closer to the published performance target.

We are getting prepared for the forthcoming winter, following a thorough review of our **winter service** arrangements. Our Winter Service policy is published on the Kent.gov.uk website, together with national guidance on how residents can clear snow and ice safely. Salt stores are full, and vehicles and drivers ready to deal with any adverse weather that hits Kent in the coming months. Improved collaboration arrangements to deal with snow and ice are in place with district councils.

The backlog of **28 day fault repairs** (routine repair faults, such as blocked gullies or twisted signs, reported by our customers) has fallen from over 4,000 to around 1500 enquiries in the past two months. Although the performance graph shows that we are currently outside of our published performance target, we are determined to deal with the remaining backlog before the peak winter months and to keep on top of demand during any adverse weather periods.

The **streetlighting** target of 90% fault repairs completed in 28 days continues to be outperformed by KHS. EDF performance continues to be variable and although this quarter's results are below standard we are confident that the new OFGEM 'guaranteed standards of performance' arrangements, which came into force on the 1st October 2010, will help drive-up their performance in the coming months. However, it is important to recognise that EDF's contribution to fixing faults is only around 5% of all the streetlighting calls KHS receive.

Some £16m is being invested this year in **road and footway resurfacing** to protect and improve the condition of these assets, representing over 220 carriageway and 50 footway schemes. Building on last year's approach, a significant proportion of carriageway resurfacing work has been externally tendered with significant savings.

The **Contact Centre** continues to support KHS by resolving around 60% of customer enquiries at the first point of contact and handling some 14,000 highway enquiries each month. This 'front line' filter enables KHS to focus on queries requiring technical investigation or closer liaison with the customer.

The new Government announced a significant the in-year funding reduction to the Integrated Transport programme. Working closely with Members, modifications have been made to the **Local Transport Plan** programme, meaning a smaller programme of 75 local schemes will now go ahead within the revised budget of £4.7million. Excellent progress continues with the major – and in some instances technically challenging - programme of **new road construction** in East Kent, Sittingbourne, Queenborough/Rushenden and Ashford.

The **Kent Permit Scheme** is delivering excellent results for drivers in Kent. The time Kent's roads and pavements have been adversely affected by roadworks has fallen by the equivalent of 4 years to date. The vast majority of the most disruptive roadworks on traffic sensitive roads are now completed to time or earlier.

The **Member Highway Fund**, which gives each Member £25,000 each year to fund local highway initiatives, has received 406 applications to date and led to some £1.4m of local schemes going ahead. Improvements have been made to the process for handling and approving applications.

The procurement of the **new Highways maintenance contract** is on programme. Three companies will be shortlisted in December 2010, the contract awarded in spring 2011 and the contractor operational in autumn 2011. As final decisions are taken on the shape of the contract and how it will operate, the structure and operational delivery framework of KHS will be will also be changed to maximise the benefits of the new contract and how it responds to its customers.

On 1 April 2011, the management of the **Statutory Senior Citizens Free Bus Scheme** will transfer to KCC from District Councils. Confirmation is awaited from Government on whether this will be fully funded.

Environment & Waste

While overall municipal **waste** tonnage has fallen from March 2008 levels, the performance graph shows a levelling off in the last quarter in the amount of household waste collected and measured on a per capita basis. However we are still predicting the total of municipal waste, which drives costs, will end lower this year than the previous year.

Recycling and composting rates have also levelled off in the last year. There has been a slight increase in the last quarter but we are still behind the position of March 2009 and it is unlikely we will see any further improvement this year. Contributory factors include limited new additional district recycling services, the reduced amount of waste being produced, recessionary impact on recycle markets, and an increase in materials that, while collected by the public, are not fit for recycling. However the planned roll-out of new recycling services for East Kent Districts is expected to increase in Kent-wide recycling performance from 39% - 42% by 2013. The re-letting

by Maidstone, Ashford and Swale of their waste collection contracts in 2013 will also increase scope for recycling.

Diversion from landfill is well ahead of the national average. This quarter saw a further reduction to 26.9%, which is better than the last financial year position of 30% of Kent's municipal waste being taken to landfill, and a further 10% reduction is forecast during 2010/11. The aspiration is for no more than 10% of Kent's municipal waste to be landfilled by 2015/16.

The Cabinets of the five local authorities involved in the **East Kent Joint Waste Contract** have resolved to award this contract, with implementation from January 2011 across Dover and Shepway. All four collection authorities have formally agreed to collect waste from households in the same way, and financial arrangements agreed with KCC up until 2021. A public consultation focusing on Kent's joint household waste strategy is planned for the near future.

The **draft Kent Environment Strategy** was approved by the Kent Partnership in June 2010. Detailed delivery plans are being developed, and a progress monitoring system to help business, communities and public services to prosper and create value from our natural environment while recognising environmental limits and the challenge of climate change.

The Environment and Waste Division has been awarded the **Investing in Volunteering Award** which recognises the high standards achieved in management and use of volunteers. The use of over 700 committed and enthusiastic volunteers is essential in helping us to provide front-facing services. The value of their work is conservatively estimated at over £400k each year.

Integrated Strategy & Planning

Consultation is underway on a draft revised **Local Transport Plan for Kent** up to 2016. The final version is due to be submitted to the Department for Transport by April 2011. This work is taking place at a time of uncertain and reduced funding availability for future transport schemes, and the views of consultees on priorities will be important. The draft Plan proposes criteria for transport programmes and actions, with projects tested against the ambitions in KCC's *Bold Steps for Kent and Growth without Gridlock* documents.

Strong progress is being made in determining a compelling case for a **new Lower Thames Crossing**, with evidence-based reports assembled for discussion with Ministers and officials in DfT and support sought from business in developing a funding package. The Government's recent reaffirmation of their commitment to introduce a **Lorry Road User Charge** is particularly welcome in this context, and discussions have taken place at ministerial level on how this money could help fund the new road crossing and solve the long-running problems of Operation Stack.

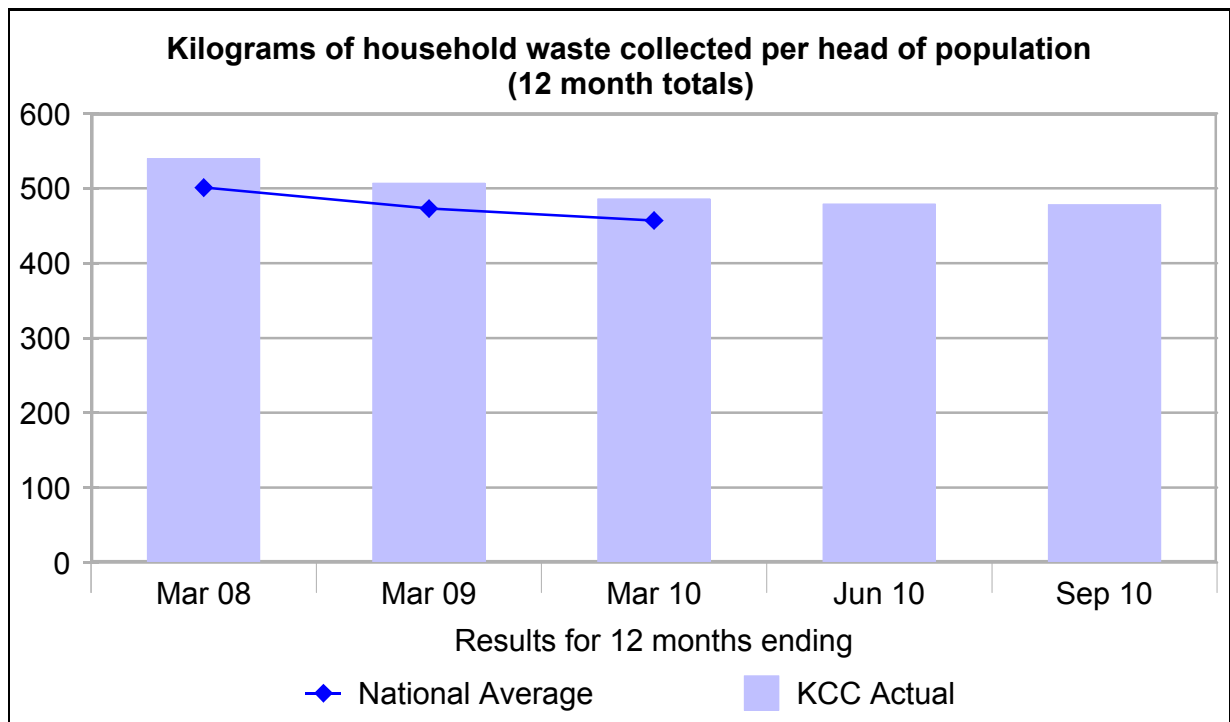
The second **Rail Summit** hosted by KCC in October 2010 was well attended by senior representatives from Network Rail and Southeastern and by many stakeholders and the public. KCC gave a clear message of its determination to seek improvements to the rail network and services, and to 'stand up for Kent's residents'.

Work in developing a new **Minerals and Waste Development Framework** is proceeding well, with consultation launched on the issues raised including a *Call for*

Sites for Consideration consultation. The resulting Framework will guide KCC on minerals and waste development permissible up to 2030 and set out the consultation procedures undertaken when considering them.

The abolition of **Regional Spatial Strategies** by the Government in July 2010 has enabled district councils to consider alternative dwelling numbers to those in the South East Plan. KCC will be assessing the overall effect of these changes for Kent's population and KCC's own service provision. Evidence has been submitted to the CLG's Select Committee calling for counties to have the freedom to co-ordinate and plan for key infrastructure provision on a locally-determined geographical basis. This will place greater importance on Local Development Frameworks, where we are taking a pro-active role in guiding and shaping with our District colleagues.

Mike Austerberry
Managing Director
Environment, Highways and Waste

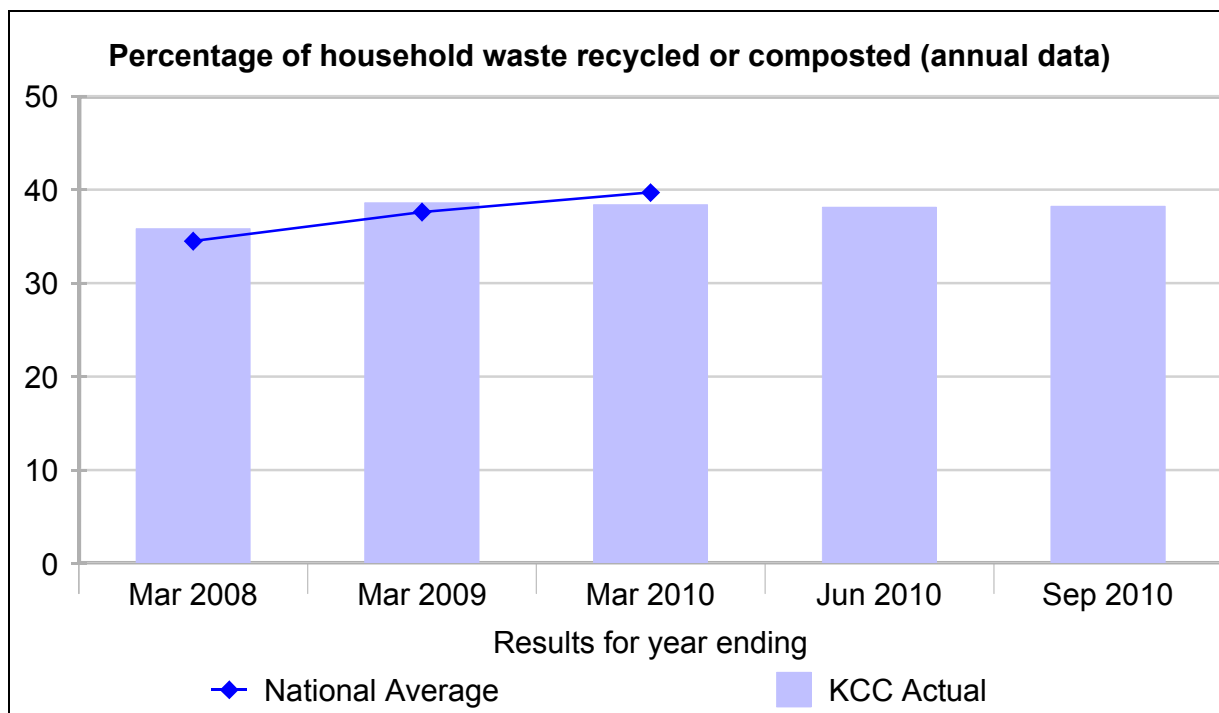


| Lower figure is better | Year ended Mar 08 | Year ended Mar 09 | Year ended Mar 10 | Year ended Jun 10 Provisional | Year ended Sep 10 Provisional |
|------------------------|-------------------|-------------------|-------------------|-------------------------------|-------------------------------|
| KCC Result | 540 | 507 ↑ | 486 ↑ | 479 ↑ | 478 ↑ |
| National Average | 495 | 473 | 457 | | |
| RAG Rating | ● | ● | ● | ● | ● |
| South East | 520 | 482 | 467 | | |

The overall tonnage of municipal waste managed in Kent continues to fall, and the annual forecast for year ending March 2011 is projected to be lower than the previous year, and for the fourth year running.

Household waste accounts for over 90% of total tonnage of municipal waste managed by the local authority with the difference relating to litter collection and other non-commercial waste not collected from households.

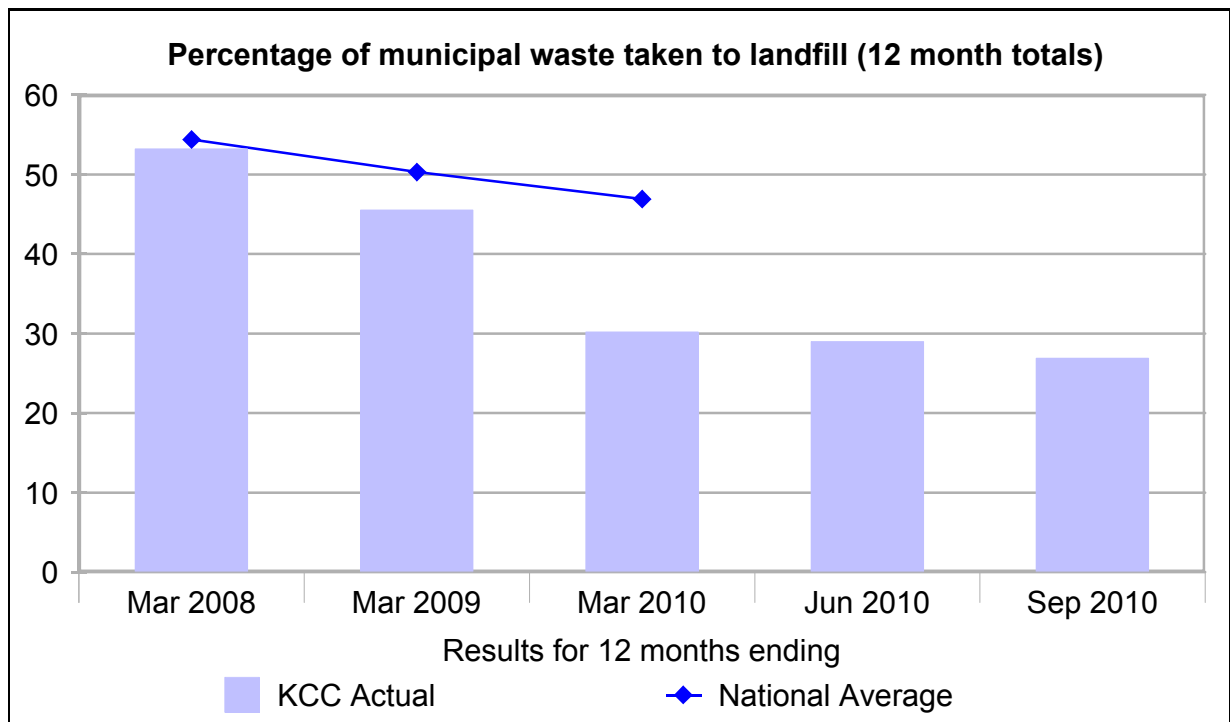
The amount of household waste collected measured on a per capita basis for Kent is moving closer to the national average (as shown above).



| Higher figure is better | Year ended Mar 08 | Year ended Mar 09 | Year ended Mar 10 | Year ended Jun 10 Provisional | Year ended Sep 10 Provisional |
|-------------------------|-------------------|-------------------|-------------------|-------------------------------|-------------------------------|
| KCC Result | 35.8% | 38.6% ↑ | 38.4% ↓ | 38.1% ↓ | 38.2% ↑ |
| National average | 34.5% | 37.6% | 39.7% | | |
| RAG Rating | ● | ● | ● | ● | ● |

The percentage of household waste recycled or composted in Kent has levelled off in the last year. Various factors have contributed to this including limited roll-out of additional recycling services by district councils, a reduction in the amount of waste produced including the amount available for recycling, the impact of the recession on recycle markets, and an increase in the amount of material collected for recycling that is un-marketable.

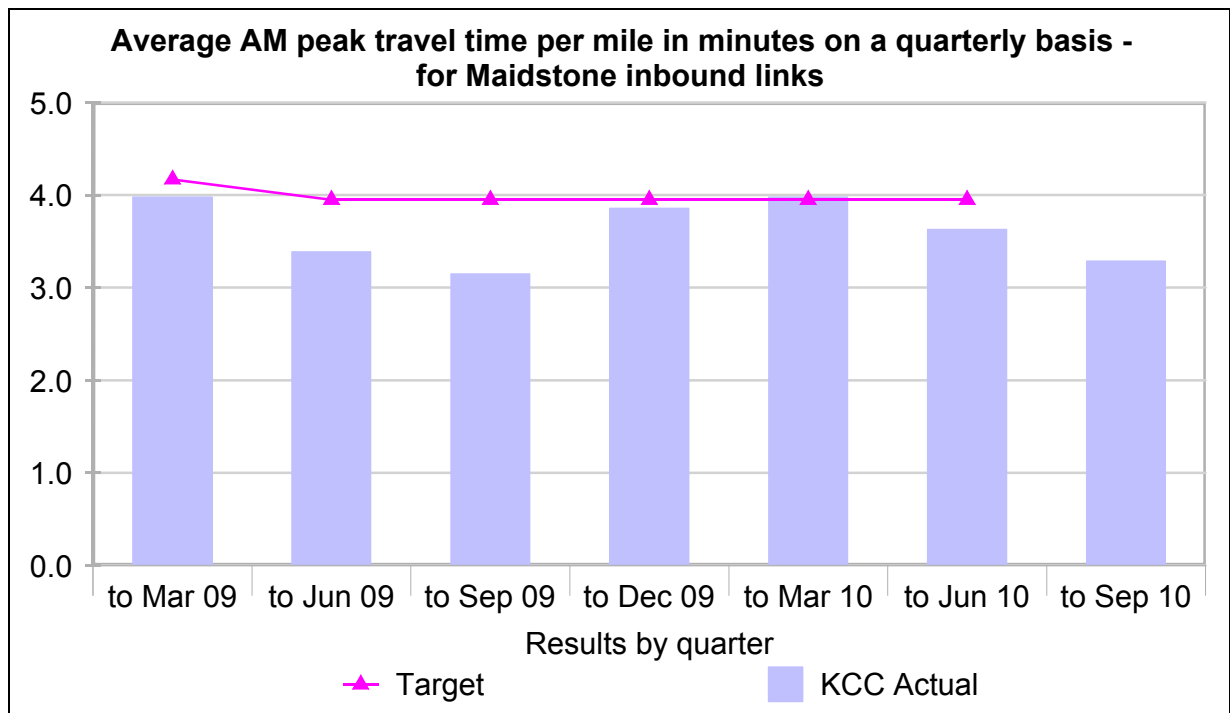
Overall recycling performance will improve in the future through the planned roll-out of new recycling services for the four East Kent Districts, generating an expected increase in overall performance from around 39% to 42% by 2013. In addition, Maidstone, Ashford and Swale borough council's waste collection contracts are to be re-let in 2013 and this will provide additional potential for increased recycling.



| Lower figure is better | Year ended Mar 08 | Year ended Mar 09 | Year ended Mar 10 | Year ended Jun 10 Provisional | Year ended Sep 10 Provisional |
|------------------------|-------------------|-------------------|-------------------|-------------------------------|-------------------------------|
| KCC Result | 53.2% | 45.5% ↑ | 30.2% ↑ | 29.0% ↑ | 26.9% ↑ |
| National average | 54.4% | 50.3% | 46.9% | | |
| RAG Rating | ● | ● | ★ | ★ | ★ |

Diversion from landfill is showing a significant improvement in 2009/10 compared to 2008/09, with the percentage of municipal waste taken to landfill down from 46% to 30%. This puts Kent well ahead of the national average and is largely due to diversion of waste from landfill to the Allington Waste to Energy Plant.

A further 10% reduction in waste going to landfill is forecast during 2010/11, and plans are in place to reduce it to 15% by 2013/14. The aspiration is to reach a target of not more than 10% of municipal waste being landfilled by 2015/16.

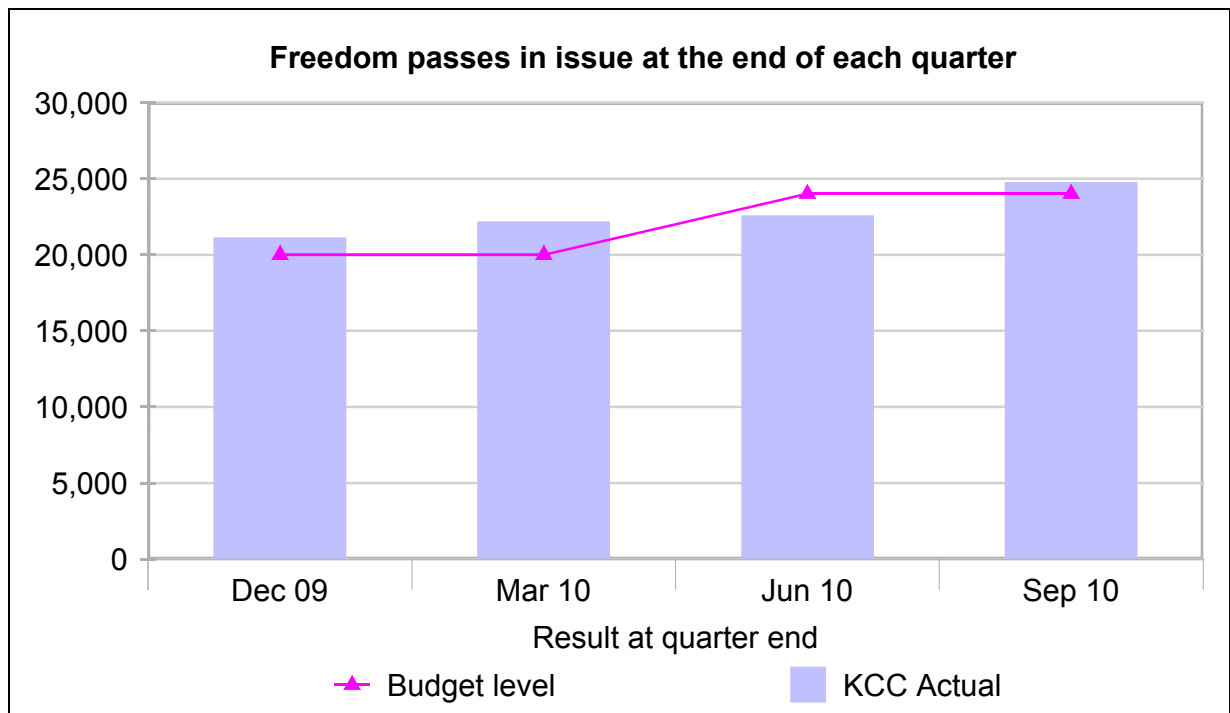


| Lower figure is better | Qtr to Mar | Qtr to Jun | Qtr to Sept | Qtr to Dec |
|------------------------|------------|------------|-------------|------------|
| KCC Result 2010 | 3.98 | 3.63 | 3.29 | |
| Target | 3.98 | 3.95 | 3.95 | |
| RAG Rating | ● | ★ | ★ | |
| KCC Result 2009 | 3.98 | 3.39 | 3.15 | 3.86 |
| Change 2010 to 2009 | ↔ | ↓ | ↓ | |

Average journey times into Maidstone continue to be managed below the base line levels measured before the investment in urban traffic management control. The target line shown above represents a 10% decrease for 2009/10 on the baseline measurement which is for an average journey time of 3.95 minutes per mile.

The data shown above provides a quarterly average journey time figure which hides a range of variation in journey times experienced on a daily basis. Longer journey times can be experienced on some days, with incidents and road works having a dramatic affect on journey times. We are therefore looking at a more dynamic measure of journey time reliability that will report the percentage of days when average journey time is within the target level.

In future reports, we aim to provide journey times for Canterbury and Gravesend which now have traffic monitoring systems in place. We are currently assessing the business case for the next towns that will benefit from journey time monitoring and management.

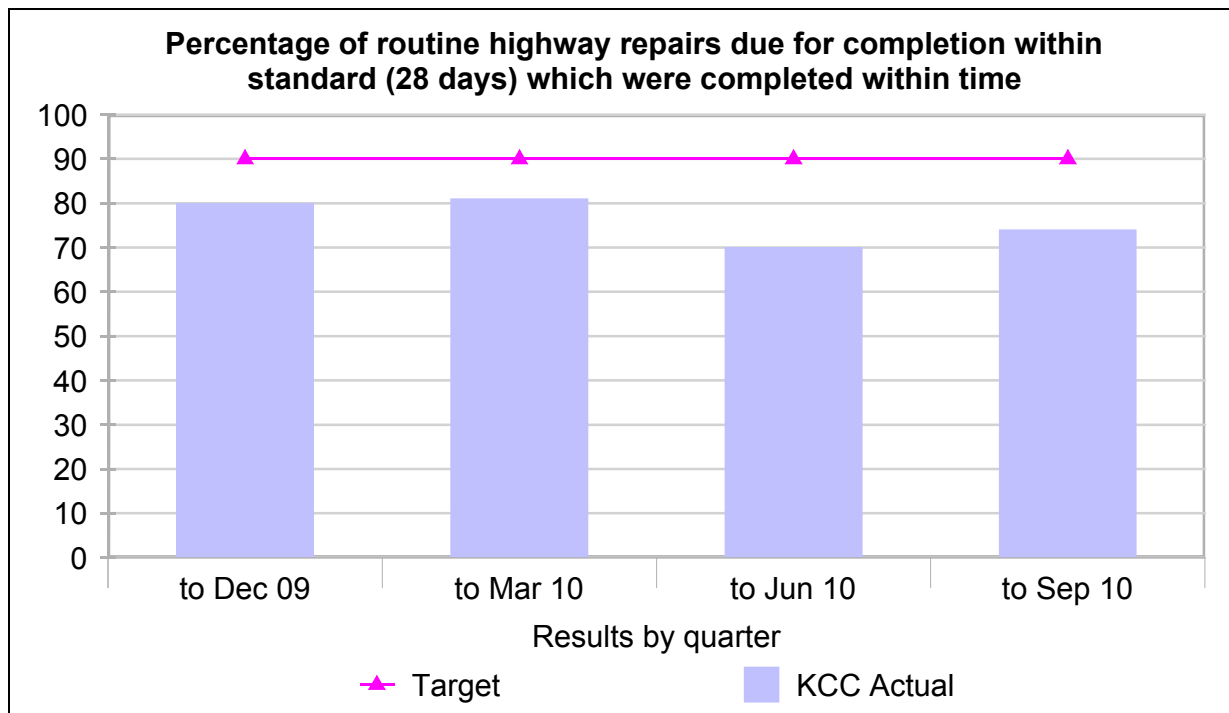


| Lower figure is better in terms of cost | Qtr ended Dec 09 | Qtr ended Mar 10 | Qtr ended Jun 10 | Qtr ended Sept 10 |
|---|------------------|------------------|------------------|-------------------|
| KCC Result | 21,100 | 22,200 | 22,600 | 24,700 |
| Budget level | 20,000 | 20,000 | 24,000 | 24,000 |
| RAG Rating | ● | ▲ | ● | ● |

The Freedom Pass has now been available across all of Kent for over a year and close to 25,000 passes have been issued, which is above expectations. From September 2010 passes became available for Kent pupils attending schools outside of the county.

The success of the Freedom Pass does however present a budget pressure and an additional £1m has been made available to fund the scheme.

Work is underway to assess the full benefits of the Freedom Pass and to examine future options for the scheme.



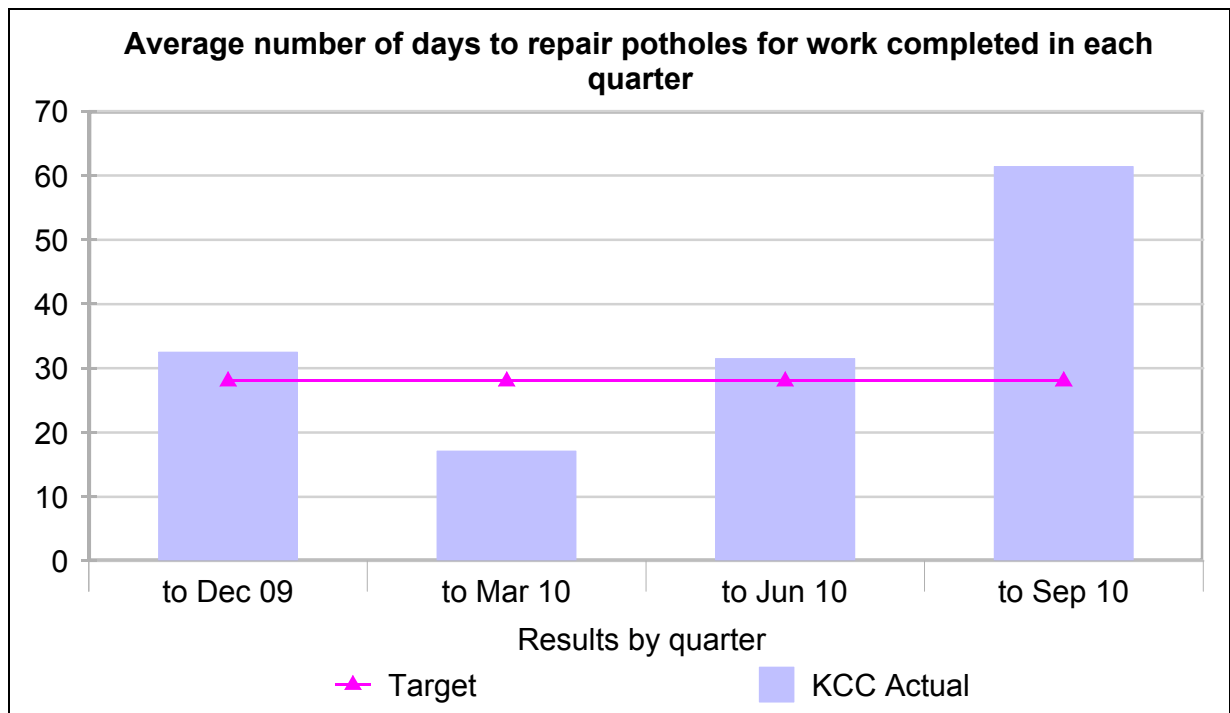
| Higher figure is better | Qtr to Dec 09 | Qtr to Mar 10 | Qtr to Jun 10 | Qtr to Sept 10 |
|-------------------------|---------------|---------------|---------------|----------------|
| KCC Result | 80% | 81% ↑ | 70% ↓ | 74% ↑ |
| Target | 90% | 90% | 90% | 90% |
| RAG Rating | ● | ● | ▲ | ▲ |

This indicator measures the percentage of routine fault enquiries raised by the public that should have been completed in the quarter, with those that actually have been completed.

We have set a standard to repair 90% of routine faults reported by our customers such as potholes and blocked gullies or twisted signs within 28 days. Where we attend site within 28 days but the work is larger than anticipated e.g. a blocked gully is in fact a broken pipe, then this work is moved to our programmed repairs and a call is made to the customer to let them know what is going on. The enquiry is not then included in this measure and is monitored in the programmed repair times instead.

Monthly data (although the graph above shows a quarterly summary) indicates that a steady improvement in performance has taken place since May, with September reaching 78%. We have over the same period also dealt with a significant backlog of old repairs that had gone over the 28 day repair and once the backlog is cleared we will be able to focus once again on new enquiries more quickly.

Subject to the continuing good weather we expect to deal with the remaining backlog before the start of the peak winter months and we will work hard to keep up with demand during any periods of bad weather.



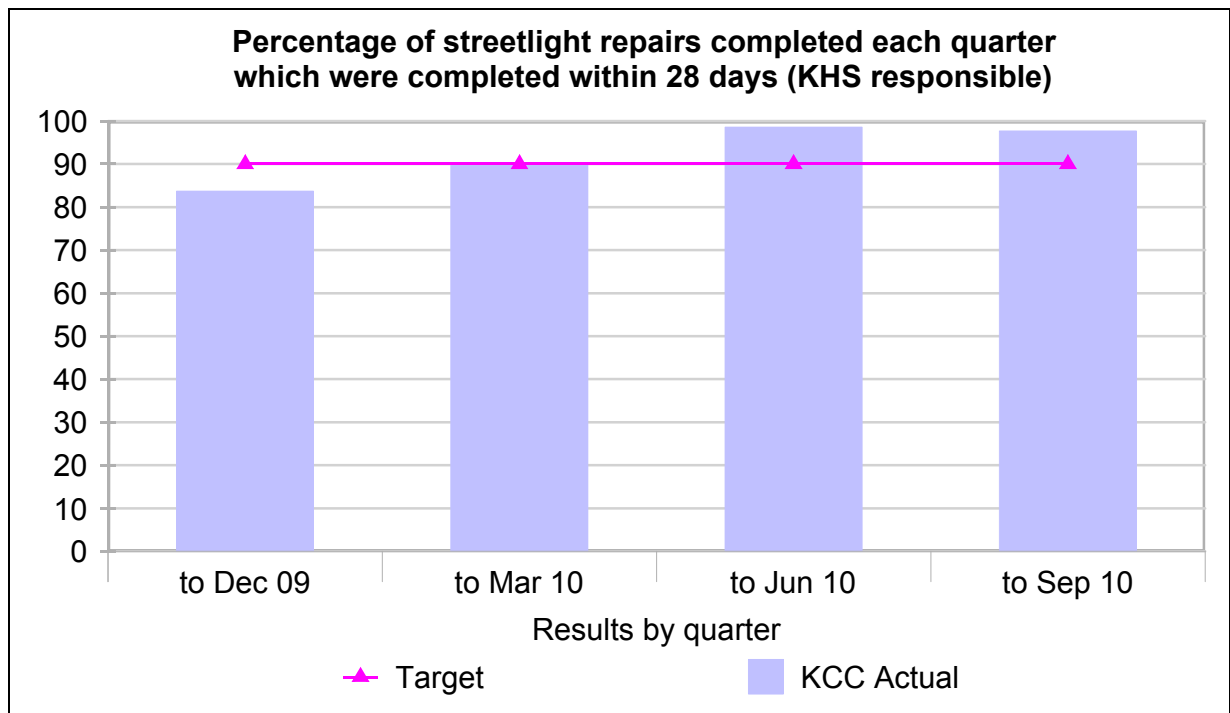
| Lower figure is better | Qtr to Dec 09 | Qtr to Mar 10 | Qtr to Jun 10 | Qtr to Sept 10 |
|------------------------|---------------|---------------|---------------|----------------|
| KCC Result | 32.5 | 17.1 ↑ | 31.5 ↓ | 61.4 ↓ |
| Target | 28 | 28 | 28 | 28 |
| RAG Rating | ● | ★ | ● | ▲ |

This indicator is currently out of target for this quarter as roads awaited treatment by the Find & Fix gangs between March and September 2010. However, whilst increasing the overall average repair time, the Find & Fix project received positive comments from the public as all repairs in one road were completed in one visit. The Find & Fix project was extended to busy A and B class roads following early success with minor roads and was completed at the end of September with over 160,000 potholes repaired.

The systematic as opposed to reactive approach to fault fixing has proved efficient and cost-effective, though has the perverse effect of reducing performance levels. Repair times, and performance against this target, are expected to improve significantly in the next quarter.

The number of reported potholes in this quarter has been around 2,500 per month and is significantly less than the winter peak period of over 9,000 defects per month. As a result of the old Find & Fix repairs being closed, repair times over the next few months will be brought back into target.

For many minor roads, the weather will play a key role in the pothole demand over the coming months. Additional crews are on standby to react to an increase in demand and, subject to the weather and targeted funding, a new Find & Fix project could be delivered in the spring.

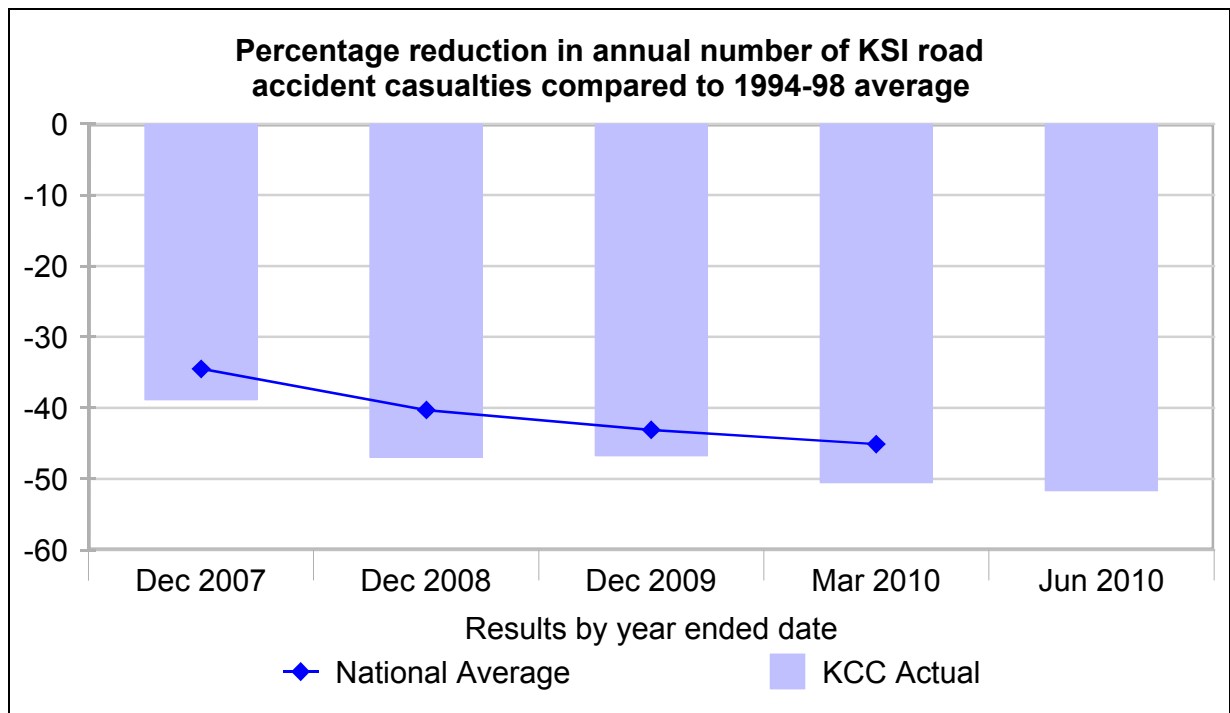


| Higher figure is better | Qtr to Dec 09 | Qtr to Mar 10 | Qtr to Jun 10 | Qtr to Sept 10 |
|--------------------------|---------------|---------------|---------------|----------------|
| KHS result | 83.7% | 90.2% ↑ | 98.6% ↑ | 97.7% ↓ |
| Target | 90% | 90% | 90% | 90% |
| RAG Rating | ● | ★ | ★ | ★ |
| EDF Result (not graphed) | 37.1% | 24.0% ↓ | 69.0% ↑ | 43.3% ↓ |
| Target | 75% | 75% | 75% | 75% |
| RAG Rating | ▲ | ▲ | ● | ▲ |

Streetlight repair times within the responsibility of KHS are being maintained at a high performance level, with the target level exceeded for the last two quarters. However, with the winter peak period approaching, pressure will be on the team to continue to meet these high standards whilst receiving a predicted doubling in demand.

The total number of faults which require a repair from EDF remains a small percentage of the total number of streetlight faults, (around 5% of the overall volume, which equates to 150 faults per month). Failure by EDF to meet their repair times on a small number of faults can therefore have a significant effect on the overall result. However results for recent quarters have shown significant improvement on the past, and we expect to see performance continuing to improve in the future.

The introduction of the OFGEM 'guaranteed standards of performance' arrangements, which came into force on the 1st October 2010, will help drive-up EDF's performance in the coming months.



| Larger negative figure better | Year ended Dec 07 | Year ended Dec 08 | Year ended Dec 09 | Year ended Mar 10 Provisional | Year ended Jun 10 Provisional |
|-------------------------------|-------------------|-------------------|-------------------|-------------------------------|-------------------------------|
| KCC Result | -38.9% | -47.0% ↑ | -46.8% ↓ | -50.6% ↑ | -51.7% ↑ |
| National average | -34.5% | -40.3% | -43.1% | -45.1% * | |
| RAG Rating | ★ | ★ | ● | ★ | ★ |
| Actual KSI | 723 | 627 | 629 | 584 | 571 |

* Provisional estimate for GB, Source : DfT.

For the last three years the percentage reduction in Kent for the number of road accident KSI (killed and seriously injured) casualties has been significantly better than the reduction recorded as the national average.

Data for 2009 for Kent showed no improvement over 2008 but data recorded so far for 2010 (which is provisional at this stage) shows continued reductions in KSI numbers ahead of national reductions.

Appendix : Comparative Benchmarks

In most cases the data is presented with the national average as the comparative benchmark. The national average will refer to data for all English councils.

We are developing the report to include more comparative information where relevant. For some services, the outcomes and performance will be correlated or related to various factors which are different in different places. Often the social and economic background of a local authority area will have a significant influence on the outcomes that are reported for key service areas. There are different comparators for different service areas and these are known as statistical neighbours.

For indicators for children, families and education we have included the average performance for the relevant statistical neighbour list, which is made up of the following local authority areas:

| |
|------------------|
| East Sussex |
| Essex |
| Lancashire |
| Northamptonshire |
| Nottinghamshire |
| Staffordshire |
| Warwickshire |
| West Sussex |
| Worcestershire |
| Swindon UA |

For indicators relating to libraries we have provided a comparative benchmark for all county councils, as no agreed statistical neighbour lists exists but county council areas have similar geography to each other in terms of rural communities, whereas cities and metropolitan areas will have very different factors influencing the delivery of the service.

In relation to staffing data comparative benchmarks for local government and the civil service are used. These are used as workforces are similar in terms of size of organisation, age profile, gender balance and occupation. For example, staff sickness levels are highly influenced by age profile and gender balance of the workforce, the size of the organisation and the type of work. The nearest statistical neighbours for staffing matters such as sickness are therefore organisations which are similar on these characteristics such as other local government bodies and the civil service.

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By: Nick Chard, Cabinet Member for Environment Highways & Waste
Paul Crick, Interim Director of Integrated Strategy and Planning

To: Environment, Highways & Waste Policy Overview & Scrutiny Committee – 18 January 2011

Subject: Growth Without Gridlock – A Transport Delivery Plan for Kent

Classification: Unrestricted

Summary: This report informs Members about the recent launch of Growth without Gridlock, KCC's landmark transport delivery plan for the county and invites comments on the proposed innovative ways of delivering the programme.

1. Introduction

- 1.1 In October 2009, KCC published *Unlocking Kent's Potential, a framework for regeneration* which set out the opportunities and challenges facing the County over the coming decades. This was followed by *21st Century Kent: A Blueprint for the County's Future*, which was launched in January 2010 to provide a longer-term, visionary view of Kent. It was identified during the preparation of *Unlocking Kent's Potential* that it would inform the development of a series of further strategies and implementation plans, including an Integrated Transport Strategy (ITS) for Kent.

2. An Integrated Transport Strategy for Kent

- 2.1 Between March and November 2009, a draft ITS was prepared by the County Council's Transport Policy Team, overseen by the Kent Economic Board Transport Task Group. Consultation on the ITS was launched on 19th November 2009 and closed on 12th February 2010. The consultation generated over 150 responses and comments received were generally favourable, with the overall vision of an integrated transport network particularly welcomed. This ITS was re-drafted during early 2010 with a particular emphasis on ensuring consistency and linkages with the emerging Environment and Housing Strategies.

3. Growth Without Gridlock – A Transport Delivery Plan for Kent

- 3.1 During the summer of 2010, in response to the changing political and economic landscape and an emphasis on local decision making and increased flexibility for local councils, the ITS was revised into a groundbreaking 20 year Transport Delivery Plan. This became a document which KCC could submit to the Coalition Government, highlighting those schemes that could be delivered by KCC and its partners, asking for greater

powers and flexibilities and calling on the Government to progress those schemes of national importance including a Lower Thames Crossing, a long-term solution to Operation Stack and a scheme of foreign lorry road user charging.

3.2 *Growth without gridlock* – A transport delivery plan for Kent was successfully launched at a well attended media event on 1st December 2010 at County Hall and an executive summary was made available to attendees. At this event, KCC also launched two reports on the Lower Thames Crossing which looked at the feasibility of various crossing locations and the business case and regeneration benefits of a crossing to the east of Gravesend.

It has received national press coverage, and the proposed schemes and the innovative ways of delivering them have generated private sector and media interest.

3.3 A full version of the 20 year Transport Delivery Plan is now available on the KCC website and hard copies will be sent to all stakeholders and partners.

4. Future Plans

4.1 Members and officers will be meeting with Ministers to press for the freedoms to implement this Transport Delivery Plan and also seek a commitment to hypothecate new money raised from foreign lorry charging etc to Kent. The Kent, Greater Essex and East Sussex Local Enterprise Partnership will provide an opportunity to secure funding and deliver strategic transport infrastructure and the County Council will work with all its partners to maximise the benefits for Kent and its communities.

5. Recommendations

Members of the Policy Overview and Scrutiny Committee are asked to:

1. Note the publication of KCC's *Growth without gridlock - A transport delivery plan for Kent*
2. Submit views on the proposed innovative ways of delivering the programme.

Contact: Paul Crick – Interim Director of Integrated Strategy and Planning

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✉ paul.crick@kent.gov.uk

Rob Smith – Senior Transport Planner

☎ 01622 221050

✉ robert.smith3@kent.gov.uk

Background Documents:

Kent County Council, *Growth without gridlock – A transport delivery plan for Kent*, December 2010

Kent County Council, *Growth without gridlock – A transport delivery plan for Kent (Executive Summary)*, December 2010

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By: Nick Chard, Cabinet Member for Environment Highways & Waste
Paul Crick, Interim Director of Integrated Strategy and Planning

To: Environment, Highways & Waste Policy Overview & Scrutiny Committee – 18 January 2011

Subject: Local Transport Plan for Kent 2011-16

Classification: Unrestricted

Summary: This report provides the initial results of recent consultation on the draft Local Transport Plan 2011-16 and presents a proposed structure for the LTP3 Implementation Plan based on the Local Transport Settlement in December 2010. Delegated authority is requested for editorial purposes to prepare a final LTP3 Strategy and Implementation Plan for final approval by Full Council on 6th April 2011.

1. Introduction

- 1.1 The Local Transport Act 2008 places a statutory duty on local authorities to prepare a Local Transport Plan (LTP), which must be in place by 1st April 2011. The LTP should contain a 'strategy', setting out the authority's key transport objectives, and an 'implementation plan', containing details of the Integrated Transport schemes it intends to deliver in order to meet those objectives.
- 1.2 During the summer, KCC's Transport Policy Team prepared a draft Local Transport Plan 2011-16 (LTP3) to form the basis for public consultation. The draft LTP3 was structured around five themes:
- Growth Without Gridlock;
 - A Safer and Healthier County;
 - Supporting Independence;
 - Tackling a Changing Climate; and,
 - Enjoying Life in Kent.
- 1.3 When the draft LTP3 was prepared, the Coalition Government had yet to agree future funding levels for the five year period of LTP3 but it was clear that funding levels would be reduced. In response, the Cabinet Member for Environment, Highways and Waste asked for a system of prioritising the Integrated Transport block funding to those measures which will make the greatest contribution to local and national objectives and represent the best value for money. Different ways of doing this were considered and a preferred option was chosen which splits funding between the five LTP3 Themes (budget allocation) and then focuses the investment under each

Theme to those areas and locations where the challenges are most acute (spatial distribution). This approach was subsequently supported by the POSC on 14th September 2010 and formed the basis of the draft LTP3 that went out for consultation on 4th October 2010. Maintenance funding will continue to be prioritised using the formulae set out in KCC's Transport Asset Management Plan.

2. Responses Received from Draft LTP3 Consultation

- 2.1 The draft LTP3 was posted on KCC's website on 4th October 2010 and a letter was sent to over 200 stakeholders, informing them of this and asking them to submit their comments. A 12 week consultation period was specified with a closing date of 31st December 2010.
- 2.2 When consultation closed, 60 responses had been received. The majority of comments related to specific points of emphasis and a clearer reference to certain initiatives being pursued by others. There was also a recognition that the local transport planning landscape has shifted significantly in the interim, particularly as *Growth without gridlock - A transport delivery plan for Kent* was launched on 1st December 2010 and that a significant level of updating for the final LTP3 is required.
- 2.3 The main concern raised was the priority given to the Growth Areas and Growth Points under the LTP3 theme of Growth Without Gridlock to which 45% of Integrated Transport funding is allocated, which does not recognise the high levels of development planned elsewhere in the County. There was a high level of support from those areas that would benefit from this allocation. Also, the proposed spatial distribution for Supporting Independence to the coastal urban areas of East Kent precludes deprived areas in rural areas and in Mid and West Kent. Other comments related to the inclusion of major transport infrastructure which though not funded by LTP funding, would conflict with many of the aims of the LTP relating to reducing carbon emissions and reliance on the private car and the detrimental impact on protected environmental areas.
- 2.4 We also received representations from Essex County Council and Thurrock Council, objecting to the route shown on page 74, linking the proposed Lower Thames Crossing East of Gravesend to the M11. This line, which was for indicative purposes only, will be removed from the final LTP3 document.

3. Local Transport Settlement (2011/12 – 2012/13)

- 3.1 On 13th December 2010, the Government announced the final transport capital block settlement for 2011/12 to 2012/13. This announcement covered the Highways Maintenance Block and the Integrated Transport Block, both of which are calculated using differing needs-based formulae and will be provided as capital grant (not supported borrowing). Indicative funding allocations were also given for 2013-15 and may be subject to change. The allocations for the Kent area are shown below:

| | Final Allocation £000s | | Indicative Allocation £000s | |
|------------------------------|---------------------------|---------|--------------------------------|---------|
| | 2011-12 | 2012-13 | 2013-14 | 2014-15 |
| Integrated Transport | 8,199 | 8,746 | 8,746 | 12,299 |
| Highways Capital Maintenance | 25,272 | 23,986 | 22,473 | 21,328 |

3.2 In previous years, integrated transport funding has been transferred across to maintenance and given the continuing need to maintain Kent's roads plus the impact of recent winter weather, it is planned for 2011/12 that £2.351m will be transferred, leaving £5.848m for integrated transport schemes.

4. LTP3 Implementation Plan

4.1 The Local Transport Act 2008 requires that LTPs contain a strategy and implementation plan(s). The strategy is effectively the prioritisation system set out in section 1.3 which determines the priority LTP3 Themes and the areas and locations where funding will be focused. The Implementation Plan(s) sets out the proposals for delivery of the objectives contained in the strategy. Given the lack of funding allocations when the draft LTP3 was written, no specific measures were included in this consultation document though reference was made to the types of schemes that would be considered. The Cabinet Member for Environment, Highways and Waste has decided to continue with the Members Highway Fund, which will be funded from the LTP3 Integrated Transport allocation and he is also keen that Crash Remedial Measures continue to be funded. Therefore, the following priority and structure for the LTP3 Implementation Plan is proposed:

4.2 Integrated Transport Funding

Members Highway Fund – £2.2 million per year with £25,000 allocated to each of the 84 County Councillors to fund schemes which solve local transport issues plus £0.1m to administer the fund.

Crash Remedial Measures - measures at sites with a history of injuries due to vehicle crashes

Integrated Transport Measures – remaining funding allocated to local transport improvements using the budget allocation/spatial distribution approach outlined in section 1.3.

4.3 Highways Capital Maintenance Funding

Highways Capital Maintenance – funding allocated to meet the priorities and objectives of KCC's Transport Asset Management Plan.

5. Local Sustainable Transport Fund

5.1 In late September 2010, the Coalition Government announced the launch of a new transport fund called the Local Sustainable Transport Fund. This fund of £560 million replaces a range of previous grants for sustainable forms of

travel and will include a mix of £350m revenue and £210m capital funding over the next four years. The fund will be an opportunity for local authorities to take forward sustainable travel measures through their LTPs and to develop packages of measures that support economic growth and reduce carbon. Schemes could include integration between travel modes, walking and cycling measures, better public transport and traffic management schemes. The DfT has yet to publish its guidance and timescales for potential applicants but it is recommended that the County Council submits a bid to this fund and LTP3 will be written in a way that would support this bid, highlighting potential packages of measures that could be put forward. It is therefore important that a robust and high quality LTP3 is adopted to support future bidding opportunities and attract investment for local transport to the County.

6. Recommendations

Members of the Policy Overview and Scrutiny Committee are asked to:

1. Note the summary of responses received to the LTP3 consultation
2. Comment on the proposed structure of the LTP3 Implementation Plan(s)
3. Support a future bid to the Local Sustainable Transport Fund
4. Delegate authority for editorial changes and production of the final LTP3 to the Cabinet Member for Environment, Highways and Waste for approval at Cabinet and Full Council.

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Background Documents:

Department for Transport, *Guidance on Local Transport Plans*, 2009

By: Nick Chard, Cabinet Member for Environment, Highways and Waste
Paul Crick, Interim Director of Integrated Strategy and Planning

To: Environment, Highways & Waste – Policy Overview and Scrutiny Committee – 18 January 2011

Subject: Rail Action Plan for Kent

Classification: Unrestricted

Summary: This report sets out the background to the development of the Rail Action Plan for Kent, and invites members to comment on the report before it is presented to Cabinet for approval on 4 April 2011 and to the 3rd Rail Summit on 19 April 2011.

1. Introduction

- 1.1 Kent's Transport Strategy is encapsulated in two key documents: 'Growth without Gridlock' (December 2010); and 'Local Transport Plan for Kent 2011-2016' (draft, September 2010). These policies summarise Kent County Council's (KCC) transport policy and inform the Rail Action Plan for Kent.
- 1.2 The Rail Action Plan for Kent sets out the principal objectives of KCC to ensure that the new Integrated Kent Franchise (IKF) - which is due to commence in April 2014 - delivers a rail service for Kent that meets the needs of the county's residents and visitors. It is not concerned with changing the existing franchise operated by Southeastern Railway, although KCC will continue to press for improvements in its current operation.
- 1.3 The Plan lists in detail the rail routes which need addressing in today's network, and recommends improvements to be incorporated in the new franchise specification. It also recognises the need for the level of rail fares charged in Kent to offer better value for money, so as to encourage economic growth throughout the county.
- 1.4 Following extensive public engagement and consultation, the final version of this Rail Action Plan for Kent will be presented to Cabinet on 4 April 2011 for approval, and then to the 3rd KCC Rail summit on 19 April 2011. It will inform KCC's submission to the Department for Transport (DfT) for the awarding of the contract for the delivery of the IKF from 2014 onwards.

2. Development of the Rail Action Plan for Kent

- 2.1 KCC introduced a series of Rail Summits in 2010. The first, on 25 March, invited representatives from Rail User Groups (RUGs), interested individuals, rail operators and others to develop a common approach across Kent to the forthcoming renewal process for the Integrated Kent Franchise. The second summit, on 21 October, focused in greater detail on the service changes needed across the county, and led to the drafting of the attached Rail Action Plan for Kent.
- 2.2 This sets out in detail the recommended franchise specification for each of the rail routes in Kent, and also lists the particular issues raised by RUGs and others concerning individual rail services. The final draft report was sent to all interested stakeholders on 23 December 2010, with an invitation to comment by 28 February 2011. Members of the Policy Overview and Scrutiny Committee are also invited to comment on the final draft report which is presented today.
- 2.3 There will clearly be conflicting responses from stakeholders. KCC will want to make clear recommendations based on its knowledge on the availability of train paths, rolling stock, crews and DfT revenue support. For example, it would not be possible to improve the running time on the North Kent line to Victoria and Cannon Street if requests for additional stops at smaller stations on this route were granted.
- 2.4 KCC expects the DfT's consultation period for the new IKF to run for about two years, from Autumn 2011 to the announcement of the award for the new franchise in Autumn/Winter 2013. The expected commencement date of the new franchise is 1 April 2014, although this award may now be for an initial period of between three and six years in order to establish a common date for the renewal of the Southeastern, Southern and First Capital Connect (Thameslink) franchises.
- 2.5 KCC's Rail Action Plan for Kent is therefore the right plan at the right time. Its aim is to represent the needs of Kent's residents, businesses and visitors, by ensuring that the new IKF delivers a rail service that meets the demand for the future of rail travel in the county and facilitates economic growth in Kent.

3. Recommendations

- (i) **Members are invited to comment on the report.**
- (ii) **Members are also invited to submit any comments in response to the final draft Rail Action Plan for Kent to:**

railactionplan@kent.gov.uk

Appendix A

Rail Action Plan for Kent (with appendices 1, 2 & 3)

Background Documents: The following background documents have been used in the preparation of this report:

Rail Action Plan for Kent – Final Draft for Consultation (Kent County Council, Maidstone, 22 December 2010)

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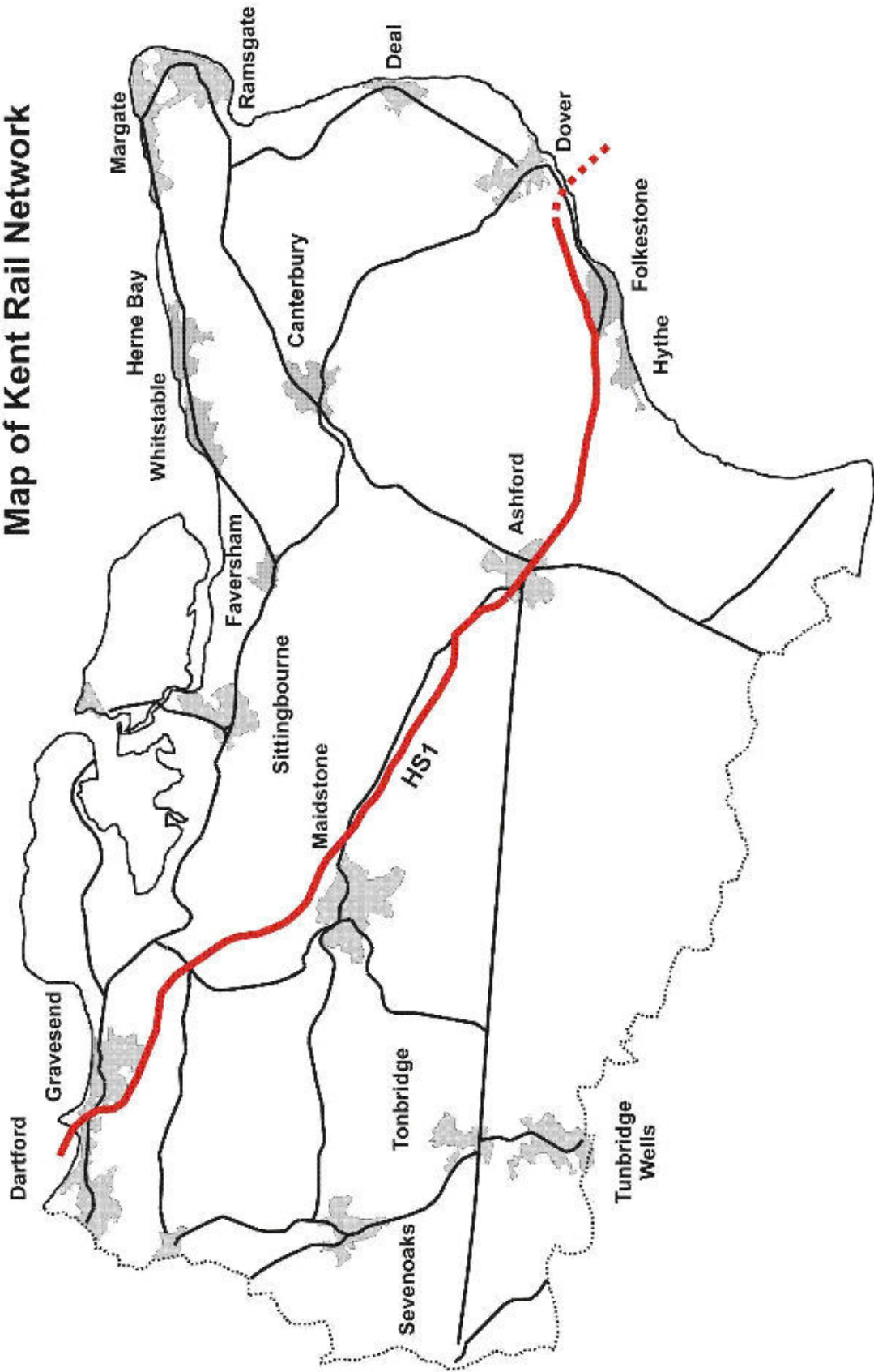
RAIL ACTION PLAN FOR KENT

**Final Draft for Consultation
22 December 2010**



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Map of Kent Rail Network



FOREWORD

By Nick Chard

KCC Cabinet Member for Environment, Highways & Waste

We live in exciting and challenging times. We need to ensure that the right conditions are in place for the economic regeneration and growth that we all want to see in Kent. Only from economic growth can we provide for our children's future and create the opportunities for business, education, employment and leisure that are so crucial to the life of the County of Kent and its people.

The rail service in Kent is a key driver of these noble objectives. A modern, efficient, safe, punctual and reliable rail service that takes people where they need to go at a time of day that meets their needs is central to the transport objectives of Kent County Council. Only by ensuring the provision of good rail links to the right London termini, and between stations within Kent, can we enjoy a rail service that not only meets the needs of today's travellers, but that is able to respond to the ever increasing pressures of tomorrow's passengers too.

The location of Kent between London and continental Europe offers great potential for our county. We intend to continue to ensure that both Ebbsfleet and Ashford international stations are well served by through rail services to European capitals, by Eurostar and - in the future - by the proposed Deutsche Bahn services.

So Kent County Council will work hard to stand up for Kent's residents and commuters, acting as a community leader, influencing the decision-making process which will result in the award of a new Integrated Kent Franchise in 2014. We must all ensure that, whoever is the provider, Kent will enjoy the very best rail service which will meet the needs of all its residents and visitors.

Nick Chard



EXECUTIVE SUMMARY

- i Kent's Transport Strategy is encapsulated in two key documents: 'Growth without Gridlock' (December 2010); and 'Local Transport Plan for Kent 2011-2016' (draft, September 2010). These policies summarise Kent County Council's (KCC) transport policy and inform this Rail Action Plan for Kent.
- ii This Rail Action Plan for Kent sets out the principal objectives of KCC to ensure that the new franchise - which is due to commence in April 2014 - delivers a rail service for Kent that meets the needs of the county's residents and visitors. It is not concerned with changing the existing franchise operated by Southeastern Railway, although KCC will continue to press for improvements in its current operation. The Plan lists in detail the rail routes which need addressing in today's network, and recommends improvements to be incorporated in the new franchise specification. It also recognises the need for the level of rail fares charged in Kent to offer better value for money, so as to encourage economic growth throughout the county.
- iii This Plan therefore sets out the legislative and regulatory framework which determines the structure of the rail industry and the way it affects Kent; the operation of the existing Southeastern franchise and its successes and failures; the need for a new rail service post-2014 which will meet the future needs of economic growth in the county; and the plans of Network Rail to enhance some of the principal routes in Kent and thus improve journey times.
- iv KCC will also continue to engage with its partners in Europe to ensure the retention of Kent stops on the existing international services, the provision of Kent stops on emerging rail services to the continent, and the possible delivery over time of a new Trans-Manche Metro service linking Kent with Nord-Pas de Calais in partnership with Conseil Regional Nord-Pas de Calais.
- v Following extensive public engagement and consultation, the final version of this Rail Action Plan for Kent will inform KCC's submission to the Department for Transport (DfT) for the awarding of the contract for the delivery of the Integrated Kent Franchise (IKF) from 2014 onwards.

1. INTRODUCTION

- 1.1 Kent County Council (KCC) is the largest local authority in the operating area currently managed by Southeastern Railway. As such KCC is a principal stakeholder in the re-franchising process which will be undertaken by the DfT in the period leading up to the award of the new franchise in April 2014.
- 1.2 The County Council is already engaged with both Southeastern Railway and Network Rail, through stakeholder briefings, Rail Summits, consideration of route and service enhancements, and in many other ways involving regular contact. Other stakeholders such as Medway Unitary Authority (UA) and East Sussex County Council are similarly engaged, and KCC welcomes the opportunity to work collaboratively with others in this way. This Rail Action Plan for Kent (RAPK) is concerned with the administrative county of Kent, but there are five stations in Medway UA to which reference is made: Strood, Rochester, Chatham, Gillingham and Rainham.
- 1.3 The railway industry is highly regulated and controlled. The following chapters explain both the transport policy context within which KCC operates – and in which this Plan is rooted – and also the legislative and regulatory framework which determines the structures of today’s railway. Our role is to listen, to judge, and to inform: to listen to the many Rail User Groups (RUGs) which represent many of Kent’s rail passengers; to make a judgement about the most effective use of the resources which will be available to serve the rail network in our county; and to inform the franchise-making process of Kent’s collective view.
- 1.4 Kent’s rail network is the result of historic competition between rival railway companies in the 19th century; consolidation under the Southern Railway and then British Railways in the 20th century; and dramatic change delivered by the present franchise operator with the arrival of High Speed services which have transformed journey times between East Kent and London in the 21st century.
- 1.5 KCC does not pretend to know all the answers, but the County Council does value highly its dual role: to develop a strategic rail network which will help to deliver the economic growth we need during the next 30 years; and to represent the genuine aspirations of Kent’s travelling public, standing up for the people of Kent. It is these twin goals that this Rail Action Plan for Kent seeks to deliver.

2. KENT'S TRANSPORT POLICY CONTEXT

- 2.1 Kent County Council's (KCC) current transport strategy is encapsulated in two principal documents: Growth without Gridlock (December 2010); and Local Transport Plan for Kent 2011-2016 (LTP3) (draft for consultation, September 2010).

Growth without Gridlock

- 2.2 KCC's framework for regeneration titled 'Unlocking Kent's Potential: opportunities and challenges' identified the need for an Integrated Transport Strategy as one of the key drivers to deliver long lasting regeneration and economic growth in Kent. 'Growth without Gridlock' addresses the key transport solutions that need to be implemented over the next 20 years, and fully complements the framework for economic growth.
- 2.3 'Growth without Gridlock' recognises the potential of Kent's rail network to meet these challenges. The delivery of High Speed domestic rail services in December 2009 has transformed journey times for many passengers, but the new timetable introduced by Southeastern has also caused serious problems for others. This Rail Action Plan for Kent addresses all these issues, and using 'Growth without Gridlock' as a starting point seeks to develop a strategy for an improved rail network that will better serve the people in Kent from 2014 onwards.

Local Transport Plan for Kent 2011-2016

- 2.4 The preparation and adoption of an LTP is a statutory requirement under the Transport Act 2000, as amended by the Local Transport Act 2008.
- 2.5 LTP3 has incorporated the strategy of 'Growth without Gridlock' which identifies the need for major transport improvements for which KCC will lobby, such as enhancements to the classic rail network. The County Council also seeks to maximise the potential of High Speed 1, by ensuring that the new franchise from 2014 onwards makes the most effective use of this rail infrastructure and the Class 395 High Speed trains.

Kent's Rail Network

- 2.6 The county's rail network (including Medway UA) comprises four principal routes: High Speed 1 (HS1) from the Thames Tunnel via Ebbsfleet and Ashford to the Channel Tunnel portal; Mainline from Knockholt via Tonbridge (with Hastings line via Tunbridge Wells), Ashford and then via both Canterbury West and Dover & Deal to Ramsgate; Mainline from Swanley via the Medway Towns and Faversham to Ramsgate via Herne Bay and to Dover via Canterbury East; and Mainline from Swanley via Otford and Maidstone East to Ashford.

- 2.7 There are also five secondary routes: from Dartford via Gravesend and Strood to Paddock Wood via Maidstone West; from Sittingbourne to Sheerness; from Ashford to Hastings via Appledore and Rye; from Tonbridge to Redhill; and between Oxted and Uckfield via Edenbridge Town.
- 2.8 Appendix 2 sets out in detail the proposed service specification for each of these routes, recommending changes where necessary to the existing franchise specification in order to deliver a rail service that is better suited to the needs of Kent.
- 2.9 KCC has developed close working relationships with Southeastern and Network Rail in recent years, and will continue to work closely with the current rail service franchisee through their stakeholder briefings and KCC's Rail Summits. The County Council has already influenced the development of Network Rail's Route Utilisation Strategy (RUS) for Kent, covering infrastructure development between 2010 and 2020.

International Rail Services

- 2.10 LTP3 also recognises the important role that international rail services will continue to play in the economic regeneration of Kent. The EU's liberalisation of laws restricting the operation of international rail services in 2010 seeks to break existing monopolies in order to stimulate competition for rail services between EU Member States. Deutsche Bahn (DB) has formally proposed and received permission from the EU to operate through rail services from Germany and Holland to the UK, and a DB trial journey with an ICE test train has been viewed favourably by the Channel Tunnel Safety Authority. KCC will lobby for a Kent station stop to be eventually included in this service, which is expected to commence in 2013.

Domestic Rail Services

- 2.11 The domestic rail network is recognised by LTP3 as playing a strategic role in the provision of rail transport to every part of the county. Kent is fortunate to have such an extensive electrified network covering almost the whole county, and the Rail Action Plan for Kent will reflect the priorities of LTP3 in ensuring that access to education, employment, health, retail and leisure facilities will be available wherever possible by rail. However, LTP3 also recognises the serious problems which have arisen on some Mainline routes following the December 2009 timetable change, and these concerns will be included in the Rail Acton Plan for Kent as part of KCC's submission to the DfT for the post-2014 franchise.
- 2.12 The development of Manston Airport and the economic regeneration of Thanet are twin objectives supported by LTP3. The provision of a Parkway station near to Manston, along with the delivery by Network Rail of proposed line speed improvements between Ashford and Ramsgate, would meet both these objectives. These improvement works could reduce running times by up to ten minutes between London and Thanet Parkway,

and a full business case for the scheme is currently being developed with an expected completion date for delivery of the scheme in 2014. The creation of a Parkway station here would be a key driver for the economic regeneration of deprived wards throughout Thanet, and should help to reduce the district's welfare bill of £180 million per annum.

- 2.13 KCC's commitment to integrated transport is recognised with the inclusion in LTP3 of a pledge to work closely with partners to deliver improvements to aid interchange at rail stations for people travelling by sustainable modes. This would include improvements to bus access, cycle parking and walking and cycling routes.
- 2.14 LTP3 supports the continuation of KCC's bi-annual Kent Rail Summits which bring together representatives of Southeastern, Network Rail, Passenger Focus and local Rail User Groups (RUGs). These summits address the problems that Kent's rail passengers are experiencing, as well as the benefits of the High Speed services and future aspirations. The views expressed at these events will be used to inform KCC's response to the draft specification for the next Integrated Kent Franchise, which is due to commence in April 2014.

3. LEGISLATIVE AND REGULATORY FRAMEWORK

- 3.1 The Railways Act 1993 privatised British Rail and divided the ownership and maintenance of the infrastructure from the operation of the trains. Ownership of the track, signalling and power systems passed to a new company, Railtrack, and passenger train operations were initially split into 26 separate franchises which were the subject of competitive tendering. Following serious problems in the industry, Railtrack was abolished and replaced by a new public company, Network Rail (NR). Meanwhile the Strategic Rail Authority (SRA), which had been created in 2001 with a remit to improve the overall planning and direction of the railways, was abolished by the Railways Act 2005 which passed most of its functions to the DfT.
- 3.2 The DfT now has overall strategic and financial responsibility for the railways, and is the national authority which procures rail services and projects. A five-year High Level Output Statement specifies what the Government wants to buy from the railway in terms of capacity, performance and safety, and this is accompanied by a Statement of Funds Available and a long-term rail strategy.
- 3.3 NR owns, operates, maintains and develops the main rail network in Great Britain, including tracks, signalling, structures and level crossings. It also owns and operates 18 of the larger stations such as the London termini – others are owned by NR but operated by franchised passenger train operators such as Southeastern.
- 3.4 The Office of Rail Regulation (ORR) is responsible for regulating the national rail network operator NR. Since 2006 it has also become a combined safety and economic regulator, responsible for rail safety. The ORR also grants licences to the Train Operating Companies (TOCs) to operate passenger trains.
- 3.5 Passenger TOCs are granted franchises by the DfT, which specifies and lets contracts to TOCs such as Southeastern to run franchised passenger services for a specified period of time. The TOCs and NR also have to undertake track and station access agreements which require ORR approval.
- 3.6 The TOCs do not own any rolling stock – they lease it from Rolling-Stock Companies (ROSCOS) which generally own these assets for a period of about 30 years. Typically a given asset will therefore be leased by its ROSCO to a number of TOCs during the asset's lifetime. This arrangement safeguards the use of new rolling-stock by ensuring that its ownership is retained by its ROSCO, and it also enables TOCs to operate newer rolling stock than would otherwise be the case if the TOC had to own the asset for the limited period of its franchise.
- 3.7 The Association of Train Operating Companies (ATOC) is a membership based organisation consisting of the TOCs which operate passenger rail

services in Great Britain, as well as Eurostar which is not a DfT-regulated operator. ATOC oversees National Rail Enquiries and acts as a trade association for its members. It also facilitates various national concessionary fare schemes and ensures allocation and settlement of ticket revenue between TOCs.

- 3.8 Passenger Focus is the statutory body which represents the concerns of rail passengers. It aims to influence decisions that affect passengers, and to work closely with the rail industry, other passenger groups and the Government to secure improvements to passenger rail services.
- 3.9 Action with Communities in Rural Kent (ACRK) promotes economic activity and improved public transport links in the rural communities of Kent. This body also supports the Kent Community Rail Partnership (CRP) which promotes use of the Sittingbourne-Sheerness and Medway Valley lines in the county. KCC welcomes the support of ACRK and the Kent CRP in our endeavours to improve the quality of rail passenger transport in Kent, which is an essential public service on which so many rural communities depend.

4. EXISTING SOUTHEASTERN FRANCHISE: 2006-2014

- 4.1 The former Strategic Rail Authority (SRA) published the Integrated Kent Franchise (IKF) Stakeholder Briefing Document (SBD) in January 2005. This set out the requirements of the new franchise for passenger rail services in Kent, which was to run from 1 April 2006 – initially for a period of six years with a possible two-year extension. Southeastern is at present meeting its delivery targets, and if it continues to do so it will be automatically offered the two-year extension to its initial franchise period by the DfT, from 2012 to 2014.
- 4.2 Prior to the publication of IKF SBD, and following the earlier termination of the Connex South Eastern franchise in November 2003 following that operator's poor record of customer service, punctuality and reliability, the SRA's publicly-owned subsidiary South Eastern Trains (SET) had operated services across south-east London, Kent and East Sussex.
- 4.3 The SRA was very prescriptive. Its IKF SBD set out detailed requirements of level of service, frequency and route pattern. Each station in Kent had the frequency of its service to its specified London termini determined for each peak and off-peak period on Monday to Friday, and while a successful TOC bidding for the franchise could increase this level of service it would do so at its own commercial risk. Some existing services were also excluded from the new IKF – e.g. Maidstone East via West Malling to Cannon Street.
- 4.4 Southeastern Railway was the successful bidder for the IKF, and commenced its delivery of the new franchise on 1 April 2006. At the award stage the DfT was committed to a total revenue subsidy of £585 million over the full period of eight years, with fares to increase at RPI +3% until 2012. Since then, the Comprehensive Spending Review (CSR) has determined that rail fares throughout England will increase by RPI +3% (instead of RPI +1%) from 2012, so the higher than average fare increases experienced in Kent will in future be matched by those elsewhere in England. The original revenue surplus forecast for the final two years of the franchise between 2012 and 2014 has now been replaced with additional revenue subsidy from the DfT to reflect the economic downturn, and so there is no expectation of any financial surplus from the present operator of the IKF.
- 4.5 Southeastern has made significant investment in the rail network in Kent in recent years. Commitments have included a £17.6 million programme to install high quality CCTV on all trains, passenger-load weighing equipment on trains to tackle overcrowding, and improved passenger information systems and station security. The TOC also plans to raise the benchmark for the number of trains arriving within 5 minutes of scheduled time from 89.2% in 2008 to 93.74% in 2014.



- 4.6 In 2006 Southeastern introduced new early morning and late evening services to target increased demand in the shoulder-peaks, and further improvements were made in 2007 to improve capacity and punctuality. The greatest change was the introduction of a completely new timetable in December 2009 which included the delivery of the full Class 395 High Speed service using HS1 to London St Pancras from a range of stations in Kent, and the consequential recasting of Mainline services to the other London termini. It is this last element of the timetable change which has caused serious concerns among RUGs and Passenger Focus, and it is these concerns – amongst others – that KCC wishes to address in this Rail Action Plan for Kent.
- 4.7 There is one further change to the existing service level agreement which has been proposed by the Mayor of London and Transport for London (TfL) for introduction in December 2012. The Mayor and TfL have requested that additional stops at Denmark Hill and Peckham Rye in south London be included on Maidstone East line trains to Victoria. These proposed stops are intended to replace in part the withdrawal of the south London line service between Victoria and London Bridge from this date, when the London Overground service will be extended from New Cross Gate to Clapham Junction.
- 4.8 KCC has already objected to this proposal in the strongest possible terms, as it would have an extremely detrimental effect on rail passengers using the Maidstone East line. This route has already become the cinderella of the Southeastern rail network; to impoverish it still further with these additional stops and longer journey times would cause serious further hardship for the many Kent residents whose daily journeys to and from London on this line are already far longer than appropriate for the county town of Kent.
- 4.9 There is one further aspect of the current Southeastern franchise which has caused extreme concern throughout Kent. The performance of the franchise operator's services during Winter periods has been abysmal, with extended delays, cancellations and even overnight journeys. But it is not primarily these failures which have caused the anger and frustration of Southeastern's commuters: it is overwhelmingly the almost complete lack of accurate and up-to-date information about the delays and cancellations which has caused the greatest complaints. While neighbouring suburban and home county rail operators such as South West Trains and Southern displayed accurate information on their websites and at stations about the operation of services, Southeastern initially provided totally inadequate information on its own website which often contradicted that which it had provided for National Rail enquires on theirs. To be worthy of winning a new franchise in 2014, Southeastern must radically improve their provision of information, ensuring that it is relevant, accurate and up-to-date when inclement Winter weather strikes again. Anything less will be regarded, not just by KCC, but by stakeholders across the county, as totally unacceptable.

5. ECONOMIC GROWTH AND A NEW RAIL SERVICE FOR KENT

5.1 The SRA had recognised the importance of the influence of local authorities in determining the pattern of rail services that were included in the original IKF SBD when bids were invited for the existing franchise:

“The SRA is aware of the aspirations of regional and local authorities in relation to redevelopment and inward investment. It is essential, therefore, that in the design of new railway services such as that arising from the completion of the CTRL [now HS1], full account is taken of plans for future land use and economic activity. The development of a new franchise that can not only provide services on the existing network, but also offer new domestic links between Kent and London on the CTRL, can only be viewed as a major advance in service provision for the whole of the region.”

5.2 ‘21st Century Kent’ identifies the main development areas in Kent and the major infrastructure and other measures needed to support future growth. At the district level, Local Development Frameworks (LDFs) provide a long-term vision and objectives for an area, ensuring that new development is in the right place to meet people’s needs whilst minimising the impact on existing communities, transport and the environment.

5.3 KCC’s principal framework for economic growth is titled ‘Unlocking Kent’s Potential: Opportunities and Challenges (2009-2020)’. This framework identifies the key issues that must be addressed to deliver long-lasting economic growth in the county, and establishes a series of priority areas for action by KCC and its partners for the next 20-25 years.

5.4 ‘Unlocking Kent’s Potential’ redefines regeneration to include not only economic growth but also transformation in education and skills, culture, civic spirit, tackling climate change and improving housing conditions. It sets a clear direction for achieving economic growth and diversifying employment in Kent, and it recognises the key role of transport in the successful delivery of all these objectives.

5.5 The provision of a new rail service for Kent is therefore critical to the county’s regeneration objectives, especially in East Kent where the county’s areas of greatest deprivation are located, as it will provide the primary mode of public passenger transport which should be a driver for new employment, education and business opportunities. This is especially critical in Thanet, where the proposed Thanet Parkway should provide the incentive required for the expansion of Manston Airport and for new economic growth in this district; in Dover, where the aspiration of Dover District Council to have an under the hour service between Dover and London on High Speed, together with enhanced parking at Dover Priory, will be a significant benefit to Dover Pride and to the regeneration of the town; and in Deal and Sandwich, where an improved rail service to these coastal towns should stimulate the local economy in this part of the county.

KCC's aspirations for the new Kent franchise are therefore rooted in the opportunities and challenges set out in 'Unlocking Kent's Potential'.



6. TOWARDS THE NEW FRANCHISE: 2014+

- 6.1 The award of the new franchise agreement for the passenger rail network in south-east London and Kent will be made by the Secretary of State for Transport following a recommendation from the DfT. Between now and April 2014 the DfT will engage in extensive stakeholder consultation, and KCC will have a key role to play in this process as the principal transport authority in the franchise area. To this end we shall also engage with our neighbouring transport authorities within the new Local Enterprise Partnership (LEP), and also with those in Greater London, so as to ensure the delivery of the most effective rail service for the new franchise within the budgetary constraints that will be determined by the DfT.

Rail Action Plan for Kent

- 6.2 This Rail Action Plan for Kent (RAPK) therefore sets out the objectives that KCC wishes to see incorporated in the new franchise. In doing so KCC does not profess to be expert in the operation of the rail network, nor proficient in the most economic allocation of rolling-stock and crew resources. Rather we seek to represent the aspirations of the people of Kent for a new rail service which reflects the needs of our county, drives economic growth, meets the targets of our Growth Areas at Ashford and Thames Gateway (Kent) and of our Growth Points at Dover and Maidstone, and ensures the provision of a reliable, useful, safe, clean and punctual railway which meets the current and future business, education, employment and leisure needs of the people of Kent.
- 6.3 KCC's aspirations for the new franchise therefore seek to realise these objectives. As always, a balance must be struck between that which is desired and that which is deliverable, and this balance will inevitably be determined by the level of revenue subsidy provided by the DfT for the period of the new franchise. The current economic climate will clearly have a significant impact on this, but KCC hopes that the new franchise will be granted for a much longer period than the existing agreement – at the very least for a period of ten years until 2024, and KCC understands this could be for up to 15 years – and that its aspirations will not therefore be entirely circumscribed by the DfT's current financial constraints.



KCC's Key Requirements

- 6.4 KCC's key requirements for each route of the new franchise are listed below. They do not refer to every section of route within Kent, but reflect the principal causes of concern raised by MPs, KCC Members, RUGs and individuals before, during and after our Rail Summits held in March and October 2010 :
- (i) There should be a regular peak-period Mainline service to designated West End and City stations on each principal rail route in Kent. By West End is meant Charing Cross or Victoria; by City is meant Blackfriars or Cannon Street. There should also be a regular off-peak period service to a designated West End station from each major town in Kent;
 - (ii) Connectivity at Dover Priory between Mainline from Sandwich / Deal and High Speed to St Pancras must be improved from the present 49 minute wait during off-peak periods. The extension of High Speed from Dover Priory to Ramsgate via Deal / Sandwich should also be considered for inclusion in the new franchise provided that this can be delivered with existing rolling-stock resources;
 - (iii) Connectivity at Ashford between Mainline from Dover / Folkestone and Mainline via Maidstone East will already have been improved off-peak towards London from the December 2010 timetable change – this principle should now be applied to peak periods in both directions;
 - (iv) Connectivity at Sittingbourne between the Sheerness branch and High Speed / Mainline services needs to be improved, removing the existing long connection periods;
 - (v) Journey times on Mainline between stations on the North Kent line and Victoria / Cannon Street have been greatly increased with the new timetable – there needs to be a realignment of the station stopping pattern to facilitate this, and if demand continues to be very low for the peak period High Speed service east of Faversham consideration may need to be given to the removal of this part of the service from the new franchise, as passengers from Thanet will anyway travel via Canterbury West on High Speed as it is significantly faster;
 - (vi) NR has indicated its willingness to engage with KCC in funding GRIP (Governance of Rail Investment Process) 1-2 studies into route enhancement schemes for Ashford-Thanet and Ashford-Hastings – services between Ashford and Thanet would reflect future infrastructure improvements which would also serve to reduce running times on High Speed and Mainline between London and Thanet;

- (vii) The present level of service provided on the Maidstone East line is completely unacceptable, and the new franchise must address this omission above all else – initially there should be an hourly service all day between Maidstone East and Blackfriars (using paths currently allocated to half of the First Capital Connect service from Sevenoaks via Otford) so as to provide a direct service all day to the City; this would be replaced by an all day half-hourly Thameslink (Key Output 2) service to Blackfriars, Farringdon, St Pancras and north from 2018;
- (viii) NR has also indicated its willingness to engage with KCC in funding a GRIP 1 & 2 stage study into the feasibility of High Speed services operating along the Medway Valley line from Ebbsfleet via Gravesend to Maidstone West from 2014 – this would help to fill the serious gap that exists in rail provision for the county town of Kent, and should be deliverable with existing rolling stock resources given the reduction that has already been made from 12-car to 6-car formation on the High Speed peak period service on the North Kent line via Faversham;
- (ix) The Cannon Street service from Hastings via Tunbridge Wells, Tonbridge and Sevenoaks should be retained, and not replaced by new Thameslink KO2 service in 2018 – principal Kent termini for Thameslink KO2 service should be Maidstone East (via Otford and West Malling) and Sevenoaks (via Otford and Bat & Ball);
- (x) Parkway Stations – ‘Growth without Gridlock’ proposed development of parkway stations at Thanet for Manston Airport and Isle of Thanet - NR has already produced GRIP stage 1 report with KCC support for the parkway station, and funding is being pursued by KCC through the Regional Growth Fund (RGF), local businesses and developers; Maidstone – for park & rail to/from Maidstone East and London on Mainline service; and Westenhanger - off M20 junction 11; and Appledore - for Romney Marsh and Tenterden;
- (xi) Through Gatwick – Tonbridge – Ashford hourly all day service in partnership with Gatwick Airport Ltd and operator of new franchise for Southern operating area could commence in 2015 – not part of IKF but would affect route between Tonbridge and Ashford;
- (xii) KCC intends to lobby Government to ensure that a requirement to introduce ITSO ticketing is included in new IKF. This would provide the potential for integrated bus/rail ticketing;
- (xiii) The County Council would also expect to see ongoing improvements to the station environment (cleanliness, comfort, security, information etc) and to integration with other modes of transport (i.e. the whole journey experience).

- 6.5 Appendix 2 lists the recommended service levels for each route, and incorporates these key requirements for peak and off-peak periods on Monday to Friday.
- 6.6 KCC also recognises the need for the level of rail fares charged in Kent to offer better value for money, so as to encourage economic growth throughout the county. While KCC recognises that regulated rail fares policy is determined by Government, the county council will continue to press for a reduction in the annual level of increase in regulated fares charged across Kent, which is currently set by the DfT at RPI +3%.

7. NETWORK RAIL AND THE KENT RUS: PRINCIPAL PROPOSED ROUTE ENHANCEMENTS IN CP4 (2009-2014) & CP5 (2014-2019)

- 7.1 The Kent Route Utilisation Strategy (RUS) was published by NR in January 2010. It considers how best to meet capacity challenges on the railway network in Kent between now and 2020. It also covers other passenger services in Kent currently operated by Southern between Ashford and Hastings. The period planned by the Kent RUS covers NR's Control Period 4 (CP4) between 2009 and 2014, and Control Period 5 (CP5) between 2014 and 2019. The first part of the plans in the Kent RUS is therefore planned for delivery within the period of the current franchise operated by Southeastern.
- 7.2 Schemes planned for delivery in CP4 include increasing capacity by means of platform lengthening, with all high peak trains via Tonbridge likely to be 12-car formations within the next few years; some further 8-car operations on the Maidstone East line; and further 12-car formations via Rochester are anticipated. Due to platform length constraints at critical sites such as Charing Cross and Tunbridge Wells, all Mainline lengthening requires use of class 375 rolling stock with selective door opening.
- 7.3 Also in CP4, the major East Kent resignalling scheme will commence in May 2011, initially involving the remodelling of the track layout in the Faversham, Margate and Ramsgate areas. The next stage will cover the constrained section of railway through the Medway towns, where it is anticipated that there will be an increase in frequency of trains in the Rochester to Gillingham corridor together with increased turnback capacity.
- 7.4 In the latter half of CP4 a period of significant and extended changes to services across a wide area will commence, linked to the Thameslink Programme remodelling works at London Bridge. Current expectations are that the remodelling will be delivered in two phases. The first of these is envisaged to involve Charing Cross trains being unable to call at London Bridge, while the second is expected to involve Cannon Street trains unable to call. The completion of the Thameslink Programme works at London Bridge, currently scheduled for 2018, will involve an extensive recast of services across Kent and other counties.
- 7.5 Longer term plans in the RUS that could be delivered in CP5 (2014-2019) include the possible extension of Crossrail from Abbey Wood to Gravesend, the possible extension of the London Underground Bakerloo Line to Hayes (thus freeing capacity at London termini for Kent services), and a further solution to capacity problems on the two-track section of Mainline between Orpington and Tonbridge.
- 7.6 In summary, the Kent RUS proposes the following principal interventions between now and 2020, although it should be noted that most of these would be dependent on funding and rolling stock procurement by the existing and new TOCs of the IKF:

- (i) implement CP4 committed schemes as planned, including Thameslink and train lengthening;
- (ii) commence detailed development of post-Thameslink timetable, with peak services generally modified to run at 15 or 30 minute intervals;
- (iii) further train lengthening in CP5 with approx. 100 extra coaches to ensure all high peak trains and the busiest shoulder peak trains run with maximum capacity;
- (iv) improve access to stations and integration with other transport modes
- (v) prioritise incremental journey time improvements.

8. PUBLIC AND STAKEHOLDER ENGAGEMENT

- 8.1 KCC intends to invite extensive public and stakeholder engagement in the delivery of its RAPK.
- 8.2 The first stage will be the circulation of the draft RAPK to MPs, KCC Members, District Councils, neighbouring councils, Southeastern, Southern, NR, RUGs and interested individuals in December 2010. Responses will be expected by the end of February 2011, and the final version of the RAPK will then be presented to the third KCC Rail summit in April 2011.
- 8.3 Once approved by KCC, the RAPK will form the basis of the County Council's formal submission to the DfT for the renewal of the franchise for the south-east London and Kent passenger rail service from April 2014.
- 8.4 KCC welcomes the interest and participation of the RUGs and interested individuals, and a summary of their contributions to date is at Appendix 3. While the majority of the recommendations from the RUGs and individuals have been incorporated in the proposals contained in the RAPK, it has not been possible to incorporate all of them. KCC is concerned to ensure that our proposals for the new franchise are deliverable and achievable, and inevitably some aspirations cannot be included.
- 8.5 The DfT's consultation process is expected to begin in 2011 or 2012, and so KCC's RAPK is appropriately timed to ensure our participation in that process. There will be much further stakeholder and public engagement by the DfT between then and the announcement of the new franchisee, which can be expected at some time in the latter half of 2013.
- 8.6 Whichever company or consortium is successful in their bid for the new IKF, KCC will work closely with them in the period between the announcement of their bid and the commencement of their new franchise operation on 1 April 2014.
- 8.7 KCC also intends to continue close collaboration with NR, who have already engaged positively with plans for investment and route enhancements and whose CP5 also commences in 2014. The desire of KCC to work closely with both NR and Southeastern Railway is being reciprocated and we welcome this ongoing stakeholder engagement.



9. INTERNATIONAL RAIL SERVICES

- 9.1 KCC intends to continue to work with other stakeholders to ensure that Kent remains well connected by rail with Europe. There are four principal ways in which Kent has the potential to be connected by rail with mainland Europe, and KCC will continue to be committed to their development for the benefit of all the residents of Kent.

Eurostar

- 9.2 First, Eurostar commenced services between London, Paris and Brussels in November 1994, and these trains started to serve Ashford International when it opened in 1996. The service from Ashford was initially excellent, with several trains each day to both Paris and Brussels. However, when Ebbsfleet International opened in 2006, the service was drastically reduced, to just three trains each day to and from Paris and none at all to and from Brussels. Following a campaign involving KCC, Ashford BC, Shepway DC and local MPs, and also due to an increase in passenger numbers between London and Brussels, Eurostar reintroduced one daily through service between London, Ashford and Brussels in 2009. KCC will continue to lobby for the retention and expansion of Eurostar services from Ashford International and Ebbsfleet International, including the now planned through services to Amsterdam in 2014 with the possibility of Geneva in future years.

Deutsche Bahn

- 9.3 Second, following the introduction of competition on High Speed 1 by the EU in 2010, Deutsche Bahn (DB) has indicated its willingness to operate a through service between Frankfurt, Cologne, Brussels and London, with a portion from Rotterdam and Amsterdam joining at Brussels. A test train was operated through to London St Pancras in October 2010 and the Channel Tunnel Safety Authority appears to have viewed the test favourably. If authority is given for DB to operate a through service from Germany it could commence in 2013. KCC will lobby for this service to stop at one of the county's international stations, preferably Ashford International as it is the only one fully connected to the domestic rail network in the county.

Trans-Manche Metro

- 9.4 Third, KCC will continue to participate in the project known as Trans-Manche Metro (TMM) in partnership with Conseil Regional Nord-Pas de Calais. This project is part of the wider EU funded Interreg IV North West Europe – Regions of Connected Knowledge (ROCK) project, in which KCC has replaced the South East England Development Agency (SEEDA) in the work formally undertaken by that body. KCC is committed to part fund the development of the business case for TMM, together with partners in Nord-Pas de Calais and with EU Interreg IV funding. The concept of TMM is to link together the regions of Kent and Nord-Pas de Calais by providing

a regular through rail service that would start at London St Pancras and serve Ebbsfleet, Ashford, Calais Frethun, Lille and Brussels. This would facilitate regular movement of passengers for business, education, employment and leisure purposes, and would offer new opportunities to a wide range of Kent business and educational institutes which would be able to develop EU connections served by a frequent international rail service.

Eurotunnel

- 9.5 Fourth, Eurotunnel plc will continue to provide their very successful cross-Channel car, coach and freight carrying shuttle train service between Folkestone and Calais. The company has recently broken its own records of the number of passengers and vehicles carried, and provides an essential part of the total rail service between Kent and the European mainland.
- 9.6 The international dimension of Kent's rail services is paramount to the future economic and demographic development of the county. Reliable rail links to and from our European mainland neighbours will provide the necessary increase in business, education, employment and leisure opportunities that KCC wants to see for the people of Kent, and we intend to ensure that KCC is at the forefront of all these international rail developments by securing the best deal for Kent.

10. CONCLUSIONS AND RECOMMENDATIONS

- 10.1 The renewal of the Integrated Kent Franchise (IKF) in 2014 will be a pivotal moment in the provision of rail services in Kent. KCC intends to be at the forefront of the DfT's stakeholder engagement process to ensure that Kent is offered the best possible rail service beyond 2014 within the budgetary and physical constraints available.
- 10.2 This Rail Action Plan for Kent (RAPK) will form the basis of KCC's response to the DfT's consultation on the new IKF, and we shall consult with our own stakeholders and RUGs to ensure that as wide a range of opinion as possible will contribute to the final presentation of Kent's case for the future of rail in the county.
- 10.3 The following recommendations are therefore made to the KCC Cabinet Member for Environment, Highways & Waste:
- (i) To accept the Rail Action Plan for Kent as the basis for KCC's participation in the DfT's consultation process for the new IKF;
 - (ii) To consult widely with MPs, KCC Members, District Councils, neighbouring councils, RUGs and interested individuals so as to ensure as wide a range as possible of stakeholder engagement within Kent;
 - (iii) To present this final draft version of the RAPK to the KCC Policy Overview & Scrutiny Committee for Environment, Highways & Waste on 18 January 2011, and the final version to KCC Cabinet for approval on 4 April 2011;
 - (iv) To present the approved version of RAPK to the third Rail Summit on 19 April 2011;
 - (v) To present the approved RAPK to the DfT as the basis of KCC's contribution to the stakeholder consultation process on the new IKF;
 - (vi) To ensure that KCC's interests are fully represented in the final franchise service level specification for the new IKF;
 - (vii) To engage with the chosen operator of the IKF well before commencement of the new franchise on 1 April 2014.
-

SOURCES - in chronological order

Integrated Kent Franchise – Stakeholder Briefing Document (Strategic Rail Authority, London, January 2005)

Memorandum of Understanding regarding the setting up of a European Network of High Speed Regions (Kent County Council, Region Nord-Pas de Calais, Gemeente Breda, BrabantStad - Brussels, February 2009)

Connecting Local Communities – Network Rail CP4 Delivery Plan: Route Plans 2009 – Route 1: Kent (Network Rail, London, March 2009)

The Modern Railway – A Special Modern Railways Publication (Ian Allan Publishing Ltd, Hersham, Surrey, 2009)

Unlocking Kent's Potential: Opportunities and Challenges (Kent County Council, Maidstone, 2009)

Kent Route Utilisation Strategy (RUS) (Network Rail, London, January 2010)

21st Century Kent – A Blueprint for the County's Future (Sir Terry Farrell, London, January 2010)

Ashford to Ramsgate journey time enhancements – GRIP 1 stage (Network Rail, London, May 2010)

Local Transport Plan for Kent 2011-2016 – Draft for Consultation (Kent County Council, September 2010)

Kent Rail Summits – Representations received before, during and after (KCC, Maidstone, March 2010 and October 2010)

Growth Without Gridlock – An Integrated Transport Strategy for Kent (Kent County Council, Maidstone, December 2010)

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RAIL ACTION PLAN FOR KENT - APPENDIX 1 - ACTIONS AND TIMESCALES

| DATE | ACTION | OFFICERS | ACTIONED |
|------------------|---|------------------|------------|
| 04-Nov-10 | Agree RAPK outline structure | PC / SG | Yes |
| 15-Nov-10 | First draft of RAPK to NC / PC for approval | SG | Yes |
| 22-Nov-10 | Second draft of RAPK to NC / PC for approval | SG | Yes |
| 14-Dec-10 | Fourth draft of RAPK to NC / PC for approval | SG | Yes |
| 14-Dec-10 | Final draft of RAPK to Leader for approval | PC / SG | Yes |
| 22-Dec-10 | Final draft of RAPK to MPs / KCC Members / DCs / NR / SER / SR / RUGs for consultation | NC office | Yes |
| 18-Jan-11 | Final draft of RAPK to POSC (EHW) for approval | PC | |
| 28-Feb-11 | Deadline for responses from ALL | PC / SG | |
| 14-Mar-11 | Final version of RAPK to Leader / NC for sign-off | PC / SG | |
| 04-Apr-11 | Final version of RAPK to CABINET for approval | PC / SG | |
| 08-Apr-11 | RAPK circulated to all stakeholders | NC office | |
| 19-Apr-11 | RAPK presented to Rail Summit 3 | PC / SG | |
| 2011/12 | RAPK to inform KCC response to DfT consultation on new Integrated Kent Franchise for 2014+ | PC / SG | |

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RAIL ACTION PLAN FOR KENT

APPENDIX 2 - TABLE OF PROPOSED RAIL SERVICE NETWORK IN NEW FRANCHISE

The tables of rail services are indicative aspirations for the new Integrated Kent Franchise from 2014+. They include five stations in Medway UA: Strood, Rochester, Chatham, Gillingham & Rainham, and also other routes operated by First Capital Connect (Thameslink), Southern and International Rail operators, in order to show the complete passenger rail network in Kent.

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| Tab 6 | Kent Stations served by Southern Franchise |
| Tab 7 | International Services |

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MAIDSTONE & EAST KENT (VIA MEDWAY)

TRAINS PER HOUR (tph)

**PEAK PERIODS
(PEAK DIRECTION)**

OFF-PEAK PERIODS

| Terminus / Via: | St Pancras | Victoria | Blackfriars | Bromley S | St Pancras | Victoria | Blackfriars | Bromley S |
|------------------------------|------------|----------|-------------|-----------|------------|----------|-------------|-----------|
| Departure Station | | | TH | | | | TH | |
| Swanley (via Maid E) | | | 1 | 1 | | | 1 | 1 |
| Eynsford (via Maid E) | | | 1 | 1 | | | 1 | 1 |
| Shoreham (via Maid E) | | | 1 | 1 | | | 1 | 1 |
| Offord (via Maid E) | | 2 | 1 | 3 | | 2 | 1 | 3 |
| Kemsing | | 1 | 1 | 2 | | | 1 | 1 |
| Borough Green & Wrotham | | 2 | 1 | 3 | | 2 | 1 | 3 |
| West Malling | | 2 | 1 | 3 | | 2 | 1 | 3 |
| East Malling | | 1 | 1 | 2 | | | 1 | 1 |
| Barming | | 1 | 1 | 2 | | | 1 | 1 |
| Maidstone East | | 2 | 1 | 3 | | 2 | 1 | 3 |
| Bearsted | | 2 | 1 | 3 | | 2 | | 2 |
| Hollingbourne | | 1 | | 1 | | 1 | | 1 |
| Harrietsham | | 1 | | 1 | | 1 | | 1 |
| Lenham | | 1 | | 1 | | 1 | | 1 |
| Charing | | 1 | | 1 | | 1 | | 1 |
| Ashford (via Maidstone East) | | 2 | | 2 | | 2 | | 2 |

TH - This service would be reassigned within the FCC franchise and would become part of Thameslink (KO2) in 2018 & would then b

| Terminus / Via: | St Pancras | Victoria | Cannon St | Bromley S | St Pancras | Victoria | Cannon St | Bromley S |
|----------------------------|------------|----------|-----------|-----------|------------|----------|-----------|-----------|
| Departure Station | | | | | | | | |
| Swanley (via Chatham) | | 3 | 1 | 4 | | 2 | | 2 |
| Farningham Road | | 1 | | 2 | | 1 | | 1 |
| Longfield | | 3 | 1 | 4 | | 2 | | 2 |
| Meopham | | 3 | 1 | 4 | | 2 | | 2 |
| Sole Street | | 1 | | 2 | | 1 | | 1 |
| Rochester (via Swanley) | | 3 | 1 | 4 | | 2 | | 2 |
| Chatham (via Swanley) | | 5 | 1 | 5 | | 4 | | 4 |
| Gillingham (via Swanley) | | 5 | 1 | 5 | | 4 | | 4 |
| Rainham | 2 | 2 | 1 | 2 | 2 | 2 | | 2 |
| Newington | | 1 | | 1 | | 1 | | 1 |
| Sittingbourne | 2 | 2 | 1 | 2 | 2 | 2 | | 2 |
| Teynham | | 1 | | 1 | | 1 | | 1 |
| Faversham | 2 | 2 | 1 | 2 | 2 | 2 | | 2 |
| Whitstable | | 2 | 1 | 2 | | 2 | | 2 |
| Chestfield | | 1 | | 1 | | 1 | | 1 |
| Herne Bay | | 2 | 1 | 2 | | 2 | | 2 |
| Birchington | | 2 | 1 | 2 | | 2 | | 2 |
| Westgate | | 1 | | 1 | | 1 | | 1 |
| Margate (via Chatham) | | 2 | 1 | 2 | | 2 | | 2 |
| Broadstairs (via Chatham) | | 2 | 1 | 2 | | 2 | | 2 |
| Dumpton Park (via Chatham) | | 1 | | 1 | | 1 | | 1 |
| Ramsgate (via Chatham) | | 2 | 1 | 2 | | 2 | | 2 |

| Terminus / Via: | St Pancras | Victoria | Cannon St | Bromley S | St Pancras | Victoria | Cannon St | Bromley S |
|----------------------------|------------|----------|-----------|-----------|------------|----------|-----------|-----------|
| Departure Station | | | | | | | | |
| Selling | | 2 | | 2 | | 1 | | 1 |
| Canterbury East | | 2 | | 2 | | 2 | | 2 |
| Bekesbourne | | 2 | | 2 | | 1 | | 1 |
| Adisham | | 2 | | 2 | | 1 | | 1 |
| Aylesham | | 2 | | 2 | | 1 | | 1 |
| Snowdown | | 2 | | 2 | | 1 | | 1 |
| Shepherds Well | | 2 | | 2 | | 1 | | 1 |
| Kearsney | | 2 | | 2 | | 1 | | 1 |
| Dover Priory (via Chatham) | | 2 | | 2 | | 2 | | 2 |

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**EAST KENT (VIA ASHFORD)
TRAINS PER HOUR (tph)**

**PEAK PERIODS
(PEAK DIRECTION)**

OFF-PEAK PERIODS

| Terminus / Via: | St Pancras | Charing X | Cannon St | London B | St Pancras | Charing X | Cannon St | London B |
|-----------------------------|-------------------|------------------|------------------|-----------------|-------------------|------------------|------------------|-----------------|
| Departure Station | | | | | | | | |
| Sevenoaks (via Ashford) | | 2 | 1 | 3 | | 2 | | 2 |
| Hildenborough (via Ashford) | | | 1 | 1 | | | | |
| Tonbridge (via Ashford) | | 2 | 1 | 3 | | 2 | | 2 |
| Paddock Wood | | 2 | 1 | 3 | | 2 | | 2 |
| Marden | | 2 | 1 | 3 | | 1 | | 1 |
| Staplehurst | | 2 | 1 | 3 | | 2 | | 2 |
| Headcorn | | 2 | 1 | 3 | | 2 | | 2 |
| Pluckley | | 2 | 1 | 3 | | 1 | | 1 |
| Ashford | 2 | 2 | 1 | 3 | 2 | 2 | | 2 |
| Wye | | 2 | | 2 | | 2 | | 2 |
| Chilham | | 2 | | 2 | | 2 | | 2 |
| Chartham | | 2 | | 2 | | 2 | | 2 |
| Canterbury West | 2 | 2 | | 2 | 1 | 2 | | 2 |
| Sturry | | 1 | | 1 | | 1 | | 1 |
| Minster | | 1 | | 1 | | 1 | | 1 |
| Westenhanger | | 2 | 1 | 3 | | 2 | | 2 |
| Sandling | | 2 | 1 | 3 | | 2 | | 2 |
| Folkestone West | 2 | 2 | 1 | 3 | 1 | 2 | | 2 |
| Folkestone Central | 2 | 2 | 1 | 3 | 1 | 2 | | 2 |
| Dover Priory | 2 | 2 | | 2 | 1 | 2 | | 2 |
| Martin Mill | | 2 | | 2 | | 1 | | 1 |
| Walmer | | 2 | | 2 | | 1 | | 1 |
| Deal | 1 | 2 | | 2 | 1 | 1 | | 1 |
| Sandwich | 1 | 2 | | 2 | 1 | 1 | | 1 |
| Ramsgate (via Ashford) | 3 | 3 | | 3 | 2 | 2 | | 2 |
| Dumpton Park (via Ashford) | | | | | | | | |
| Broadstairs (via Ashford) | 2 | | | | 1 | | | |
| Margate (via Ashford) | 2 | | | | 1 | | | |

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NORTH KENT & HASTINGS LINES
TRAINS PER HOUR (tph)

PEAK PERIODS
(PEAK DIRECTION)

OFF-PEAK PERIODS

| Terminus / Via: | St Pancras | Charing X | Cannon St | London B | St Pancras | Charing X | Cannon St | London B |
|----------------------------|------------|-----------|-----------|----------|------------|-----------|-----------|----------|
| Departure Station | | | | | | | | |
| North Kent Line | | | | | | | | |
| Dartford | | 8 | 6 | 14 | | 6 | 4 | 10 |
| Stone Crossing | | 2 | | 2 | | 2 | | 2 |
| Greenhithe | | 4 | | 4 | | 4 | | 4 |
| Swanscombe | | 2 | | 2 | | 2 | | 2 |
| Northfleet | | 2 | | 2 | | 2 | | 2 |
| Ebbsfleet International | 8* | | | | 6 | | | |
| Gravesend | 4 | 4 | | 4 | 4 | 4 | | 4 |
| Higham | | 2 | | 2 | | 2 | | 2 |
| Strood (via Gravesend) | 2 | 2 | | 2 | 2 | 2 | | 2 |
| Rochester (via Gravesend) | 2 | 2 | | 2 | 2 | 2 | | 2 |
| Chatham (via Gravesend) | 2 | 2 | | 2 | 2 | 2 | | 2 |
| Gillingham (via Gravesend) | 2 | 2 | | 2 | 2 | 2 | | 2 |

* inc. 2 tph Ebbsfleet starters

| Sittingbourne-Sheerness Line | Sitt'bourne | | | | Sitt'bourne | | | |
|-------------------------------------|-------------|--|--|--|-------------|--|--|--|
| Kemsley | 2 | | | | 2 | | | |
| Swale | 2 | | | | 2 | | | |
| Queenborough | 2 | | | | 2 | | | |
| Sheerness-on-Sea | 2 | | | | 2 | | | |

| Hastings Line | | | | | | | | |
|---------------------------|--|---|---|---|--|---|--|---|
| Dunton Green (stopper) | | 2 | | 2 | | 2 | | 2 |
| Sevenoaks (stopper) | | 2 | | 2 | | 2 | | 2 |
| Sevenoaks (via Tun Wells) | | 4 | 1 | 5 | | 4 | | 4 |
| Hildenborough | | 2 | 1 | 3 | | 2 | | 2 |
| Tonbridge | | 4 | 1 | 5 | | 4 | | 4 |
| High Brooms | | 4 | 1 | 5 | | 4 | | 4 |
| Tunbridge Wells | | 4 | 1 | 5 | | 4 | | 4 |
| Hastings (via Tun Wells) | | 2 | 1 | 3 | | 2 | | 2 |

Swanley-Sevenoaks (via Bat & Ball)

Jointly operated with First Capital Connect as part of Thameslink Network

| Terminus / Via: | | | Blackfriars | Bromley S | | | Blackfriars | Bromley S |
|----------------------------|--|--|-------------|-----------|--|--|-------------|-----------|
| Departure Station | | | | | | | | |
| Swanley (via Bat & Ball) | | | 1 | 1 | | | 1 | 1 |
| Eynsford (via Bat & Ball) | | | 1 | 1 | | | 1 | 1 |
| Shoreham (via Bat & Ball) | | | 1 | 1 | | | 1 | 1 |
| Otford (via Bat & Ball) | | | 1 | 1 | | | 1 | 1 |
| Bat & Ball | | | 1 | 1 | | | 1 | 1 |
| Sevenoaks (via Bat & Ball) | | | 1 | 1 | | | 1 | 1 |

This service would revert to 2tph all day once Thameslink (KO2) service to Maidstone East commences in 2018

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**MEDWAY VALLEY LINE
TRAINS PER HOUR (tph)**

**PEAK PERIODS
(PEAK DIRECTION)**

OFF-PEAK PERIODS

| Terminus / Via: | St Pancras | Strood | Pad Wood | Tonbridge | St Pancras | Strood | Pad Wood | Tonbridge |
|--------------------------|-------------------|---------------|-----------------|------------------|-------------------|---------------|-----------------|------------------|
| Departure Station | | | | | | | | |
| Strood | | | 2 | | | | 1 | 1 |
| Cuxton | | 2 | 2 | | | 2 | 1 | 1 |
| Halling | | 2 | 2 | | | 2 | 1 | 1 |
| Snodland | 2 | 2 | 2 | | 2 | 2 | 1 | 1 |
| New Hythe | | 2 | 2 | | | 2 | 1 | 1 |
| Aylesford | | 2 | 2 | | | 2 | 1 | 1 |
| Maidstone Barracks | 2 | 2 | 2 | | 2 | 2 | 1 | 1 |
| Maidstone West | 2 | 2 | 2 | | 2 | 2 | 1 | 1 |
| East Farleigh | | 2 | 2 | | | 1 | 1 | 1 |
| Wateringbury | | 2 | 2 | | | 1 | 1 | 1 |
| Yalding | | 2 | 2 | | | 1 | 1 | 1 |
| Beltring | | 2 | 2 | | | 1 | 1 | 1 |
| Paddock Wood | | 2 | | | | 1 | | 1 |

KENT STATIONS SERVED BY SOUTHERN FRANCHISE

These services are not part of the Integrated Kent Franchise but are included here to show the complete set of rail routes in Kent

TRAINS PER HOUR (tph)

**PEAK PERIODS
(PEAK DIRECTION)**

OFF-PEAK PERIODS

Ashford-Hastings Line

| Terminus / Via: | Ashford | Rye | Hastings | Brighton | | Ashford | Rye | Hastings | Brighton |
|--------------------------|---------|-----|----------|----------|--|---------|-----|----------|----------|
| Departure Station | | | | | | | | | |
| Ham Street | 2 | 2 | 1 | 1 | | 1 | 1 | 1 | 1 |
| Appledore | 2 | 2 | 1 | 1 | | 1 | 1 | 1 | 1 |

Oxted-Uckfield Line

| Terminus / Via: | London B | E Croydon | Oxted | Uckfield | | London B | E Croydon | Oxted | Uckfield |
|--------------------------|----------|-----------|-------|----------|--|----------|-----------|-------|----------|
| Departure Station | | | | | | | | | |
| Edenbridge Town | 2 | 2 | 2 | 2 | | 1 | 1 | 1 | 1 |
| Hever | 2 | 2 | 2 | 2 | | 1 | 1 | 1 | 1 |
| Cowden | 2 | 2 | 2 | 2 | | 1 | 1 | 1 | 1 |

Tonbridge-Redhill Line

| Terminus / Via: | London B | E Croydon | Redhill | Gatwick* | | London B | E Croydon | Redhill | Gatwick* |
|--------------------------|----------|-----------|---------|----------|--|----------|-----------|---------|----------|
| Departure Station | | | | | | | | | |
| Leigh | 2 | 2 | 3 | 1 | | 1 | 1 | 2 | 1 |
| Penshurst | 2 | 2 | 3 | 1 | | 1 | 1 | 2 | 1 |
| Edenbridge | 2 | 2 | 3 | 1 | | 1 | 1 | 2 | 1 |

* from new franchise in Southern operating area from July 2015

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INTERNATIONAL SERVICES

These services are not part of the Integrated Kent Franchise but are included here to show the complete set of rail routes in Kent

**ASPIRATION 2013+
TRAINS PER DAY (tpd)**

X - not for internal UK travel

| | | | | |
|--------------------------|------------|-------|----------|-------|
| Eurostar | | | | |
| Terminus / Via: | St Pancras | Lille | Brussels | Paris |
| Departure Station | X | | | |
| Ebbsfleet International | 10 | 4 | 4 | 6 |
| Ashford International | 5 | 2 | 2 | 3 |

| | | | | |
|--------------------------|------------|----------|---------|-----------|
| Deutsche Bahn | | | | |
| Terminus / Via: | St Pancras | Brussels | Cologne | Frankfurt |
| Departure Station | X | | | |
| Ebbsfleet International | | | | |
| Ashford International | 1 | 1 | 1 | 1 |

(out of 3 return jnys proposed by DB)

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RAIL ACTION PLAN FOR KENT

APPENDIX 3 - SUPPORTING EVIDENCE OF RAIL USER GROUPS (RUGs) AND INDIVIDUALS

| Date Received | RUG / Individual | Rail Route / Service | RAPK response |
|---------------|--------------------------------|--|---|
| 05-Jan-10 | Kent Resident | Cannon St service on Maid East line | New all-day service on Maid East line to Blackfriars |
| 24-Mar-10 | Mr Clark MP | T Wells and Tonbridge services | No change |
| 25-Mar-10 | Kent Resident | Long jny times on Maid East line | Faster journey times on Maid East line to Vic |
| 25-Mar-10 | Kent Resident | New Thanet Parkway station | KCC plans in progress with Thanet DC & developer |
| 27-Mar-10 | Kent Resident | Improved Ton-Red service & through Gatwick | RAPK aspiration for new Southern franchise |
| 28-Mar-10 | Sevenoaks Rail Travellers Assn | Gatwick-Tonbridge-Ashford through service | RAPK aspiration for new Southern franchise |
| 28-Mar-10 | Sevenoaks Rail Travellers Assn | Various Sevenoaks routes | Individual issues inc where possible in RAPK |
| 01-Apr-10 | Kent Resident | Whole Southeastern Franchise | Individual issues inc where possible in RAPK |
| 01-Apr-10 | Meopham Parish Council | Retention of fast service to Meopham | Slower service due to faster N Kent service to Vic / C St |
| 02-Apr-10 | Kent Resident | Cannon St service on Maid East line | New all-day service on Maid East line to Blackfriars |
| 12-May-10 | Maidstone / Malling RUG | Cannon St service on Maid East line | New all-day service on Maid East line to Blackfriars |
| 22-Jul-10 | Mr Gough MP | Reduction in Farningham Rd service | No change due to need to improve North Kent line jnys |
| 02-Aug-10 | Alliance of Kent Commuters | Whole Southeastern Franchise | Individual issues inc where possible in RAPK |
| 03-Aug-10 | Kent Resident | Later evening trains to Canterbury | To be inc in detailed submission with faster jny times |
| 05-Aug-10 | Kent Resident | Deal connections with HS & longer jny times | Improved connectivity and extension of HS via Deal |
| 08-Aug-10 | Kent Resident | Slow Maid East line service to Vic | Faster journey times on Maid East line to Vic |
| 08-Aug-10 | Kent Resident | Longer jny times from Thanet to Cannon St | Faster service to Vic / C St on North Kent line |
| 09-Aug-10 | Kent Resident | HS to stop at Sandling instead of Folk West | Continue to serve both Folkestone stns on HS as now |
| 09-Aug-10 | Kent Resident | Excellent HS service from Ramsgate | Faster jny with NR route enhancement |
| 09-Aug-10 | Kent Resident | Longer jny times on Faversham to Vic | Faster service to Vic / C St on North Kent line |
| 10-Aug-10 | Kent Resident | Excellent service from Sandling | No change |
| 10-Aug-10 | Kent Resident | Excellent HS service from Broadstairs | Faster jny with NR route enhancement |
| 11-Aug-10 | Kent Resident | Deal connections with HS & longer jny times | Improved connectivity and extension of HS via Deal |
| 11-Aug-10 | Kent Resident | Longer jny times on Broadstairs to Vic | Faster service to Vic / C St on North Kent line |
| 13-Aug-10 | Kent Resident | Longer jny times on Faversham to Vic | Faster service to Vic / C St on North Kent line |
| 16-Aug-10 | Kent Resident | Longer jny times on Margate to Vic | Faster service to Vic / C St on North Kent line |
| 17-Aug-10 | Kent Resident | North Kent line journey times to Vic | Faster service to Vic / C St on North Kent line |
| 18-Aug-10 | Kent Resident | Longer jny times on Mainline from Folk C & W | No change |
| 19-Aug-10 | Kent Resident | Longer jny times on Mainline from Folk C & W | No change |
| 24-Aug-10 | Kent Resident | Excellent HS service from Folk C & W | Continue to serve both Folkestone stns on HS as now |
| 28-Aug-10 | Kent Resident | Long jny time on HS from Ramsgate | Faster jny with NR route enhancement |
| 02-Sep-10 | Kent Resident | Deal connections with HS & longer jny times | Improved connectivity and extension of HS via Deal |

| Date Received | RUG / Individual | Rail Route / Service | RAPK response |
|---------------|----------------------------|--|--|
| 10-Sep-10 | Gravesham Borough Council | Supports new HS service | Increased HS frequency if Maid W HS trains call at G'e |
| 13-Sep-10 | Kent Resident | Connections with Marshlink at Ashford | Improved connectivity for all services at Ashford |
| 13-Sep-10 | Teynham Parish Council | Slow Vic / C St on North Kent line | Faster service to Vic / C St on North Kent line |
| 17-Sep-10 | Kent Resident | Importance of retaining Vic on Maid E line | Faster journey times on Maid East line to Vic |
| 17-Sep-10 | Kent Resident | Cannon St service on Maid East line | New all-day service on Maid East line to Blackfriars |
| 17-Sep-10 | Kent Resident | Slow Maid East line service to Vic | Faster journey times on Maid East line to Vic |
| 19-Sep-10 | Kent Resident | Cannon St service on Maid East line | New all-day service on Maid East line to Blackfriars |
| 20-Sep-10 | Kent Resident | Cannon St service on Maid East line | New all-day service on Maid East line to Blackfriars |
| 20-Sep-10 | Kent Resident | Cannon St service on Maid East line | New all-day service on Maid East line to Blackfriars |
| 21-Sep-10 | Kent Resident | North Kent HS & Mainline - journey times | Faster journey times on Mainline on N Kent route |
| 21-Sep-10 | Kent Resident | Later trains from London to Sitt / Sheerness | To be inc in detailed submission with faster jny times |
| 27-Sep-10 | Kent Resident | Slow Vic / C St on North Kent line | Faster service to Vic / C St on North Kent line |
| 28-Sep-10 | Kent Resident | Sittingbourne / Sheerness connects with HS | Improved connectivity with HS |
| 29-Sep-10 | Kent Resident | Cannon St service on Maid East line | New all-day service on Maid East line to Blackfriars |
| 30-Sep-10 | Kent Resident | Slow Vic / C St on North Kent line | Faster service to Vic / C St on North Kent line |
| 30-Sep-10 | Kent Resident | Whole Southeastern Franchise | Individual issues inc where possible in RAPK |
| 30-Sep-10 | Farningham Parish Council | Reduction in Farningham Rd service | No change due to need to improve North Kent line jnys |
| 01-Oct-10 | Kent Resident | Westenhanger Parkway development | No decision likely in short-term but inc in GwG |
| 02-Oct-10 | Kent Resident | Slow Vic / C St on North Kent line | Faster service to Vic / C St on North Kent line |
| 04-Oct-10 | Kent Resident | Infrastructure improvements | Working with NR on route upgrade schemes |
| 05-Oct-10 | Marden Parish Council | Supports new timetable | No change |
| 06-Oct-10 | Kent Resident | HS service from Victoria to Medway stations | Not achievable |
| 08-Oct-10 | Edenbridge Town Council | Gatwick-Tonbridge to serve Edenbridge | Non-stop between Tonbridge & Redhill so unlikely |
| 11-Oct-10 | Kent Resident | Deal connections with HS & longer jny times | Improved connectivity and extension of HS via Deal |
| 12-Oct-10 | Kent Resident | Reduced service at Newington | No change due to need to improve North Kent line jnys |
| 14-Oct-10 | Kent Resident | Whole Southeastern Franchise | Individual issues inc where possible in RAPK |
| 15-Oct-10 | Kent Resident | Slow Vic / C St on North Kent line | Faster service to Vic / C St on North Kent line |
| 16-Oct-10 | North Kent RUG | Whole Southeastern Franchise | Individual issues inc where possible in RAPK |
| 16-Oct-10 | Alliance of Kent Commuters | Whole Southeastern Franchise | Individual issues inc where possible in RAPK |
| 17-Oct-10 | Kent Resident | Whole Southeastern Franchise | Individual issues inc where possible in RAPK |
| 18-Oct-10 | Kent Resident | New station at Walderslade | Not achievable |
| 19-Oct-10 | Mr Wickham KCC Member | HS to serve Wye | No change due to need to improve HS to Thanet jnys |
| 31-Oct-10 | Kent Resident | North Kent HS & Mainline - journey times | Faster journey times on Mainline on N Kent route |
| 01-Nov-10 | Kent Resident | Olympic HS services | Discussions in progress between KCC, SER & ODA |
| 02-Nov-10 | Kent Resident | North Kent HS & Mainline - journey times | Faster journey times on Mainline on N Kent route |
| 03-Nov-10 | Kent Resident | HS to Faversham | No change |

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By: Nick Chard, Cabinet Member for Environment Highways & Waste
Paul Crick, Interim Director of Integrated Strategy and Planning

To: Environment, Highways & Waste Policy Overview & Scrutiny Committee – 18 January 2011

Subject: 'Access to East Kent' Regional Growth Fund bid

Classification: Unrestricted

Summary: This report summarises Kent County Council's proposed 'Access to East Kent' bid to the Government's Regional Growth Fund. The bid will request a contribution to the capital cost of a new Thanet Parkway Station adjacent to Manston Airport, along with pump-prime funding for a new daily air service from Manston to a European hub airport. The 'Access to East Kent' bid would support the Airport's ambitious expansion plans and, in combination with planned line speed improvements between Ashford and Ramsgate, would significantly enhance the attractiveness of Thanet as a place to live, work and invest.

1. Background

- 1.1 East Kent has suffered over a number of years from the cumulative effects of a declining ferry port industry in Folkestone and Ramsgate, the closure of the East Kent coalfield, and the loss of the seasonal tourist trade. The area's greatest disadvantage, however, is its peripheral location, which has meant that the jobs lost in these industries have not been adequately replaced by sustainable private sector employment. As a consequence, East Kent has a number of pockets of social deprivation; particularly in Thanet, which is one of England's 20% most deprived districts.
- 1.2 The potential for a Parkway-style station adjacent to Manston Airport was identified in Kent County Council (KCC)'s Transport Delivery Plan for Kent, *Growth without Gridlock*, which was launched on 1st December 2010. The station would greatly improve rail access to the Airport from Canterbury, Ashford, Kent Thameside and London, thereby supporting its ambitious expansion plans, which have the potential to generate significant new employment opportunities in East Kent.
- 1.3 An initial feasibility analysis commissioned in 2009 by KCC's Integrated Strategy and Planning Division, suggested that there was potentially a strong business case for a new station, subject to the delivery of journey time improvements between Thanet and London. In response to the conclusion of this analysis, KCC part-funded a Network Rail GRIP 1 study to identify

potential line speed improvements on the Stour Valley Line between Ashford International and Ramsgate.

- 1.4 The GRIP 1 study found that by increasing line speeds from the current maximum of 70mph to the 85mph allowed for by current signalling, and addressing permanent speed restrictions at three locations, running times between Ashford and Ramsgate could be reduced from 36 minutes to a theoretical minimum of 26 minutes. This could reduce journey times between the proposed location of the Thanet Parkway Station and London St Pancras to approximately 64 minutes. On the basis of the earlier feasibility analysis, such an improvement would be sufficient to increase the Benefit Cost Ratio of the Parkway to well over 2:1. Network Rail is currently seeking funding approval to undertake this further work and it is anticipated that, if successful, the necessary improvements could be carried out at the beginning of Control Period 5 (2014-2019).
- 1.5 The business case for the Parkway has been further strengthened by the launch of two scheduled passenger air services from Manston Airport in May 2010. Daily flights, operated by Flybe, currently operate between Manston and Edinburgh, along with six flights a week to Manchester. Demand for these services has been strong and Flybe has committed to continue operating from Manston throughout 2011.
- 1.6 If Manston Airport's potential as a major regional airport – and a significant local employer – is to be fully realised, direct routes to a range of European destinations are required. The Airport is currently in negotiation with an established airline which has expressed an interest in operating a daily service to a Northern European hub airport. This would open up a vast number of international journey opportunities for the residents and businesses of East Kent; significantly improving the attractiveness of Thanet as a place to do business. As with any new venture such as this, however, the financial risks involved are high. Therefore pump-prime funding would initially be needed to secure the airline's commitment to operate the service for a trial period. The Coalition Government's Regional Growth Fund provides KCC and the Airport with a unique opportunity to access the necessary funding. Together with the proposed Parkway Station and journey time improvements, the air service could have a potentially transformational impact on the East Kent economy.

2. The Regional Growth Fund

- 2.1 In October 2010, the Government announced the first round of competitive bidding for the Regional Growth Fund (RGF). The Comprehensive Spending Review confirmed the size of the fund, which is open to both the private sector and public/private partnerships, as £1.4bn over three years. The RGF has two main objectives:-
 - To encourage private sector enterprise by providing support for projects with significant potential for economic growth and which will create additional sustainable private sector employment; and

- To support in particular those areas and communities that are currently dependent on the public sector make the transition to sustainable private sector led growth and prosperity.
- 2.2 The proposed 'Access to East Kent' bid represents a strong candidate for funding under these criteria, given the high levels of worklessness and public sector dependence recorded in Thanet and the bid's potential to facilitate Manston Airport's expansion plans, which could support up to 6,000 new jobs by 2033.
 - 2.3 RGF bids will be appraised by the relevant Government Department (in this case, the Department for Transport) before being presented to an Independent Advisory Panel chaired by Lord Heseltine. The Panel will then make a recommendation to Ministers with regard to which projects best address the objectives of the RGF.
 - 2.4 The closing date for first round RGF bids is Friday 21st January 2011, which has provided bidders with a very limited time period in which to develop their submissions. Whilst this has proven a challenge, it is also considered an opportunity, as it is likely to limit both the number and quality of first-round bids.

3. The Access to East Kent Bid

- 3.1 As described above, the Access to East Kent RGF bid, prepared by KCC's Transport Policy Team with support from Thanet District Council, Network Rail and Southeastern, will request a contribution to the capital cost of a new Thanet Parkway Station on the Ashford to Ramsgate line, along with pump-prime funding for the proposed daily air service between Manston Airport and a major European hub. Steer Davies Gleave has been appointed to prepare the detailed business case underlying the bid, building on the earlier feasibility analysis, including all necessary demand modelling and appraisal work. At the time of writing, the total funding contribution requested is likely to be in the order of £10 million.
- 3.2 The preferred location of the Parkway Station is to the south of Manston Airport and to the west of the village of Cliffsend. Access would be provided from the new East Kent Access road, which borders the site to the west, north and east, thereby minimising its potential impacts on local residents. It is proposed that, once operational, a dedicated shuttle bus would link the station with Manston Airport, with a journey time of approximately 8 minutes.
- 3.3 The Access to East Kent bid will be co-sponsored by Infratil Airports Europe Ltd, the owners of Manston Airport, and Pfizer Ltd, who will play a critical role in securing the area's future economic prosperity. Manston Airport has confirmed that a successful bid would directly lead to the appointment of additional staff including new fire and rescue crew at the Airport, which would strengthen its capacity to handle larger volumes of flights, and has agreed in principle to provide a capital contribution of approximately £500,000 to the proposed Thanet Parkway Station. This represents a strong vote of confidence in the bid from the private sector and is warmly welcomed. At the

time of writing, discussions are ongoing regarding a potential financial contribution from Pfizer Ltd.

4. Conclusion and Next Steps

- 4.1 KCC's Transport Policy Team, together with Infratil and Pfizer Ltd, intends to submit the Access to East Kent Regional Growth Fund bid to Government on 21st January 2011. A successful bid will unlock significant private sector investment in Thanet and will enable the district to fully share in the benefits experienced by Ashford, Canterbury, Dover and Shepway as a result of improved rail journey times to London. RGF funding will also begin to unlock the massive potential posed by Manston Airport, which has both the capacity and vision to become a major Kent employer over the next 30 years, and to provide a focus for future inward investment.
- 4.2 The Government has indicated that successful RGF bids will be provided with conditional offers of funding within 50 days of the first-round submission date, and that RGF funding must be spent within three years.

7. Recommendations

Members of the POSC are asked to:

1. Comment on and endorse the 'Access to East Kent' Regional Growth Fund bid.

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From: Nick Chard, Cabinet Member - Environment, Highways and Waste
Lloyd Holliday – KHS Network Performance Manager

To: Environment, Highways and Waste Policy Overview & Scrutiny Committee – 18th January 2011

Subject: The Management of Double Parking and Parking at Dropped Kerbs

Classification: Unrestricted

Summary: This report is to inform this Committee of the authorisation to adopt formal powers to enforce double parking and parking at dropped kerbs and to gain support from the Committee to give written approval to the 12 district authorities to commence the enforcement of double parking and at dropped kerbs for community use.

1. Introduction

1.1 Within Kent, the 12 District/Borough and City Councils are responsible for the practical application of parking policy and enforcement under 12 individual Agency Agreements.

2. Background Information

2.1 Changes to legislation, brought about by the introduction of the Traffic Management Act 2004 give powers to the appropriate authority to issue a penalty charge notice to any vehicle double parked or parked adjacent to a dropped kerb. The current agency agreements between Kent County Council and the 12 district authorities require KCC to give written permission to the district authorities prior to their commencing these powers.

3. Proposed use of new powers

3.1 There are three main aspects to the new powers.

3.1.1 *Parking adjacent to a dropped kerb at a crossing point (Dropped Kerbs for Community Use which are usually identified by the use of tactile paving):*

Such parking causes inconvenience for people trying to cross the road, in particular those pushing prams or using wheelchairs or mobility vehicles. It is recommended that Civil Enforcement Officers (CEO) issue a penalty charge notice (PCN) whenever they have reason to believe that this contravention is taking place.

3.1.2 *Double parking – defined as parking 50cm or more from the kerb:*

Double parking contributes toward congestion and inconvenience for other road users. It is recommended that CEO's issue a PCN whenever they have reason to believe that this contravention is taking place.

3.1.3 *Parking adjacent to a dropped kerb outside residential premises:*

It is recommended that CEO's do not issue PCN's in these locations as the legislation explicitly allows vehicles to be parked in these circumstances by or with the consent of the occupier, unless it is a shared driveway. The enforcement of private dropped kerbs may lead to a public expectation of a 24 hour enforcement regime and the subsequent removal of vehicles which cannot be achieved under the current enforcement processes.

- 3.2 It should be noted that the prohibition of parking at a dropped kerb at a crossing point includes where a footway, cycle track or verge has been lowered to meet the level of the carriageway; and it applies equally where the carriageway has been raised to the level of the footway, cycle track or verge.

4. Financial Implications

- 4.1 Additional CEO's will not be employed to undertake this enforcement and it will be carried out as part of normal day to day enforcement. There is therefore no additional cost in staff time. There may be a limited additional income through the issuing of PCN's but it is to be noted that parking enforcement is a necessary tool to ensure good traffic management and road safety, not to generate an income stream.

- 4.2 The penalty charge for these offences is set at £70, which is discounted by 50% if paid within fourteen days.

5. Equalities Implications

Enforcement of double parking and parking at dropped kerbs will assist those with visual or mobility impairment as this enforcement action will aim to remove inconsiderate parking to allow ease of access.

6. Recommendation

The Committee is asked to note that new powers to undertake civil parking enforcement at dropped kerbs and for double parking are formally adopted by Kent County Council. And that we give permission to the 12 district authorities to evoke parking contraventions in relation to vehicles parked adjacent to dropped kerbs with the exception of private driveways.

Officer contact details

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By: Nick Chard – Cabinet Member, Environment Highway & Waste
Behdad Haratbar – Head of Countywide Improvements

To: Environment, Highways & Waste Policy Overview & Scrutiny
Committee – 18 January 2011

Subject: Planned Carriageway and Footway Maintenance Programme
2011/12

Classification: Unrestricted

Summary: This report informs members as to the profile of the Planned Carriageway and Footway Maintenance Programme for 2011/12

1. Introduction

Kent County Council as Highway Authority is responsible for the maintenance of over 8,400 km of carriageway and associated footways. The highway network represents the authority's most valuable physical asset not just in financial terms but also in its value to the Kent community. Safety and reliability of the highway network is therefore a key goal of the Authority.

In order to deliver the services in a cost effective manner, it is essential that the funding allocated for the purpose of highway maintenance is targeted correctly. Whilst the safety of the highway network is generally managed through routine maintenance, the annual Planned Carriageway and Footway Maintenance Programme is the key factor in both preserving and improving the condition of the highway network in Kent.

This report therefore sets out to inform Members on the profile of the provisional programme for 2011/12 and to provide a description of the process used to produce the programme.

2. Background

In accordance with the good practice provided within 'Well-maintained Highways Code of Practice for Highway Maintenance Management' produced by the Road Liaison Group, Kent County Council has in place an inspection and survey regime to establish the condition of the carriageway network. The regime incorporates both manual and machine based surveys. The condition data that is collected as part of this exercise is processed within a maintenance optimisation system to produce a prioritised list of roads for treatment. In addition to the above process, sites are promoted for treatment by the local Operational Maintenance teams. The sites promoted by the Maintenance teams include those that have been identified by Members, Parish Councils, the community, highway users and highway

inspectors and engineers within the local teams. All footway schemes are promoted by this method.

The sites identified using the process are collated to form what is known as the 1st Draft Programme. Engineers then verify the sites within the programme to ensure that they have been correctly identified both in respect of the need for maintenance and the proposed treatment. At this stage the extents of each site is determined which allows for an indicative cost estimation which is necessary for the next stage. For 2011/12 a total of 1125 potential sites were contained within the 1st Draft Programme.

Once verified there is a need to prioritise schemes contained in the draft programme within the anticipated financial framework for the year. In determining the sites which go forward officers consider the following issues

- Compliance with KCC policy e.g. Skid Deficiency
- Economic ranking
 - Avoidance of significant routine maintenance costs
 - Avoidance of continued deterioration requiring more extensive and expensive action at later date.
- Delivers against the needs/wants of the community and the highway user

This process of prioritisation produces what is known as the 2nd Draft Programme (Baseline Programme) and forms the basis for the necessary detailed design and procurement. This exercise is undertaken in readiness for when funding is announced and so as to commence the works at the start of the financial year in April.

When the detailed financial allocation is confirmed in February 2011 the Baseline Programme will be reviewed and adjusted to conform to the allocation. The programme then will be confirmed as the Baseline Programme (Funded) and will be submitted for approval and then published.

3. Overview of Rationale for 2011/12 Programme

The effective use of resources is always of prime consideration when determining the Planned Carriageway and Footway Maintenance Programme. However it is clear that the level of resources available for the delivery of the programme will be significantly lower than recent years. This brings greater focus to the need to ensure that the resources available are used as effectively and efficiently as possible across the whole of the network. It is therefore important that the correct sites are matched to the most effective treatments.

Preventative maintenance techniques, such as surface dressing and micro asphalt, are cost effective way of arresting the deterioration of the carriageway network. They both seal and restore the surface texture of existing road surfaces making them far less vulnerable to pot holes and so reduce the need for emergency and routine patching. Both surface dressing and micro asphalt can be delivered at a fraction of the cost associated with resurfacing and with significantly less disruption. Whilst neither of these techniques should be used on a road surface that has deteriorated beyond a condition where resurfacing is the only appropriate treatment, they both are effective methods of preventing roads getting to this condition and therefore capable of significantly extending the life of the road, so

resurfacing, a considerably more expensive and disruptive process, would not be required. The level of preventative maintenance contained within the programme is significantly higher than previous years. This is in response to the severe impact that the 2009/10 winter had on the highway network which required a significant increase in the level of expenditure on reactive patching. This increased level of preventative maintenance will both seal many roads that have been patched as part of this year's remedial works, thus capitalising on the significant Find & Fix investment, and prevent the formation of potholes in others.

The increase in preventative maintenance will mean that less funding will be available for the resurfacing element of the programme. Resurfacing has therefore been proposed on roads that are critical either in terms of safety or are in such a condition that deferring them in the short term would leave them to change from a thin surfacing scheme to a more extensive and expensive strengthening or reconstruction scheme.

4. Provisional profile of the Planned Carriageway and Footway Maintenance Programme for 2011/12

As indicated above, when the detailed financial framework for 2011/12 is confirmed during February 2011 the definitive programme for next financial year will be drawn up for approval. Based on the Baseline Programme, the details provided in table below identifies the indicative profile for treatment types that will form the 2011/12 programme.

| | | |
|-------------|------------------|-----|
| Carriageway | Resurfacing | 32% |
| | Surface Dressing | 54% |
| | Micro Asphalt | |
| Footway | Resurfacing | 14% |

4. Recommendations

Members are asked to note the provisional profile of the Planned Carriageway and Footway Maintenance Programme for 2011/12.

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By: Nick Chard, Cabinet Member for Environment Highways & Waste

To: EH&W Policy Overview & Scrutiny Committee

Date of Meeting: 18th January 2011

Subject: Future Highways Procurement – Update

Summary: Provides Members of EH&W POSC with an update on the timetable and progress of the procurement of the new term maintenance contract.

1. Introduction:

This report gives an update on how the Council is transforming the delivery of highway services, by reprocurring the term maintenance contract, to drive improvement in highway condition, improve customer perception across Kent and deliver increased value for money.

The procurement process to replace the existing Highway Maintenance Contract is a key workstream within the Future Highways Programme, one of five transformation workstreams designed to support the procurement activities and deliver Kent Highways' vision. In replacing the existing contract, the Council has the opportunity to modernise the whole of the service by adopting a fresh delivery model and enable a strong client approach.

2. Background:

Members will recall that on the 21st April 2010, the Cabinet Member for Environment, Highways and Waste informed all county members that a decision had been made to procure a new highways maintenance contract. Subsequent verbal reports have been made to give a progress update on the procurement process.

Members have been involved in various stages of the process, in particular decision making at Strategic Procurement Board and the Competitive Dialogue meetings held with the bidders.

3. Progress and Next Steps:

The Invitation to Submit Detailed Solutions (ISDS) was issued to the short listed contractors in November: Colas, Enterprise and May Gurney.

The bidders submitted their Draft Detailed Solutions on the 14th December 2010

During the period between 14th and the 23rd December the Detailed Solutions were evaluated by a number of KHS officers.

On the 17th and 21st December a Competitive Dialogue Event was undertaken to discuss these submissions with the bidders. The objective being to further shape

the proposals to ensure that bidders fully understand and are aligned to KHS' service delivery requirements.

On the 23rd December a refined document was sent out to the bidders, giving them until the 20th January to submit their detailed solutions.

Reference Site Visits have been arranged for the week of the 7th February. It is intended that a number of key Kent Highway Services staff will visit depots at East Sussex County Council, Portsmouth City Council, Staffordshire Highways, Leeds Highways and Liverpool Highways to discuss the bidder's performance, general conduct and maintenance management.

From the bidder's submissions in January, KHS will extract the best solutions and compile the Final Tender Documents, which will be sent out on the 17th February.

The intention to award the contract is due to take place 2nd June 2011 with the contract due to commence on the 1st September 2011.

Recommendations:

Members are asked to:

- Note the report

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Future Highways Procurement Timeline

| PROGRAMME OVERVIEW | |
|--|---------------------|
| KEY MILESTONE | DATE |
| SMT to sign off revised ISDS requirements | 23 Dec |
| Bidders Submit detailed Solutions | 20 Jan |
| Reference Site Visits | 7- 9 Feb |
| 5th Competitive Dialogue Session | 14-15 Feb |
| Prepare Final Tender Documents | 21/1-17/2 |
| Issue Final Tender Documents | 17 Feb |
| Bidders Submit Final Tenders | 24 March |
| Scoring, Financial Assessments etc. | 25 March – 21 April |
| Strategic Procurement Board | 25 April |
| Cabinet Briefing | 9 May |
| Cabinet Approval | 23 May |
| Intention to Award Contract | 2 June |
| Project Scrutiny Member sign off | 16 June |
| Contract Sign | 1 July |
| Service Commencement | 1 September |

Please note: some of the above dates may be subject to change if circumstances dictate.

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By: Nick Chard, Cabinet Member – Environment, Highways & Waste
David Hall, Head of Transport and Development

To: Environment, Highways & Waste Policy Overview & Scrutiny Committee – 18 January 2011

Subject: Member Highway Fund

Classification: Unrestricted

Summary: **This report sets out the success of the Member Highway Fund scheme and recommends its continuation beyond March 2011 with some alterations which are designed to improve overall efficiency.**

1. Introduction

1.1 A Member Highway Fund providing each Member with £25,000 per annum to spend on local highway related issues was approved at County Council in June 2009 as an initial pilot running until March 2011. The scheme has operated well, broadly and has led to the introduction of local schemes which are greatly appreciated by the community. It is innovative and an excellent example of localism in action. This report reviews the operation of the Member Highway Fund Scheme and recommends its continuation beyond the pilot stage.

2. The Fund Operation

2.1 There has been some criticism of the time taken to deliver Member Highway Fund schemes. In some cases this criticism is justified and strengthening of the staffing function has resulted in improved service delivery to Members. In the forthcoming restructuring of Kent Highway Services, consideration is being given to ensuring that staff responsible for the delivery of the Member Highway fund are fully integrated within appropriate professional service areas such as scheme design.

2.2 The principle of the Member Highway Fund was its ability to cover costs without drawing on other KHS budgets. Whilst this principle has been broadly established, the small scale nature of some schemes and the requirement to deliver them more speedily has created an additional cost base which is not entirely covered by the investigation fee or overhead charge (overall).

2.3 Other main areas of concern that have been expressed are

- Investigation Fee for small scale works
- Time taken to deliver schemes
- Apparent disparity between costs of KHS quotes and those of external contractors
- As at 1st January 2011, around £2.0m remains uncommitted by members.

- 2.4 **Investigation Fee** – this currently stands at £1000 and covers any investigation irrespective of cost. Its advantage is simplicity, cutting down on administration. As an average, it is broadly correct but some Members perceive it as unfair and it is proposed to remove this charge for the first four work investigations for each Member. A charge related to the actual cost of investigation will be levied for investigation requests beyond this level. An increase in the overhead fee of 10% to 15% will replace the current investigation charge.
- 2.5 **Time taken to deliver schemes** – there is a legal process that is necessary to ensure proper governance of the expenditure. This requires Cabinet Member sign-off (to be undertaken weekly) of all Member Highway Fund applications. This process, when monthly, has taken up to two months to complete, hence the change to weekly approvals. All senior employees in Kent Highway Services (KHS) understand that the Member Highway Fund receives priority over programmed work although there are still further improvements to be made in some areas of the business.
- 2.6 **The ability to use external contractors** - and the apparent higher cost of KHS works quotations compared to outside contractors can be taken together. Under the current contract, KHS quotes a cost for works which includes an allowance for overheads. The actual cost may be significantly lower but it gives the impression that it is more expensive than outside firms. Relatively few requests for the use of outside firms have been made by Members but where they have, the quotation received is not comparable to that sought from KHS (due to either scope or specification). It is essential that the two align to gain an accurate price comparison. It is also likely that where an outside firm is used, additional works supervision will be required which should be covered from the Member's fund.
- 2.7 **Unallocated funds** – some £2m of funding out of a total of £4.2m has not been allocated to date and it is clear that some Members have been reluctant to identify use of their allocation. It will not be possible to spend all of this resource by 31st March cut-off date so it will be necessary to either re-allocate the money to mainstream KHS maintenance work or arrange for a one-off amnesty up to 31st March 2012 to allow Members greater time to spend their fund. This will require the approval of Corporate Finance. Members should note that schemes such as pedestrian crossings can take over twelve months to complete so any capital expenditure using pilot fund money will need to be committed by 1st April 2011.

Members will be aware that as part of the Comprehensive Spending Review, funding will be reduced next year. In the context of Kent Highway Services, it is vital that every pound spend adds local value. Members should consider pooling resources with Colleagues and others to obtain the best overall value on, for example, re-surfacing schemes which may not now be funded for some years through the KHS pot.

3. Recommendation

Subject to the views of this Committee, it is proposed to recommend the following amendments to the Cabinet Member for Environment Highways and Waste:

- The Member Highway Fund is continued beyond the pilot completion date of 31st March 2011 with an annual allocation of £25,000 per Member.
- A removal of the charges for a scheme investigation for the first four work requests for each Member.
- The overhead charge is raised to 15%

- Contractors on the KHS Approved Contractors list may be used for works subject to pricing to the same specification as KHS.
 - The Member Highway Fund scheme continues to allow the transfer of funds over one financial year only but a one-off amnesty is provided to 31st March 2012 for Members who have not spent their pilot scheme allocation, subject to agreement through the budget setting process and an undertaking by Members to commit these funds by 1st April 2011. After 31st March 2012, any unspent funds from the trial period will be transferred out of the scheme.
-

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By: Nick Chard, Cabinet Member for Environment Highways and Waste
Mike Austerberry, Executive Director (EHW)
Linda Davies, Chair Equalities Group (EHW)

To: Environment Highways and Waste Policy Overview and Scrutiny Committee – 18 January 2011

Subject: Equalities Update

Classification: Unrestricted

Summary: Recent changes in the strategic context for Equalities is summarised and a progress report on EHW's work on Equality and Diversity during 2010 is provided.

1. Introduction

In common with all other aspects of public life, the political and economic landscape for the Equalities agenda is rapidly changing. Since taking office, the new Coalition government has been giving out clear messages about its vision of a fair and equal society, and has given some indications of how it expects the public sector to deliver Equalities. Further, more detailed guidance is expected in the next few weeks.

Tackling disadvantage is one of the three main aims of **Bold Steps for Kent**, KCC's medium-term plan for the next four years. This theme runs throughout the plan, with the stated objective - of making Kent 'a county of opportunity, where aspiration rather than dependency is supported, particularly for those who are disadvantaged - or who struggle to help themselves and their family.'

2. Context

2.1 National policy context:

(1) One of the major changes in relation to Equality and Diversity has been the introduction of the Equality Act 2010. The purpose of this Act is to harmonise over 40 years of equality legislation and case law in order to provide clarity and consistency. The Act received cross-party support prior to its enactment. Further, the Coalition government has continued with this commitment by having this agenda led at Cabinet level.

(2) The majority of the Act's provisions came into force on 1st October, although we still await clarity over the Public Sector Equality Duty, which is due to come into force in April 2011. Government is currently considering the responses to a public consultation on this issue and the Equality and Human Rights Commission (EHRC) is expected to issue guidance in January 2011 on how public bodies might deliver their duties.

(3) The cross-Government Equality Strategy was published on 2nd December 2010. It focuses on making equality a key part of everyday business rather than a bureaucratic add-on. The strategy aims to deliver accountability by "shining the light of transparency on organisations, allowing their performance to be challenged and acting as a driver for change".

(4) The Government Equality Office (GEO) has been brought in to become a unit in the Home Office. This is intended to signal the Government's commitment to make Equalities a core part of Government business.

2.2 Kent County Council context

(5) Prior to the implementation of the Equality Act, Kent County Council adopted revised draft Equality policy and strategy statements. These documents provide the framework for reporting on our equality and diversity activity, until we receive further guidance from government on the approach that will be required of the authority.

(6) Assessing the impact of our policies, services and projects is carried out through Equality Impact Assessments (formerly Customer Impact Assessments). Streamlined guidance to officers has been drafted and made available via KNet, and promoted with an awareness-raising campaign.

(7) The new Equality Act places new responsibilities on public bodies to deliver Equality outcomes via its procurement processes. A Task Group has been established, to examine what needs to be done to deliver our legal obligations in this respect.

2.3 Environment Highways and Waste directorate context:

(8) Since September 2009, when EHW's full-time Equalities officer was replaced by a part-time project manager, EHW has worked to embed Equalities into business as usual, initially via the business planning process. Officers and managers have been delivering their responsibilities within their own service areas by assessing their projects, services and policies for Equality impacts, and mitigating those impacts where feasible.

(9) In support of this approach, EHW has worked collaboratively with colleagues across KCC, drawing in expertise and advice both within and outside the organisation, and accessing networks to consult with particular groups. To

ensure managers and staff fully understand the legal obligations upon KCC, and everyday practice required, training has been ongoing and extensive.

3. Achievements against Action Plan

The following highlights some achievements against the current action plan, to deliver the KCC Equalities Strategy. More detailed information about our achievements is included in the appendix to this report.

- There continues to be a developing culture within the directorate with Heads of Service requesting advice, guidance and support on implementing equality and diversity in their services.
- The Sustainable Transport team in KHS co-ordinates the Kent Reference Panel. This group, which is chaired by Cabinet Member, Nick Chard, brings together representatives of Kent-based Access Groups and KHS staff to engage on issues relating to transport and the public realm.
- Kent Highway Services' Winter Service policy prioritises service to particular groups and organisations including hospitals, doctors' surgeries and old peoples' homes.
- In 2010, 509 stiles have been removed from Public Rights of Way to improve access for all, especially the ageing population;
- Staff capacity continues to be built through the EHW local induction processes. Clear corporate messages are enabled through the use of KCC's "Together... making a difference" corporate induction video, along with a short presentation introducing staff to their responsibilities. This has been well received by new staff and contributed to raising levels of awareness in services.
- The directorate Equality Champions delivered a bridging session to staff, to improve understanding of Equality issues and their relevance to the services we deliver.

4. Next Steps

- Continue to raise awareness of, and support staff to carry out, Equality Impact Assessments, with particular focus on service and staff reductions prompted by budget constraints
- Support staff in preparing for and implementing new duties brought about by the Equality Act and the public sector Equality Duty
- Align to business planning process in order to identify and manage equality outcomes in service planning and delivery.

Recommendation:

Members of the Environment Highways and Waste Policy Overview and Scrutiny Committee are asked to:

- Note the contents of this report

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Background Documents: None

Other Useful Information: See the attached appendix for more detailed information about how equality outcomes have been improved in 2010.

Equalities report

Achievements against Action Plan

This appendix provides more detailed information about EHW's achievements against the current action plan, to deliver the KCC Equalities Strategy. These achievements are reported against the headings of the Equalities Framework for Local Government, (EFLG) which is the framework currently adopted by KCC as a reporting mechanism.

(1) Knowing your community and equality mapping – this category of the EFLG is designed to ensure that an accurate picture is created of the differing needs and backgrounds of the people in Kent.

- Two 'bridging sessions' were delivered in March and April 2010, to raise awareness of the range of resources, guidance and insight that is available to help us understand our communities. One session was dedicated to a series of case studies about the use of MOSAIC, the segmentation tool provided by Experian.
- Four briefing sessions providing similar information, but targeted to Communication staff were also delivered.

(2) Place Shaping and Leadership – this category of the EFLG is intended to reflect the strategic leadership and culture of the organisation in relation to Equalities, and also evidence of improved efficiency, outcomes and use of resources through effective partnership working.

- There continues to be a developing culture within the directorate with Heads of Service requesting advice, guidance and support on implementing equality and diversity in their services.
- Kent Highway Services (KHS) has established a service-specific Equalities group to focus on ensuring KHS policies and services are assessed for their Equality impacts, and a systematic cycle of assessments is being put in place.
- A presentation was delivered to the 90+ Senior Managers at KHS' senior managers' conference to raise awareness of Equalities issues and of managers' accountabilities.
- A briefing was delivered to EHW's Senior Managers' Forum to provide information about the new Equality Act, and raise awareness of managers' accountabilities.

(3) Community Engagement & Satisfaction – this category highlights where the organisation engages directly with and involves (in particular) groups who may experience disadvantage and inequality in order to improve service delivery and outcomes

- The Sustainable Transport team in KHS co-ordinates the Kent Reference Panel. This group, which is chaired by Cabinet Member, Nick Chard, brings together representatives of Kent-based Access Groups and KHS staff to engage on issues relating to transport and the public realm. The most recent engagement activity for the panel was on the Local Transport Plan (LTP3). Forthcoming issues include the taking over by the county council from district councils of the Concessionary Fares scheme, and also the supplementary guidance to the Kent Design Guide.
- The Country Parks have established two park user groups at Lullingstone and Shorne Woods, to enable users to be involved in the parks and their development.
- The Country Parks Service plans to build a new visitor centre and café at Trosley Country Park. The public and stakeholders requested a hatch be installed, and the design was modified to accommodate this.
- A Discovery Trail was created at Lullingstone Country Park, following consultation with families and a local school, who helped develop the trail;
- Exit surveys with visitors to Shorne Woods Country Park revealed that the public were unhappy with the length of the queues in the café. This has been resolved with the introduction of a self-service system

(4) Responsive Services and Customer Care – this category seeks to demonstrate where services are adapted or improved to meet the needs of people with different backgrounds and ensure fair access.

- Kent Highway Services' Winter Service policy prioritises service to particular groups and organisations including hospitals, doctors' surgeries and old peoples' homes. In the recent bad weather, KHS has been able to respond to the following requests for service that have reduced the impact of the weather on priority groups. All of these requests relate to clearance of side roads, which would not normally be treated.
 - Staff from a Care Home were enabled to get to work when blockages caused by snow-ploughing were cleared;
 - An Otford resident in need of regular dialysis was able to attend hospital for treatment when the route was kept open for the ambulance;
 - A residential road was cleared for a funeral to take place, and carers providing services to the elderly in their own homes were enabled to maintain regular visits.
- Kent Highway Services has installed just over 60 new salt bins in priority locations since January 2010, with a further 45 funded by the Member Highway Fund. An example of where the new salt bins have made a positive difference include the following example:

- Thanks to the provision of a salt bin in Heathfield Drive Ashford, one hospital consultant, one doctor and two nurses were able to get to work whereas last year they were snowed in. Meals on Wheels were able to deliver to the elderly in sheltered flats in the same neighbourhood and the pharmacist was also able to deliver supplies. The salt bin was provided by County Member, Mrs Elizabeth Tweed from her Highway Member Fund and was on site within 3 days of receiving the application.
- The Countryside Access Service has delivered the following improvements to the network of footpaths, bridleways and public rights of way over the past year:
 - 509 stiles have been removed from Public Rights of Way to improve access for all, especially the ageing population;
 - Explore Kent's Guided Walks website has graded all walks to make it easier for customers to find a walk that meets their needs. Each grade has a detailed description of exactly what the obstacles, gradients etc on each walk are so customers can make an informed choice. Over 40% of all the walks are graded as either easy or suitable for all abilities;
 - A significant number of path surface improvements in or near residential areas have been carried out across Kent to enable more people to use and enjoy their local rights of way. For example:
 - Path ZS16 Minster has been improved by replacing a narrow muddy path with a wide strip of tarmac, that leads from a residential area to the primary school, shops and pedestrian crossing of busy road; particularly used by primary school mothers;
 - Path ZU35, Sittingbourne, is an urban fringe restricted byway that was impassable without scrambling along adjacent bank covered in thorn bushes. It has now been cleared and surfaced and is used by local residents to access their local countryside and wider network of public paths;
 - Path ZF1, Faversham, a section of this path, which is a popular promoted route traversed the rear of the sea wall and was repaired at the beginning of December. It has already been used by people on electric mobility scooters.
- During the recent snow, the staff at Kent Country Parks gave help to the emergency planning team:
 - Country Parks Rangers have the use of 4 wheel drive vehicles which can assist in bad weather conditions.
 - The Head Ranger from Lullingstone Country Park was called out one evening to help an old couple in Southfleet who were low on

food supplies and who also needed a top up card for heating and electricity. He also spent a night taking two district nurses out and about on their rounds.

➤ At Shorne Woods Country Park, a Ranger was called upon to deliver "meals on wheels" for people in the Gravesham area.

- The EHW complaints process provides consistency and clarity to the complaints process. This is leading to service improvement as the organisation responds to issues which may be managed and improved.

(5) Modern and Diverse Workforce – The skills, understanding and commitment of a workforce support the delivery of responsive, personalised services.

- Staff capacity continues to be built through the EHW local induction processes. Clear corporate messages are enabled through the use of KCC's "Together... making a difference" corporate induction video, along with a short presentation introducing staff to their responsibilities. This has been well received by new staff and contributed to raising levels of awareness in services.
- The Directorate Equality Champions delivered a bridging session to staff, to improve understanding of Equality issues and their relevance to the services we deliver.
- A programme of Equality Impact Assessment (EIA) workshops has enabled staff to develop competence to undertake EIAs and support colleagues to undertake them by acting as 'critical friends.' In 2010, 37 members of staff attended EIA workshops, and a further three workshops are planned for the current financial year. Each workshop can train up to 15 staff.
- Other training undertaken in EHW in 2010 includes 33 members of staff participating in the corporately provided Diversity in Action course, and 21 who studied via the Online Equalities tool.
- By the end of the March 2011, an additional 4 people will have attended the Positive Action in Recruitment course. All recruitment panels must include a member who has attended this course, and EHW has a number of trained individuals in all teams and units.
- The Oracle Learning Management system (OLM) is used to report back to the directorate's Learning and Development representatives on activity in their individual areas. This report can then be used to identify whether there is a fair allocation of funding as well as a fair spread of Learning and Development activity
- OLM also delivers the ability to report back on Learning and Development activity specifically on each of the Equality groups within our directorate workforce, again to ensure fair allocation of resources.

By: Nick Chard, Cabinet Member for Environment, Highways & Waste
Mike Austerberry, Executive Director

To: Environment, Highways & Waste Policy Overview & Scrutiny
Committee, 18th January 2011

Subject: Update on KCC Health Inequalities Strategy

Classification: Unrestricted

Summary: The KCC Health Inequalities Strategy 2009-14 was approved by Cabinet on 13th September 2010, along with a summary of the influential Marmot report on Health Inequalities entitled 'Fair Society, Healthy Lives'. This paper is to share the summary of the Marmot Review with POSC members and to draw POSC members' attention to the latest update of KCC's Health Inequalities Strategy.

Executive Summary:

1. The Marmot Report on Health Inequalities, 'Fair Society, Healthy Lives' acknowledges the crucial role of the Local Authority and the services it provides in the shaping of people's life chances and lifestyle choices.
2. The report perceives Health Inequality more as behaviour change and the factors that influence people's lives than physical access to health care.
3. The 3 main arguments from the report are:
 - i) The Social determinants of people's lives are an important indicator of their life expectancy and health outcomes (also termed: "Life Inequalities")
 - ii) 'Proportionate Universalism' is engaging in a whole population approach rather than targeting those most in need. This avoids stigmatisation and social exclusion and affects **all** groups on the social gradient.
 - iii) Sustainability and future-proofing is dependent on the redesign of future services relevant to people's "life-courses" and not expect people's lives to fit any criteria to access services.
4. Many of the Report's proposals adopt the same model of some of the Kent County Council initiatives (eg. HOUSE & ACTIVMOBS).
5. The Report recommends 6 Policy Objectives, 3 of which are covered and aligned to the 3 Vision 4 Kent Ambitions:
 - Create Fair Employment and Good Work for All
 - Ensure Healthy Standards of Living for All
 - Create and Develop Healthy and Sustainable Places and Communities.

The Report concurs with the NHS White Paper, promoting the opportunities for Local Authorities to work with and assist GP consortia, particularly on preventative ill-health agenda.

1. Introduction and Background

1.1 'Fair Society, Healthy Lives' was commissioned by the Secretary of State for Health to provide a Strategic Review of Health Inequalities in England post 2010. The purpose is to drive the Government's agenda to reduce health inequalities amongst population groups by reducing the gap of life expectancy and infant mortality rates between the most affluent and the most deprived groups in society. There has been little success in this area and evidence suggests that these trends have remained largely unchanged and are not improving equally across socio-economic groups. Nationally, the population is living longer but lower economic groups are enduring longer periods in poorer health and not living as long overall as those in more affluent groups. It is no coincidence that inequalities in income, wealth and life chances have also widened.¹ In Kent, there is evidence that those in the mid socio-economic groups show a reduced trend in rising inequalities but the disparity of health inequalities between the higher and lower groups continues to increase. This 'social injustice' of course, burdens health and social care services as well as drains society of its economic resources and impacts upon employment, families, relationships and wider resources in the public, private and voluntary sector.

1.2 Fair Society Healthy Lives is currently the leading review on health inequalities, offering recommendations to direct future policy and action towards measurable objectives (particularly for Local Authorities and partners) to reduce the gap in inequalities. The report maintains that the current gap of life inequalities remain unacceptable despite the considerable effort and resources that have gone into trying to reduce the gap over the last few decades. The emphasis on tackling health inequalities through the social determinants of health throughout people's life-courses is also strengthened by the NHS White Paper's endorsement of the Local Authority's role on health.

1.3 In Kent, we have for some time, been campaigning that health inequalities is an outcome of not just acute health but the wider determinants of health; factors such as education, lifestyle, employment, social capital, life-chances and Life Inequalities all need to be addressed, which is why the Local Authority role is crucial. To define this more clearly In Kent, health inequalities is often colloquially termed 'LIFE INEQUALITIES' to express the influencing factors of health inequality outcomes.

2. Summary of the Marmot Review: Fair Society, Healthy Lives

2.1 The Marmot review is summarized by the following major points:

- a) Reducing health inequalities is a matter of fairness and social justice. Marmot reports that up to 2.6 million extra years of life could be gained across all social groups if health inequalities were significantly reduced
- b) There is a social gradient in health – the lower a person's social position the worse their health will be. Action should focus on reducing the gradient in health.
- c) Health Inequalities result from social inequalities and can only be reduced if there is action across all the social determinants of health.

¹ National Equality Panel. *An anatomy of economic inequality in the UK*. Government Equalities Office, 2010

- d) Focusing solely on the most disadvantaged has not reduced health inequalities sufficiently. To reduce the social gradient in health, actions must be universal, but with a scale and intensity that is proportionate to the level of disadvantage. This is known as **proportionate universalism**. This describes the approach already adopted in Kent by the innovative Activmobs and House programmes that seek to attract all populations and then to target more intensive services to those who most need it. Both initiatives have won national awards and we are convinced that this approach is vital to incentivise *all* populations to participate so that the most vulnerable groups will become visible and can be targeted appropriately. The Kent Public Health Policy Team are working to embed good practice into new policy and planning systems for the local authority. This will avoid stigmatism and exclusion and the universal approach gives greater access to those who currently are not known to or do not access services.
- e) Reducing health inequalities will have economic benefits in reducing losses from illness associated with health inequalities. This accounts for productivity losses, reduced tax revenue, higher welfare payments and treatment costs.
- f) Fair distribution of health, wellbeing and sustainability are more important than economic growth when measuring our country's success. Tackling social inequalities in health and tackling climate change must go together.

g) Policy Objectives:

The Marmot Review, Fair Society, Healthy Lives recommends six priority objectives to reducing health inequalities most effectively. These are:

- A. [Give Every child the best Start in Life](#)
- B. [Enable all children, young people and adults to maximize their capabilities and have control over their lives](#)
- C. [Create Fair Employment and Good Work for All](#)
- D. [Ensure healthy Standards of Living for All](#)
- E. [Create and Develop Healthy and Sustainable Places and Communities](#)
- F. [Strengthen the role and impact of Ill Health Prevention](#)

Note: policy objectives C-E strongly reflect the 3 Vision for Kent Ambitions.

Further details of the policy objectives are provided as an appendix, from page 5 of this document. The objectives also inform the future approach to the KCC Health Inequalities Strategy and the action plan that is supported by the KCC Health Inequalities Working Group.

- h) National policies will not work without effective local delivery systems focused on health equity in all policies. Delivering these policy objectives requires action by central and local government, the NHS and other public, private and voluntary sectors.
- i) Effective local delivery requires effective participatory decision making at local level - only achievable by empowering individuals and local communities. Agencies need a more sophisticated understanding of the barriers to progress as well as renewed commitment for radical changes to provide flexible solutions tailored to local needs. We can achieve this through improved community empowerment, co-production and social marketing principles on behaviour change, which will break down existing barriers from professional and organizational culture and practice and silo-d services. **The way we design future services needs to ensure that they are flexible and**

commensurate to the needs of communities and people's life-courses. This also requires looking at long-term solutions and avoiding short-termism.

3. Integration of the Marmot Report into Kent County Council Health Inequalities Approach

3.1 The KCC Health Inequalities Strategy 2009-2014 has been produced with representation from all KCC directorates and some Local Strategic Partnerships (LSPs) who have formed a Working Group to maximise the commitment of KCC to reduce Health Inequalities, both strategically at policy and planning level and locally at local planning and delivery level. The Group also works cohesively, involving LSPs and the NHS to address long and short term measures, sustainability of good practice across relevant government agencies and the third and private sector to achieve the integrated, holistic approach recommended by the Review. The KCC Working Group is also organising a briefing event on Health Inequalities for Cabinet Members, POSC representatives and CMT to identify specific challenges for Kent. This event is scheduled for the 4th February and is led by the Local Government Improvement and Development Team (formerly I&DeA).

4. Recommendations

This paper is to:

- i) Provide POSC with a summary of the Marmot Review on Health Inequalities 'Healthy People, Healthy Lives' and to highlight the implications recommended for Local Authorities
- ii) Update POSC on the status of the Kent County Council Health Inequalities Strategy 2009-14
- iii) Inform POSC of the 4th February event on Health Inequalities to raise current issues of Health Inequalities, especially in the light of the new Public Health White Paper, Healthy Lives, Healthy People

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Background paper: Kent County Council Health Inequalities Strategy 2009 - 2014

Appendix 1

5. The Context of the Marmot Review, ‘Fair Society, Healthy Lives’

5.1 The Review is underpinned by the following essential messages. In summary, these are:

| Marmot Review | Potential Implications for KCC |
|--|--|
| i) Reducing health inequalities is a matter of fairness and social justice to reduce the numbers of those dying prematurely each year, in total this equates to 1.3 – 2.5 million extra avoidable years of life lost, impacting upon health care, social care and other public sector and welfare services. | The Total Place agenda and other partnership initiatives that provide opportunities for people to access services and lifestyle benefits at a time and place to suit them, depending on their need and situation throughout their life-course are the most effective ways to reduce the social gradient in health. |
| ii) Action should focus on reducing the social gradient in health and not on individual lifestyle factors where benefits of inequalities are limited. | |
| iii) Action on health inequalities requires addressing social inequalities by focussing on all social determinants of health. | This has a direct impact on local authorities through employment, economic growth, housing, education, essential health and wellbeing and how people cope with the wider stresses in their lives. It also implies that health care is important but is not the over-riding factor of health inequalities. Social inequalities and social determinants of health are critical factors that are best addressed by local authorities. |
| iv) Focussing solely on the disadvantaged will not reduce health inequalities sufficiently. Marmot recommends a proportionate universalism approach which targets universal and whole populations but with a scale and intensity that is proportionate to the level of disadvantage. Marmot’s argument for proportionate universalism is that | This approach has been successfully trialled in the Kent Public Health Department through programmes such as House and Activmobs which adopt a whole population approach to attract those most at need and who would otherwise be difficult for us to reach. The learning from this approach is being routinely embedded in public health policy |

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| <p>inequalities is relative and targeting the most disadvantaged will always result in opportunities for some and not others. There is strong evidence to suggest that a whole population approach is more conducive to public buy-in and access and less likely to result in marginalisation, exclusion and stigmatisation.</p> <p>Health inequalities is everyone's business and benefits all of society through economic benefits in reducing losses from illness, productivity losses, reduced tax revenue, higher welfare payments and increased treatment costs.</p> | <p>and encouraged more widely to other directorates, where appropriate</p> <p>There is an opportunity for the Council to work further with private sector partners and small businesses to raise the awareness of and substantially address the health and wellbeing of the Kent workforce. Kent Public Health Department is working closely with KCC Human Resources to lead by example and promote cost-effective health and wellbeing in KCC's workforce with the aim to reduce staff sickness and promote greater wellbeing.</p> |
| <p>v) An important measure of our country and especially county success is fair distribution of health, wellbeing and sustainability. Tackling social inequalities in health and climate change must go together to ensure long term sustainable outcomes for people and how and where they live</p> | <p>Working on Health and climate change is already under way. KCC's Regeneration Framework and Kent's Environmental Strategy is dedicated to the climate change and fuel poverty Kent Agreement 2 indicators and looking forward to building energy efficiency improvements through the 'Sustainable Building Resources', supporting Kent businesses to contribute to KCC's and Kent's environmental objectives and enabling the development of a low carbon economy of Kent.</p> |
| <p>vi) The Report focuses action on 6 policy objectives (which are being incorporated into the KCC Health Inequalities Strategy and also via directorate reports and plans).</p> <ol style="list-style-type: none"> 1) Give every child the best start in life 2) Enable all children, young people and adults to maximize their capabilities and have control over their lives 3) Create fair employment and good work for all | <p>Marmot suggests that these six objectives formulate a success criteria for addressing health inequalities. Cabinet are asked to approve of these 6 objectives composing the framework of the KCC Health Inequalities Action Plan which will support the strategy document and set a focus and priorities on the way KCC prioritises its Health Inequalities</p> |

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| <p>4) Ensure healthy standards of living for all</p> <p>5) Create and develop healthy and sustainable places and communities</p> <p>6) Strengthen the role and impact of ill health prevention.</p> | <p>Agenda. Further detail is provided for each of these objectives in the following sections of this paper.</p> |
| <p>vii) These policy objectives require action by central and local government, the NHS, the third and private sector and community groups. National policies will not work without effective local delivery systems focussed on health equity in all policies.</p> | <p>This intensifies the significance of the role of health inequalities in the local government domain where relationships with the NHS, third and private sector and the community already exist. The KCC Health Inequalities Strategy illustrates how the Council works in partnership with others to consider health and social equity in its local delivery approach. It is the aim of the Kent Public Health Department to ensure that these considerations are paramount in all Directorate's plans and strategies.</p> |
| <p>viii) Effective local delivery requires effective participatory decision making at local level. This can only happen by empowering individuals and local communities.</p> | <p>Emphasis is placed on working directly with partners and the public to deliver action that is public-focussed and central to what the public want and in a way they wish to access. Social Marketing best practice indicates the necessity for early and full engagement with the community to secure success and sustainability.</p> |
| | |

6. The Six Policy Objectives set out by Marmot in the Review, 'Fair Society, Healthy Lives'

The six objectives are firmly rooted into the Policy function of Fair Society, Healthy Lives:

Marmot Review

Potential Implications for KCC

1. Give every child the best start in life

To have an impact on health inequalities we need to address the social gradient in children's access to positive early experiences, starting in the womb where lifelong effects on health and wellbeing: from obesity, heart disease, mental health through to educational achievement and economic status. Early years interventions such as Sure Start Children's Centres are now showing evidence that these policies are making an impact. Overall, it is considered that spending is higher in later childhood years and as gaps between individuals and social groups emerge early in the life course (where returns on investment are higher), there is strong evidence that investment in early years is essential to sustain the reducing effects of health inequalities.

The Review also acknowledges that families should have the most influence on their children and thereby suggests a combined outreach provision to supporting families to achieve progressive improvement in early years and increase take up by children from disadvantaged families by:

- Giving priority to pre and post natal interventions such as intensive home visiting programmes and providing routine support to families through parenting programmes and childrens centres to meet social need via outreach to families.
- Programmes for the transition to school
Providing paid parental leave in the first year of life with a minimum income for healthy living.

The Review's priority objectives prioritise:

- The need for early development of physical and emotional health and cognitive, linguistic and social skills.
- Ensure high quality maternity services, parenting programmes, childcare and early years' education to meet need across the social gradient.
- And build resilience and wellbeing of young children across the social gradient.

Kent County Council Children Families and Education directorate, The Children's Trust and essential key partners are already working towards this approach through the Children's Plan and in response to Every Child Matters. Examples of good practice are illustrated in the KCC Health Inequalities Strategy but in order to respond to the Review effectively, it is strongly recommended to increase the proportion of overall expenditure allocated to the early years and ensure expenditure on early years development is focused progressively across the social gradient.

These recommendations suggest greater financial investment in early years' services, redressing the balance of early and later childhood years and will impact on the design of services in the need to be responsive to integrated and outreach provision. Extra Support for Parents and Early Childhood Development demonstrate some of the commitments CFE have already prioritised.

2.Enable all children, young people and adults to maximize their capabilities and have control over their lives

Despite many policies aimed at equalising educational opportunities the attainment gap remains. Reducing these educational equalities involves understanding the interaction between the social determinants of educational outcomes, including family background, neighbourhood, peers and what goes on in schools. Influencing educational attainment also suggests that it is families rather than schools have the most influence. Educational outcomes across the whole social gradient need to fully recognise the significant influence and role of families by building closer links between schools, the family and local communities. To improve the access and use of quality life-long learning across the social gradient will entail greater extended schools services and more skills for teaching and non-teaching staff to work across home-school boundaries to reduce the gradient in health, wellbeing and resilience of children, young people and their families.

Empowerment and Resilience resonate throughout the whole of the Review. This is achieved by working beyond community engagement to good community participation. To provide aspiration and motivation to individuals and communities there should be increased access and use of quality lifelong learning opportunities across the social gradient where people can develop ongoing skills through lifelong learning. Broadening skills for life for work as well as attain qualifications can be achieved by providing easily accessible support and advice for 16-25 year olds on life skills, training and employment opportunities, providing work based learning (such as apprenticeships) and increasing availability of non-vocational lifelong learning across the life course.

To prioritise the reduction of social inequalities in life skills will impact on the future design of children's services, adopting a whole child approach to education and extending the role of the schools in supporting families and communities through consistent implementation of full range of extended services and developing the school-based workforce. This has to some extent been developed through the success of the Local Children Services Partnership Manager roles and through the eight priorities of the Children's Plan. Further work is needed as building skills in working across school-home boundaries addressing not just education but social and emotional development, physical and mental health and wellbeing are essential.

Existing services that support skills development (such as Connexions, Kent Youth Service, JobCentre Plus, Supporting Independence Programme, Education to Employment and Adult Education) should be accessible to all young people across the social gradient through improved aspiration and self-esteem of individuals. There is also greater opportunities for the Council to work in partnership with other sectors (such as colleges and the private and third sector) to offer improved and more joined up service provision.

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| <p><u>3.Create fair employment and good work for all</u></p> <p>For each occupational class the unemployed have higher mortality rates than the employed. Although employment is important, the quality of work matters as it is likely to impact significantly to health and wellbeing. Some poor quality jobs can be harmful to health with few opportunities for advancement, leaving employees trapped in a cycle of low-paid, poor quality work and unemployment affecting physical and mental health. Good employment (irrespective of salary) is key to realizing employers aspirations and being empowered to strive for more in life is essential to mental wellbeing. Therefore, the Review prioritises improved access to good jobs, making it easier for those who are disadvantaged to obtain and keep work and improve the quality of jobs across the social gradient. This should be achieved by active labour market programmes to achieve timely interventions to reduce long-term employment.</p> | <p>More than ever before does the county council need to work collaboratively with employment and benefit services to reduce health inequalities. For each occupational class the unemployed have higher mortality rates than the employed. The report suggests prioritising greater flexibility of retirement age and encouraging and incentivising employers to create or adapt jobs that are suitable for lone parents, carers and people with physical and mental health conditions. The development of this has a strong implication for the role of local government by ensuring that public and private sector employers adhere to equality guidance and legislation and implementing guidance on stress management as well as the effective promotion of well being and physical and mental health at work.</p> |
| <p><u>4.Ensure healthy standards of living for all</u></p> <p>The Review reports on difficulties of those who find it difficult to return to work to improve their standards of living. For example, 90% of cancer sufferers experience a significant drop in income and increased daily living expenditure as a direct result of their diagnoses, causing additional stress. Although tax credits and working tax credits have lifted 500,000 children out of poverty and recent figures show that rates of poor self esteem, unhappiness, truancy, smoking and desire to leave school at 16 have all halved, the social protection system still fails to offer people necessary opportunities, family and parental support, transition to retirement</p> | <p>Again, the emphasis is on an integrated and holistic approach to supporting the public, particularly those with the greatest need where individuals can obtain a range of related meaningful information to encourage and incentivise them out of the poverty cycle. The report recommends establishing a minimum income for healthy living for all ages and workplace initiatives and a one stop shop combining job centres, officers, Citizens Advice Bureaux, debt issues and other concerns on an outreach basis providing services tailored to individuals needs. Total Place could be an ideal conduit for this development.</p> |

and encouragement to people to remain at work when they experience poor health or other life-changing events. The review considers the Minimum Income for Healthy Living calculations should be replaced with the Minimum Income Standard which also considers, food, clothes, shelter and resources to participate in and maintain human dignity and consuming the goods and services regarded as essential in Britain.

These measures would avoid 'cliff edges' by withdrawing benefits more slowly as people move into work and adjust to new ways of living, particularly low earners and part time workers.

5.Create and develop healthy and sustainable places and communities

This priority objective is concerned with the range of different environmental pressures people are exposed to throughout their life courses. In order to achieve a sustainable community, **all** should have access to good air, water, food, recreation, sport, green space and cultural facilities.

Despite the success of the Government initiative, 2.8million people in England are still in fuel poverty with more fuel poverty experienced in rural areas which in turn affects health through higher mortality rates, less tendency to visit the GP when needed and increased poor mental health. It is suggested that UK carbon emissions should be reduced by 34% by 2020 (from 1990 levels) and 80% by 2050. The Review reiterates the importance of ensuring that all areas are affected and should work towards the targets set by the Government Office estate for recycling (75%), waste reduction (25%), 25% reduced water consumption, and improve energy efficiency by 30% per square metre. Good examples of water saving initiatives are the Kent and Coastal

These factors can impact on stress, isolation, depression and are associated with low status and lack of social networking. Kent Department of Public Health is working across Directorates and other agencies to promote greater integration and social support to strengthen community capital which could result in improved numbers of self-reported good health.

Trust renal unit which saves £7Kpa from an initial one off investment of £14K.

The relationship between transport and health is complex and socioeconomically patterned. It determines access to services, work and social networks. Active travel needs to be improved by introducing greater parental and peer support, and a better understanding of attitudes and perception. In addition, good quality spaces and improved energy efficiency should be available across the social gradient.

The Review prioritises greater integration between health, planning, transport, environment and housing and there are opportunities for Kent County Council to lead on this.

At present, over half of people in the most deprived areas feel that vandalism, drug dealing and litter are serious problems where they live which need to be recognised as both a social and health concern.

6.Strengthen the role and impact of ill health prevention

Epidemiological and sociological evidence suggests that social determinants play such a strong role in health inequalities that inequalities across socioeconomic groups will still persist even if individual lifestyle factors such as smoking are equalised. Population wide and individual frameworks need to be adapted to work successfully for particular vulnerable groups (such as gypsies and travellers).

In 2006-7, only 4% of the NHS budget was spent on ill health prevention and health promotion. Public health and prevention should not be regarded as an optional extra. It is vital to invest in public health and ill health prevention to achieve the Chief Medical

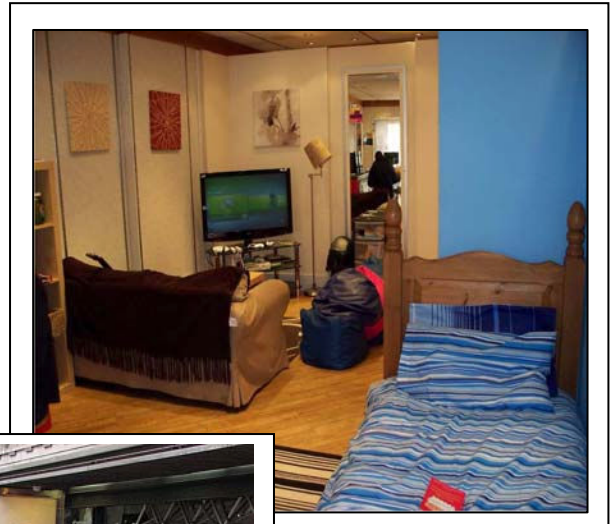
It is recommended that the government should adopt a shared and clearer definition of prevention across government departments. The prioritised investment in ill health prevention and health promotion across government departments can help reduce the social gradient. There is great potential for Local Authorities to lead population wide interventions and to ensure there is availability and good access to healthier food choices and to raise the volume on lobbying for healthier food through Trading Standards Units to rebalance problems of equality (such as the high level of salt and saturated fat present in cheaper food products). The KCC Public Health Department is also primed to mobilise existing resources and lead key partners towards more holistic and integrated services.

Officers vision “to help build the foundations of healthier populations for the future” (2005). There should be increased funding for longer term projects and follow up funding to sustain good practice. The review proposes increasing spending over 20 years to 0.05% of GDP to £7,230,565,000 on ill health prevention (2008 figures) along with a widely accepted definition would help to better calculate expenditure. Drugs, alcohol, smoking and obesity all take their toll on health inequalities and are still entrenched in the social gradient. 40-50% of the prison population are drug dependent despite only 10-15% charged with drug offences. Alcohol is 69% more affordable in 2007 than 1980, with some alcohol being less expensive than a bottle of water in some areas.

There is some indication that the NHS smoking quit services may improve, but there is still an absolute need to greatly reduce smoking prevalence and to understand attitudes towards smoking across the social gradient, as the quit rates are far from consistent across the social gradient. We know that price should have the most impact on gradient, but for those in deprived areas who do not quit, the gap in health inequalities is stretched even further. With the current trend on obesity it is anticipated that levels of obesity will reduce for girls from professional class groups while it will increase for boys in this group and increase for both girls and boys from the lower class groups. There is clearly a need to understand what works, as teenage attitudes vary across class, education and employment

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KENT COUNTY COUNCIL



Health Inequalities Strategy 2009-14

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Foreword by the KCC Cabinet Member, Public Health

Health inequalities is not a recent issue, but it is a critical one. For me, there is too little regard for the consequences of the actions of both the private sector driven by profit and the previous central government's flawed policies which sometimes inadvertently disadvantages the very people that need the most help and support.

Initiatives like the proposed increase in the unit cost of metered water over the summer period is an example of how those who are struggling to make ends meet are going to find it difficult to maintain the sanitation and personal hygiene to levels that we have been constantly trying to achieve which will absolutely result in poorer health. Ability to pay is not an acceptable criteria for the Public Health service.

With variations in life expectancy ranging from 6.8 years in wards in Tunbridge Wells and a staggering 14 years across wards in Dartford, we are dedicated to ensuring all our people can achieve the same aspirations and opportunities to improve their health outcomes.

For these reasons we must have careful regard of the consequences of our actions and strive towards reducing the gap in health inequalities. But we cannot do this alone. The Kent Public Health Department is leading Kent County Council into a collaborative approach with the Council's other directorates to minimise inequalities. As the Kent County Council Member with the Public Health portfolio, I am pleased that our work is committed to making a real difference in Kent for the people of Kent.

Alan Marsh
KCC Cabinet Member, Public Health

Foreword by the Kent Director of Public Health

"I am pleased that the Kent County Council Health Inequalities Strategy has been produced in partnership across all KCC Directorates and with local partners to ensure that the most effective local delivery can be achieved.

This Strategy sets out the good work that Kent is doing to tackle health inequalities across all people in Kent to ensure that there are equal opportunities for good health and wellbeing for all.

The recent Marmot Review, Fair Society, Healthy Lives sets the approach and path for reducing Health Inequalities and endorses the model we are working towards in the County Council. This strategy is also aligned to the Vision for Kent Ambitions which will ensure that our endeavours to tackle health inequalities will continue across partnerships not just through the Health Inequalities Strategy, but in all of the policy and planning initiatives we undertake together".

Meradin Peachey
Kent Director for Public Health

Introductory Note

This strategy has been produced amidst a climate of immense changes, with new central government administration and current organisational changes to the Public Sector both nationally and locally. In addition, the publication of the Sir Michael Marmot Review on Health Inequalities: Fair Society, Healthy Lives clearly drives the health inequalities agenda towards local government leadership of the social determinants of health. The NHS White Paper: Liberating the NHS sets the framework for a new NHS and Public Health Service, the structure and roles of which will be clarified further in the Public Health White Paper in October 2010. The future face of health inequalities therefore, is yet to be determined, but in Kent, we will remain dedicated to reducing the inequalities that exist in our communities.

This strategy provides examples of current initiatives and case studies committed to reducing health inequalities in Kent. This document therefore will be updated from time to time to reflect progress on outcomes and some initiatives will change, while others will start.

Some strategies such as Towards 2010 and the Kent Agreement 2 will, in time, be superseded by other policies, but the intention is that this health inequalities strategy should remain flexible and adaptable to meet the changing environment in Kent.

Introduction

In 2008,, Kent County Council produced its first Health Inequalities Action Plan to highlight the Council's commitment to reducing Health Inequalities. The Action Plan illustrated a range of policy drivers and activities delivered to help combat inequalities in partnership with other Local Authorities, Voluntary and Statutory Agencies in Kent. Activities have been ongoing and commitment has continued between all partners to address inequalities and target the most 20% deprived groups of Kent's 1.6million population. Since the Action Plan there have been a number of additional reports and strategies dedicated to Health Inequalities. These are:

- i) The Director of Public Health's Annual Report 2007 sets out the current position of Health Inequalities in Kent highlighting recommendations on how inequalities can be further improved through existing Primary Care Trusts and County Council targets. The report also responds to IDeA recommendations by illustrating **how** inequalities will be targeted and tackled across a number of problem areas.
- ii) The Kent Director of Public Health's Annual Report for 2008 has concentrated on progress and improvements made on Health Inequalities
- iii) NHS South East Coast: Health Inequality Strategy 2008-2011 reports on the spend and commitment of the NHS South East Coast area to drive down health inequalities in the NHS sector.
- iv) The Public Health Strategy for Kent: Live Life to the Full is currently being revised but the 6 key priorities will continue to drive the public health agenda in Kent. The strategy is supported by Kent County Council, Kent NHS Primary Care Trusts and Kent local and district councils and is led by the Strategy's main priority to significantly reduce health inequalities in Kent. To maintain continuity with the Kent agenda, this Health Inequalities Strategy will be constructed on the Public Health's six key priorities.
- v) The forthcoming version of Vision for Kent strategy – partnership agreement to tackle three of the main ambitions in Kent to assist in the reduction of health inequalities.
- vi) Public Health White Paper – October 2010

The purpose of this document is not to provide a separate and dislocated strategy but to offer a clear account of the County Council's priorities and strategies to address and mainstream health inequalities, both strategically and locally in Kent. This is largely achieved by mobilising and targeting resources effectively and can only be achieved by working locally and in partnerships and by complimenting other key local and national strategies and policy drivers. This strategy will also take the form of the Live Life to the Full's priorities to promote shared agendas and highlight cross-partnership working. Future developments and approaches will also include the Vision for Kent 3 County-wide Ambitions which form part of the new Marmot Health Inequalities Review (Fair Society Healthy Lives) recommendations for implementing effective policy objectives.

Kent's Approach

Demographic Change, Active Lives and Diverse Communities¹

Between 2006-2031 Kent's 65+ population is projected to increase by 72%. This compares to a South East regional rate of 67% and a national rate of 62%. Demographic change will create a greater need for innovation in the way we provide access to leisure, health and social care services in the future.

The emphasis needs to be on ensuring people have the ability and support to lead independent and active lives - at all stages and in all circumstances, whether caring for family, retired, or in managing severe incapacities. This also means capturing the wealth of skills and knowledge that older people have for the benefit of Kent's communities, environment and economy.

Younger people also need to feel part of their community, and need to be supported in the choices they make for their future. Kent also has many distinct and diverse ethnic, faith, interest, and place based communities. We therefore need to encourage a respect for diversity and equal opportunities, along with cohesive communities.

The last Kent County Council Health Inequalities Action Plan identified a number of policies, strategies and action plans that highlight and feature the relevance and importance of health inequalities. In addition and in response to the IDeA's visit to the Council and recommendations made in November 2008, this strategy will also demonstrate how we are improving partnership engagement, particularly at local strategic partnership levels.

The continued commitment to activities and priorities will be encompassed in this revised strategy and will compliment rather than compete with other existing documents and reports. The Council's approach to health inequalities will be strengthened by including:

- i) The recommendations and impetus of the Director of Public Health's Annual Report 2007 on Health Inequalities.
- ii) A partnership approach to addressing the NHS South East Coast Health Inequalities Strategy 2008-2011.
- iii) The relevant Local Area Agreement indicators and ensure that the strategy is closely aligned to the indicators that have health inequalities outcomes.
- iv) Each of the County Council's Directorate's refreshed commitment to addressing health inequalities, embedded and reflected in the business plans and strategies. Examples will be given to demonstrate each department's priorities and how these combat health inequalities.
- v) National influences such as the Sir Marmot's Post-2010 Report, guidance from the Health Inequalities Unit and National Support Team and other pertinent policy drivers.
- vi) A forward thinking strategy that will secure dedicated commitment to the progress of tackling inequalities in Kent and advocate the secure the health inequalities agenda is mainstreamed and embedded in the policy, planning and delivery of services across the County Council.

¹ This Research and Intelligence extract provided by Self Directed Support Projects Team

- vii) Further improvements to the strategic approach to Kent County Council tackling health inequalities as identified by the IDeA development review.
- viii) Flexible and adaptable policies in the climate of central and local government changes

Making it Happen

To implement this approach, a cross-directorate working group bringing together representatives from the County Council's departments has been established to meet the challenge of ensuring that the policies relating to and addressing inequalities are put into place and are delivered effectively.

The purpose of this working group is to:

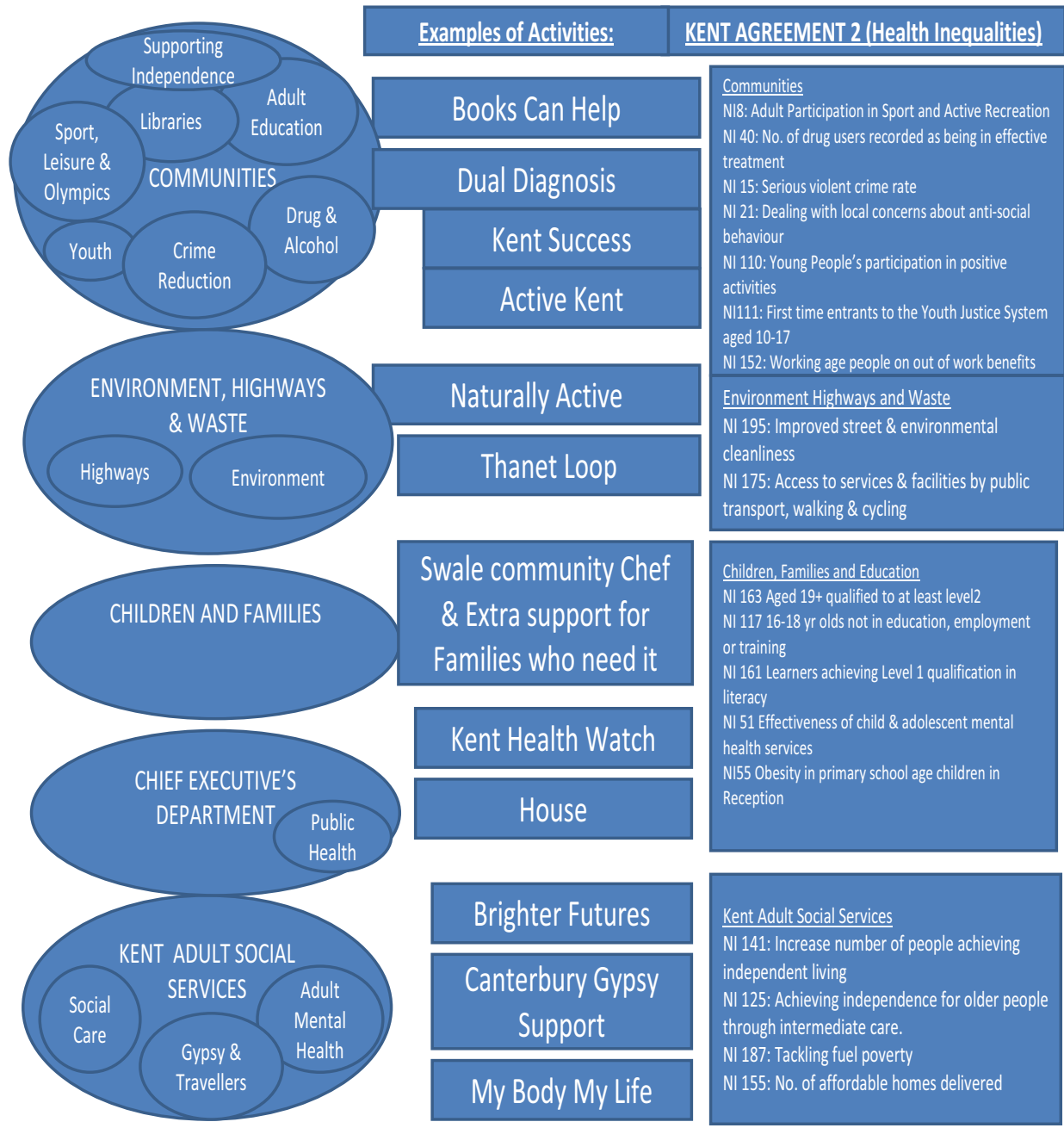
- Maintain energy and commitment to tackling health inequalities across the County Council and to ensure that the essential principles of this agenda are mainstreamed into the thinking, policy, planning and delivery of the County Council's work.
- Address the key challenges of health inequalities with the aim to reduce inequalities where they are known to exist.
- Identify measurable indicators for each department to prioritise and incorporate in their mainstream activity.
- Measure and evaluate progress on reducing inequalities on a regular quarterly basis.
- Ensure that the Local Area Agreement and Vision for Kent outcomes are absorbed into the Health Inequalities Strategy so that all partners are working to a shared agenda.
- Integrate the national framework into Kent's strategic approach to tackle health inequalities.
- Co-ordinate and promote a partnership approach to tackling inequalities at strategic and local delivery level.
- Ensure that the Health Inequalities indicators and agenda are focused towards supporting communities.
- Share and learn from good practice identified locally and nationally.

Kent County Council Health Inequalities Working Group consists of representatives across all directorates to work in partnership to address Health Inequalities in Kent. The purpose of the group is to prioritise their directorate's priorities and commitment to health inequalities and to report on and share information across the Council and wider to promote and learn from good practice. The indicators prioritised by the group will be reported on to monitor progress and evaluated to share good practice. The group meet quarterly and report to the Public Health Board.

The Working Group consists of:

| <u>Directorate</u> | <u>HI Lead</u> |
|---|-----------------------|
| EHW- Integrated Strategy & Planning | Richard Feasey |
| EHW – Environment & Waste – countryside Access | Ian Baugh |
| EHW - Kent Highways Services - Transport & Planning | David Hall |
| Communities | Jo Jackson |
| CFE | Jill Wiles |
| KASS - Adult Services | Sally Smith |
| KASS - Gypsy & Travellers Unit | Bill Forrester |
| KASS - Mental Health | David Woodward |
| KASS - Adult Services | Nick Sherlock |
| Public Health | Debbie Smith |
| Health and Housing | Brian Horton |
| Teenage Pregnancy Partnership | Ruth Herron |
| KASH | Allan Gregory |
| Kent Partnership | Graeme Brown |
| SIP | Julie Chapman |
| Local Strategic Partnership | Michael Mellor |
| Local Strategic Partnership | Shona McQuade |
| Communities | Jo Tonkin |

The diagram below (Figure 1) illustrates how the Kent Agreement outcomes and Directorate's health inequalities indicators are represented through the Working Groups.

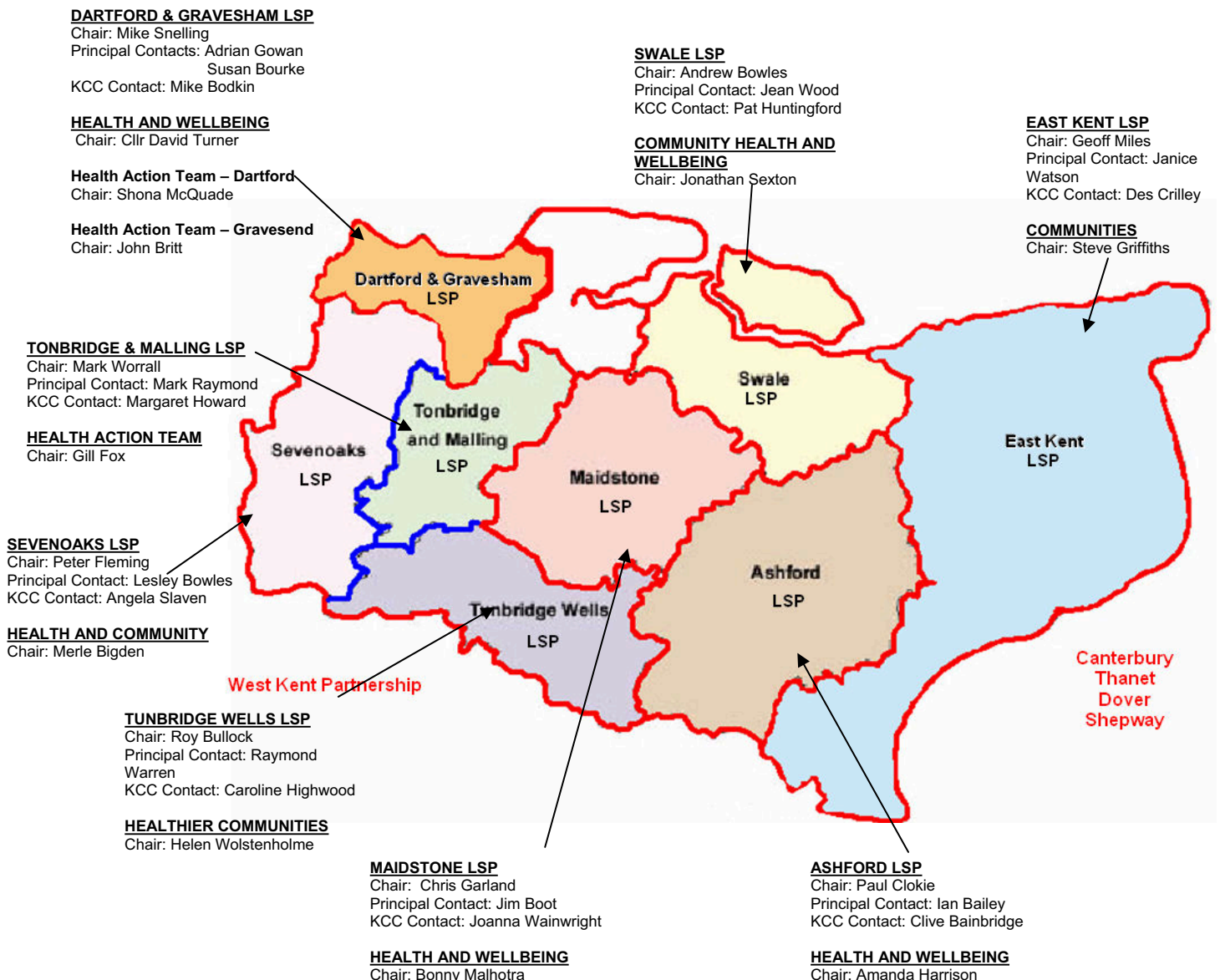


After 2011, Kent Agreement 2 will cease to continue in its current form and the most recent Vision for Kent outcomes will be used to illustrate examples of the health inequalities agenda in Kent.

KENT COUNTY COUNCIL HEALTH INEQUALITIES STRATEGY 2009-14

Activities and initiatives to reduce health inequalities are delivered locally through a variety of agencies and forums, many of which are delivered through Local Strategic Partnerships and Health and Wellbeing Subgroups and Health Action Teams. These are illustrated on the following map:

KCC ENGAGEMENT IN LSPs

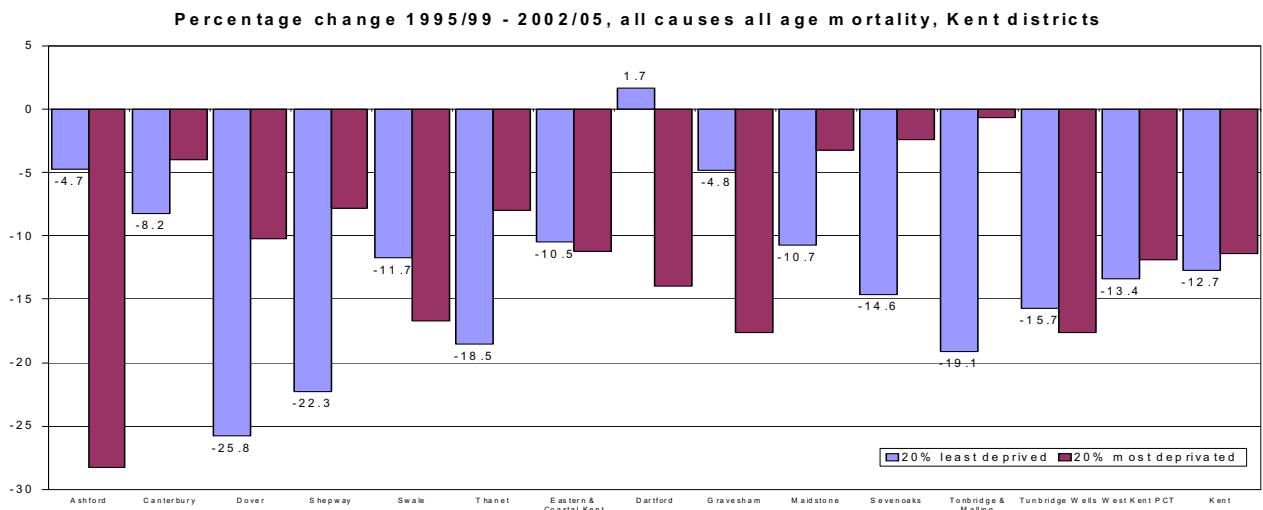


How are we doing in Kent ?

Tackling health inequality is about reducing the gap of health variations between the worst off and better off in society to aim towards the same life expectancy. Health inequalities can relate to gender, ethnicity, age, disability, socio-economic status and geography. Some geographic variation can be explained by socio-economic and behavioural factors but there is evidence that the place where people live can affect their health. “The only way to effectively address health inequalities is to tackle root causes which ultimately are to do with poverty.”² We also know that health inequalities are the result of a complex and wide-ranging network of factors. The Department of Health reports that those who experience material disadvantage, poor housing, lower educational attainment, insecure employment or homelessness are among those more likely to suffer poorer health outcomes and an earlier death compared with the rest of the population.

In Kent (as well as nationally) all life expectancy is increasing, but there is still a greater life expectancy for those who live in more affluent areas which means that although we are all living longer, the gap in health inequalities is increasing in most areas nationally. However, some areas in Kent are seeing fruitful outcomes to reduce inequalities in areas such as Ashford, Gravesham, Dartford, Swale and Tunbridge Wells where there are larger decreases in mortality rates in the most deprived areas. Other areas are commensurate to the national trend of worsening inequalities where the most affluent groups are seeing greater decreases in mortality rates.

Figure 2 below, taken from the Kent Director of Public Health’s Annual Report 2007 clearly illustrates average standard mortality rates across the highest and lowest deprivation quintiles in Kent.



Source: SEPHO (Ayres) Figure2. All age, all cause comparative differences between 5 year average standardised mortality rates (ASRs) for 1995-1999 with 2002-2006, per 100,000 residents, for highest and lowest deprivation quintiles in each PCT and both¹.

² KDPR Annual Report 2007

¹ KDPR Annual Report 2007

What are we doing in Kent?

Kent county Council has achieved Level 3 of the Equality Standard for Local Government. It is now aiming for an 'Excellent' rating under the new Equality Framework for Local Government. The County Council is also currently reviewing and updating its Single Equality Scheme and has revised its process for conducting Equality Impact Assessments.

The County Council's policy drivers continue to place health inequalities to the forefront of the public agenda. Some of the longer term policies are still in operation and continue to work towards embedding the reduction of health inequalities into mainstream policy and activity while some have been replaced by more current policies that have set new challenges to reducing inequalities.

The following objectives from key Kent County Council Policies make a prominent contribution to reducing health inequalities and the outcomes are being addressed by representatives from Directorates across the County Council on the aforementioned working group. The Kent County Councils Vision document, 'Vision for Kent' and the six priorities of the Kent Public Health Strategy, 'Live Life to the Full' set the framework for reducing health inequalities within the County Council and partnerships:

| <u>Policies</u> | <u>Key Objectives</u> |
|--|--|
| Putting Kent First | Making Kent a great place to live and work |
| | Promoting a healthy lifestyle for all |
| Vision for Kent (3 County-wide Ambitions) | Ambition 1: For Kent to be 'open for business' with a growing prosperous economy and jobs for all |
| | Ambition 2: For no one in Kent to be disadvantaged because of where they live and all have confidence in public services |
| | Ambition 3: For Kent residents to be responsible citizens, taking pride in making themselves, their families and communities healthy, safe and strong. |
| Towards 2010 | Target 22: Establish a biennial Kent School Games and support Kent sports men and women to compete in the 2012 London Olympics and Paralympics |
| | Target 47: Create and launch initiatives that facilitate more competitive sport in schools, support after-school sports clubs and sponsor more inter-school competitions and holiday sports programmes |
| | Target 48: Increase opportunities for everyone to take regular physical exercise |
| | Target 49: Enter into practical partnerships with the NHS, sharing resources to combat obesity and encourage people of all ages to take responsibility for their health and wellbeing |
| | Target 50: Introduce a hard-hitting public health campaign targeted at young people to increase their awareness and so reduce the damaging effects of smoking, alcohol, drugs and early or unprotected sex |
| | Target 51: Encourage Healthy Eating by providing nutritious lunches through the Healthy Schools Programme and launch a range of community based healthy eating pilots |
| | Target 52: Increase the number of people supported to live independently in their own homes. This will include: Encourage the development of more housing for older people, disabled people and those with special needs. Encourage more people to take control of their care/support through Direct Payments. Take advantage of new technologies, such as expanding our Telehealth and Telecare programmes. |

| | |
|---|--|
| | <p>Target 53: Strengthen the support provided to people caring for relatives and friends.</p> <p>Target 54: Work with our colleagues in the health service to reduce the number of avoidable admissions to hospital and combined resources, where appropriate, to improve the health and wellbeing of the people in Kent.</p> <p>Target 55: Delivered jointly with CFE - ensure better planning to ease the transition between childhood and adulthood for young people with disabilities and to promote their independence.</p> <p>Target 56: Improve older people's economic wellbeing by encouraging the take-up of benefits.</p> |
| Live Life to the Full: The Kent Public Health Strategy | Reduce the number of poorer people who smoke |
| | Preventing and managing risks of coronary heart disease, cancer and many chronic illnesses by improving diets and increasing levels of physical activity levels |
| | Reducing hypertension (high blood pressure) and by better primary care and public health action |
| | Improving housing quality by tackling cold and dampness |
| | Reducing accidents at home and on the road |
| | Help reduce the differences for some people in how likely their infant children are to die by improving the quality and accessibility of antenatal care and early years support for people in disadvantaged areas |
| | Reduce Smoking by parents and improve nutrition for children in their early years |
| | Reduce the number of teenagers who become pregnant and support teenage parents better |
| | Improve housing conditions for children who live in disadvantaged areas or circumstances. |
| | Increase levels of breast feeding |
| KASS Business Plan | The 5 Ps: Promoting Independence; Personalisation of services; Prevention; Partnership Working and Performance Improvement. |
| | Valuing People Now strategy to deliver a vision of equality and transforming lives for everyone, providing equal opportunities for those with Learning Disabilities. |
| | Develop the Personalisation agenda to strive for equality, personal choice & control and prevent discrimination. |
| CFE Business Plan | <p>Purpose to ensure that the children of Kent are supported to be happy, healthy, safe from harm, enjoy life and achieve at school, make a positive contribution in their community and to society and go on to achieve economic wellbeing. The needs of the most vulnerable children and young people remain at the forefront of our planning and service delivery. CFE works through the Kent Children's Trust Board with Health, Police, District Councils and other agencies and sectors to ensure the provision of high quality services to support children and families delivered on a community basis through locality arrangements.</p> |
| Director of Public Health's Annual Report 2007: Inequalities in Health in Kent | <p>Provide details of the current status of health inequalities in Kent and offers 26 recommendations to reduce health inequalities across the seven different priority themes (Adult mental Health, Dementia, Disabilities, Alcohol, Drugs, Housing and Carers Health). The recommendations form agreed actions between the NHS in Kent, Kent County Council and other key partners and reflects the direction of travel for both the NHS South East Coast health Inequality Strategy 2008-11 and the Kent County Council Health Inequalities Strategy. A list of the recommendations can be found in the Annual Report and are also summarised in Appendix 1 of this strategy.</p> |

The Kent Agreement 2 and Vision for Kent

The Kent Agreement 2 is the current Local Area Agreement for Kent. It represents key partners and stakeholders working together to achieve a common commitment to improve the wellbeing of the Kent population. For 2008-2011, the Kent Agreement Outcomes include 22 indicators which make positive contributions to tackling health inequalities. These are listed in Appendix 3 on page 64.

After 2011, the Kent Agreement will not continue in its current form and will be superseded by a Partnership Agreement that will agree the strategic outcomes of the Vision for Kent. These outcomes will be delivered within a framework of 3 ambitions:

Ambition 1: For Kent to be 'open for business' with a growing prosperous economy and jobs for all

Ambition 2: For no one in Kent to be disadvantaged because of where they live and all have confidence in public services

Ambition 3: For Kent residents to be responsible citizens, taking pride in making themselves, their families and communities healthy, safe and strong.

These ambitions will greatly influence the reduction of health inequalities in Kent, particularly across recommendations C-E of the Marmot Review, Fair Society, Healthy Lives (below).

Examples of other current innovative projects to support and develop this work are showcased in the Vision for Kent Case Study Showcase 2009. Further details are available in the attached pdf document:

(Please see Appendix 2 for other ways to access this document).



V4K Case Study
Showcase 2009.pdf

The Council will continue in their commitment to ensure health inequalities are addressed in each of these indicators by concentrating on efforts and partnerships at a local level and improving synergies with the Local Strategic Partnerships and the health inequalities working group.

Strategic Review of Health Inequalities in England Post 2010: Fair Society, Healthy Lives

The Sir Michael Marmot Review reports that a whole population approach is needed to effectively reduce health inequalities, building sustainable, community cohesion and resilience across the whole social gradient and to design interventions commensurate to people's needs relevant to their individual life-course. The summary of the six priority objectives are illustrated below:

A. Give Every child the best Start in Life – Reduce inequalities in the early development of physical and emotional health. Ensure high quality maternity services, parenting programmes, child care and early years education to meet need across the social gradient. Build resilience and wellbeing of young children across the social gradient.

B. **Enable all children, young people and adults to maximize their capabilities and have control over their lives** – Reduce the social gradient in skills and qualifications. Ensure that schools, families and communities work in partnership to improve resilience. Improve the access and use of quality life-long learning across the social gradient.

C. **Create Fair Employment and Good Work for All** – Improve access to good jobs and reduce long-term unemployment across social gradients. Make it easier for people disadvantaged in the labour market to obtain and keep work and improve quality of jobs

D. **Ensure healthy Standards of Living for All** – Establish a minimum income for healthy living for people of all ages. Reduce the social gradient in the standard of living through progressive tax and other fiscal policies and reduce the cliff edges faced by people moving between benefits and work.

E. **Create and Develop Healthy and Sustainable Places and Communities** – Develop policies to reduce the scale and impact of climate change and health inequalities and Improve community capital and reduce social isolation across the social gradient.

F. **Strengthen the role and impact of Ill Health Prevention** – Prioritise prevention and early detection of conditions most strongly related to health inequalities and increase availability of long term, sustainable funding to prevent ill health across social gradients

Kent County Council Reducing Health Inequalities

‘Live Life to the Full’, Kent’s Public Health Strategy is endorsed by Kent’s NHS and local authority partners to provide a partnership commitment to addressing public health. The strategy encompasses 6 thematic priorities:

1. Reducing health inequalities significantly
2. Improving children’s mental health and wellbeing
3. Improving sexual health and reducing teenage pregnancies
4. More adults living healthier lives and preventing more disease
5. Enabling more older people to live at home with chronic disease
6. Reducing substance misuse and excessive alcohol drinking

Here, Kent County Council summarises the Directorate’s plans and priorities to addressing health inequalities under the Public Health Strategy’s headings. In addition, each directorate is represented on the Health Inequalities Working Group which is committed to progressing and tackling the issues of inequalities and seek ways in which initiatives and approaches can be evaluated to ensure they are making the right impact.

Priority 1.Reducing Health Inequalities Significantly

1.1 Kent Department of Public Health

Kent Department of Public Health leads on Live Life to the Full: the Public Health Strategy for Kent. The strategy has been developed along the ethos of the department: to work in partnership across agencies and the County Council to introduce and promote the public health and well-being agenda and address the wider determinants of health profile across partnerships in Kent. The department is composed of Local Authority and NHS- employed staff:

- Led by the Kent Director of Public Health, jointly funded between the Kent NHS PCTs and Kent County Council.

- Delivering Health Improvement, Promotion and Public Health training (modular and academic) to the public sector workforce (with particular reference to the popular accredited Public Health Champions course).
- Managing the Kent Alliance on Smoking and Health (KASH) partnership to reduce smoking prevalence in Kent, address the Custom and Exercise agenda, national and local smoking legislation and support NHS Stop Smoking Services. This is also aligned to the Trading Standards agenda to combat underage tobacco sales at retail premises and vending machines.
- Manage the business operation and support of the Kent Public Health Board
- Provide the policy lead of the Council on the Public Health agenda, Health and Wellbeing, the wider determinants of health and Health Inequalities
- Identifies and leads on innovative national drivers to address key health inequality agendas such as lifestyle behaviours, social marketing, social capital, cultural capital, community cohesion, resilience, co-creation and co-production.
- Lead for the Council on access to health care and relevant issues on quality of health care that lies in the interest of the County Council and the public.
- Lead on Teenage pregnancies in Kent.
- Leads on social marketing, adopting the principles and concepts of social marketing as core to shape and inform the future of policy, planning and delivery. The National Social Marketing Centre's Benchmarking Criteria for Social Marketing is being mainstreamed into the department's strategies and wider.
- Mobilises and connects resources across County Council Directorates, Primary Care Trusts, Local District Councils, the Voluntary Sector and wider.

Examples of activities which help address Health Inequalities

HOUSE - an innovative social marketing campaign delivering the Towards 2010 Target 50 to raise awareness of the harmful effects of drugs, alcohol, smoking and sexual health to young people. Young people were asked for their views on an effective campaign and unanimously reported that they did not want more health related messages that they felt they knew anyway. In conjunction with PCT services, Kent Youth Service and Kent Libraries and other agencies, we delivered what they did want – a chilled out, non-hierarchical environment which provided them to have somewhere to go, chat with their peers, an environment they could own and respect that was not overtly run by “professionals” out of touch with their needs. HOUSE is a demonstration project of short-term leased shops in each of the 12 town centres in Kent and provides young people with exactly the kind of space they want. HOUSE resembles four rooms in a house, so young people have the feel of going to a friend's house. As well as helping to keep young people fit, the dance machine, wii and music workshops are a particular draw to young people with up to 140-170 young people attending a day. Many of these people are considered 'hard-to-reach' by the nature of them being unknown to local services and agencies. By also addressing confidence, self-esteem and motivation, young people, these young people are very receptive and participate in informal discussions and workshops that raise awareness of the lifestyle behaviours targeted by the project. The way some services are delivered challenge traditional styles of delivery and require a person-centred rather than service-led approach. Young People's feedback on HOUSE and the awareness raising work has been phenomenal with self-reported behaviour change. HOUSE is such a success young people have petitioned to keep it in their area permanently. The learning outcomes of HOUSE will help inform future ways of working.

Examples of activities which help address Health Inequalities

Improving access and quality

Kent Health Watch was launched in October 2008 as a partnership between KCC and the NHS to help local residents express their views and concerns about health and social care in the County. As well as helping people in their dealings with the NHS and Social Care, Kent Health Watch works with the KCC Health Overview and Scrutiny Committee and also the recently established Kent LINK to make sure issues are identified and addressed appropriately.

1.2 Gypsy and Traveller Community

Although obtaining recent and accurate data remains a challenge, health inequalities is still pronounced among Gypsy and Traveller communities with life expectancy estimated at twenty years less than the general population. Their health status is lower than any other ethnic group and Gypsy and Traveller mothers are twenty times more likely than other mothers to suffer the death of a child.

The KCC Gypsy and Traveller Unit, along with Kent Primary Care Trusts, Local Councils and other key partners, have initiated direct face-to-face contacts between Gypsy and Traveller organisations to assist with access to GP surgeries, primary care and social care services. This initiative is currently ongoing and is dedicated to working with members of the Gypsy and Traveller Community to significantly improve health outcomes and tackle health inequalities prevalent among these groups.

Examples of activities which help address Health Inequalities

The Canterbury Gypsy Support Group have been awarded £80,000 funding from three universities to train people from the Gypsy and Traveller communities to be a "first point of call" for health issues.

The aim of this scheme is to pave the way for Gypsy and Traveller communities to access health care and appropriately address health issues to improve health outcomes with their community. This will be achieved by enabling positive contact between health agencies and Gypsies and Travellers so there can be real engagement and discussion and action over the services and relationships that can reduce health inequality.

1.3 Mental Health

Mental Health Services, working in partnerships between KCC, Health partners and the third sector are a crucial factor to addressing health Inequalities for the people of Kent. Mental Health Services have a key role in ensuring that those with mental health needs have fair access and greater opportunities to health outcomes.

This is achieved through a number of targeted interventions:

Target 1: Kent Agreement (NI120: Reducing all age all cause mortality).

Poor mental health significantly contributes to all age all cause mortality in a variety of ways:

- Poor mental health significantly increases the risk of poor physical health and premature death. (DH, Making it Possible, 2005) Mental health problems are estimated to be the commonest cause of premature death and years of life lost with a disability. It is linked to 23% of the burden of disease and 40% of years lived with a disability in high income countries (WHO, 1996 and 1999)
- Mental illness increases the risk of heart disease, diabetes, respiratory disease and infections (Phelan, 2001). A history of anxiety and depression has been found to be a stronger long term predictor of heart disease than smoking in men and is associated with an increase in cancers (Weitof 2005)
- A diagnosis of schizophrenia reduces life expectancy by 10 years largely due to physical health problems and death, mainly from infectious diseases, endocrine, respiratory, digestive and genitourinary disorders which are significantly more common in adults with severe mental illness. (Harris 1998)
- People with poor mental health also exhibit more behaviours that are detrimental to overall health with poor diets, less exercise, heavy smoking, drug and alcohol misuse (Phelan, 2001). These behaviours contribute towards poor physical health and premature death.
- Suicide is one the leading cause of years of life lost in the UK.

Services are targeted to contribute to the reduction of all age all cause mortality for those with mental health needs:

- Mental health promotion to prevent the development of mental ill health in the population and in high risk groups.
- Appropriate and timely mental health services for all mental health disorders.
- Awareness of the physical health needs of people with poor mental health and services in place to assess and appropriately treat them in a timely fashion.
- Implementation of a clear suicide prevention strategy.

For secondary care services Quality Performance Indicators have been set to improve the physical health outcomes for individuals with more complex mental health needs.

These Quality Performance Indicators include:

- nutritional assessments
- observations of physical health - % on time, fully completed, and correct patient observations (Older People with Mental Health) - target 70% rising to 80% in Quarter 4
- All clients on CPA to have physical health checks in last 12 months - target 80%
- Health Inequalities and the Black Minority Ethnic (BME) community
- To address the Health Inequalities of the BME population Kent County Council and Kent Primary Care Trusts have Commissioned 'Rethink' to deliver the Community Development Worker Project across Kent.

- Rethink Community Development Workers (are part of the Department of Health initiative to deliver race equality in mental health care, improve workforce skills (cultural capability to reduce direct and indirect discrimination), improve satisfaction rates (ensure services are appropriate and responsive), improve pathways into services (better use of primary care) and to ensure service users and carers experiences influence commissioning at a local level.
- The Community Development Workers in Kent work in partnership with Local Authorities, Mental health Trusts, Primary care Commissioners and the Voluntary sector to improve equality in access, experience and outcome for the local BME population. The placements across Kent are based on local need and cover a variety of work streams from training on 'race equality and cultural capability' (Ferns Associates), to mapping of local services and engaging with Users and Carers to improve service provision.
- The Community Development Workers team have had a placement with the KCC mental health contracting team with a view to improving 'Equality and Diversity' in the voluntary sector and is to include a 'social inclusion charter' to the procurement framework to allow providers to set an action plan to be performance managed against and to provide workshops to raise awareness on equality and diversity
- Further details about Mental Health Service's commitment to addressing health inequalities and information about its strategy and services are available in the Directorate's Mental Health Service's Business Plan 2008/9.

1.4 Combating Deprivation and Supporting Independence

Kent has some of the South East's and England's highest concentrations of deprivation, most notably in the coastal towns. More dispersed pockets can also be found at a ward and neighbourhood level across Kent's urban and rural communities. Kent's regeneration challenge is therefore to combat deprivation and lead the way through its Supporting Independence Programme. This means a focus on both place and people based initiatives, which integrate physical regeneration, jobs and skills, health and environmental initiatives.

The **Supporting Independence Programme** (SIP) was launched by the County Council in 2002. The initiative brings together a wide selection of partners in the public, business and voluntary sectors to implement co-ordinated initiatives which will help residents to lead more independent lives. SIP is based upon key strands of action including the analysis of welfare expenditure, assessing current activities, and developing specific actions in areas of need. Social inclusion is a key element of SIP and particular attention is given to groupings of the most deprived residents including school leavers with low educational attainment, people with alcohol and substance abuse, residents with health problems and the long term unemployed.

Kent County Council's Supporting Independence Programme takes a very strong evidence-based approach to look at the ten most disadvantaged and marginalised groups in Kent. It endeavours to foster strong working relationships with the County Council's partners in the public, private and voluntary sectors to look at delivering their resources to the areas and people that need them the most. The ultimate aim is to support, co-ordinate and refocus the County Council's work and that of our partners in the private, public and community sectors in order to help people achieve greater independence and lift themselves out of dependency. There are two central themes that run through the core work of the Supporting Independence

Programme – employment and skills and training and education, and all SIP’s work is undertaken with this in mind. Tackling health inequalities through a prevention and responsive approach is fundamental to SIP’s agenda.

The preventative arm focuses on young people and ensures that they are given the right advice, support and opportunities to go on and reach their potential and not move in to a life of dependency. The responsive arm of the programme is focused on those who are already living dependent lives, for whatever reason, and looks to ensure that they overcome their personal barriers and are able to move into independence.

SIP is leading on “Backing Kent Jobs” – which will provide innovative high-quality jobs and training for 1000 unemployed young people commencing in October for 18 months. It is primarily aimed at 18-24 year olds approaching 12 months on Job Seekers Allowance, but is also open to people located in unemployment hotspots around Kent and is expected to promote employment opportunities in areas of high unemployment and social disadvantage.

In addition, as part of the Kent County Council’s Towards 2010 vision document, 1000 more Apprenticeship opportunities will be created across the public and private sector in Kent. 250 of these Apprentices will be hosted with KCC itself.

Examples of activities which help address Health Inequalities

SIP leads on **Kent Success** - an innovative Apprenticeship Programme launched in December 2005 designed to provide top quality training and employment opportunities for young people aged 16-19 throughout Kent County Council and other public sector employers. The apprentices are referred from a variety of sources, such as the Connexions network, schools, careers events or self-referrals. Following individual interviews and assessments applicants are interviewed by their prospective placement to confirm their suitability for the position. The Apprenticeships are offered in a diverse range of skill areas including Business Administration, Customer Service, Care, Childcare, Warehouse & Distribution. Apprentices will complete a NVQ at level 2 plus a technical certificate in the relevant subject together with Key Skills where required.

1.5 KCC Libraries and Archives

Kent Libraries and Archives are involved in schemes and initiatives to help with employment provision. Some of these are:

- **Time 2 Give** A volunteering programme in Libraries & Archives managed by CSV offers enjoyable and worthwhile volunteering across the county’s libraries. A wide variety of opportunities and activities are available for all abilities including those who are not in employment for reasons of ill health. Some volunteers are supported by their carers. Not only does volunteering help develop skills but also builds up confidence and a sense worth.
- Work experience opportunities.

- Apprenticeship scheme. Working closely with Kent Success. Currently have 2 Apprentices working at Maidstone & Herne Bay libraries. This is a great opportunity to help get young people into work.
- Course, study support, career and job seeking resources free in libraries. Kent Libraries also subscribes to online products that support people's search for jobs or setting up/ developing their own business (e.g. Fast Tomato, COBRA, KOMPASS) and Ask a Kent Librarian offers a business service to small and medium sized businesses (free currently to Kent-based ones as part of our drive to support businesses through the recession)
- Resources to support literacy and numeracy.
- Many libraries host surgeries with Connexions (for young people) or Next Step (for adults) for advice on careers, CV writing and interviewing techniques
- KEY training groups visit Canterbury and Gravesend libraries to gain knowledge of the resources available.
- Free access to PCs, with a range of Microsoft office software and internet access.

Tackling social isolation

- Libraries provide neutral non-judgemental environments
- They are a safe place to see and meet people. Libraries are often a lifeline for the elderly and the mentally ill, job seekers and those wishing to pursue interests outside of recognised traditional learning environments.
- Many clubs meet in libraries e.g. Knit and Natter at Edenbridge, The Tea Set at Seal.
 - Home Library service provides regular visits by volunteers to homebound customers to deliver/exchange books and other library materials.
 - Mobile libraries visit remote rural and urban communities.
 - Libraries & Archives Open Access Service provides:
 - collections of books (including Reading Group book boxes) and audio-visual delivered to residential and nursing homes, sheltered housing, day centres and hospitals;
 - poetry and prose sessions for residents of the above are currently delivered by staff;
 - collections of materials for reminiscence sessions.

Targeting the workplace

- Promoting Reading groups – a great way to meet people and share views about books For further information visit www.kent.gov.uk/leisure-and-culture/libraries/services-for-everyone
- Libraries and Archives are trying to engage with local workplaces but owing to the current recession businesses have other priorities.

The Communities Directorate is also responsible for KENT AGREEMENT 2 Indicators for this priority which also impact on health inequalities:

Indicators for which the directorate is responsible

- NI 8 - Adult Participation in Sport and Active Recreation;
- NI 11 - Engagement in the Arts;
- NI 111 - Reducing first time offenders;

Indicators to which the directorate contribute

- NI 152 - Out of Work benefits (SIP);
- NI 6 - Volunteering
- NI 21 - Concerns about Anti-social behaviour (Community Safety)
- NI 32 - Domestic Violence (Community Safety)

1.6 Health and Housing

The quality and condition of our homes can make a major contribution to the quality of our lives and physical and mental wellbeing. Clear links can be made between poor housing and health inequalities. The availability of good housing that meets the diverse needs of our households is a key component of any comprehensive response to health inequalities in Kent. Helping the people of Kent to live healthier lives must include helping to ensure their housing conditions promote good health.

The Regeneration Framework identifies Housing as a key challenge for Kent and makes a commitment to develop an integrated Housing Strategy in partnership with the Districts and Boroughs to respond to the challenges that exist across Kent.

The Kent and Medway Housing Strategy is supported by a Kent Strategic Housing Market Assessment (SHMA) that in part examines the impact that housing has on the distribution of inequalities in health. In addition, the study develops an analysis of the distribution of vulnerability and the features and drivers in the housing market that results in concentrations of deprivation in certain locations in Kent.

The Kent and Medway Housing Strategy has a series of recommendations that will directly impact on the Key Objectives of the Health Inequalities Strategy.

1.7 Kent Highways Services

The Kent Transport Plan is closely aligned to the *Vision for Kent* and Kent's *Local Area Agreement 2* and is committed to reducing health inequalities, recognizing that transport, particularly public transport, is an essential means for people accessing employment, education, shops, health care and social network opportunities.

In the long term, the Directorate's vision by 2025 for Kent is:-

"To provide good, safe accessibility to jobs and services for all sections of the community in Kent, and to improve the environment and health of the community by reducing congestion and pollution, widening the choice of transport available, and by developing public transport, walking and cycling."

In summary, Kent will be a better and healthier place to live, work, learn, play and travel.

Transport is essential for giving people access to work, learning, health care, food shops and leisure activities. Those without access to a car can be excluded from life opportunities if they are unable to reach these destinations by other means. This applies especially to disabled people, younger and older people, carers, people from ethnic communities and those on a low income. Accessibility can be reduced as a result of the cost of transport; its availability or the

lack of knowledge of its availability; the fear of crime, and by the transport itself being physically difficult to use. Relatively high levels of deprivation, low car ownership and a dispersed settlement pattern exist in Kent, making accessibility a particularly relevant issue for over 1 in 5 households in the County.

Kent Highways services have a targeted approach to reducing health inequalities through public transport.

Improving accessibility is recognized as an important issue at national and local levels and is amongst the shared priority objectives for Kent. The Access Strategy for Kent, which feeds into the Transport Plan, targets public transport particularly at the 22% of households who do not have a car where there is difficulty for some residents to reach jobs and key services. Although Accessibility Planning is designed to deliver benefits for all residents, an emphasis is given to groups in the community which are currently socially excluded and need help to improve access to key life opportunities. The Plan has been developed through extensive stakeholder consultation and public engagement. The accessibility action plan developed in the ASK focuses upon lone parents and teenage parents and proposes more detailed study work to identify barriers to employment in urban and rural areas of the County and determine suitable locations for employment creation. Initially, the programme of work addresses these issues in the deprived urban areas of Thanet and rural parts of Romney Marsh which are characterised by similar issues. In addition to transport and locational constraints, wider issues will also be explored to promote a co-ordinated approach including the specific needs of disabled people and a lack of childcare facilities which can make employment difficult to reach. The Local Transport Plan has more detailed information demonstrating the targeted approach of public transport priorities (such as wards with the highest percentages of single parents on income support. This includes Newington ward where 6.8% of the resident population are single parents on income support). In addition, free travel for the elderly is a huge boon for those using public transport to health care.

Examples of activities which help address Health Inequalities

The key consideration and criteria for investment in Quality Bus Partnerships (such as The Thanet Loop accessing the Queen Elizabeth Queen Mother (QEQM) hospital site in Margate) is access to health care and employment. The Thanet Loop has now become an essential hospital link for many people living in Broadstairs, Margate and Ramsgate through the provision of low floor, easy access vehicles which provide good access for wheelchairs. This enables more effective co-ordination of the public health functions which will promote the health and wellbeing of Kent residents.



Low Floor Bus on Thanet Loop Service

Significant investment is being made in local public transport in the area through the Fastrack scheme and Arriva Southern Counties is refurbishing existing vehicles in the fleet to a high standard. Expanding the coverage of CCTV will improve security and safety across the local bus network and improve passenger confidence, particularly amongst vulnerable users.

Growth on specific bus projects such as the Canterbury triangle, Thanet Loop and Dover-Deal Diamond is around 20% per annum. Many of the passengers are elderly people who were previously unable to use conventional bus services.

Kent County Council also provides a network of dial-a-ride services in rural areas for those without access to cars and who cannot use ordinary buses. Again, this is an essential part of everyday life for hundreds of disabled and elderly people living in rural Kent.

Further details about Kent Highway Service's commitment to addressing health inequalities and more information about the services and examples are available in the Kent Transport Plan 2006-11: <http://www.kent.gov.uk/static/local-transport-plan/index.html>

(For other ways to access this document, please refer to the Appendix 2 at the back of this document)

1.8 Healthy Lives – Healthy Eating, Childhood Obesity and Healthy Schools

The National Healthy Schools Programme recently celebrated its 10th anniversary and in Kent the programme is going from strength to strength. 84% of Kent schools have achieved National Healthy School Status. 100% of schools are now engaged in the programme.

The National Healthy Schools programme in Kent is currently run in partnership with the County Council's Children, Families and Education Directorate and the NHS to provide a fully supported whole-school approach and opportunities to enhance the health and well-being of children and young people.

For schools that have achieved the National Healthy Schools Status there will be an opportunity to engage with the new Healthy Schools Enhancement Model. This new model has a significant role to play in the health and wellbeing agenda and has been designed to help schools develop their wider thinking and the planning they will need to do, in order to achieve better outcomes around health and well-being for children and young people. The enhancement model links to new policy developments such as Ofsted's new inspection requirements and is closely aligned to the well-being indicators, Child Health Strategy and 21st Century Schools.

As part of the enhancement model, schools select 2 priorities; a local priority (from the local Children and Young People's Plan) and a school priority. Schools are encouraged to work closely with key partners such as local councils, multi-agency groups and the wider communities in local groupings to tackle locally agreed health and well-being outcomes such as obesity and teenage pregnancy. The new enhanced model provides CFE and the Kent Children's Trust Board with the means of ensuring that health and wellbeing outcomes are at the forefront of school's planning whilst also having a presence in Kent's CYPP priorities.

For more information on the new National Healthy Schools Enhanced Model, please visit www.healthyschools.gov.uk. Contact Kendra Stanley-Berridge, Healthy Schools Project Officer on 01622 644595 kendra.stanley-berridge@kent.gov.uk.

For more information on Kent Extended Services please visit www.kent.gov.uk/kentextendedservices. Contact 01622 694991.

[Examples of activities which help address Health Inequalities](#)

Spark Transition Project – Tunbridge Wells and Cranbrook & Paddock Wood partnerships

Spark: a multi-agency project co-ordinated by Children, Families & Education's Extended Services which helps to support parents and vulnerable children through transition from primary to secondary school. The project has three main aims. To identify children in year 6 attending primary schools who are considered at risk of experiencing difficulties when making the transition into Secondary school. To offer parenting support, with a key focus on enabling parents to support their child through transition. Lastly, to provide parents with an opportunity to establish a positive and constructive working relationship with the school. The project is delivered by Family Liaison Officers (FLOs) and Parent Support Advisers (PSAs) in both partnerships. Partners involved in the delivery included Health Visitors, School Nurses, Social Services, Charlton Athletic, schools and the voluntary sector, Power Project, Support Services for Kids and Young People (SSKY), Town and Country Housing Group. A total of 124 children were referred to the 3 Spark projects which ran across the partnerships at Skinners Kent Academy, Mascalls School and Angley School. Activities include one-to-one work with parents, dropin sessions with Family Liaison Officers after transfer to Secondary schools, activities and transition activities in the Summer holidays after Year 6 and during key holiday periods in Year 7. This project is due to be extended in both partnerships to support pre-school to primary school transition. **CYPP Priority 2**

In the Communities Directorate, the Trading Standards Directorate provides consumer education activity to assist consumers in understanding food labels to make healthier choices. Examples include a project with the Tenterden Day Centre to train staff and volunteers in order that they can support their clients who have disabilities or are elderly choose healthier diets. Trading Standards is also continuing Healthy Event Fun Events with primary schools (which are linked in with libraries and Gateways targeted in local areas of high deprivation).

Trading Standards also inspect food and animal feed premises and undertake sampling for analysis by **Kent Scientific Services**. This activity

- ensures that food and feed is not contaminated so as to be prejudicial to human health including food allergens
- examines food labelling specifically claims e.g. low fat, high fibre and nutrition information is accurate providing confidence to consumers that food labels can be relied upon in making healthier food choices
- provides information to encourage manufacturers to reformulate foods that are lower in fat, saturated fat, sugar and salt

Loan Sharks – Trading Standards are working with Birmingham Illegal Money Lending Team to target loan sharks in Kent. This will primarily impact on deprived areas in respect of economic, mental and physical wellbeing.

Those who are economically deprived can be tempted, through social pressure, to invest in cheap, fake goods which are invariably of poor quality and, in some cases, unsafe. Trading Standards aim to tackle continued investment in counterfeit goods which can fund organised crime and affect local business and therefore job prospects.

1.9 Tobacco Control and Smoking

KCC Libraries and Archives are also involved in tackling smoking in a number of ways:

- Working in partnership with both Eastern & Coastal Kent PCT and NHS West Kent Stop Smoking PCT Advisor Teams to promote library buildings as possible suitable venues for stop smoking sessions.
- Also working with the stop smoking service to have staffed stands promoting the local stop smoking sessions.
- Stop smoking sessions are being held at Newington, Margate and Ramsgate libraries.
- Have also been held at Tonbridge Library.
- A Stop Smoking Advisor has used Coldharbour Library to signpost people to stop smoking sessions at The Grand, Gravesend.

1.10 Physical Activity and Exercise

Kent Sport, Leisure & Olympic Service is located in the Communities Directorate and contributes to Health Inequalities through a range of physical activity and exercise initiatives across all age groups and diversities in Kent.

An example of these are:

- Working with other 2012-Legacy 'Beacon Councils' London Borough of Hackney and Essex to deliver 'Local Leadership, Local Legacy', a Government 12 month programme exploring how best we can share sport and physical activity within a wider 2012 context as contributors to addressing health inequalities
- Lead service for NI8 - Adult Participation in Sport and Active Recreation, working with a wide range of partners including health, leisure, business and other community organisations to co-ordinate information, promotion, family activity, workplace health, Free Swimming and wider strategic co-ordination of health and leisure
- Developing and promoting www.activekent.co.uk alongside the two PCTs in East and West Kent, promoting a wide range of locally based activities and opportunities
- Ensuring that promotional material for activekent is distributed widely to practitioners who are dealing with vulnerable individuals and families - GPs, Family Liaison Officers, Extended Schools Officers, Health Trainers (and hopefully Care workers)
- Supporting the Free Swimming initiative in Kent, enabling local authorities to target user groups within their local communities from Looked After Children to vulnerable families, disabled people and older people
- Providing a disability sport service enabling more disabled people to become involved in sport and activity, both formally and informally
- Co-ordinating the Kent School Games, enabling all schools across Kent to become involved at local level leading to County Finals (opportunities for both non-disabled and disabled young people)
- Working with the Youth Service, Youth Offending Service and Community Safety Team to run a Sport Leaders Project to support partners work in Positive Activities for Young People, Youth Offending and Anti Social Behaviour.

Kent County Council Directorates' Actions for Priority 1:

| Action. KA2 Target | | Directorate |
|---|--|--------------------------------|
| Priority 1. Reducing Health Inequalities Significantly | | |
| NI8 | Adult participation in Sport and Active Recreation | Communities |
| NI 15 | Serious violent crime rate | Communities |
| NI 21 | Dealing with local concerns about anti-social behaviour | Communities |
| NI 152 | Working age people on out of work benefits | Communities |
| NI 195 | Improved street and environmental cleanliness | Environment, Highways Waste |
| NI 175 | Access to services & facilities by public transport, walking & cycling | Environment, Highways Waste |

Further details about these actions are provided in the Action Plan summary on page 61.

Priority 2. Improving Children’s Mental Health and Wellbeing and Reducing Child Poverty:

The Children Families and Education Directorate leads the development of Children’s Services in Kent through the Children’s Trust. The Directorate actively aims to address inequalities in the child population and narrow the gap in children’s health, wellbeing and life chances. The vision of the Kent Children’s Trust is: *‘In Kent’s successful communities achievement exceeds aspiration, diversity is valued and every child and family is supported. Children and young people are positive about their future and are at the heart of joined up service planning. They are:*

- *Nurtured and encouraged to live at home*
- *Inspired and motivated by learning*
- *Safe and secure in the community*
- *Living healthy and fulfilled lives’*

This guides the Trust in delivering the five Every Child Matters outcomes for children and young people, measured by robust needs assessment at Kent and local level:

- Being healthy
- Staying safe
- Enjoying and achieving
- Making a positive contribution
- Achieving economic wellbeing

The Local Children’s Trust Boards (LCTBs) play a central role in improving outcomes for local children, young people and families through integrated commissioning and front line delivery, with each of them producing their own local plan with family centred approaches, putting the needs of children, young people, parents and carers at the centre of decision making and with clearly identified outcomes. There is also emphasis on better communication and integration between services with greater focus on strategic and preventative response to needs³.

In addition the Kent Children and Young People’s Plan identifies eight priorities that contribute to addressing health inequalities and the wider determinants of health. All are aimed at narrowing the gap between those who achieve well against the five Every Child Matters outcomes and those who achieve less well. The summary of the eight priorities are:

1. To reduce the impact of poverty on children’s lives by tackling the underlying causes and mitigating the effects
2. To draw on and improve resilience in children and young people to help them make informed and healthy/safe choices and develop coping strategies. To include a focus on children and young people with emotional and/or mental health problems.
3. To improve parenting by implementing Every Parent Matters and developing more effective multi-agency support and early intervention for families experiencing problems.
4. To improve the quality and stability of housing for vulnerable children and young people through to early adulthood.

³ Following the Kent Children’s Trust review the LCSPs have been replaced by 12 district based Local Children’s Trusts (partnerships).

5. Supporting vulnerable children to improve their life chances including improving the achievement and quality of life for young carers by implementing the Young Carers Strategy.
6. To ensure more young people have things to do and safe places to go in their leisure time and improve outcomes for adolescents at risk to themselves and potentially to others.
7. To increase engagement and participation by young people in education, employment and society in order to prevent disaffection and improve security.
8. Children and young people are safe and feel safe in the communities where they live, go to school, play and work – with a focus on taking action to reduce the incidence and impact of bullying at school and in the community.

Further information on these priorities can be found at www.kenttrustweb.org.uk

But before inequalities can be addressed to narrowing the gap the Kent Children's Trust Needs Assessment provides evidence of what works well and where areas for improvement/development need attention. The needs assessment identifies:

What is going well:

- Low incidence of babies born with a low birth weight
- Low rate of infant mortality
- Arrangements for agencies to collaborate in keeping children and young people safe
- Children's social services' performance on referrals, assessments, and reviews
- Looked after children benefiting from permanence in their lives
- Roll-out of extended services and Children's Centres
- Educational attainment at GCSEs
- Many opportunities for young people to have a say
- Many young people are involved in making a positive contribution to others
- Lower incidence of first time youth offending
- Incidence of 16-18 year olds not in education, employment or training (NEET)
- Participation in vocational education
- Workforce commitment
- Track record of strong service management
- Agreement of inter-agency governance & new CYPP

Key areas for improvement /development

- Mitigating the effects of poverty/low income is a critical area to improve, as the impacts are seen across the Every Child Matters outcomes
- Teenage conceptions
- Substance misuse
- Safe environments - safe places in areas where young people live, and road safety & transport
- Attainment of children and young people from low income families
- Early childhood development (including a healthy start in life)
- Improve feedback to young people to show them how their views are being taken into consideration
- Better understand why some young people are not engaging in positive activities
- Housing—assessing, planning and responding for vulnerable families and young people
- Integrated strategic & governance support (including resources strategy)

- Integrated processes (Children and Families)

Examples of activities which help address Health Inequalities

Extra support for families who need it from Children, Families and Education

CFE offers support to parents in both formal and informal ways, offering parents access to information and guidance on issues that may affect their children and wider family, including sexual health, relationships and drug abuse especially at times of change and transition (ie. Starting secondary school). Parent Support Advisers (PSAs) and Family Liaison Officers (FLOs) are available through schools to support parents and carers. This support also provides opportunities for parents to learn alongside their children (eg. Family learning sessions and parenting groups).

We also offer “structured parenting programmes” which differ from informal groups that may be run in response to specific needs. Structured parenting programmes commonly used in Kent are:

- Mellow Parenting
- Webster Stratton – Incredible Years
- Strengthening Families, Strengthening Communities
- Solihull Parenting Programme
- Positive Parenting.

Trading Standards – National Young Consumer of the Year.

Trading Standards participates in the National Young Consumer of the Year competition and Consumer Challenge (specifically for children with learning difficulties). These competitions are education projects dealing with a variety of consumer issues to enable young people to be confident consumers.

Kent Sport, Leisure & Olympic Service – Actions for reducing inequalities

- Managing the Sport Unlimited programme, providing a wide variety of sports and physical activities for young people across the whole of the County, with activities in every district.
- Providing the two PCTs with the activekent postcards to put into the national Weight Measurement programme result letters related to young people in Reception and year 6
- Co-ordinating the Kent School Games, enabling all schools across Kent to become involved at local level leading to County Finals (opportunities for both non-disabled and disabled young people)
- Using the Olympic and Paralympic Games to inspire local people, including the Pass the Passion work in Dover regarding the Olympic Torch
- Working with the Youth Service, Youth Offending Service and Community Safety Team to run a Sport Leaders Project to support partners work in Positive Activities for Young People, Youth Offending and Anti Social Behaviour.
- Working with schools in Kent to provide sport and physical activity opportunities for young people including disabled young people, with links to community sport

Children, Families and Education directorate lead on implementing the Parenting Strategy, adopting evidence based approaches to reducing children's aggressions and behaviour problems. Under this strategy, families who need it are supported to increase their social competences.

The Directorate also leads on Personal Social and Health Education of Kent's children and young people through our schools. PSHE is a planned programme of teaching and learning that helps to give children and young people the knowledge, skills and understanding they need to lead confident, responsible, healthy and independent lives. It aims to help them understand how they are developing personally and socially and tackles many of the moral, social and cultural issues that are part of growing up. The PSHE Strategy contributes to reducing teenage conceptions and reducing drug and alcohol misuse as well as helping with a wide range of other health related issues. The CFE PSHE Strategy can be found at: http://www.kenttrustweb.org.uk/UserFiles/CW/File?Policy/Key_Policies/PSHE_Strategy.pdf

From September 2010, the Local Childrens Service Partnerships will reform into 12 Local Childrens Trust Boards that will be responsible for the local delivery of childrens services. Further details about Children, Families and Education's commitment to addressing health inequalities and more information about the services and examples are available in the following documents:

- Shortcut to: Positive About Our Future: Kent Children's and Young People's Plan 2008-2011: <https://shareweb.kent.gov.uk/Documents/education-and-learning/plans-and-consultations/strategic-plans/cfe-cypp-09.pdf>
http://www.kenttrustweb.org.uk/Children/kct_performance_framework.cfm
- Every Child Matters:
http://www.kent.gov.uk/adult_social_services/leaflets_and_brochures/active_lives_leaflet.aspx

<http://www.dcsf.gov.uk/everychildmatters/>

(For other ways to access these documents, please refer to Appendix 2 at the back of this document)

The Communities Directorate is also working with the Children, Families and Education directorate to influence health inequalities by contributing to the following KENT AGREEMENT 2 Indicators:

Indicators for which the directorate is responsible;

- NI 110 - Positive activities for young people;
- NI 161 - Learners achieving Level 1 qualification in literacy
- NI 162 - Learners achieving an Entry Level 3 qualification in numeracy.

Indicators to which the directorate contribute

- NI 163 - Level 2 Skills (SIP and KEY);
- NI 117 - Reducing young people not in education, employment and training (NEETs - SIP / KEY, Youth, YOS)
- NI 21 - Concerns about anti-social behaviour (Community Safety)
- NI6 - Participation in Regular Volunteering

KCC Libraries & Archives

KCC Libraries & Archives are working towards the **KCC Towards 2010** targets one of which is to improve health, care and well-being of people in Kent by working in partnership with public, private and voluntary sectors to help people lead healthy lifestyles.

Health & wellbeing is not viewed as being just about illnesses, nutrition and exercise. Most of the Libraries contribution addresses mental wellbeing, general happiness and intellectual improvement. It also aims to improve people's quality of life through the following activities:

0-5 year olds

- Regular Baby Bounce and Rhyme sessions and story times - these are very popular and contribute to child development from the earliest age. They help mothers suffering from post-natal depression or isolation as they encourage them to get out and meet people in a safe and friendly environment. They also help introduce or reinforce literacy and numeracy skills for parents with low education attainments with no stigma attached.
- Bookstart scheme - the initial pack is delivered in partnership with the Registration Service; Bookstart Plus is given out at 18 months by Health Visitors and the Bookstart treasure boxes are distributed via pre-school setting and other agencies.
- Annual Bookstart Book Crawl – this scheme fosters a library habit which we hope children will maintain.
- Health visitors access some libraries to deliver schemes and activities; e.g. for First Time Mums clinic and hearing tests.
- Partnership working with Sure Start partners to promote the Library & Archives Service to parents/carers and their families (e.g. at Children's Centres), also Home Start and other family organisations.

School age children

- Work in partnership with schools to ensure that each reception child receives a free book as part of Booktime, which is a national initiative. Teachers and parents are given information including how to encourage children to read for pleasure.
- Regular school visits to libraries for book exchanges or themed visits to help children learn about their community or how to use their library.
- There are Homework clubs in some libraries run by staff and volunteers, which offer help with projects in an alternative setting to school, which is relaxed and informal.
- Free printing and photocopying for homework purposes.
- Access to computers and the Internet free of charge (under 16s need parental permission to use the internet).
- Using their free library ticket and pin number access is provided to our on-line services via the website with our popular Ask a Kent Librarian service.
- Annual Summer Reading Challenge, which is highly successful. This helps children continue reading over the summer holidays.
- There are a number of reading groups held in libraries. Some are aimed at primary pupils and others are for teenagers.
- Family Learning week in October - events are often delivered in partnership with Kent Adult Education – e.g. healthy lunch boxes, creative writing workshops, and family history sessions.

- Engage with new government initiatives- Book ahead, Booked Up and Boys into Books (2008)
- Consult with young people and their parents/carers e.g. at Sherwood Library a parent focus group selected new health and self help books with library staff for their community centre.
- Work with Child and Adolescent Mental Health Teams e.g. in Feb 09 at Tunbridge Wells the local CAMH team had a display in Tunbridge Wells Library with CAMHS staff.

Looked after children

- Carers are offered information and training on the role of libraries in children's education and development. They are entitled to a group ticket which enables them to borrow up to 30 items for up to 8 weeks with no fines or reservation fees. KCC Libraries and Archives have produced a 'Books for Caring' leaflet that provides a list of books on topics such as adoption, bullying, being in care and refugees. All can be borrowed through Kent libraries.

Life checks

- Life checks – KCC Libraries and Archives are currently working with the Child Health Promotion Programme Project Manager to promote NHS Life checks. We have added the general link to KCC Libraries & Archives health online resources page on the website at
- http://www.kent.gov.uk/leisure_and_culture/libraries/online_library_services/online_reference_library/health_and_wellbeing.aspx

Teenage health

- Working with partners to reduce teenage pregnancy
- Working with YAPS (Young Parent Groups) to reduce teenage pregnancy
- Participating in the **HOUSE** project for Young People (see case study on page Consulted with a teenage focus group on the design of the Coldharbour library teen room and to select and review teen stock.
- Headspace project at Folkestone - a joint venture with the Youth Service and the Reading Agency aimed to use teenagers to champion reading to their peers.

Kent County Council Directorates' Actions for Priority 2:

| Action. KA2 Target | | Directorate |
|--|--|--------------------------------|
| Priority 2. Improving Childrens Mental Health and Wellbeing | | |
| NI 21 | Dealing with local concerns about anti-social behaviour | Communities |
| NI 111 | First time entrants to the Youth Justice System aged 10-17 | Communities |
| NI 163 | Aged 19+ qualified to at least level 2 | Children, Families & Education |

| | | |
|--------|--|--------------------------------|
| NI 117 | 16-18 year olds not in education, employment or training | Children, Families & Education |
| NI 161 | Learners achieving level 1 qualification in literacy | Children, Families & Education |
| NI 51 | Effectiveness of child & adolescent mental health services | Children, Families & Education |
| NI 55 | Obesity in primary school age children in reception | Children, Families & Education |
| NI 110 | Young People's participation in positive activities | Communities |

Further details about these actions are provided in the Action Plan summary on page 61

Priority 3. Improving Sexual Health and Reducing Teenage Pregnancies

Kent County Council Directorates' Actions for Priority 3:

The Kent Teenage Pregnancy Executive Board leads on the implementation of the Kent strategy to reduce teenage conceptions and increase the uptake of young parents back into education, training or employment to improve both health and social outcomes for both the young parents and their children.

The four main strategic priorities are:

1. To support the development of young people's aspirations and life skills
2. To offer timely prevention, early intervention and support when and where young people need them
3. To develop the children's workforce so that they are competent and confident to offer appropriate advice and support to children and young people
4. To seek and respond to the information and advice we receive from children and young people and their families and enable them to shape our services

What is going well:

- **The C Card scheme** – there are over 100 access points and 300 registration points across Kent where young people can access condoms. In 2009 this service was used by over 6000 young people, helping to prevent unplanned pregnancies and sexually transmitted infections
- **EHC pharmacy scheme** – There are now over 100 pharmacists across Kent trained to assist young people who require emergency contraception, helping to reduce the unplanned pregnancies in Kent
- **School based and further education health services** – there are now over 50 secondary schools across Kent offering health services to their pupils. The service, run by qualified nurses, offers help and information on healthy eating, smoking cessation, drugs and sexual health advice.

- **Training** – the Kent Teenage Pregnancy Executive Board commissions sexual health training for professionals who work with young people across Kent. Health Improvement Training Solutions, deliver training to foster carers, teaching staff, parents, connexions staff, youth workers and many others on different aspects of sexual health including raising self esteem, sexually transmitted infection and contraception, delaying early sex and communicating effectively with young people about sex and relationships.

Speakeasy – this is an accredited course designed to provide parents with the skills and confidence needed to talk to their children about sex & relationships. This is a Kent incentive and so we have over trained to deliver the course
- **Work with young parents**
‘Tell me about it’ – This is a peer education project involving young parents. The young parents are trained by professionals to talk to year 10 pupils about their experiences of parenthood. Research shows that this method of education contributes towards the uptake of effective contraceptive use among young people (Phelps et al., 1994). This will also increase the aspirations and educational achievements of the young parents taking part, by accrediting the training.
- **4YP website**
Information for young people on sexual health and available services. The website now includes drugs and alcohol information and a section on the C Card.

The most up to date ONS Under 18 conception data for 2008 (latest available) shows that Kent county has a rate of 36.7 conceptions per 1000 females aged 15-17 years and the national rate to be 40.6 conceptions per 1000 females age 15-17years. Kent has seen an overall rate reduction of -12.8% since the beginning of the strategy in 1998 (to 2008) and this compares with the national data which has seen a reduction of -13.9%.

Please follow the link to access the latest national conception data (2008)
<http://www.dcsf.gov.uk/everychildmatters/resources-and-practice/IG00200/>

Key areas for improvement /development

- Sex and relationships education
- Increase the uptake of young mothers breastfeeding
- Increase the uptake of LARC methods
- Reduction in smoking rates with young people/young parents
- Better links with GPs to provide services to young people
- Implementation of the ‘You’re Welcome’ criteria for sexual health services (currently services are approved under the ‘foryoungpeople’ criteria)
- Although Care to learn figures have shown great improvement there is still scope for improvement

Priority 4. More Adults Living Healthier Lives and Preventing More Disease

A recent 'Independence, Wellbeing and Choice' Inspection, linked to the CAA, was undertaken by the Care Quality Commission in March 2009. The inspection focused on safeguarding for adults across all client groups and access to preventative services for older people. The inspectors also looked at the domains of Commissioning and Use of Resources and Leadership. The Care Quality Commission concluded that Kent safeguarding of adults was good, delivery of preventative services was excellent and capacity to improve was also excellent.

Instead of the annual star ratings of Kent Adult Social Services, in which Kent Adult Social Services (KASS) have been awarded three stars in the last seven years, the new regulator – the Care Quality Commission (CQC) – published their Annual Performance Assessment of all adult social services in December 2009. Kent Adult Social Services has been judged as 'excellent' in three of the seven outcomes; improved quality of life; making a positive contribution and economic wellbeing. KASS were also judged as 'performing well' in the other four outcomes. Approximately 85% of KASS services are contracted within the private and voluntary sector. Equalities and Diversity are integral to these processes to procure these services ranging from Good Care Guides to service users with a learning disability being involved in reviewing their service – using an 'Easy Read' appraisal sheet. The KASS commitment to prevention and inequalities is demonstrated through its retention of the eligibility for access set at moderate level.

By the nature of their service, KASS respond to needs of the most vulnerable groups of people in Kent. This is not only identified by where people live, but also by other indicators of vulnerability and inequalities; namely older people, adults with physical or learning disabilities, people with mental health needs, carers and people with limited long term conditions. The Government's 'Our Health Our Care Our Say' White Paper (2006) has provided the strategic direction for social care in Kent and has informed the Directorate's forward thinking Active Lives for Adults (ALfA) programme and Active Lives (2007-2016) 10 year vision paper. As a result, the strategic direction and approach distilled into the directorate's priorities and challenges known as the 5 Ps (promoting independence, personalisation prevention and partnership working and Performance Improvement) address and underpin the health inequalities agenda by increasing equality among the most vulnerable groups. This is supported in part by a new post of Employability Development Manager to promote employment and employability related opportunities for all Kent Adult Social Services clients who are or may be disadvantaged in the workplace, including people with learning disabilities, mental health support needs, sensory loss, physical disability and older people.

Deaf services are committed to delivering outcomes to the Department of Health Strategy – Towards Equity and Access to improve access to services (particularly Mental Health) for deaf and deafblind people.

Partnerships

KASS has strong partnerships with Public Health and the Health Sector, local district councils (particularly in relation to housing, service planning and promoting social inclusion), the private and the voluntary sector. This is strengthened through strong commissioning and contracting frameworks and the Joint Strategic Needs Assessment that aims to reduce inequalities by ensuring people are listened to and involved in policy, planning and decision stages.

KASS works in partnership across a whole range of initiatives to ensure that services are joined up and accessible to people at the right place and right time in their lives. Integrated services between KASS and Health such as the Whole Systems Demonstrator provide independence and reassurance to people with long term conditions.

Through its Strategic Commissioning role, Kent Adult Social Services providers and the voluntary sector work together to respond to the Active Lives cultural change and continue to reach out to minority communities and groups who are not in regular contact with services working with them to develop services and support them in the way they want it. Further strategies for people with Autism and for those with Sensory Impairment are currently being developed and progressed.

Promoting Independence

Targeting vulnerable people across Kent and supporting them to deliver independently is a high priority. Private Finance Initiatives (PFI projects) such as 'Better Homes and Active Lives' aim to deliver 417 high quality apartments to those who most need it.

In addition, the 'Valuing People Now' strategy is committed to delivering a vision of equality and transforming lives for everyone, providing equal opportunities for those with Learning Disabilities. The Personalisation agenda seeks to strive for equality and prevent discrimination. Personal choice and control in local Day Programmes and activities can enable people with learning disabilities to have a full and meaningful life. Such programmes form part of the Good Day programme for people with disabilities.

Examples of activities which help address Health Inequalities

Promoting Independence for Older People (KASS)

Promoting independence is also achieved by active engagement of local people through partnership groups. One of the key successes of this is the Brighter Futures Group operating across 5 districts of Kent since 2006, with older people volunteers supporting their less active peers to remain independent and reduce social isolation. The programmes delivered range from assisted shopping and promoting healthier lifestyles. Further information is available from the KASS Business Plan.

Assisting people to live independently is crucial to the fabric of society and KASS leads on a range of innovative ways to deliver priority outcomes for the Council:

- Kent Agreement 2 Target (NI141) – to increase the number of people achieving independent living
- Towards 2010 Target 52 – aimed at increasing the number of people supported to live independently in their own homes. Many of those with limiting long term conditions will be assisted to live independently in their own homes where they wish to do so, promoting a greater quality of life
- Towards 2010 Target 53 – recognising that Carers own health and wellbeing needs are often ignored when delivering the needs of those they care for. The new Carers' Strategy supports and promotes the development of new flexible respite opportunities shaped around their individual need
- Towards 2010 Target 54 – working with colleagues in the health service to reduce the number of avoidable admissions to hospital and combine resources, where appropriate, to improve the health and wellbeing of the people in Kent

- Towards 2010 Target 55 – is delivered jointly with CFE to ensure good transition, ensuring independence and personalisation
- Towards 2010 Target 56 – improving older people people's economic well-being by encouraging the take-up of benefits

Examples of activities which help address Health Inequalities

Macmillan Cancer Collections (Libraries, KCC, Communities Directorate)

KCC Libraries & Archives have worked in partnership with Kent and Medway Cancer Network, and Macmillan Cancer Support to provide a comprehensive collection of books, leaflets, tapes, CDs and DVDs, together with specialist items for children, black and minority ethnic communities and people with learning disabilities, in the 13 main libraries in Kent. The items can be borrowed and the audio-visual material is for free loan. By increasing the availability of this material and ensuring that there is no cost attached, Libraries & Archives are helping to potentially reduce health inequalities through provision of information for support services to people who might not feel comfortable in seeking them through the NHS

Engagement

KASS seek to involve the public from the start of service design through a wide range of mechanisms. It has a robust Public Involvement Strategy with users of Learning Disability services engaged in Partnership Boards at district and strategic levels. Service user groups are also examples of engaging local people in discussing and developing ways they would like to see their services delivered. Service users are also involved in Policy Development and recruitment. KASS staff are working with Health and District Council partners to better identify the needs of Black and Minority Ethnic (BME) communities and to enable them to help shape services appropriate to them. Examples include:

- support for the establishment of International House in Ashford which now houses 12 BME groups. Community lunch discussions are highly successful and a funding workshop has been held to assist the capacity building of these groups
- similarly, in Sittingbourne, Diversity House (an African led project) is at the early stages of exploring the health and social care needs of the local BME communities with assistance from KASS, Eastern and Coastal Kent PCT, University of Greenwich and other agencies
- KASS are involved in a Canterbury City Council led multi-agency consortium which is mapping and engaging with BME groups
- South East Coast Ambulance Service have partnered with the Asian Welfare Society and KASS' Guru Nanak Day Centre to improve services around the palliative carer needs of Sikh older people.

Further details about KASS's commitment to addressing health inequalities and more information about the services and examples are available in the Directorate's documents:

Shortcut to Kent Adult Social Services Business Plan:

http://www.kent.gov.uk/your_council/how_the_council_works/council_spending/financial_publications/200910_business_plans.aspx

Active Lives:

http://www.kent.gov.uk/adult_social_services/leaflets_and_brochures/active_lives_leaflet.aspx

(For other ways to access these documents, please refer to the Appendix 2 at the back of this document)

Physical Activity and Exercise

KCC Sport, Leisure and Olympics service contributes to Health Inequalities in relation to adults in a number of ways including:

- Lead service for NI8 - Adult Participation in Sport and Active Recreation, working with a wide range of partners including health, leisure, business and other community organisations to co-ordinate information, promotion, family activity, workplace health, Free Swimming and wider strategic co-ordination of health and leisure.
- Developing and promoting www.activekent.co.uk alongside the two PCTs in East and West Kent, promoting a wide range of locally based activities and opportunities
- Ensuring that promotional material for activekent is distributed widely to practitioners who are dealing with vulnerable individuals and families - GPs, Family Liaison Officers, Extended Schools Officers, Health Trainers (and hopefully Care workers)
- Supporting the Free Swimming initiative in Kent, enabling local authorities to target user groups within their local communities from vulnerable families to disabled people and older people
- Providing a disability sport service enabling more disabled people to become involved in sport and activity
- Working with National Governing Bodies of Sport to run programmes and promote activity for adults in the County e.g. Back to Netball, Bowls4Free, Kent Golf Partnership

KCC Libraries and Archives

In order to promote good health and wellbeing to vulnerable adults, KCC Libraries and Archives are working across a number of initiatives throughout Kent. An example of these are:

- Working in partnership with District Partnership Groups to promote the Libraries and Archives service to adults with learning difficulties.
- Several groups have had tours of their local library.
- Consulted certain groups about new library buildings e.g. at Gravesend and also input into stock provision for the Easy Access Collections.
- Several groups meet in libraries e.g. Biblio Hour is held weekly at Sevenoaks Library for a full and varied programme of events including arts, crafts, IT skills, museum object handling etc.
- Events for adults with learning disabilities e.g. during Adult Learners week held Music for Change drumming workshop at Ashford library.
- Coffee and chat sessions in libraries.
- Working in partnership with Ashford Learning Disability Community Interest group to assist them in their setting up and running their library and information point in International House Ashford.

- Produced a good practice guide and asked groups for their comments.
- Working with Skillnet in Swale to create A-Z of health & fitness.
- Piloted the Library Passport Programme in Thanet working with Adult Education. Aim of the 6 week course is to create independent and confident users. It is anticipated that this pilot will be rolled out to other Districts.
- Introduction of AbilityNet software package on all staff and public computers.
- Collections of Books Beyond Words in each District.
- Bag books in libraries- tactile and multi-sensory stories aimed at children and adults living with severe or profound learning difficulties.

Examples of activities which help address Health Inequalities

Supporting Independence

Promoting **Happiness and well being programmes** are essential to those from disadvantaged backgrounds to raise self-confidence, motivation and self esteem in people's lives. By focussing on the 4 key objectives of the programme it is anticipated that the identified groups can be empowered to move forward into employment or to deal with certain aspects of their life's which may be causing them potential barriers to fulfilment.

The programme's 4 main objectives are:

- Improve the mental and physical health, happiness and general wellbeing
- Encourage these clients to develop links with health and cultural-based resources available to them in their communities
- Provide an understanding of what works in terms of improving the happiness and wellbeing of a difficult-to-engage client group, and see if this model can be transferred to other areas and other client groups
- Support the delivery of other programmes which deal with individuals from a disadvantaged background

4.1 Mental Health

The importance of promoting healthier lifestyles to reduce the risk of adverse health conditions later in life is also recognized for those with mental health problems. In many cases, people with mental health problems require additional support to access services and maintain motivation levels. Mental Health Promotion Workers address these issues to help reduce inequalities for Mental Health Service Users.

Examples of activities which help address Health Inequalities

My Body My Life Project Thanet; A lottery funded project to promote healthy lifestyles for Mental Health Service Users. The project designs, develops and delivers a range of physical activities for mental health service users supported by a “buddy scheme” to support service users accessing the local projects and activities. People from the key targeted wards can access the project and activities (such as; Walk and talk groups, Tai Chi, and yoga and any other service users identify to promote their recovery). The project was designed by the Mental Health Promotion worker for Thanet.

Books Can Help: (Health Professionals and Libraries, KCC Communities Directorate)

This is a joint scheme whereby health professionals can prescribe reading materials for patients to raise their awareness of particular health issues (e.g. depression, anger management, eating disorders). Patients then present the prescriptions at libraries and receive help in choosing appropriate books from a collection of titles selected by health specialists.

KCC Children Families and Education (CFE)

Mental health difficulty is a common problem affecting one in ten children. The promotion of good mental health, prevention of mental health, early detection, intervention and effective treatment of mental health difficulties are all essential to improving outcomes for children and young people.

Poor mental health can be an early warning of a child at risk as children and young people can express external distress in the form of mental health disorders. Abuse, neglect and sexual abuse are all associated with higher incidence of mental disorders and illnesses.

Failure to address mental health in childhood may result in longer-term mental health problems, sometimes persisting into adulthood: this may include self harm, suicide, depression and anxiety. It may also lead to longer term low educational employment achievement, increased violent anti-social behaviour and offending.

CFE is working closely with NHS Child and Adolescent Mental Health Services (CAMHS) to deliver the Kent CAMHS Strategy, ensuring that early help is available through schools and other setting and that specialist services are more responsive to the needs of the most vulnerable groups of children and young people, including those who are looked after, have special needs, including learning difficulties, young offenders and unaccompanied asylum seeking children.

KCC Libraries and Archives

KCC Libraries & Archives are working towards the **KCC Towards 2010** targets one of which is to improve health, care and well-being of people in Kent by working in partnership with public, private and voluntary sectors to help people lead healthy lifestyles.

Health & wellbeing as being is not just viewed as illnesses, nutrition and exercise. But as mental wellbeing, general happiness and intellectual improvement. It is also about improving people's quality of life. KCC Libraries and Archives contribute towards this in the following ways:

Raising awareness of mental health

- **Books Can Help** - KCC Libraries & Archives have worked in partnership with health practitioners in Eastern and Coastal PCT, West Kent PCT and the Kent & Medway NHS and Social Care Partnership Trust to develop this book on prescription scheme. It aims to assist people with mild to moderate mental health problems (depression, work related stress, anxiety, panic disorder, obsessive compulsive disorders etc). GPs and other health professionals prescribe books from a list selected by a variety of experienced mental health practitioners to relevant patients. The client then takes the referral form to their local library to borrow the recommended books. Collections are now available in 40 libraries. Leaflets, booklist and referral forms are available in libraries and online at http://www.kent.gov.uk/leisure_and_culture/libraries/books_and_reading/books_health_and_wellbeing.aspx
- The scheme also includes bereavement and stop smoking, following work with St Christopher's Hospice, London and the local PCT Stop Smoking Advisors, and we intend to widen the scope further by adding materials suitable for young people, people with learning or other disabilities and those from ethnic minorities.
- Working with BBC Headroom to promote this project e.g. World Mental Health Day materials in libraries to promote the campaign 'Books that Make You smile'.
- Work with partners to raise awareness of mental health e.g. with Edenbridge Emotional Health Forum to hold a range of activities at Edenbridge library to promote World Mental Health day Oct 2009. E.g. Health on the web (see section 6).
- Author talks – e.g. Read Yourself Well – Talk at Dover & Dartford Libraries by Professor Jane Plant & Janet Stephenson about their recently published book 'Beating Stress, Anxiety & Depression'.

Forthcoming projects

- **Recovery Through Reading** - possible bibliotherapy pilot project working with the NHS Librarian at St Martins Hospital Canterbury and the Occupational Therapist in the Arundel Unit, William Harvey Hospital, Ashford to start a Reading group at the Arundel Unit.
- **Connecting Through Books** - Reading, Health & Older People. Working in partnership with The Reading Agency, The Department of Health, Well Being and Family at Canterbury Christ Church University (Sidney De Haan Centre for Arts & Health) and third sector organisations such as Age Concern. The project (currently seeking funding) looks to develop social reading/ reading group activities to promote the well-being of older people, and develop opportunities for older people to keep physically and mentally active.

Supporting good mental health

Research at Sussex University has found that reading is the best way to relax, and even 6 minutes can be enough to reduce stress levels by more than two thirds. In a series of tests they found that reading reduced stress levels by 68%. See also www.telegraph.co.uk/health/healthnews/5070874/Reading-can-help-reduce-stress.html

Reading activities

- Reading groups meet in our libraries and we provide support to over 200 of them in the county.
- A MIND Reading group meets at Maidstone Library.
- Thanet Rethink visited Margate Library and followed up by setting up a reading group that meets monthly at the library.
- Working with Tunbridge Wells Mental Health Resources Centre to promote reading activities. A reading group was developed last year launched on World Mental Health day but unfortunately has been disbanded at present. However creative writing sessions are proposed to be held in Tunbridge Wells Library with the Centre commencing in November 2009.
- We plan to work with local mental health groups to establish more special reading groups.
- A monthly listening group meets at Gravesend, Sturry and Dover Libraries for the visually impaired in partnership with Kent Association for the Blind.
- Reader Development activities - such as author visits e.g. Suzannah Dunn, Robert Rankin, Lola Jaye, Mavis Cheek. Many more authors have worked with adults, teenagers and young children to foster a love of reading and the use of libraries.

Health related events,

- Creative writing workshops – e.g. in partnership with the University of Kent at Minster library.
- Adult Learners Weeks events – e.g. Indian head massage, healthy lunch boxes, knittorama, 'be healthy/stay healthy', CV writing, deciphering hieroglyphics, cookery classes, garden design, salsa dancing, keeping up with the children, parent matters, flower arranging, talking poetry, local history/family history sessions, basic drawing , designing a T shirt etc. We work in partnership with Adult Education, other education providers and community groups and activities are accompanied by displays of library stock and partners information.
- Mind, Body Spirit events - e.g. 'look good/ feel good, 'declutter your life' working with Adult Education, all accompanied by book displays.
- Healthy Eating weeks in libraries working in partnership with NHS Trust, Trading Standards and other agencies. e.g. NHS Dietician providing advice on healthy eating; food labelling information workshops provided by Trading Standards.
- New Years Resolutions – health events delivered with Health Promotion, Trading Standards, KCC Sports Development, Volunteer Bureau, KCC drugs team, independent practitioners, Adult Education, Kent Now and KCC Activmobs. All accompanied by displays books and information from agencies participating.

- Poetry & Reminiscence sessions held either at Kent Association for the Blind coffee/social mornings or in libraries - e.g. during 'Make a Noise in Libraries' week in July.
- Talks to visually impaired groups about library resources
- History and archive collections sessions
- We promote the libraries role in health & well-being at Community Health Day events with partners.

Physical activity

- Healthy Living Walks - working in partnership with PCT and in some districts local district councils.
- Healthy living buggy walk' for mums to Dartford library commenced in September in partnership with Dartford Borough Council. Walks are followed with a Baby Rhyme Time at the library.
- Literary and Historical walks - working in partnership with local Historical societies and town centre partnerships.
- Jane Austen walk launched in September at Tonbridge Library. Working in partnership with the Jane Austen Society, Tonbridge and Malling Borough Council, St Peter and St Paul Church Tonbridge and Explore Kent to create a literary walk and audio guide. Copies of the Jane Austen walk guide and audio guide can be found on Libraries & Archives website
http://www.kent.gov.uk/leisure_and_culture/libraries/books_and_reading/literary_walks.aspx
- The film 'Jane Austen Walk' is also live on Kent TV
<http://www.kenttv.com/#PRG2719> and linked to from our website at
http://www.kent.gov.uk/leisure_and_culture/libraries/books_and_reading/literary_walks.aspx
- 'Rethink your mind' walks aimed at mental health groups working with partners e.g. Dartford Borough Council and Healthy Living Centres.
- Clubs/workshops are held in libraries e.g. yoga at Westgate Library delivered by Adult Education.

IT activities to support mental health

- I.T. taster sessions at many of our libraries – often in partnership with Time2Give: Libraries & Archives' volunteering programme managed by CSV that offers volunteering across the county's libraries e.g. computer buddies/ web wizards.
- Silver Surfer sessions in libraries - In 2009, 230 silver surfers attended 33 library events.
- Health on the Web taster sessions- organised in partnership with NHS Librarians. The aim is to introduce the public to reliable health resources on the internet.

Recent partnership initiatives to promote mental health

- Since July 2008 we have been working with Eastern & Coastal Kent PCT NHS Choices team to promote Choose and Book in libraries by promoting free use of our public PCs to gain access to the NHS Choices website and worked with PCT colleagues to produce support materials. The Patient Choice Advisor has held NHS Choices promotion stands at town centre libraries in East Kent.

- Partnership working on the NHS Choose & Book initiative.
- KCC Libraries & Archives have worked in partnership with Kent & Medway Cancer Network and Macmillan Cancer Support to provide a comprehensive collection of approx 300 items - books, pamphlets, audio tapes, CDs, videos and DVDs together with specialist items for young people, black and ethnic minorities and people with special learning needs - in our 13 main town centres. A list of the resources is available in all 101 Kent Libraries and 11 mobile libraries, enabling people visiting them to order any materials they are interested in and borrow or consult it free of charge. For further information visit http://www.kent.gov.uk/leisure_and_culture/libraries/books_and_reading/books_health_and_wellbeing.aspx. In Sevenoaks the concept of a Living Library has been piloted. People from the local community who are passionate about a subject, or an expert in their field or have a significant life experience that they are willing to share, can be 'borrowed' for a conversation lasting 20-30 minutes. It allows people to find out about other people and activities in their community in a safe environment without any need to first be introduced formally or any obligation to follow up the meeting, unless they want to. In October 2008 as part of health activities arranged at Sevenoaks Library, a Healthy Living Library was held with various medical practitioners e.g. a colorectal clinical nurse specialist, a dietician etc for borrowers to gain an insight into their field of work.
- A Community fruit and veg scheme at **Hive House library**. Started Nov 2008 and working in partnership with Gravesham Borough Council, Sure Start and NHS. Sure Start have provided the volunteers and a Community Health worker from Gravesham Borough Council is overseeing the project. Customers are able to purchase a bag of fresh seasonal and in many cases local produce on a weekly basis. Recipe cards have been added to the bags. About 25 people use the scheme each week- to promote healthy eating and nutrition.
- Working in partnership in the Eastern and Coastal Kent PCT Health Trainer programme. Have delivered library service awareness training sessions for health trainers in the Ashford & Shepway, Dover and Thanet Districts. Have also delivered a presentation of library services and public health to newly appointed Health Trainers in Eastern & Coastal Kent.
- Health Trainers are using libraries for weekly drop in sessions at Stanhope, Wood Avenue, Dover, Margate and Ramsgate Libraries.
- NHS West Kent Health Trainers programme is being developed in 2009. Have delivered a presentation 'How Library Services can provide information to Health Trainers' in the Gravesham District with the aim of extending this training to all Health Trainers in West Kent.

4.2 Environment, Highways and Waste:

The Environment, Highways and Waste teams and services aim to target projects to address health inequalities either through direct delivery or commissioning arrangements and often working in partnership. The Kent Country Parks Strategy 2009-14 aims to promote services that are targeted to improve the mental and physical wellbeing of the population, specifically in the wards with the greatest health inequalities. Objective 8 of the Strategy focuses on Kent County Council to 'utilise and promote the resources of the country parks to support improvements in health and wellbeing. The Countryside Management Partnerships are also committed to health inequalities, adopting a Health and Wellbeing theme in their service business plans under which they deliver a range of activities that promote mental and physical wellbeing through practical involvement in countryside activities. The Countryside Access Service's statutory Countryside Access Improvement Plan documents the important link between public rights of way/countryside access provision and public health with a number of projects delivered to make the countryside access estate more accessible (both intellectually and physically), many in the most deprived wards in East Kent.

Examples of activities which help address Health Inequalities

A number of initiatives to ensure those in the most deprived areas have greater opportunities to access countryside and coastal places and take up a more active lifestyle are borne out of the Kent Country Parks Strategy and Countryside Access Improvement Plan, such as the 'Access to the Countryside and Coast for Health' 3 year joint initiative between the Countryside Access Service and Eastern and Coastal Kent PCT. The project implements low cost preventative initiatives to address health inequalities in the deprived wards of Eastern and Coastal Kent through better access to the countryside and coast for residents. The project outputs include a 'Green Gym' style volunteer warden scheme, a co-ordinated country-wide guided walks service for Kent and a series of social marketing activities. Outcomes will include improved physical, mental and emotional health for target groups, greater interest and awareness of the benefits of regular exercise and increased investment in Voluntary Sector Services.

Naturally Active:

In addition 'Naturally Active' is a 3-year partnership project with the West Kent PCT, KCC, Forestry Commission, Dartford & Gravesham Borough Council and grant funded by BIG Lottery under the *chance4change* Programme. The Project outcomes are focused on mental health (people and communities having improved mental wellbeing) and physical activity (people being more physically active). Naturally Active uses the natural environment and green spaces in Dartford and Gravesham to deliver its projects. Activities range from health walks, to TaiChi and disc golf

All Environment, Highways and Waste projects will contribute either directly or indirectly to performance against the Kent Local Area Agreement 2 Key Health and Recreation related indicators, namely:

| | |
|--------|---|
| NI 8 | Adult Participation in Sport and Active Recreation |
| NI 120 | All Age All Cause Mortality |
| NI 55 | Obesity in Primary School age children in Reception |
| NI 110 | Young People's participation in positive activities |
| NI 175 | Access to services and facilities by public transport, walking and cycling. |

In addition to the above, the Environment, Highways and Waste's Sustainability and Climate Change Team is working in partnership with the Children and Families Directorate on Healthy School Projects, with the Chief Executives Directorate on Fuel Poverty (Local Area Agreement 2 NI 187) and Kent Highway Services on School Travel Plans (Local Area Agreement 2 NI 198).

Further details about Environment, Highways and Waste's commitment to addressing health inequalities and more information about the services and examples are available in the Directorate's documents:

Shortcut to Kent Country Parks Strategy 2009-2014:

<https://shareweb.kent.gov.uk/Documents/leisure-and-culture/countryside-and-coast/country-parks/kent-country-parks-strategy-2009-14.pdf>

Countryside Access Improvement Plan:

http://www.kent.gov.uk/environment_and_planning/countryside_access/countryside_access_improvement.aspx

(For other ways to access these documents, please refer to the Appendix 2 at the back of this document)

4.3 Communities

The Communities directorate's services provide a context for people to develop a healthy lifestyle and to improve their sense of health and wellbeing. One of the directorate's aims, as expressed in its Vision, is to create an environment where people can make positive decisions to improve their health, to help people to stay safe and to manage risks to their health and wellbeing. Communities' approach to reducing health inequalities is principally, to provide support across the gradient of health, improving chances not only for the disadvantaged, but for a larger group of the relatively disadvantaged for whom small efforts could make a large impact.

This approach has been embedded in both the directorate's Vision, and through examination and discussion at Senior Management Team level and also at the directorate's Public Health Network which is open to all staff in the directorate.

There is a clear role for Communities' services in supporting the reduction of health inequalities in Kent, aiming to tackle problems for people who are socially disadvantaged, whose lifestyle puts them at a disadvantage to achieving good health outcomes, and to

provide help for people who find themselves in potentially harmful situations. At present, services in the Communities Directorate contribute in the following ways:

Prevention of factors associated with social disadvantage and poorer health outcomes. This is achieved through work carried out by the Community Safety Unit, the Youth Offending Service (YOS), Trading Standards (especially through food labeling requirements), Adult Education, Kent Drug and Alcohol Action Team (KDAAT) and Key Training services.

Adult Education Health Referral Scheme

Kent Adult Education Service offers specific courses at a reduced fee to people referred by their Health Professional as an incentive to join an Adult Education course to help make a lifestyle change. After a referral, a prospective student will be contacted by the Creative and Healthy Lives Programme Manager, who will provide advice on the choice of activities available. There is no cost to the referring Health Professional.

Further information available on the attached link:

[Health Referral Scheme leaflet 2008 09 260808.pdf \(390KB\)](#)

(For other ways to access this leaflet, please refer to the Appendix 2 at the back of this document)

Macmillan Cancer Collections

A list of the resources is available in all Kent libraries, including mobile libraries, enabling people visiting the libraries to order any materials they are interested in borrowing or consulting free of charge. For further information visit the Kent Libraries & Archives website: http://www.kent.gov.uk/leisure_and_culture/libraries/books_and_reading/books_health_and_wellbeing.aspx

(For other ways to access this information, please refer to the Appendix 2 at the back of this document).

(See also: Books can help Scheme in Case Study on page 31.)

Communities Directorate Vision:

<http://knet2/directorates/communities/strategies-and-plans/communities-vision-250607.pdf>

(For other ways to access this document, please refer to the Appendix 2 at the back of this document)

Case study

YOS and KDAAT

J is a 15-year-old male who is currently completing a 12 month supervision order with the Youth Offending Service (YOS). J has been taken back to Court on numerous occasions for breaching the conditions of his supervision orders.

Three months ago J was placed with foster parents. The family which he is placed with are providing him with consistent support. J's attendance at his YOS appointments has increased significantly. He is playing sport on a regular basis. His physical health appears to have improved. He completed a course on substance awareness and has asked to be re-referred to child mental health services.

Kent County Council Directorates' Actions for Priority 4:

| Action. KA2 Target | | Directorate |
|---|--|----------------------------|
| Priority 4. More Adults Living Healthier Lives and Preventing More Disease | | |
| NI 8 | NI8 Adult Participation in Sport and Active Recreation | Communities |
| NI 141 | Increase number of people achieving independent living | Kent Adult Social Services |
| NI 187 | Tackling Fuel Poverty | Kent Adult Social Services |
| NI 155 | Number of affordable homes delivered | Kent Adult Social Services |

Further details about these actions are provided in the Action Plan summary on page

Priority 5. Enabling More Older People to Live at Home with Chronic Disease
Kent County Council Directorates' Actions for Priority 5:

| Action. KA2 Target | | Directorate |
|--|---|----------------------------|
| Priority 5. Enabling More Older People to Live at Home with Chronic Disease | | |
| NI 125 | Achieving independence for older people through intermediate care | Kent Adult Social Services |
| NI 141 | Increase number of people achieving independent living | Kent Adult Social Services |
| NI 187 | Tackling Fuel Poverty | Kent Adult Social Services |

Further details about these actions are provided in the Action Plan summary on page 61.

The KASS Directorate has an established priority of developing preventative services for older people. This was recognised by CQC in the recent inspection. CQC graded Kent as Excellent in delivering preventative services to older people and stated

“There was a clear focus on promoting the independence of older people and a strong emphasis on enablement and rehabilitation. The council worked effectively with its partners to deliver a wide range of preventative services. There were some excellent initiatives between

the council and its health, housing, independent and voluntary sector partners to provide a holistic response to the needs of older people”.

Outlined are some examples of work being undertaken in tackling this important priority

TeleHealth and Telecare. These are preventative interventions which embrace new technology to enable people to remain in their own homes. As documented in detail in previous reports, Kent has been a Whole Systems Demonstrator (WSD) site (only 3 were selected by Department of Health). Kent were forerunners in the development of such interventions and the WSD project enabled Kent to offer the benefits of TeleHealth and Telecare to far more people. The outcome will be for 1,000 extra people to be offered Telecare and 1,000 extra people to be offered TeleHealth.

Intermediate Care - We continue to develop a range of intermediate, recuperative care and enablement services geared at preventing avoidable hospital admissions and delayed discharges. These services have been developed in partnership with Health. They are having a significant impact in reducing the rates of delayed hospital discharges across Kent.

Localised Community Based Prevention. KCC continues to invest in a wide range of innovative preventative schemes. These include:

- *Brighter Futures*, which encourages more able older people to support more needy people through volunteering. Originally piloted in West Kent this is now being expanded across the County, but ensuring each project is tailored for its local community.
- INVOKE³ (Independence through the Voluntary action of Kent Elders) is the project that has been developed out of the successful Partnerships for Older People bid. This project has introduced a range of initiatives, which have supported older people in the community. There are a range of outcomes, which have been drawn out through research and this includes reduction in overnight stays in hospital to ensuring people within the project have received all their benefits.
- A whole range of local projects often delivered by the Voluntary Sector focusing on a wide range of issues from dementia to ‘falls’ projects.

The outcome has been to enable more people to remain independent. Evidence of this can be seen in the recent Care Quality Commission Inspection of Kent Adult Social Services

Joint Commissioning with Health - Underpinned by Joint Strategic Needs Assessments and other specialist assessments, the Directorate is significantly developing its integrated commissioning arrangements with the NHS. There is a series of arrangements in place to support joint commissioning including jointly funded and appointed posts. These joint posts focus on key care pathways, such as dementia, strokes and supporting carers.

A key priority is developing services for people with Dementia. We have working with the NHS undertaken a Joint Strategic Needs Assessment of the needs of people with Dementia in Kent. From this action plans have been developed which are supported through the Dementia Collaborative. With the NHS we are commissioning and putting in place a range of projects which support people with dementia in the community

To support older people with long term conditions we must also support the legions of family and friend who offer care to older people. Often to provide such care can be very hard and stressful work and it is important that they feel supported to fulfil this important task. This has been recognised in Kent and is a major Target for T2010

³ More detail on this project have been provided in previous Annual Reports

Target 53: Strengthen the support provided to people caring for relatives and friends

A range of initiatives have been put in place which include

1. The development of a carers strategy with carers and carers support groups.

This has identified the following priorities

- Improving Information Advice and Guidance.
- Access to integrated and personalised services.
- Carers having a life of their own.
- Carers not being forced into financial hardship.
- Helping Carers to stay mentally and physically well

2. Kent Carers Emergency Card Scheme was launched in December 2008. The aim of the scheme is to:

- Provide carers with peace of mind when away from the person that they care for.
- Offer carers as much support as necessary to complete their emergency plan.
- Ensure that County Duty or the Out of Hours service will step in to arrange emergency support if the plan fails.
- Ensure that this support is available to all carers not just those carers of people receiving community care services.
- Increase levels of community based respite.

Currently there are over 1084 carers signed up to the scheme and the number is growing steadily and the feedback regarding the scheme has been positive

KASS provide a range of “short breaks” which benefit carers and the people they support. These include:

- Day care
- Support in the home
- Overnight care
- Adult placements
- Emergency breaks

Information about the number and range of carers services delivered and people support is presented in the Annual Report.

A further area of support for older people and their families is enabling them to maximise the benefits they are entitled to, to ensure that as much as possible they have the economic resources. This again has been highlighted in T2010 through the Target:

Target 56: Improve older people’s economic well-being by encouraging the take-up of benefits

Older people receiving social care services from KCC are offered information, advice and if necessary, assistance to claim all the benefits they are entitled to. We have increased the effectiveness of this work by creating specialist teams and by working with the Pension Service, District Councils and local voluntary organisations. In addition we have provided extra funding to the 12 Citizens Advice Bureau in Kent which will enable them to help more people claim the benefits to which they are entitled.

All of our partnership working is contributing to the increase in benefit take up for older people in Kent. We have been provided with the following information from the Pension Service (part of the DWP that deals with people over 60). As a direct result of joint working with the Pension Service between April 2007 and 31 March 2009 £2.1 million in additional benefits was raised for Kent residents. Broken down this is £885,000

in Pension Credit, £898,000 in Attendance Allowance, £98,000 in DLA, £127,000 in Housing Benefit and £93,000 in Council Tax Benefit. In addition to monetary gain, joint working leads to a better experience for our service users who receive a quicker and less time consuming service.

Further details of Kent Adult Social Services Plans are available on the website:

http://www.kent.gov.uk/your_council/how_the_council_works/council_spending/financial_publications/2009_10_business_plans.aspx

or from contacting Kent County Council on the telephone: 08458 247 100.

Trading Standards

Older people and/or people with disabilities are targets for rogue traders and specifically door step rogue traders. The Trading Standards department operate a Rapid Action Team working with Kent Police to respond to rogue trader activity to prevent economic loss. They also link with other agencies to provide follow up support with the aim of ensuring the victim feels safe in their own home.

Scams/fraud - those who are vulnerable can be more susceptible to attractive yet fraudulent marketing offers e.g. supposed large prize wins, but this will require an apparently small financial requirement from them with nothing or practically nothing in return. In the worst cases, victims get swamped with telephone calls, emails and particularly post and can lose several thousands of pounds over many years with the accompanying emotional effect. Trading Standards is committed to supporting victims, offering guidance and working with national and local partner agencies to try and track down those responsible (many of whom are based abroad).

Trading Standards provide consumer advice and support to vulnerable consumers to help them exercise their consumer rights. Operate Buy with Confidence scheme provides a database of reliable traders for consumers to access.

Priority 6.Reducing Substance Misuse and Excessive Alcohol Drinking

Much of this agenda is being led by the Communities Directorate contributing towards reducing health inequalities in the following ways:

Promotion of healthy lifestyles. This is achieved through the work of the Kent Drug & Alcohol Action Team (KDAAT), Libraries – through work such as hosting Smoking Cessation Clinics and Health Trainer surgeries on Library premises for example and the Sports Development Unit.

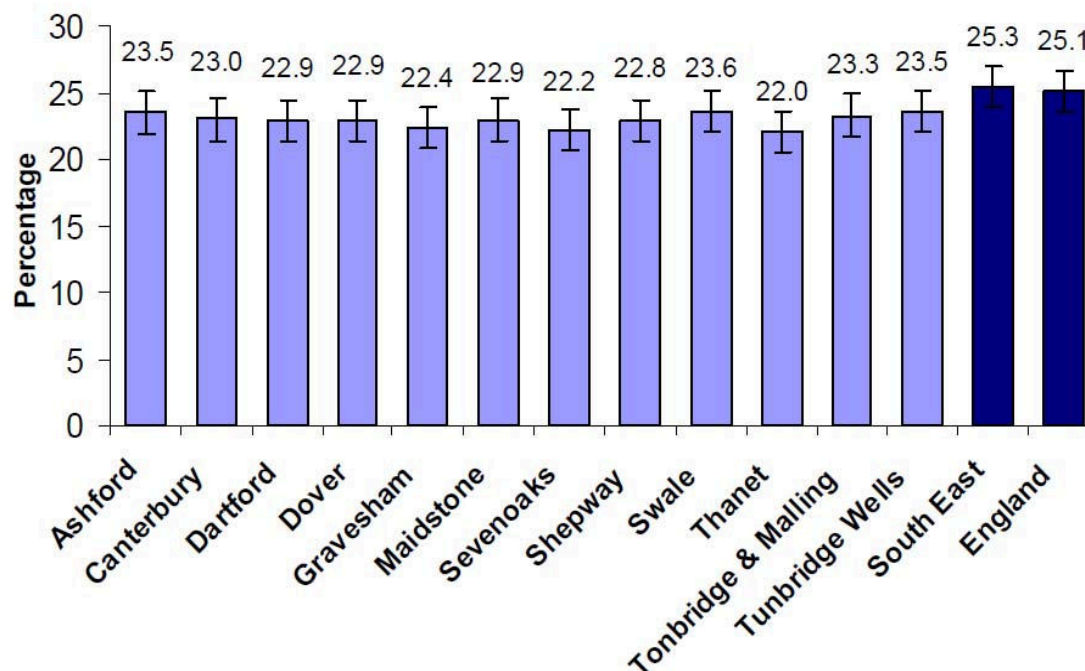
Harm reduction through the work of Kent Drug and Alcohol Action Team (KDAAT), YOS, Community Safety and through the work of Trading Standards and Emergency Planning.

Substance misuse and excessive alcohol consumption continues to present a significant public health risk for the people of Kent and the wider South East region. These issues are led by the Kent Drug and Alcohol Team located in the KCC Communities Directorate and working across partnerships.

Estimates of harmful and hazardous drinking behaviour vary between districts:

KENT COUNTY COUNCIL HEALTH INEQUALITIES STRATEGY 2009-14

Synthetic estimate of the percentage of the population aged 16 years and over who report engaging in harmful/hazardous drinking, by local authority, 2005



Source: North West Public Health Observatory

Tackling the harms from alcohol misuse within our communities is a key priority for the health, social care and criminal justice agencies across Kent. The need to inform the public of the risks to health and society and change attitudes in a positive way is a complex task.

The Kent Action on Alcohol Steering Group (KAASG) has developed a Kent Alcohol Strategy to be launched in 2010. The strategy aims to reduce the harms associated with alcohol, in order to ensure that alcohol can be enjoyed safely and responsibly, as part of a vibrant and inclusive community. The KAASG will co-ordinate action to inform, highlight and raise the profile of issues relating to the harms associated with alcohol misuse and promote positive attitudes to alcohol within the framework of the 2008 National Alcohol Strategy: Safe, Sensible, Social.

It is clear that tackling the harms from alcohol misuse within our communities is a key priority for the health, social care and criminal justice agencies across Kent. The need to inform the public of the risks to health and society and change attitudes in a positive way is a complex task.

The Kent Alcohol Strategy will out a series of priorities for action including:

- Communication and awareness raising
- Alcohol Treatment
- Community Safety
- Licensing
- Children and Young People

Examples of activities which help address health inequalities

Kent Community Alcohol Partnership (KCAP) is the largest partnership of its kind in the UK.– It uses a combination of training for retailers, patrols by police and community wardens, and activities for young people to reduce the amount of under-age drinking and anti-social behaviour in those areas.

The scheme was originally piloted in Edenbridge, Canterbury and Thanet. In November 2009 an extension of the pilot areas was announced and the KCAP accreditation scheme launched. A KCAP accreditation will provide traders with support and training. If they commit to stringent checks for alcohol sales that include asking anyone who looks under 25 for proof of identification. KCAP is run by Kent County Council's Kent Trading Standards, Kent Police, the Retail of Alcohol Standards Group, Thanet District Council, Canterbury City Council and Sevenoaks District Council.

It is acknowledged that drug as well as alcohol misuse within the county also continues to cause harm to families and communities as well as individuals.

“There are a large number of risk factors, some related to health inequalities, which may promote drug misuse, such as extreme economic deprivation, lack of community cohesion, behavioural problems, lack of family support, lack of educational attainment, alienation, and early peer rejection.”

The National Collaborating Centre for Drug Prevention (NCCDP)

The Kent Drug and Alcohol Action Team (KDAAT) partnership is responsible for commissioning a wide range of treatment services across three key client groups: children, young people and adults. These services work together to form a cohesive treatment system for Kent whose primary focus is to tackle personal, family, social and community issues arising from illicit drug use and alcohol abuse.

The Local Area Agreement target to increase the number of problem drug users⁴ in effective treatment (NI 40) demonstrates the commitment in Kent to improve provision for those affected by problematic drug use. Partners across Kent are committed to improving outcomes for those affected by substance misuse by increasing the treatment system's focus on recovery and social re-integration of those who receive treatment.

The treatment system in Kent also contributes to reducing the rate of alcohol-related admissions per 1,000 population (NI 39) and several Towards 2010 targets, including reducing the risk of young people offending (Target 60) reducing the frequency of young people's use of drugs and alcohol (NI 115) and raising awareness of the damaging effects of smoking, alcohol, drugs and unprotected sex (Target 50) and the current Children and Young People Plan for Kent (2B and 3C).

Within the treatment system, there is an emphasis on targeting resources towards evidence based treatment interventions working across institutional boundaries. There is also a key

⁴ **Problem drug users are those who use heroin or crack cocaine**

responsibility to deliver services to children and young people and this increases the requirement for effective prevention and treatment and seeing the family as a whole.

Examples of activities which help address health inequalities

KDAAT commissions a Targeted Early Intervention service which aims to raise awareness and reduce harmful substance misuse among vulnerable groups of young people including young offenders, looked after young people, those young people who are not in mainstream schools, refugees and asylum seekers.

The plight of families and children of drug users has to a large extent been hidden from view. In 2003 the Advisory Council for the Misuse of Drugs (ACMD) highlighted the needs of these families in *Hidden Harm – Responding to the needs of children of problem drug users*, and issued updated findings in 2006. The ACMD report identifies that nationally, there are approximately 250,000 to 350,000 children in England and Wales where one or both parents have serious drug problems. This represents about 2–3% of children under the age of 16.

KDAAT's three year Hidden Harm Strategy for Kent aims to set out the actions that partner agencies across the county will take to understand the problem more clearly and reduce the harm caused to children of substance misusing parents.

Examples of activities which help address health inequalities

KCA's Substance Misusing Parent's Service is a joint initiative between Thanet and Dover's Children's Children and Families Teams, and Kent Drug and Alcohol Action Team. The project works with

- Parents with a child or children on the CP register where parental substance misuse is a factor
- Parents with a child at risk of becoming looked after, where substance misuse is a characteristic
- Parents who are using drugs or alcohol in a way that is affecting their ability to parent adequately
- Women who are pregnant and whose substance misuse may be harmful to the unborn child.

The project aims to improve outcomes for children and their families by supporting parents.

National and local priorities require that young person's drug and alcohol services are embedded within universal, preventative and specialist services for children and young people and that there is a partnership response to children, young people and their families. This family approach is expected to help address health inequalities by addressing the wider impact of drug and alcohol misuse.

KDAAT's new approach to drug treatment has been piloted in two areas within Kent with a clearer focus on assertive outreach to engage 'hard to reach' problem drug users who may not have engaged with treatment services before. The treatment system in the pilot areas have a stronger focus on recovery and social re-integration as outlined in the government's 2008 Strategy, *Drugs: protecting families and communities*. The pilot provides the KDAAT partnership with valuable insights to help improve treatment services to help reduce health

inequalities and enable people affected by drugs to sustain the longer term benefits of treatment.

Examples of activities which help address Health Inequalities

Dual Diagnosis (KDAAT, YOS and CAMHS)

A multi-agency pilot addressing the needs of young offenders with both substance misuse and mental health problems. This follows the support model of the 'team around the child'.

KENT AGREEMENT 2 Indicators for this priority which the Communities Directorate are also responsible or contribute which also impact on health inequalities:

Indicators for which the directorate is responsible

- NI 40 - Drug Users in effective treatment;

.

Indicators to which the directorate contribute

- NI 39 - Alcohol related hospital admissions (KDAAT)

Trading Standards in the Communities Directorate are also involved in sensible drinking issues as members of the Kent Community Alcohol Partnership.

KCC Libraries and Archives address the alcohol agenda by working with KDAAT (Kent Drugs and Alcohol Team) to promote alcohol awareness- e.g. posters in libraries during alcohol awareness week. Oct 2009.

6.1 In Mental Health

Target 2 (Kent Agreement 2 NI39: Alcohol harm related hospital admission rates)

The link between hazardous drinking/alcohol dependency and poor mental health means that a significant number of harm related admissions are related to mental health problems and poor health outcomes.

- 1 People with a common mental disorder are twice as likely to have a dependency on alcohol than those without an mental health problem, and people with a severe and enduring mental illness are at least three times as likely to be alcohol dependent than the general population (Cornah 2006).
- 2 Alcohol is also associated with the perpetration of violent and abusive behaviour which in turn can lead to poor mental health in the victim.
- 3 A third of suicides in young people are linked to alcohol intoxication and 65% of suicides in the adult population are associated with excessive drinking. (Cornah 2006).
- 4 In adulthood, another study showed that, especially for women, the risk of hazardous drinking increased following two or more stressful life events. (Singleton, 2003).

Mental Health Services prioritise interventions that aim to reduce alcohol harm related hospital admissions and aim to address this in the proposed Kent Dual Diagnosis Strategy. In addition,

appropriate support is being made available in the event of significant life crises which will reduce the onset of alcohol dependency and thus harm related alcohol admissions.

http://www.kent.gov.uk/your_council/how_the_council_works/council_spending/financial_publications/200910_business_plans.aspx

(For other ways to access these documents, please refer to the Appendix 2 at the back of this document)

Kent County Council Directorates' Actions for Priority 6:

| | | |
|---|--|-------------|
| Action. KA2 Target | | Directorate |
| Priority 6. Reducing Substance Misuse and Excessive Alcohol Drinking | | |
| NI 40 | No. of drug users recorded as being in effective treatment | Communities |

Further details about these actions are provided in the Action Plan summary on page 38.

The Way Forward

The government set national target:
‘by 2010 to reduce inequalities in health outcomes by 10% as measured by infant mortality and life expectancy at birth’.
Although statistically infant mortality rates have decreased and life expectancy at birth has increased across the whole population, most areas have seen greater health outcomes across the most affluent areas and smaller health outcomes in the most deprived areas and most vulnerable groups of people. Clearly more needs to be done to successfully reduce the gap in inequalities, demanding further national guidance and support to identify effective ways to tackle these challenges. A post-2010 national review conducted by Sir Michael Marmot will be released in the Autumn of 2009 to advise on national direction to recommend where efforts should be concentrated to maximise potential and effect. The Kent Health Inequalities Working Group intend to implement the recommended outcomes of this report to influence, inform and progress the Health Inequalities Strategy.

Health Inequalities will continue to be addressed and tackled at a strategic and local level, in partnership with others and in conjunction with Kent’s Local Area Agreement. Local Strategic Partnerships and Health and Well-being subgroups remain in a strong position to oversee the delivery of initiatives that tackle health inequalities at a local level and will be a key to engagement and partnership working to ensure that the Health Inequalities Strategy 2009 is deliverable at both strategic and local levels.

Kent Department of Public Health continues to work with County Council colleagues and other partners to promote and develop the importance of the public health and wellbeing

agenda across Kent. All partners are committed to working towards the 6 main priority areas highlighted in Live Life to the Full.

- 1 Reducing health inequalities significantly
- 2 Improving children's mental health and wellbeing
- 3 Improving sexual health and reducing teenage pregnancies
- 4 More adults living healthier lives and preventing more disease
- 5 Enabling more older people to live at home with chronic disease
- 6 Reducing substance misuse and excessive alcohol drinking

In addition, there are some national resources that assist in targeting health inequalities both at local levels, such as:

- Community Health Profiles

http://www.apho.org.uk/default.aspx?QN=HP_FINDSEARCH

And at strategic and local levels, ensuring multi-agency commitment by being embedded in Public Service Agreement (PSA) targets and Local Area Agreement Indicators. The Department of Health's 12 key indicators are a good example:

- The 12 key indicators are:

1a: Age-standardised death rates per 100,000 population for the major killer diseases ages under 75 – Cancer

1b: Age-standardised death rates per 100,000 population for the major killer diseases ages under 75 – Circulatory Diseases

2: Rate of under-18 conceptions

3: Road Accident casualties

4: Number of primary care professionals per 100,000 population

5: Percentage uptake of flu vaccinations by older people (aged 65+)

6: Prevalence of smoking among people in manual social groups

6b: Prevalence of smoking among pregnant women

7: Proportion of those aged 16 who get qualifications equivalent to 5 GCSEs at grades A*-C

8: Proportion of people consuming 5 or more portions of fruit & vegetables per day in the lowest quintile of household income distribution

9: Proportion of households living in non-decent housing

10: Percentage of schoolchildren who spend a minimum of 3 hours each week on high-quality PE and school sport within and beyond the curriculum.

11: Proportion of children living in low – income households

12: Number of homeless families with children in temporary accommodation.

The strategies and plans identified in this strategy document demonstrate the commitment and wide range of initiatives across the County Council Directorates delivered collaboratively with key partners and agencies to reduce health inequalities. The newly formed Health Inequalities Working Group will take this to another level to ensure that the commitment and targeted approach remains vibrant and further but much needed elements of health inequalities can be progressed. This work will include:

- **Effective Targeting**

Ensure Kent adopts a targeted approach, essential to identify the needs of those who currently have the worse health outcomes.

- **Holistic and Partnership working: Housing and Employment**

Continue to work across public, private and voluntary sectors, engaging the public and to address the wider determinants of health, such as housing and employment – fundamental issues and concerns in people’s lives, especially those who are most vulnerable. If we are to make a difference, issues such as lifestyle behaviours, social capital, community cohesion and resilience are also crucial to developing a holistic and partnership approach to tackling health inequalities.

- **Stronger Partnerships**

By harnessing and aligning the efforts and priorities of other key partners in the NHS, district councils and the private and voluntary sectors the extent of health inequalities can be reduced to the benefit of our whole community.

Finally, to re-iterate the objectives of the Working Group:

- Maintain energy and commitment to tackling health inequalities across the County Council and to ensure that the essential principles of this agenda are mainstreamed into the thinking, policy planning and delivery of the County Council’s work.
- Address the key challenges of health inequalities with the aim to reduce inequalities where they are known to exist.
- Identify measurable indicators for each department to prioritise and incorporate in their mainstream activity
- Measure and evaluate progress on reducing inequalities on a regular quarterly basis
- Ensure that the Local Area Agreement outcomes are absorbed into the Health Inequality strategy so that all partners are working to a shared agenda
- Integrate the national framework into Kent’s strategic approach to tackle health inequalities
- Co-ordinate and promote a partnership approach to tackling inequalities at strategic and local delivery level
- Ensure that the Health Inequalities indicators and agenda are focused towards supporting communities.
- Share and learn from good practice identified locally and nationally

The outcomes of the Health Inequalities Working Group will progress, inform and influence the Health Inequalities Strategy for Kent.

Summary of Targeted Actions across Kent County Council working in partnership with others

| Action. KA2 | Target | Baseline | Target | Directorate |
|---|--|----------|--------|--|
| Priority 1. Reducing Health Inequalities Significantly | | | | |
| NI 15 | Serious violent crime rate | | | Communities |
| NI 21 | Dealing with local concerns about anti-social behaviour | | | Communities |
| NI 152 | Working age people on out of work benefits | | | Communities |
| NI 195 | Improved street and environmental cleanliness | | | Environment, Highways Waste Environment, Highways Waste |
| NI 175 | Access to services & facilities by public transport, walking & cycling | | | Highways Waste |
| Priority 2. Improving Childrens Mental Health and Wellbeing | | | | |
| NI 21 | Dealing with local concerns about anti-social behaviour | | | Communities |
| NI 111 | First time entrants to the Youth Justice System aged 10-17 | | | Communities |
| NI 163 | Aged 19+ qualified to at least level 2 | | | Children, Families & Education |
| NI 117 | 16-18 year olds not in education, employment or training | | | Children, Families & Education |
| NI 161 | Learners achieving level 1 qualification in literacy | | | Children, Families & Education |
| NI 51 | Improved street and environmental cleanliness | | | Children, Families & Education |
| NI 55 | Obesity in primary school age children in reception | | | Children, Families & Education |
| NI 110 | Young People's participation in positive activities | | | Children, Families & Education |
| Priority 3. Improving Sexual Health and Reducing Teenage Pregnancies | | | | |

| | | |
|--|---|----------------------------|
| Priority 4. More Adults Living Healthier Lives and Preventing More Disease | | |
| NI 8 | Adult Participation in sport and Active Recreation | Kent Adult Social Services |
| NI 141 | Increase number of people achieving independent living | Kent Adult Social Services |
| NI 187 | Tackling Fuel Poverty | Kent Adult Social Services |
| NI 155 | Number of affordable homes delivered | Kent Adult Social Services |
| Priority 5. Enabling More Older People to Live at Home with Chronic Disease | | |
| NI 125 | Achieving independence for older people through intermediate care | Kent Adult Social Services |
| NI 141 | Increase number of people achieving independent living | Kent Adult Social Services |
| NI 187 | Tackling Fuel Poverty | Kent Adult Social Services |
| Priority 6. Reducing Substance Misuse and Excessive Alcohol Drinking | | |
| NI 40 | No. of drug users recorded as being in effective treatment | Communities |

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Kent Director of Public Health's Annual Report 2007: Inequalities in Health in Kent. Summary Recommendations

| Adult mental Health | Dementia | Disabilities | Alcohol | Drugs | Housing | Carers Health |
|--|--|--|--|---|---|--|
| <p>Complete a comprehensive needs assessment; commissioned 2008</p> <p>Ensure there is a clear mental health promotion strategy (agreed with local authorities for each PCT in Kent</p> | <p>In line with national policy, emphasis needs to be placed on diagnosis and early intervention with a comprehensive strategy setting out training needs of GPs and a range of other health care professionals</p> <p>More emphasis will need to be placed on early interventions and greater investment must be put into preventative services</p> | <p>Framework for Management of Health Disabilities in Primary Care (NHS Primary Care Contracting 2007)</p> <p>Develop a robust protocol for supporting people with Asperger's syndrome and high functioning autisms to ensure they access primary care appropriately. The select committee on autism should pave the way for this.</p> | <p>Facilitate the implementation of the Select Committee Action Plan, which will identify measures to improve services for alcohol misusers.</p> | <p>Increase the number of GP shared-care places to ensure specialist prescribing services are accessible for those who require more intensive interventions</p> <p>Continue to improve performance throughout the Drug Intervention Programme and ensure the service is fully integrated with the Integrated Drug Treatment System and the community treatment system to maximise benefits for offenders requiring access to drug treatment</p> | <p>Improve information sharing between the partner agencies to ensure needs are identified and the right housing-related support is commissioned</p> <p>Monitor the links between housing, health and social care in order to reduce inequalities and ensure that services are commissioned that enable vulnerable individuals to live in their own homes</p> | <p>Services should be developed to deliver the five point priority areas detailed in the report.</p> <p>Primary care to take an active role in health promotion for carers, including annual health checks and flu vaccinations</p> <p>Carers to be recognised as an 'at risk' group who experience significant health inequalities</p> <p>A health and social care joint commissioning strategy for carers' services</p> <p>Better support for carers in paid employment</p> <p>Development of a multi-agency Kent adult carers' strategy and action plan</p> |
| <p>Complete an audit of provision of access to psychological therapies and primary care interventions to ensure equity of services</p> <p>Ensure that users and stakeholders are involved in development of services</p> | <p>Early interventions that are known to be cost effective need to be commissioned across Kent to improve the wellbeing of our older people with dementia.</p> | <p>Develop and agree care pathways, where these are not yet in existence, for people with specific impairment.</p> <p>Increase the numbers of disabled people to register with NHS dentists</p> <p>Strengthen mechanisms to see the views of disabled people about services</p> <p>Improve access to interpreting services for deaf people</p> <p>Valuing people Better Health Action Plan</p> | | <p>Improve access to on-site hepatitis testing and vaccinations</p> | | |

Appendix 2

REFERENCE TO DOCUMENTS.

Communities Vision.

Copies of Communities Vision are available by contacting Hayley Rose,
Kent County Council, Communities Directorate, Invicta House, County Hall,
Maidstone, Kent ME14 1XX . Telephone: 01622 221149

Appendix 3

The Kent Agreement

The Kent Agreement 2 is the current Local Area Agreement for Kent. It represents key partners and stakeholders working together to achieve a common commitment to improve the wellbeing of the Kent population. For 2008-2011, the Kent Agreement Outcomes include 22 indicators which make positive contributions to tackling health inequalities. These are as follows:

Economic Success – Opportunities for All

- NI 152 Working age people on out of work benefits
NI 163 Proportion of those aged 19+ qualified to at least level 2

Learning for Everyone

- NI 117 16-18 year olds who are not in education, employment or training
NI 161 Learners achieving a Level 1 qualification in literacy

Improved health, care and wellbeing

- NI 39 Rates of Hospital Admissions per 100,000 for Alcohol related Harm
NI 40 Number of drug users recorded as being in effective treatment
NI 51 Effectiveness of child and adolescent mental health (CAMHs) Services
NI 55 Obesity in primary school age children in Reception
NI 120 All age all cause mortality rate (All persons)
NI 125 Achieving independence for older people through rehabilitation/intermediate care

Stronger and Safer Communities

- NI 15 Serious violent crime rate
NI 21 Dealing with local concerns about anti-social behaviour and crime by the local council and police
NI 32 Repeat incidents of domestic abuse
NI 111 First time entrants to the Youth Justice System aged 10-17
NI 195 Improved street and environmental cleanliness (levels of litter, detritus, graffiti and fly posting)

Enjoying life

- NI 8 Adult participation in sport and active recreation
NI 110 Young People's participation in positive activities

Keeping Kent Moving

- NI 175 Access to services and facilities by public transport, walking and cycling
NI 47 People killed or seriously injured in road traffic accidents

High Quality Homes

- NI 187 Tackling fuel poverty
NI 155 Number of affordable homes delivered
NI 141 Percentage of vulnerable people achieving independent living

After 2011, the Kent Agreement will not continue in its current form and will be superseded by a Partnership Agreement that will agree the strategic outcomes of the Vision for Kent. These outcomes will be delivered within a framework of 3 ambitions:

- Create Fair Employment and Good Work for All
- Ensure Healthy Standards of Living for All
- Create and Develop Healthy and Sustainable Places and Communities.

By: Paul Wickenden, Overview, Scrutiny and Localism Manager
To: Environment, Highways and Waste Policy Overview and Scrutiny Committee - 18 January 2011
Subject: **SELECT COMMITTEE - UPDATE**
Classification: Unrestricted

Summary: This report advises Members on the progress of the Select Committee on Renewable Energy and invites further suggestions for future Select Committee Topic Reviews.

Select Committee: Renewable Energy

1. (1) The Select Committee report on Renewable Energy was received by the Cabinet on 29 November and considered by the County Council on 16 December 2010. The focus of the report was welcomed and the Select Committee thanked for its work.

(2) A copy of the executive summary is attached for Members information.

(3) In accordance with the monitoring process for Select Committee reports as set out in the Constitution, this Policy Overview and Scrutiny Committee will receive an action plan for the recommendations at their March/April meetings.

Select Committee topic review programme

2. The Select Committee work programme consists of the following:-

- Educational Attainment of Pupils and Schools in Areas of High Deprivation – which is due to start its work shortly.
- Dementia – inaugural meeting on 5 January 2011.
- The Student Journey – due to start its work in Spring 2011.

Suggestions for Select Committee Topic Reviews

3. If Members have any suggestions for Select Committee topic reviews could they please contact Karen Mannering, Democratic Services Officer for this POSC.

Recommendation

4. Members are asked to note the Select Committee update and to advise the Democratic Services Officer of any further items that they would like to suggest for inclusion in the topic review programme.

Denise Fitch
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Background Information: *Nil*

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RENEWABLE ENERGY IN KENT

Select Committee Report – Executive Summary 2010

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Chairman's Foreword

Until the early 18th century virtually all the energy used by mankind came from renewable resources. Between them water, wind, wood and muscle provided the power for home and industry. The age of fossil fuels began as the population grew and the industrial revolution gathered force. Renewable energy could no longer keep pace with demand and the intermittent nature of many renewable energy sources became more and more of a problem. Three hundred years later these same issues are with us once again as the availability of fossil fuels declines and worries about what we now call energy security increase.

So far as electricity is concerned, a bigger and smarter grid can mitigate the problems to some extent; but it is not a cost free option and as the proportion of renewable generation increases we will inevitably see a time when overall generating capacity has to increase to meet the same level of demand. Even today 1 megawatt of wind energy cannot fully replace 1 megawatt of energy derived from fossil fuels, principally because it cannot be switched on and off as demand varies because it is dependent on how strongly the wind blows or the sun shines.

There is clear public support for renewable energy in Kent. If this is to be maintained it is vital that the case for it is not overstated. The Committee's view is that renewable energy resources are a useful addition to the energy mix available to help meet the problems of future energy security. They are not at present a panacea enabling us to meet all future energy requirements.

Most forms of renewable energy are not at present intrinsically cheaper than more conventional fuels; if anything the reverse is true, but this is likely to change as the supply of fossil fuels inevitably declines and renewable energy technology improves.

In 2009 Kent County Council spent just under £24 million on buying energy. It is clear to us that this figure could be reduced substantially over the next few years by adopting a judicious mixture of improvements in energy efficiency and the exploitation of the subsidies available for the use of renewable energy. The county would simultaneously benefit from clear environmental improvements. The same is true for industry and households in Kent.

The availability of good advice is vital to such a goal; but it is unusually hard to come by in this field. Too many of those offering advice see themselves as prophets of good practice or have a pecuniary interest in the technology they advocate. Therefore we believe that building KCC's in house knowledge-base and that of the county as a whole is vital to achieving success.

Just as certainly we now face the prospect of very real financial penalties if we fail to reduce our environmental impact.

In the Committee's view the County Council now has a rare opportunity to exploit a situation in which financial, environmental and service considerations all point in the same direction. We would be foolish not to take

it.

May I thank all those who gave evidence to the Committee. Without them there could have been no report.

Keith Ferrin
Chairman, Renewable Energy Select Committee

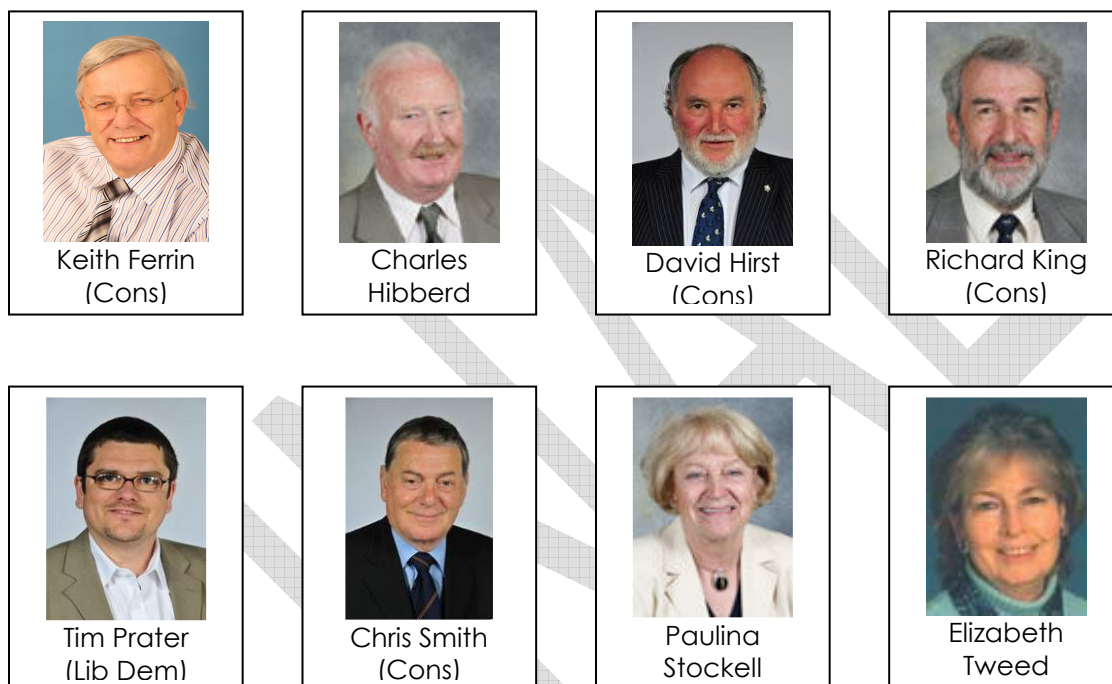
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I EXECUTIVE SUMMARY

1.1 Committee membership

1.1.1 The Select Committee comprised eight Members of the County Council; seven Conservative and one Liberal Democrat.

Kent County Council Members (County Councillors):



1.2 Terms of Reference

1.2.1 To determine existing and emerging national and local policies and strategies with regard to renewable energy and their effect on Kent.

1.2.2 To establish a baseline position and future projections for Kent with regard to energy requirements, generation and distribution including the contribution from renewable energy.

1.2.3 To identify key challenges as well as opportunities in relation to renewable energy in Kent.

1.2.4 To Identify and explore the views of suppliers and consumers in relation to renewable energy.

1.2.5 Having considered the above, to make recommendations which will contribute to increased energy efficiency, energy security and prosperity for Kent residents and businesses as well as supporting the national transition to a low-carbon future.

1.3 Definition of Renewable Energy

1.3.1 Renewable energy, which is replenished by natural processes as it is used, is defined by the EU as energy from: 'non-fossil energy sources (wind, solar, geothermal, wave, tidal, hydropower, biomass, landfill gas, sewage treatment plant gas and biogases).'¹

1.4 Evidence gathering

1.4.1 The Select Committee trialled an alternative format for its evidence gathering and following initial desk research, approached a number of organisations for written evidence. Whilst awaiting responses, the Research Officer sought informal advice and information from KCC Officers. After studying the written material submitted, the Committee invited community groups and members of the public to give their views in writing, interviewed a number of individuals in person, carried out visits, attended conferences and circulated a questionnaire to Kent schools.

1.4.2 A list of the witnesses who submitted written evidence is shown as Appendix 2. A list of witnesses attending hearings is at Appendix 3. Details of visits carried out are at Appendix 4 and results of the schools questionnaire, which received 47 responses, are at Appendix 5.

1.5 Reasons for establishing the Select Committee

1.5.1 The Select Committee was established by the Environment, Highways and Waste Policy Overview Committee following suggestions put forward by Dr Linda Davies, Director of Environment and Waste and Mr David Brazier, Council Member.

1.5.2 The review has considered:-

- Data on energy generation, consumption and distribution;
- The role of energy efficiency and renewable energy in increasing security of energy supply and reducing harmful carbon emissions;
- Kent's capacity for different types of renewable technology and factors affecting its development;
- The opportunities arising from the development of a new industry.

¹ EU Directive 2001/77/EC amended and subsequently repealed by Directives 2003/30/EC and 2009/28/EC

1.6 Key findings

1.6.1 For Kent to gain maximum benefit from the transition to a low-carbon economy, it must welcome new ideas and technologies and encourage investment. It can do this by creating a favourable planning and regulatory environment; ensuring the right infrastructure is in place; that businesses are sustainable as well as geared up and ready to play their part and that people with the right skills are 'grown' locally.

1.6.2 In April 2010, the government's introduction of a Feed-in Tariff to incentivise small-scale (up to 5MW) renewable electricity generation meant that technologies which were already desirable on environmental and energy security grounds became economically attractive. A change in legislation on the local authority sale of surplus electricity to the grid means that local authorities as well as communities and residents can make immediate savings on energy bills; earn income from long-term investment in clean energy supplies and contribute to national targets for carbon reduction and renewable energy generation.

1.6.3 Being energy efficient, and reducing the amount of energy we use is no longer a choice but a necessity. Energy efficiency alone, however, will not be enough to make the deep cuts in carbon emissions that are required and renewable, or other low-carbon energy schemes will be required in order that Kent County Council does not incur penalties.

1.6.4 There are clear advantages to Kent County Council 'leading by example' with its own activities and operations, and assisting others in Kent to contribute and to benefit. KCC Commercial Services is well placed to develop further its expertise and services in this field.

1.6.5 Very substantial cost savings are possible, using a combination of behaviour change, building adaptation and energy efficiency as shown by the example of St Peter's Church of England Primary School Aylesford..

1.6.6 Kent is rich in community groups and individuals who are passionate about the environment and keen to pursue ideas for low-carbon living and greater energy self-sufficiency. With a small amount of support to get projects 'off the ground', such groups can be enabled to grow and thrive thus creating local resilience to a changing climate; greater community cohesion; and a network for sharing energy saving ideas and best practice across the county.

1.6.7 As well as being ideally located to exploit renewable energy from the sun, wind and perhaps in future, the tides, Kent is lucky to have large areas of unmanaged, or undermanaged woodland that can be brought back into

coppice-management in order to achieve sustainable local supplies of wood fuel. There are multiple benefits to be gained from coppice-management such as increased biodiversity, rural employment, improved access to the countryside and a reduced need for imported wood fuel.

1.6.8 The decarbonisation of transport will require continued advances in vehicle technology, but perhaps more importantly, a cultural shift in the way people view their cars, and the journeys they make. KCC can, by its actions, help to pave the way for future changes.

1.6.9 The successor to KCC's 'Towards 2010' strategy document: 'Bold Steps for Kent' – will focus on growth in the Kent economy, tackling disadvantage and inspiring communities. The Select Committee believes that all three of these aims will be underpinned by the successful transition to a low-carbon economy in Kent and the recommendations of this committee will seek to support them.

1.7 Recommendations

1. That KCC works with Kent District and Borough Councils and others to agree a Low Carbon and Renewable Energy Strategy for Kent. to enable the uptake of the most appropriate low carbon technologies. (page 107)
2. That a Member Champion for Low-Carbon and Renewable Energy is appointed to promote the implementation of the Strategy and report back to Cabinet and the Cabinet Climate Change Working Group on progress. (page 107)
3. That KCC develops the existing expertise within KCC and Commercial Services (LASER) and builds capacity in order to ensure that the Council has access to sound, unbiased advice when taking energy efficiency and renewable energy schemes forward. (page 69)
4. That KCC sets up new delivery mechanisms as appropriate in order to take advantage of emerging opportunities, allied to but separate from LASER, e.g. Energy Services Company (ESCO). (page 69)
5. That KCC capitalises on opportunities in its own estate, and works with local authorities, energy network companies, landowners and prospective investors to ensure that a proactive approach is taken to the identification of sites for renewable energy schemes in the county, in order to encourage and enable investment. (page 107)
6. That KCC reconfigures the Energy and Water Investment Fund, with a longer payback period, to enable continued provision of capital funding for energy efficiency measures in the estate and to allow for the longer-

term investment required for the installation of renewable energy systems.(page 66)

7. That KCC facilitates access to emerging financial mechanisms, such as the new Green Deal and the Green Investment Bank, whereby schools, businesses and householders in Kent can take advantage of loan funding to pay for the installation of renewable energy and energy efficiency systems on suitable properties, with repayments and term set to achieve a net saving in energy costs for the property and a reasonable rate of return over the period of the loan to investors (on a 'Pay as you Save' basis). (page 71)
8. That KCC substantially drives down energy consumption in its estate. Each Directorate should be required to take action to improve energy efficiency and encourage behavioural and other changes; Building User Groups should have 'energy usage and energy efficiency' as an agenda item at every meeting. (page 28)
9. That KCC implements an immediate review of its properties to assess their suitability and develop strategies for the installation of renewable technologies, particularly photovoltaic (PV) panels, and encourages District and Borough Councils, housing providers, emergency services, health institutions and other targeted businesses to do the same in their estates, taking advantage of current incentives, in order to reduce energy costs; generate income and catalyse the acceptance of renewable technologies in the wider community. (page 63)
10. That KCC uses energy display devices in prominent locations on its estate to encourage energy efficient behaviour (including where renewable energy installations are put in place, to increase awareness of the technology, the energy generation and the carbon-savings). (page 76)
11. That KCC lobbies the Department for Education to require schools to work with KCC to fulfil its CRC commitments and creates a direct incentive for schools to drive down their energy use and carbon emissions, using a range of behavioural, energy efficiency and renewable energy options. (page 34)
12. That KCC works with public agencies and approved suppliers, to provide a package of advice and support to schools, to enable them to benefit from energy efficiency work and renewable energy installations, at no net cost to the school or to KCC. (page 69)
13. That, provided currently agreed procurement criteria are met, KCC considers giving preference, for the procurement of goods and services, to

businesses who obtain accreditation through the South East Carbon Hub. (page 110)

14. That KCC lobbies government, on planning issues, to:

- promote developments with a mixed heat demand suitable for district heating systems, which should be incorporated wherever possible.
- relax planning control for domestic renewable energy installations on listed buildings and properties affecting conservations areas where this does not detract from heritage objectives. (page 86)

15. That KCC consults with District, Borough and other councils in Kent to determine what is needed to assist local authority planners and developers in making planning decisions relating to renewable energy applications, e.g. training, or an interactive planning tool. (page 86)

16. That KCC supports low-carbon community groups in the county by facilitating access to existing support and providing small grants of up to £5000 for advice or to assist with feasibility studies. (page 71)

17. That KCC, working with District and Borough Councils ensures that Kent communities, including schools, businesses and households have access to clear and current information on energy efficiency and renewable energy opportunities, taking into account the Feed-in Tariff and any subsequent incentives. (page 77)

18. That KCC should work with organisations such as the Forestry Commission and Natural England, to invest in the sustainable production of wood fuel, through the regeneration of coppicing in Kent, by:

- Providing marketing expertise.
- Encouraging apprenticeships for young people wishing to enter the industry.
- Investigating the provision of a number of collection/chipping/distribution facilities, possibly based at recycling centres
- Ensuring that, where possible, newly designed KCC buildings include biomass boilers. (page 56)

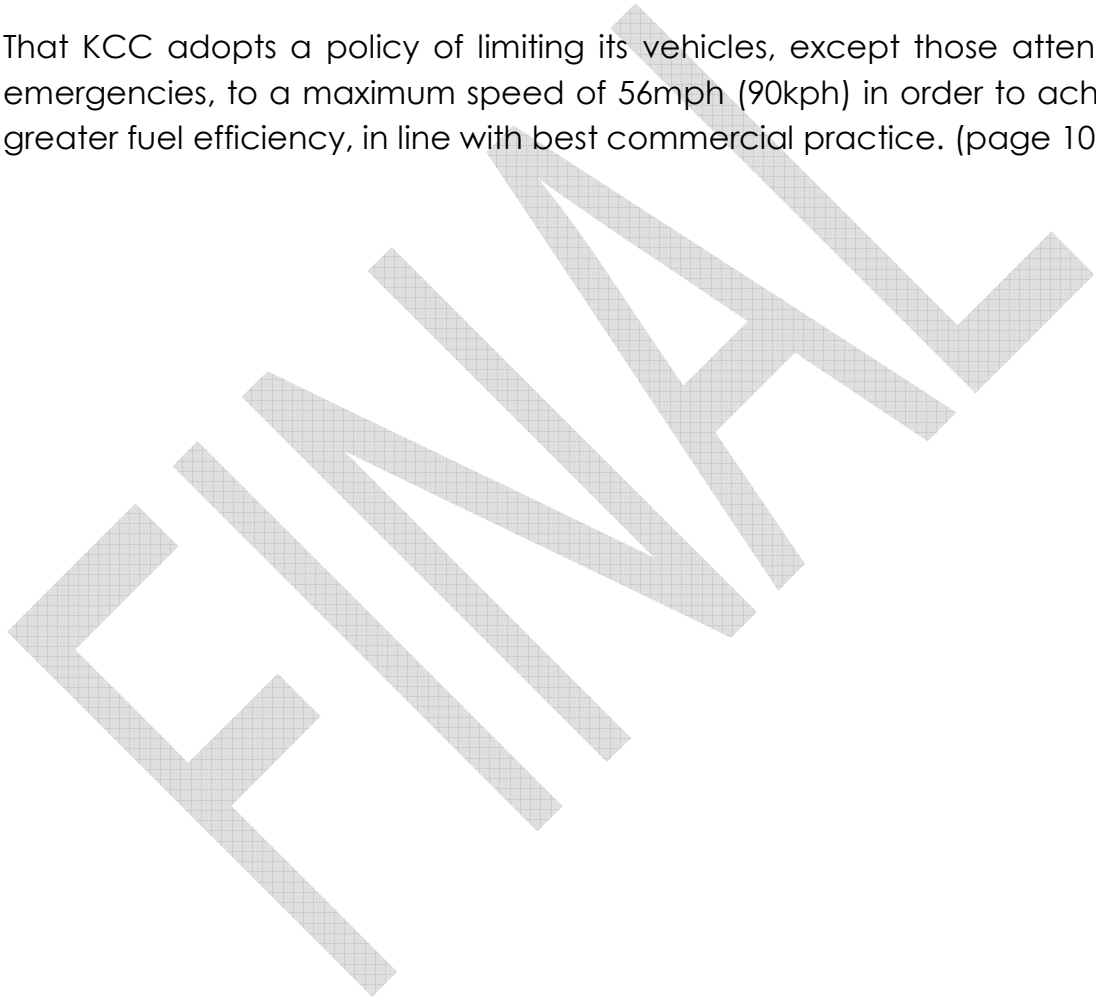
19. That, in view of the need for the UK to have a long term, sustainable mix of power supplies and due to the intermittent nature of some renewable energy sources, KCC presses for the provision of new generation low

carbon power stations so that there is adequate back up capacity to cope with demand peaks, providing security of supply. (page 91)

20. That KCC works with others, including District and Borough Councils, Network Rail and supermarkets, to assess the viability of establishing a network of public electric vehicle charging points in Kent. (page 99)

21. That KCC regularly surveys its own vehicles, and business journeys to: identify (and review) work patterns in order to minimise business mileage and to prepare for the availability and purchase of electric vehicles, where appropriate. (page 100)

22. That KCC adopts a policy of limiting its vehicles, except those attending emergencies, to a maximum speed of 56mph (90kph) in order to achieve greater fuel efficiency, in line with best commercial practice. (page 100)



ACKNOWLEDGEMENTS

The Select Committee would like to thank the KCC Officers, individuals and organisations who gave up their time to assist with this review. This includes those who have attended hearings, submitted written evidence, provided informal advice, hosted visits or completed questionnaire surveys. Thanks are also due to individuals whose offers to host visits could not be taken up due to time constraints.

All the information received, whether or not it has been included in the final report, has contributed to the Select Committee's knowledge and appreciation of the issues.

Particular thanks are due to Neil Hilkenne and Carolyn McKenzie who acted as Lead Officers for the Review and to Mr David Brazier who provided a report on his Study Tour to Austria.

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