

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

Tuesday, 22nd November, 2011

10.00 am

Darent Room, Sessions House, County Hall, Maidstone





AGENDA

ENVIRONMENT, HIGHWAYS AND WASTE POLICY OVERVIEW AND SCRUTINY COMMITTEE

Tuesday, 22nd November, 2011, at 10.00 am Ask for **Karen Mannering**
Darent Room, Sessions House, County Hall, Telephone **01622 694367**
Maidstone

Tea/Coffee will be available 15 minutes before the meeting

Membership (12)

Conservative (11): Mr D A Hirst (Chairman), 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, Ms A Hohler and Mr M J Northey

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- 27 September 2011 (Pages 1 - 10)
- A5 Cabinet Member's Update (Oral Report)

B. PERFORMANCE REVIEW ITEMS FOR INFORMATION

Members are requested to inform the Chairman should they have a question relating to Items B1 and B2. Any such questions will be dealt with immediately prior to the close of the meeting or in writing.

- B1 Financial Monitoring 2011/12 (Pages 11 - 14)
- B2 Revenue Budget 2012/13 and Medium Term Financial Plan 2012/13 to 2014/15 (Pages 15 - 24)

C. ITEMS FOR DISCUSSION

- C1 Kent Environment Strategy (Pages 25 - 34)
- C2 Natural Environment White Paper and development of Local Nature Partnership for Kent (Pages 35 - 38)
- C3 Recommended Marine Conservation Zones (Pages 39 - 42)
- C4 A Sensible Approach to Supported Bus Services (Pages 43 - 46)
- C5 A Common Sense Plan for Safe and Sensible Street Lighting (Pages 47 - 52)

D. SELECT COMMITTEE UPDATE

- D1 Select Committee - update (Pages 53 - 54)

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
(01622) 694002

Monday, 14 November 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 Tuesday, 27 September 2011.

PRESENT: Mr D A Hirst (Chairman), Mr N J Collor, Mr J M Cubitt, Mr M J Harrison, Mr W A Hayton (Substitute for Mr J D Kirby), Ms A Hohler, Mr S J G Koowaree (Substitute for Mr M B Robertson), Mr S Manion, Mr R F Manning, Mr R A Pascoe, Mrs E M Tweed and Mr A T Willicombe (Substitute for Mr M J Northey)

ALSO PRESENT: Mr D L Brazier

IN ATTENDANCE: Mrs C Arnold (Head Of Waste Management), Mr J Burr (Director of Highways and Transportation), Mr P Crick (Director of Planning and Environment), Ms T Easdown (Customer Standards Officer), Ms D Eden-Green (Project Manager, Communication & Engagement), Mr D Latham (Roadworks & Enforcement Manager), Mrs C Valentine (Highway Manager) and Mrs K Mannering (Democratic Services Officer)

UNRESTRICTED ITEMS

41. Declaration of interests by Members in items on the Agenda for this meeting
(Item A3)

Mr Hirst declared an interest in Item C1 as a working surveyor called upon at times in relation to damages/claims in respect of that item.

42. Minutes - 5 July 2011
(Item A4)

(1) The Chairman referred to paragraph 32 (6)(c)(i), and stated that the Cabinet Member had requested the referral of an item to the Budget IMG as part of the current budget considerations. Members were asked to support a review of the proposed future evaluation criteria for bus subsidy by the IMG prior to submission to the POSC.

(2) RESOLVED that:-

- (a) the review of the criteria for bus subsidy be supported; and
- (b) the Minutes of the meeting held on 5 July 2011 are correctly recorded and that they be signed by the Chairman.

43. Dates of Meetings - 2012

(Item A5)

RESOLVED that the following dates for meetings of the Committee in 2012, commencing at 10.00am, be agreed:-

Thursday, 12 January

Wednesday, 4 April

Thursday, 5 July

Thursday, 20 September

Thursday, 15 November

44. Cabinet Member's Update

(Item A6)

(1) Mr Brazier submitted Mr Sweetland's apologies for the meeting, and gave a verbal report on the following issues:-

Planning & Environment

Minerals & Waste Development Framework; National Planning Policy Framework; Local Development Frameworks (LDFs); Community Infrastructure Levy.

Waste Management

Review of Household Waste Recycling Centres

Highways & Transportation

New Contract with Enterprise; Resurfacing (Surface Treatments and Machine Surfacing) and Footway Improvements – Surface Treatments, Winter Damage Works, Machine Surfacing and Footway Improvement Programme.

(2) Mr Burr was to give a verbal update on August performance in Highways & Transportation. However, in order to avoid debate being limited on other items, the update would be circulated to Members.

(3) RESOLVED that:-

- (a) Mr Brazier's update be noted and copies circulated to Members of the Committee; and
- (b) an officer report used by Mr Burr's Senior Management Team to review the key performance measures in Highways & Transportation be circulated to Members of the Committee.

45. Financial Monitoring Report 2011/12

(Item B1)

(1) Members were asked to note the first quarter's full budget monitoring report for 2011/12 reported to Cabinet on 19 September 2011. The approved A-Z of budgets had been realigned for the first quarter's budget monitoring to reflect the new portfolio

responsibilities and new directorate structures to give a new starting position for the year.

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

- (a) Mrs Tweed expressed concern with remarks made relating to the Drivers Roundabout, J9 and Footbridge, and certain design aspects relating to the footbridge. Mr Burr stated that there was not a problem with the footbridge, but certain changes made during construction would affect the cost. Mr Burr undertook to explain in more detail to Mrs Tweed following the meeting, if she so required.
- (b) Ms Hohler referred to the budget for winter salting runs. Having had such heavy snowfall over the last 2 years, should that not be reflected in the budget, and adjusted accordingly. Mr Burr undertook to discuss the issue with Ms Hohler direct.
- (c) Mr Harrison expressed concern over the layout of the report and stated that a brief explanation prior to debate would have been helpful. Mrs Arnold gave a brief outline of the new portfolio format which had been adopted by all POSCs.

(3) RESOLVED that the budget variations for the EHW Portfolio for 2011/12 based on the first quarter's monitoring report to Cabinet, be noted.

46. Reducing Congestion (Management of Road Works)

(Item C1)

(1) The report addressed questions raised by a member for inclusion in September's Policy Overview and Scrutiny Committee. The questions under the broad header of 'Reducing Congestion' were as follows:-

- The policy of the water company running large district to district water pipelines under roads.
- Unnecessary road openings or openings left un-worked for many days.
- The health and safety factors used in deciding on road closure. Who decided?

Part of the answer to the questions was progress made with the Kent Permit Scheme in its first year and part lay in national legislation and codes of practice. Key facts and references to the Kent Permit Scheme annual report and national legislation would be made in the report.

(2) Work carried out on the highway, whether by utility companies or Kent as the Highway Authority, could unavoidably cause disruption to highway users. It was necessary to balance the rights that people had to access services against the right to use the highway. The various Acts in national legislation sought to balance the rights, enabling the Highway Authority to Co-ordinate work to minimise disruption to the travelling public, but equally to allow the statutory undertakers to carry out what was required of them by statute.

(3) Kent utilised the very latest legislation and approached, with the Kent Permit Scheme, to drive improvement in how work on the highway was carried out. The first year report for the permit scheme showed several areas of improvement. Kent was the first authority in the UK to have a permit scheme approved. The Kent Permit Scheme was made statute and law operative from 25 January 2010.

(4) On 22 August 2011 the Government announced the start of a consultation on its new Lane Rental proposals. In essence it was an additional tool to provide an incentive to companies working on the highway to complete work at less disruptive times and in a quicker and more effective way. A quote from the consultation referring to road works was:- “Although the Government understands that such works are essential they do cause significant disruption to road users and local communities, and so is determined to reduce the adverse impacts of these works.”

(5) Specifically, the Kent Permit Scheme had enabled Kent Highway Services to better co-ordinate the timing of Road Works, so that gas, water, telecoms, electricity companies and its own works were on the same part of the road at the same time, thereby reducing the number and duration of Road Works and minimising their impact on motorists and other road users.

(6) KCC Highways and Transportation were keen to formally explore the possible benefits of the newly suggested Lane Rental trial. It would further incentivise those working on the highway at the most difficult locations to do so as quickly and with as little inconvenience as possible. Kent was looking positively at the potential of the proposal.

(7) RESOLVED that the report be noted.

47. EHW Annual Complaints, Comments and Compliments Report 2011 (Item C2)

(1) The report provided information on customer feedback received during 2010/11 and gave examples of where analysis of the data had led to service change across the Directorate. The report also outlined trends, the source of feedback, overall performance on handling complaints, diversity data and an update on Local Government enquiries.

(2) Across EHW, 1694 compliments were received from April 2010 to March 2011 compared to the same time period in the previous year when 1655 compliments were received. This represented a 2% increase in compliment volumes with Kent residents complimenting the Directorate on the way Highways and Transportation managed the winter service, pothole repairs, the calibre of staff and the speed of response.

(3) Looking at complaint volumes, 2272 complaints were received from April 2010 to March 2011 compared to the same time period in the previous year when 1641 were received. These were predominately received by the three service areas that had higher customer contact (or customer footfall) – Highways & Transportation, Country Parks and Waste Management. No complaints were received within Integrated Strategy & Planning.

(4) A number of factors contributed to the increase including the severe weather conditions experienced across the county in December 2010 which had an impact on Kent roads and led to subsequent issues relating to the winter policy, potholes and insurance claims. Feedback was also received on car parking charges at the Country Parks and the twin axle policy/height barriers/walking waste onto the sites at the Household Waste Recycling Centres.

(5) An important part of the analysis around customer feedback (particularly looking at trends) is to identify those things that are causing customer dissatisfaction and then implementing service improvements that make a difference to the residents of Kent.

(6) This was a key focus for EHW throughout 2010/11 with several customer focused improvements being implemented which made a difference to the customer experience when they interacted with the Directorate and KCC overall.

(7) Keeping customers informed of progress is also important and looking at response times, 99.6% of customers received an acknowledgement within 3 working days and 92% received a full response within 20 working days. 1576 (69%) of customer feedback was initially received through the Contact Centre.

(8) During discussion the following issues were raised:-

- (a) Mr Willicombe (i) asked if salt bins would be filled prior to the bad weather; and (ii) referred to work carried out on Sterling Road, as a result of severe weather, which had caused road breakage resulting in potholes. The road was due to be thin surfaced but was not carried out due to gas works taking place. Mr Willicombe asked whether the work would be completed. Mr Burr (i) confirmed that all salt bins would be filled prior to winter; and (ii) stated that thin surfacing work was weather susceptible and some schemes needed to be delayed. However, all schemes programmed would be carried out.
- (b) Mr Harrison stated that Street lighting was not mentioned and referred to the former system of posting stickers on columns. Mr Burr stated that there very few complaints relating to street lighting and he would ask the Street Lighting Manager to contact Mr Harrison direct to discuss.
- (c) Mr Manion requested a geographical spread of complaints. Mrs Easdown stated that records were maintained geographically, area by area, and would supply the relevant information direct.

(9) RESOLVED that the report be noted.

48. Connecting with Communities - 2010/11 Annual Report on Consultation, Engagement and Involvement Activity in Environment, Highways and Waste (Item C3)

(1) The purpose of the report was to update Members on the activities that took place between 1 April 2010 and 31 March 2011 to consult, engage and involve all those who were interested in, or involved with, our services. It also informed

Members on both existing and future work and highlighted the changes the Council intended to make to further embed and extend engagement processes.

(2) Work would continue during 2011-12 and three particular priorities would be:

- Undertaking a rigorous and mandatory assessment of all consultation, engagement and involvement proposals at a very early stage, in order to identify those projects that were not a priority and would not be pursued, and also those that were a priority and did not just need to be done, but need to be done in a demonstrably exemplary manner.
- Exploring how digital technologies could be better deployed, to make engagement work cheaper, quicker, more responsive, more relevant and more convenient for residents and businesses.
- Using every opportunity to keep down the costs of consultation exercises; minimise duplication and to make best use of the analysis and information that was collected.

(3) During debate Mr Manion asked for confirmation that sections of the County would not be excluded from KCC's communication/access strategy; some residents did not have the internet, and some parts of the County did not have adequate broadband provision. Ms Eden-Green undertook to reply to Mr Manion direct.

49. Winter Service Policy 2011/12

(Item C4)

(1) Further to Minute 39 of 5 July 2011, the allocated budget for winter service for 2011/12 was £3,159,581. As in previous years the weather forecast service would be provided by Meteogroup and the ice prediction service by Vaisala Ltd. The three year contract for the weather forecast service expired next year and arrangements would be made to go out to tender for a new three year contract.

(2) The Winter Service Policy was set out in the Appendix to the report. Members' attention was directed to section 7.4.2 which set out the arrangements for parish councils to purchase salt bins. The Winter Service Plan had been updated and discussions had been had with the new contractor Enterprise plc to ensure that plans were aligned. As reported in July, an initial screening had been carried out on the winter service policy and work was in progress for a full impact assessment to be made, the results of which would be reported to a future meeting of the POSC

(3) The Winter Service Policy and Plan set out Highways and Transportation's arrangements to deliver a winter service across Kent. Both documents had been updated and revised, including the provision for parish councils to purchase, manage and maintain salt bins.

(4) During discussion the following issues were raised:-

- (a) Mr Harrison stated that not all Divisions had Parish Councils, and asked if traders and other groups would be able to purchase salt bags. Mrs Valentine offered to speak to Mr Harrison direct, but had received such requests from Town Councils.

- (b) Mr Harrison asked what the position was relating to on-costs if a Member had funded a salt bin for 2011/12 from the Member Highway Fund. Mrs Valentine stated that the charge included some future fills, after which Highways and Transportation took on responsibility for further fills.
- (c) Mr Manion referred to the absence in the policy of snow fencing. Mrs Valentine stated that it would be put in place if it was felt necessary.
- (d) Mr Manning asked
- In relation to snow clearance who was responsible for implementing the works and when. Mrs Valentine stated that it depended on when the bad weather was expected, but H&T worked closely with the District Councils.
 - Who notified the farmers when they were needed to work and what was required. Mrs Valentine stated that farmers were given pre-set routes at the start of the season, and following a recent Parish Councils Seminar, Parish Councils would act as co-ordinators.
 - In relation to the Member Highway Fund, a list of charges would be useful i.e. for salt bins, shovels, etc. Mrs Valentine stated that if further supplies were needed engineers were available to advise Members of procedure.
- (e) Mr Collor asked if Town Councils could purchase salt bins in the same way as Parish Councils; and also referred to the colour of bins. Mrs Valentine stated that Town Councils could purchase bins, and different colours helped to differentiate between KCC bins and Parish Council bins. There were brochures available that detailed where bins could be purchased and colour choice.
- (f) Mrs Tweed referred to a previous discussion that had taken place with regard to the provision of salt bins for schools, and asked if there had been any development. Mrs Valentine had had meetings with education, and stated that such a decision was a matter for individual headteachers. Assistance was available in terms of what was required.
- (g) Mrs Tweed referred to National Cycle Route 18 – complaints had been made as to the absence of any salt bins or gritting along the route. Mrs Tweed asked if something could be done to improve the situation, including other urban roads. Would it be possible to use the Member Highway Fund to help. Mrs Valentine stated that it would be, and undertook to discuss routes with Mrs Tweed direct.
- (h) Mr Cubitt requested confirmation that salt bins provided through the Member Highway Fund, and those provided by Parish Councils, were the same provided they met the criteria. Mrs Valentine confirmed that they were.

(5) RESOLVED that the Winter Service Policy and Plan as amended September 2011, be agreed.

50. Select Committee - update

(Item D1)

(1) The report updated Members on the following reviews which were underway – Dementia; Educational Attainment at Key Stage 2; and The Student Journey.

(2) A proposal for a Select Committee topic review on Domestic Abuse would be submitted to the Scrutiny Board in November for their approval.

(3) RESOLVED that:

(a) the review work currently underway be noted; and

(b) Members advise the Democratic Services Officer of any topics which they would like to put forward for consideration for inclusion in the future Select Committee Topic Review Work Programme.

EXEMPT ITEMS

(The following is an unrestricted minute of matters which the POSC resolved under Section 100A of the Local Government Act 1972, the press and public should be excluded from the meeting on the grounds that they involve the likely disclosure of exempt information as defined in paragraph 3 of Part 1 of Schedule 12A of the Act.)

51. Review of the operation of Household Waste Recycling Centres in Kent

(Item 1)

(1) Further to Minute 25 of 8 April 2011, the aim of the review was to identify the right level of HWRC service for Kent residents at the right cost. An Informal Member Group was established to guide the officer review and consisted of:

John Cubitt (chair),
Mike Harrison,
Steve Manion,
Malcolm Robertson, and
Elizabeth Tweed

(2) The group held three meetings and visited some of the HWRC sites to examine the current provision and the issues surrounding the sites, including opportunities to make savings in the service. The report included their findings and recommendations on improving the cost effectiveness of the service. The review examined the current provision and location of HWRCs, their operating policies, the potential for increasing income, as well as the options for making savings.

Current provision and location

(3) As the waste disposal authority for Kent, KCC had a statutory obligation under the Environmental Protection Act 1990 “for places to be provided at which persons resident in its area may deposit their household waste and for the disposal of waste so deposited”. However, it did not specify how many sites that might be or the ratio of

sites to households or length of travel. Currently most of the population of Kent was within a 20 minute drive to a HWRC. Kent had 19 HWRCs, of which 6 were co-located with waste transfer stations.

Operating policy options considered by the review

(4) The remit of the review was to look at current operating practice and optimise the service. The report contained a map showing the network of transfer stations and household waste recycling centres across Kent; and a table which set out the interventions proposed to realign the HWRC policy in line with other waste disposal authorities. The Informal Member Group asked officers to estimate how much could be saved by implementing the recommendations. The table included a breakdown of the savings identified and supported by the IMG over the period 2011-15.

(5) The report set out the current capital provision for waste management infrastructure. In order to plan for the future it was important to consider the network as a whole rather than make opportunistic advances. It was necessary also to take account of growth and regeneration, the significant improvements in the highway network in Kent over the past 30 years, and the extent or otherwise that existing facilities meet current demands and standards. In particular, irrespective of the standard of the actual sites, the IMG noted serious access issues at several facilities.

(6) With that in mind, the existing network of 19 sites had been divided into 6 zones or clusters. The IMG considered that the approach should provide the blueprint for future network delivery. The clusters were:

- A Pepperhill, Dartford Heath and Swanley,
- B Sheerness, Church Marshes and Faversham
- C Canterbury, Herne Bay, Margate, Deal and Richborough
- D Dover, New Romney, Shornecliffe, Hawkinge and Ashford
- E Tovil (Cuxton),
- F Sevenoaks and Tunbridge Wells

(7) Prior to discussion Members were informed of Mr Robertson's support for the current recommendations and the direction of travel.

(8) Mrs Barton informed the Committee that a briefing session for all Members would be held on 1 November 2011 to provide an opportunity to learn more about the proposals. A public consultation exercise would then be carried out to inform the process before final recommendations were presented for decision by Cabinet.

(9) RESOLVED that the following recommendations of the Informal Members Group be supported:-

- (a) for operational savings as set out in the table referred to in paragraph (4) above; and
- (b) that officers in consultation with the Cabinet Member, be requested to investigate further the business case to rationalise the clusters of HWRCs in each of the zones referred to in paragraph (6) above.

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TO: Environment, Highways and Waste (EHW) Policy
Overview and Scrutiny Committee – 22 November 2011

BY: Bryan Sweetland, Cabinet Member – Environment,
Highways & Waste
Mike Austerberry, Corporate Director – Enterprise &
Environment

Subject: Financial Monitoring 2011/12

Classification: Unrestricted

Summary:

Members of the POSC are asked to note the August budget monitoring exception report for 2011/12 reported to Cabinet on 17 October 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 August exception monitoring report for 2011/12 is attached.

3. Revenue

- 3.1 The overall position for the EHW Directorate reported to Cabinet on 17 October remained unchanged from the detailed quarterly monitoring reported to the EHW POSC on 27 September 2011. This was a predicted underspend of £2.186m due to a net underspend on waste, predicated on the estimated waste tonnage for 2011/12 being 25000 tonnes lower than the affordable level and a break-even position for the remainder of the Directorate.

4. Capital

- 4.1 The forecast variance for 2011/12 has moved by -£0.285m and is due to a combination of real variances and variances arising from re-phasing projects. Details of these movements are included in the August exception monitoring report which is attached.
- 4.2 Where real variances arise, it is important that funding sources are identified to compensate for the potential overspend. The attached exception monitoring report identifies those funding sources where required. Variances arising from re-phasing do not require funding sources as they are the result of moving capital funding between years.

5 Recommendations

- 5.1 Members of the POSC are asked to note the budget variations for the EHW Portfolio for 2011/12 based on the August exception report to Cabinet on 17 October 2011.

Contact Officer

Hugh Miller, Acting Finance Business Partner
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**ENTERPRISE AND ENVIRONMENT
EXCEPTION MONITORING REPORT
AUGUST 2011-12**

REVENUE

	Cash Limit £000s	Variance		Movement £000s
		This month £000s	Last report £000s	
Directorate total	149,116	-2,186	-2,186	0
Management action	0	0	0	0
Directorate total after management action	149,116	-2,186	-2,186	0

The overall position for the Directorate is expected to be an underspend of £2186k, at this stage, but it is important to recognise that this is dependent on waste tonnages continuing to remain at the levels experienced over the last two years and Highways being able to deliver a balanced budget.

The budgeted waste tonnage for 2011-12 is 760,000 tonnes. Tonnage for the first five months of this financial year combined with the experience of the last two financial years has allowed the Directorate to estimate that the final tonnage will be 25000 tonnes less than budgeted, which has resulted in the forecast underspend. Whilst the Directorate has a direct influence over the disposal and recycling of waste, it has limited control over the amount of waste put into the system and any significant changes in waste tonnage will impact on the forecast outturn.

A break even position is currently predicted for Highways and Transportation. In previous years severe winters have resulted in additional costs which have had a detrimental impact on the Directorate's outturn. This position will be monitored closely and all efforts will be taken to manage any winter pressures within budget.

CAPITAL

The forecast has moved by -£0.285m. Projects subject to re-phasing and overall variances affecting 2011-12 are:

- A2 Cyclo Park (+£0.905m, real variance): £0.605m funding has been secured from Interreg which will enable additional access improvements and creating/improving the park's wildlife habitat. Projects costs have increased by £0.300m due to slippage, re-measurement and additional paving; the increase is to be met from external funding.
- Non TSG Land, Compensation Claims (-£0.733m re-phasing and -£0.050m real variance): the re-phasing is due to the Edenbridge Relief Road, where compensation on one of the plots of land is subject to a Land Tribunal decision which will not be settled in this financial year. There is an overall real underspend of -£0.204m (-£0.050m 2011-12) this is due to reduction in the estimated volume of Land Compensation Act Part 1 claims related to Hawking phase 2.
- Household Waste Recycling Centres and Transfer Station (-£0.500m re-phasing and £0.300m real variance): the movement is forecast is due to the following:

Herne Bay Site Improvement - -£0.500m re-phased to reflect the anticipated construction start date of Spring 2012.

North Farm Transfer Station - +£0.400m overspend where scheme costs have increased due to slippage in construction and potential claims caused by unforeseen ground condition. The overspend is to be funded from an underspend against the Lydd/New Romney site project and revenue.

Lydd/New Romney Site - -£0.100m underspend due to unused contingency.

- Ashford Ring Road (-£0.117m, re-phasing): reconstruction of the damaged flume work has been re-phased to 2012-13 to ensure the correct option will be chosen.

Overall this leaves a residual balance of -£0.090m on a number of minor projects.

To: Environment Highways and Waste (EHW) Policy
Overview and Scrutiny Committee –22 November 2011

By: Bryan Sweetland, Cabinet Member - Environment,
Highways & Waste

Mike Austerberry, Corporate Director – Enterprise &
Environment

Subject: Revenue Budget 2012/13 and Medium Term Financial
Plan 2012/13 to 2014/15

Classification: Unrestricted

Summary: This report identifies the latest forecasts for next year's budget and the financial plans for the following years. This includes an analysis of the overall financial outlook for the whole council, appraisal of the existing plans for 2012/13, an update on the budget pressures facing the Environment, Highways and Waste portfolio and recommendations from the Informal Member Group on areas for budget savings.

Recommendation: Members are asked to review and comment on the pressures outlined for the Environment, Highways and Waste portfolio and to identify their priorities for savings in light of the overall financial outlook for the next three years.

1. Introduction

- 1.1 The Autumn Budget Statement is due to be presented to Cabinet on 5th December 2011 and will set out the County Council's proposed budget strategy following the Chancellor of the Exchequer's statement to Parliament on 29th November. The Chancellor's statement will include the latest economic forecasts from the Office for Budget Responsibility (OBR). All the indications are that these forecasts will show the economy has not recovered from recession as quickly as earlier predictions on which the 2011 Budget announced on 23rd March 2011 were based.
- 1.2 The Spending Review 2010 (SR 2010) set out the Government's four year plans to reduce the budget deficit. This showed an anticipated 21.9% reduction in the Formula Grant for local government over the four year period¹. The Local Government Finance settlement for 2011/12 was published on 13th December 2010 and included provisional grant figures for 2012/13 but did not provide any provisional figures for

¹ The overall reduction in resources from the department for Communities and Local Government (CLG) was 19.6% over the four years after taking account of new money for Council Tax Freeze, New Homes Bonus and Transitional Protection.

2013/14 or 2014/15. The 2012/13 provisional grant showed a £26.9m reduction in Formula Grant on 2011/12 (8.5%) for KCC.

- 1.3 Our overall planning assumption for the next medium term financial plan (MTFP) remains that we will need to make a £340m reduction in spend in real terms between 2011/12 to 2014/15.

2. Background

- 2.1 The MTFP for 2011/12 to 2012/13 was approved by the County Council on 17th February 2011. The approved MTFP for the Environment Highways and Waste portfolio is included as appendix 1. At the time the plan was approved we had £15m set aside for unforeseen “emerging” budget pressures and £28m of savings still to be identified in order to balance the budget for 2012/13 against the anticipated level of resources (CLG grants and Council Tax).
- 2.2 Monitoring reports during 2011/12 have identified a number of additional budget pressures arising during the year which will have a full year impact in 2012/13 and some changes in the planned savings. The overall position for the County Council is that we are preparing for £25m of additional pressures in 2012/13. This Directorate has not identified any additional pressures in its monitoring reports to date.
- 2.3 In addition to the changes already identified from in-year budget monitoring we will need to review the indicative pressures included in the plan for 2012/13 in light of the latest activity information and identify any new pressures likely to arise in 2012/13 to 2014/15. The current assumptions for the Environment, Highways and Waste portfolio are set out in table 1 below.

Table 1	2012/13	2013/14	2014/15	Total
	£000s	£000s	£000s	£000s
Existing Approved MTP				
Base	148,971			
Pressures	7,871			7,871
Grants Increases	-490			-490
Savings & Income	-5,548			-5,548
Total Existing MTP	150,804			
 New Base Budget Adjustments				
Changes to Pressures	-448			-448
New Forecast Pressures		6280	6360	12640
Changes to Savings	198			
New Proposed Savings		-5001	-4379	-9380
Proposed Budget	150,554	151833	153814	

- 2.4 There have been some changes in the likely grant settlements since the budget and MTFP were agreed by County Council on 17th February which improve the position slightly. In particular the Chancellor announced in October 2011 that a further one-off grant would be available in 2012/13 where councils agree to a continued freeze on Council Tax, and a number of grants which were unclear have now been included in an un-ringfenced Local Service Support Grant. The impact on the Directorate is that the funding for new flood risk responsibilities is no longer ring fenced.
- 2.5 The overall planning assumption in light of these changes is that some savings still need to be identified to balance the 2012/13 budget and that over the following two years substantial savings (estimated £110m) will be needed. In a break from previous convention we are not planning to set individual portfolio cash limit targets for the next three years. Cash limit targets were an appropriate mechanism in times of relative growth but are not an appropriate mechanism to determine spending priorities at a time of budget cuts.
- 2.6 For 2012/13 POSCs are asked to consider what savings would be feasible or acceptable within the Environment, Highways and Waste portfolio in order to close the estimated overall £32m gap across KCC (3.5% of net spend) arising from the combination of additional pressures and the unidentified savings in the existing plan partially offset by the additional grant that will be available. For the medium term POSCs are asked to consider what strategies should be considered for the Environment, Highways and Waste portfolio if overall the council needs to make 15% saving over the next two years.

3. Latest Developments: National Context

- 3.1 The Government has launched a consultation about re-localising business rates. If the proposals are implemented they would mean that in effect existing Formula Grant allocations would form a set base for the future (adjusted to the overall spending totals within the Spending Review) and any increase (or reduction) in overall resources available to the council would be determined according to changes in the business rate tax base.
- 3.2 Local authorities would also still be able to set the level of council tax and would also receive any resources from changes in the Council Tax base (as now). The effect of these changes mean that any increase in funding can only come from increase in the local business rate base or Council Tax and local authorities would no longer be reliant on Government grants.
- 3.3 At this stage we have no announcements on decisions following the consultation which is due to be implemented from 2013/14. We have factored in our best estimates into the planning assumptions for 2013/14

and 2014/15 but POSC members need to be aware that the overall funding available is likely to be heavily reliant on local factors in future rather than Government decisions on the allocation of grants.

4. Revenue Budget Strategy

- 4.1 The council's overall strategy will be set out in the Autumn Budget Statement setting out how the authority plans to deal with reducing funding and continuing additional spending pressures. POSC is invited to comment on the strategy proposed within the Environment, Highways and Waste portfolio.
- 4.2 The EHW Directorate will continue to focus on three key areas in order to deliver a balanced budget and to realise additional savings to assist in meeting the very significant financial challenge faced by the County Council in the medium term. The three key areas are cost avoidance, efficiencies and service reductions
- 4.3 Very significant savings are being made in 2011/12 from the Directorate's revenue budget strategy and additional savings will be made in the medium term as the full year effect of those savings comes into effect. These savings have resulted from contract relets in Waste and Highways, diversion of waste to less costly outlets, major staffing efficiencies and reductions in some service areas.
- 4.4 Proposals are currently being developed to deliver additional savings within the medium term and outline proposals have been discussed at the Budget Informal Members Group and the Waste Informal Members Group meetings that have been held this year.
- 4.5 The EHW Directorate will ensure that whilst savings are actively being sought, services will be delivered that satisfy both statutory responsibilities and KCC's priorities as set out in delivering bold steps.

5. The Current Budget for the Environment, Highways and Waste Portfolio

- 5.1 POSC members should be reasonably well informed on the current budget through the regular monitoring reports and are asked to refer to these as part of their discussions. The current budget for the Environment, Highways and Waste portfolio under the oversight of this POSC is summarised in table 2 below:

Table 2	Gross Exp £'000	Service Income £'000	Net Exp £'000	Gov't Grants £'000	Net Cost £'000
Portfolio controllable	174,660	25,554	149,116		149,116

5.2 More details on the 2011/12 budget are included in appendix 1. In very brief summary this budget provides for the following outcomes, outputs and/or service improvements:

- Highway Maintenance
- Public Transport
- Road Safety
- Traffic Management
- Waste Disposal
- Environment Management
- Strategic Planning and Transport
- Planning Applications

6. Informal Member Group

6.1 Members of this POSC have had informal member group meetings (IMG) meetings throughout the summer/autumn. IMGs have found these meetings useful to gain a more detailed insight into budgets controlled by the Environment, Highways and Waste portfolio.

6.2 The IMG meetings provided the opportunity to share the budget planning process in some detail with Members as well as discussing areas where the Directorate could potentially make savings in the future. Members were supportive of the direction of travel outlined by officers and provided some helpful ideas, but it was accepted that due process would be required before these could be factored in to the Directorates medium term financial plan.

7. Recommendation

7.1 Members are asked to

- (i) Note the latest forecasts for 2012/13 and the next two years.
- (ii) Comment on the full year impact of additional spending pressures for the Environment, Highways and Waste portfolio outlined in the outline 3 year plan in table 1.
- (iii) Comment on the IMG recommendations and identify priorities for delivering the 3.5% saving requirement for 2012/13 (£32m across KCC) and 15% (£110M) for the following two years.

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Appendix 1 – Existing 2012/13 Medium Term Plan and 2011/12 Revenue Budget

Medium Term Plan 2012/13

Environment, Highways & Waste Portfolio Revenue Budget		
	2012-13	
	£'000	
Base budget		148,971
Total Base Adjustments		0
Revised Base Budget		148,971
<u>UNAVOIDABLE PRESSURES FUNDED IN INDICATIVE CASH LIMITS:</u>		
Prices:		
Highways	Transport	615
Highways	Gas & Electricity	991
Waste	Waste	1,468
Highways	Maintenance contracts	955
All	Combined highways, waste, transport etc	4,029
Unavoidable Government/Legislative Pressures:		
Waste	Landfill Tax escalator (+£8 per tonne)	1,802
Env	New flood risk responsibilities (note: current distribution model say this will be higher)	490
Highways	Concessionary fares	1,000
Total Unavoidable Government/Legislative Pressures		3,292
Service Strategies & Improvements:		
Highways	Traffic Management Centre	50
Highways	Additional Highways Capital	500
Total Service Strategies & Improvements		550
Total unavoidable pressures funded in indicative cash limits:		7,871
Total Pressures		7,871

Environment, Highways & Waste Portfolio Revenue Budget		
<u>SAVINGS AND INCOME:</u>		
Grant Increases:		
	New flood risk responsibilities	-490
Total Grant Increases		-490
Income Generation:		
Comm Serv	Increased Contribution from Commercial Services	-2,000
Planning	Planning applications	-50
Transport	Freedom Pass	-500
Total Income Generation		-2,550
Savings and Mitigations:		
Identified in published 2011-13 MTP:		
Highways	Overhead efficiencies through delayering and streamlining	-469
Highways	Highways maintenance	-859
		-1,328
New Efficiency Savings:		
All	Management reductions	-530
Waste	Contract renewals	-445
Waste	EK joint waste arrangements	-29
	Access & Assessment Agency Staff	-1
		-1,005
De-prioritisation savings:		
Waste	Review HWRC	-295
Transport	Remove support for the least added value socially necessary but uneconomic bus routes	-211
Env	Other environment service reductions	-120
Planning	Reduce planning capacity	-39
		-665
Total Savings and Mitigations		-2,998
Total Savings and Income		-6,038
Budget controlled by this portfolio		150,804

Portfolio Service Revenue Budget 2011/12

Budget Book Heading	Cash Limit		
	G	I	N
	£'000s	£'000s	£'000s
Environment, Highways & Waste portfolio			
E&E Strategic Management & Directorate Support Budgets	7,373	-388	6,985
<u>Environment:</u>			
- Environment Management	4,180	-2,830	1,350
- Coastal Protection	686		686
	4,866	-2,830	2,036
<u>Highways Services:</u>			
- Adverse Weather	3,159		3,159
- Bridges & Other Structures	2,753	-294	2,459
- General maintenance & emergency response	13,572	-345	13,227
- Highway drainage	3,431	-74	3,357
- Highway improvements	1,690	-100	1,590
- Road Safety	2,827	-1,213	1,614
- Signs, Lines & Bollards	1,819	0	1,819
- Streetlight energy	5,104		5,104
- Streetlight maintenance	3,767	-168	3,599
- Traffic management	5,506	-2,924	2,582
- Tree maintenance, grass cutting & weed control	3,352	-192	3,160
	46,980	-5,310	41,670
<u>Integrated Transport Strategy & Planning:</u>			
- Planning & Transport Policy	774	-15	759
- Planning Applications	1,102	-500	602
	1,876	-515	1,361
<u>Transport Services:</u>			
- Concessionary Fares	16,332	-27	16,305
- Freedom Pass	13,625	-2,230	11,395
- Subsidised Bus Routes	9,259	-1,637	7,622
- Sustainable Transport	2,503	-1,448	1,055
	41,719	-5,342	36,377

Budget Book Heading	Cash Limit		
	G	I	N
	£'000s	£'000s	£'000s
Waste Management			
<u><i>Recycling & Diversion from Landfill:</i></u>			
- Household Waste Recycling Centres	8,416	-1,109	7,307
- Partnership & Behaviour Change	805	-126	679
- Payments to Waste Collection Authorities (DCs)	5,334	-102	5,232
- Recycling Contracts & Composting	10,262	-609	9,653
	24,817	-1,946	22,871
<u><i>Waste Disposal:</i></u>			
- Closed Landfill Sites & Abandoned Vehicles	779	-266	513
- Disposal Contracts	29,476	-430	29,046
- Landfill Tax	6,880		6,880
- Transfer Stations	8,583	-75	8,508
	45,718	-771	44,947
Commercial Services		-7,131	-7,131
Total E, H & W portfolio	173,349	-24,233	149,116
Regeneration & Enterprise portfolio			
Development Staff & Projects	1,311	-1,311	0
Total E&E controllable	174,660	-25,544	149,116

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By: Bryan Sweetland – Cabinet Member Environment, Highways and Waste
Paul Crick – Director of Planning and Environment
Carolyn McKenzie – Sustainability and Climate Change

To: Environment, Highways & Waste - Policy Overview and Scrutiny Committee
22 November 2011

Subject: Kent Environment Strategy

Classification: Unrestricted

Summary:

This report summarises midyear progress towards delivery of the Kent Environment Strategy plus gaps and challenges to delivery for scrutiny by the Enterprise and Environment POSC. It outlines potential opportunities for Members to get involved. Members are asked to review and challenge, providing feedback on progress and discussion of future Member involvement in delivery of the strategy.

1. Background

1.1. A paper on KCC's progress towards delivering its commitments under the Kent Environment Strategy was presented to the Enterprise and Environment POSC in July.

1.2. This paper gives a midyear update on Kent wide progress. Progress relates to actions outlined specifically in the Kent Environment Strategy and its implementation plan and by no means captures the totality of activity across Kent. The Kent Environment Strategy and implementation plan are available at:

www.kent.gov.uk/kentenvironmentstrategy

1.3. The Kent Environment Strategy has three Themes and 10 priorities. Appendix 1 gives key progress highlights against expected outcomes and is RAG rated. Currently four of the priorities are green, five amber and one red. The priority which is red relates to the Kent Design Guide and new development. The Kent Design Guide review is currently delayed, and therefore it has not been updated to include changes relating to issues such as energy, low carbon technologies, water, waste and climate change.

2. Gaps and Challenges to the delivery of the Kent Environment Strategy

2.1. This is a fast moving agenda and many areas of policy, such as the emerging Green Deal are still unclear or subject to rapid change e.g. the Feed In Tariff. For Kent to deliver real improvement another step change in approach is needed to accelerate progress. An element of informed evidence based risk must be taken, for example piloting new low carbon technologies.

2.2. Resources at all levels and across the public, private and voluntary sector are stretched. External funding is needed in order to deliver real change. The public sector has a key role in attracting external funding of all types into Kent.

2.3. As already identified in external discussions through the Kent Partnership and lately the Kent Forum, strong and visible leadership is crucial. The public sector, business and communities need to examine in full the way they operate and behave, identifying smarter ways of working and new ways of delivering services. Identifying accountable leads to take action forward and champions to challenge progress within public sector bodies will be crucial.

2.4. Required behaviour needs to be embedded in existing and new processes across the public sector to ensure environmental considerations are mainstreamed. 'Bolting on' environment considerations in the final stages of policy, programme and project development leads to less than satisfactory environmental outcomes and often increased costs.

2.5. Much will need to be developed in partnership and will require meaningful engagement with residents and businesses.

2.6. In addition, the environment and related issues such as high energy prices and water metering continues to remain an important concern for the public, business and the voluntary sector.

3. Current Guidance and Information Available

3.1. A number of tools have been or are being developed to help Members and key decision makers. These include:

- KCC's Environmental Performance Report – outlining progress in KCC delivering the Kent Environment Strategy (due end of November 2011).
- Climate Change – A Guide for Kent's Decision Makers – available at www.kent.gov.uk/climatechange and distributed through the Information Point.
- Kent Environment Strategy Area Briefings – focusing on KCC activity in each District (in development).

Members are asked to:

1. Review and provide feedback on progress, including the level of ambition being delivered
2. Highlight any gaps in delivery and any further opportunities
3. Identify what further support they need to be able to actively participate in the delivery of the Kent Environment Strategy

Background documents:

Kent Environment Strategy
POSC Paper July 2011

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APPENDIX 1 – KENT ENVIRONMENT STRATEGY MID YEAR PROGRESS		
THEME 1: LIVING WELL WITHIN OUR ENVIRONMENTAL LIMITS (Lead The Environment Agency – London and Southern Region)		
KES Priority	Key Progress Highlights	Desired Outcome
<p>Priority 1: Make homes and public sector buildings in Kent energy and water efficient, and cut costs for residents and taxpayers</p> <ul style="list-style-type: none"> Radically simplify the energy efficiency funding and support landscape for Kent residents and support the development of and access to innovative finance mechanisms such as the Green Deal Ensure all new public buildings are water and energy efficient Maximise the energy and water efficiency of existing public sector capital assets through rationalisation and retrofit 	<p>The retrofitting potential of Kent has been established to ward level enabling effective targeting of help and advice to residents. Over 60% of homes in Kent are inadequately insulated. If all homes were fully insulated this could realise over £70m savings for residents, and equates to £600m+ of 'business'.</p> <p>Energy efficiency has been incorporated into the new Handy Man and Home Improvement Agency service coordinated by KCC. This will increase the number of referrals of vulnerable residents for free or subsidised energy efficiency help and advice.</p> <p>A Kent wide communications campaign has been developed targeting high priority areas, particularly the fuel poor. The first pilot phase of a Kent wide retrofit programme undertaken in 2010-11 demonstrated potential savings of almost £50k.</p> <p>The KCC Energy Water Investment Fund has invested over £1.7m in energy efficiency and renewable energy installations in the KCC estate, with life time savings of just over £4m. The potential of extending this fund to the wider public sector is being investigated.</p>	<p>Public sector and residents saving money through energy efficiency in public buildings and homes.</p> <p>Fewer vulnerable residents in fuel poverty.</p> <p>Stimulation of the green economy and carbon reduction.</p> <p>Key results:</p> <ul style="list-style-type: none"> £50k of potential savings for residents from retrofit pilot. Over £4m savings from energy improvements in the KCC estate. <p>STATUS: GREEN</p>
<p>Priority 2: New developments and infrastructure in Kent are cost effective, low carbon and resource efficient</p> <ul style="list-style-type: none"> Help the public and business sector respond to the opportunities and challenges of national legislation to ensure that new developments are affordable and efficient Ensure that 'smart mobility' including easy access to local services, public transport/broadband is at the core of all new developments, where feasible 	<p>Kent Design is being reviewed to reflect emerging environmental priorities.</p>	<p>Resource efficient, but affordable development.</p> <p>Stimulation of the green economy in Kent.</p> <p>STATUS: RED</p>
KES Priority	Key Progress Highlights	Desired Outcome
Priority 3: Turn Kent's waste into new resources and		Reduced waste to

jobs for Kent <ul style="list-style-type: none"> • Maximise the use and value of materials in the waste stream and create opportunities to contribute to the green economy • Establish the economic potential of Kent's waste resources, and develop action plans to unlock economic opportunities for Kent • Maximise the contribution the better use of materials can make to the developing green economy across the SE7 area 	<p>Initial key waste materials priorities agreed across SE7 councils in Aug 2011.</p> <p>Business case work with partners to reveal the economic potential of key materials will report to SE7 leaders in Jan 2012.</p>	<p>landfill.</p> <p>Lower waste disposal costs to local authorities.</p> <p>Realised economic potential of waste.</p> <p>STATUS: GREEN</p>
Priority 4: Reduce the ecological footprint of what we consume <ul style="list-style-type: none"> • Use public sector purchasing power to support and drive change where a clear business case exists • Develop a programme to address the rapid growth of water demand within the Kent horticulture and agriculture sector • Set up an environmental engagement programme with the aim of saving Kent's public sector, residents and businesses money and reducing the impact of Kent's consumption, in particular food 	<p>Set up and delivering KCC supply chain programme to support businesses to use fewer resources and be more competitive. Assisted almost 500 businesses over the last year, identifying average savings of £2-4k per year, totalling £1-2m.</p> <p>KCC have developed a targeted certified environmental management scheme to assist Kent Suppliers – STEM(Steps to Environmental Management).</p> <p>Developing a long term Estate Strategy to identify future energy efficiency and renewable energy opportunities that could stimulate the growth of the green economy in Kent.</p> <p>Developing a number of behaviour change communications campaigns to tackle key issues:</p> <ul style="list-style-type: none"> • Retrofitting – energy efficiency in homes (above) • Water use and efficiency 	<p>Savings for Kent businesses, increased competitiveness and stimulation of the green economy through piloting of new low carbon technologies.</p> <p>Raised awareness of what residents can do to save money and cut carbon.</p> <p>Key Results:</p> <ul style="list-style-type: none"> • Over £1m of savings for Kent businesses. • 500+ businesses assisted. <p>STATUS: AMBER</p>
THEME 2: MEETING THE CLIMATE CHANGE CHALLENGE (Lead Kent County Council)		
KES Priority	Key Progress Highlights	Desired Outcome
Priority 5: Reduce Future Carbon Emissions	A Renewable Energy Resource and Opportunity Study for Kent	Increased uptake of renewable energy and

<ul style="list-style-type: none"> • Development of Local Carbon Framework • Keep traffic moving and reduce need to travel • Renewable energy support programme 	<p>undertaken to assess the potential for renewables in Kent. A strategic framework and action plan is being developed alongside to realise the potential. Key delivery output of the Energy Select Committee last year.</p> <p>Kent was successful with the Local Sustainable Transport Fund (LSTF) and is now developing projects to deliver Growth Without Gridlock, including a number of capital schemes including:</p> <ul style="list-style-type: none"> • £100k for cycle storage and facilities at Maidstone and Tunbridge Wells NHS Trust and East Kent Hospital NHS Trust. • £35k to support Community Rail Partnerships. • £70k to support smart ticketing. • Approximately £100k to support access through footpaths and cycleways e.g. footway/cycleway to Maidstone Hospital. 	<p>stimulation of the sector in Kent.</p> <p>Reduced congestion and carbon emissions through uptake of sustainable transport alternatives.</p> <p>Key Results:</p> <ul style="list-style-type: none"> • A renewable energy strategy for Kent. • Over £300k for sustainable transport measures. <p>STATUS: AMBER</p>
<p>Priority 6: Manage the impacts of climate change</p> <ul style="list-style-type: none"> • Develop a Kent Adaptation Action Plan • Develop reporting and monitoring • Deliver the KAAP 	<p>An action plan to deal with the impacts and opportunities of climate change such as severe weather events, or the development of new technologies has been developed. The Kent Adaptation Action Plan has been developed in partnership and agreed by all partners.</p> <p>To support the Kent Adaptation Action Plan a Severe Weather Impacts Monitoring System (SWIMS) has been launched online. The monitoring system will capture impacts, and look at how Kent could adapt to manage better. This is now being used by partners across Kent.</p>	<p>Kent is aware of climate change impacts and is adapting to ensure resilience of communities, business and services, and realising opportunities.</p> <p>Key Results</p> <ul style="list-style-type: none"> • SWIMS - an innovative database. <p>STATUS: GREEN</p>
<p>KES Priority</p>	<p>Key Progress Highlights</p>	<p>Desired Outcome</p>
<p>Priority 7: Support the development of green jobs, skills and businesses in Kent</p> <ul style="list-style-type: none"> • Kent prospectuses 	<p>An overarching Low Carbon Technologies prospectus is being developed looking at the opportunities for Kent in this sector. This will build on the success of the offshore wind prospectus already developed and highlight the potential opportunities for Kent both in terms of inward investment and also existing Kent businesses.</p>	<p>Growth in the low carbon sector in Kent.</p> <p>Up skilling of the Kent community to be able</p>

<ul style="list-style-type: none"> Establish a single conversation Increase skills and qualifications 	<p>The prospectus will be ready early in 2012.</p> <p>A Low Carbon Sector Event was held in May to assess the needs of the low carbon sector in Kent, in order to inform the development of a tailored support programme – Low Carbon Kent. This has also been informed by further survey information from 600+ businesses in Kent.</p> <p>Green Chain http://www.greenchain.org.uk has been established to promote Kent's green business. There are currently over 80 companies registered and are being promoted.</p> <p>The Kent Downs Woodfuel Pathfinder has been developed, using EU funding – a partnership between Kent Downs AONB, the Forestry Commission and KCC. The Pathfinder is working to support the woodfuel industry in Kent. So far support has been provided for 40 sites and a local firewood supplier has won a contract of £500k over 3 years.</p> <p>The 14-19 Innovation Unit has produced a sector skills strategy for the Low Carbon Technology and Environmental Goods and Services Sector. The strategy has been used in a variety of forms to help inform the curriculum development of providers within the 12 Kent districts.</p> <p>Swale Skills Centre offers a flagship apprenticeship in the wind energy sector, training 10 apprentices employed by DONG energy, a key partner in the London Array.</p> <p>A sustainable technologies masterclass was held in summer 2011 with schools from each of the Districts in Kent developing their skills in engineering for sustainable technologies.</p>	<p>to take advantage of upcoming opportunities.</p> <p>Key Results:</p> <ul style="list-style-type: none"> Over 600 businesses engaged with to assess support needs. 80 green companies being promoted through Green Chain. 40 woodfuel sites supported, with a £.500k firewood contract being won by a local business. 10 apprentices employed by DONG energy through Swale Skills Centre. <p>STATUS: AMBER</p>
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THEME 3 – VALUE FROM OUR NATURAL AND LIVING ENVIRONMENT (Lead Kent County Council/Natural England)		
KES Priority	Key Progress Highlights	Desired Outcome
<p>Priority 8: Utilise the full social and economic potential of a high quality natural and historic environment in Kent</p>	<p>A social and economic assessment of the Milton Creek investment has been completed – report is available from http://www.gtqkm.org.uk/projects/milton-creek-evaluation-report/.</p>	<p>A clear business case for investing in green infrastructure.</p>

<ul style="list-style-type: none"> identify how 'natural economy' could support public services and green economy 	<p>A cost benefit analysis is currently underway and will be completed shortly.</p> <p>A Phase 1 study looking at identifying the high level ecosystem services, and associated opportunities and threats, within Thames Gateway Growth Area has been completed.</p> <p>Delivery of Phase 2 of this project which will give a more detailed analysis of services, threats and opportunities and development of policy options and will be through the EU GIFTT project and National Character Areas assessment work by Natural England.</p> <p>A simple and precise communication tool that highlights the value of the natural environment has been completed and is available at http://gtgkm.org.uk/projects/valuing-our-natural-environment/.</p> <p>National Character Areas assessment work by Natural England will provide an initial map at a strategic level of what constitutes 'Eco System Services' in Kent. This will be used to assess at a local level what the natural environment resource is.</p> <p>EU funding has been secured through the Green Infrastructure For Tomorrow Together (GIFTT) project. The project will further develop the economic evaluation tool which will provide a business case for investing in green infrastructure.</p>	<p>Key results:</p> <ul style="list-style-type: none"> EU funding for development of economic evaluation tool. <p>STATUS: AMBER</p>
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KES Priority	Key Progress Highlights	Desired Outcome
<p>Priority 9: Quality of Kent's natural and heritage capital</p> <ul style="list-style-type: none"> Establish habitats and wildlife networks in Biodiversity Opportunity Areas 	<p>Analysis has been undertaken for biodiversity opportunity areas (BOAs). Report is currently being pulled together to summarise findings and will be completed in November.</p>	<p>To extend, improve and connect existing good quality habitats.</p>

<ul style="list-style-type: none"> Update Landscape Character Condition assessment, improve declining areas Reduce the proportion of designated heritage assets at risk 	<p>Funding (£27k) has been secured from the Defra LNP Capacity Building Fund to set up a Local Nature Partnership (LNP) in response to the Government's Natural Environment White Paper published in June 2011. This partnership will provide a framework for delivery of Theme 3 of KES. New LNP targets will be developed.</p> <p>A local landscape group is being pulled together, and this group will conduct a gap analysis to understand current activity and status of landscape character assessment in Kent.</p> <p>A small scale trial of the landscape character assessment (LCA) approach is underway in Medway Gap, which will inform the larger scale approach for the pilot in Kent Downs AONB.</p> <p>Pilot schemes in Medway Gap for recording criminal damage to heritage assets and Heritage Warden Programme.</p> <p>Dover Heritage Strategy for Dover DC has been developed which is piloting rapid assessment approach and local resident involvement.</p>	<p>Key Results:</p> <ul style="list-style-type: none"> £27k funding for Local Nature Partnership. <p>STATUS: AMBER</p>
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KES Priority	Key Progress Highlights	Desired Outcome
<p>Priority 10: Access to benefits of coasts, countryside, green space and heritage</p> <ul style="list-style-type: none"> Deliver Countryside Access Improvement Plan Enable ready access to green space and the historic environment 	<p>Events in 2011 (Jan-Oct) have included:</p> <ul style="list-style-type: none"> Outdoors Show (Jan) - 4000 visited the Explore Kent stand. Kent's Big Weekend (March) - 15,000 free tickets given to promote and raise awareness of attractions across Kent. Kent Walking Festival (July/Aug) - attended by 1480 people. Bike Week (Aug). Deal Walking Festival (Aug). Numerous events have been provided at Country Parks including Activity Trails, Guided Walks and Archaeology Days at Shorne. Events have also been provided at Historic Sites 	<p>Ensure that Kent residents have access to the benefits of Kent's coasts, countryside, green space and cultural heritage.</p> <p>Key Results:</p>

	<p>including guided tours of Western Heights at Dover.</p> <ul style="list-style-type: none"> • Kent's Coastal Week (22-30 Oct). <p>Developing Explore Kent:</p> <ul style="list-style-type: none"> • Kent on Sunday and Kent Messenger feature a weekly walk or cycle ride. This is delivered through a mutual partnership. • Guided walks database is very popular - 780 walks booked (Jan – Sept). • New information formats: an application was developed and launched in April to allow customers to download walks and cycle rides onto Smartphones. • Delivery of Walk to Win campaign which encouraged people in Dover and Folkestone to exercise more through walking - 1403 entries to the competition. <p>Development of volunteering opportunities:</p> <ul style="list-style-type: none"> • There has been an increase in volunteers with 300 Countryside Access Wardens and 85 Sustrans Rangers actively engaged. • There are 125 registered Thanet Coast Wardens. • Between April and September Country Parks Volunteers contributed over 9800 hours worth over £65,000. • Over 200 volunteers now regularly support CMP Projects. 	<ul style="list-style-type: none"> • 1480 people attended the Kent Walking Festival. • 9-10,000 attended Kent Coastal Week. • 780 guided walks booked. • Over 700 volunteers. • 9800 hours of volunteer time in Country Parks worth over £65,000. <p>STATUS: GREEN</p>
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To: Environment, Highways & Waste Policy Overview & Scrutiny Committee – 22 November 2011

By: Bryan Sweetland, Cabinet Member for Environment, Highways and Waste
Paul Crick, Director of Planning and Environment

Subject: Natural Environment White Paper and development of Local Nature Partnership for Kent

Classification: Unrestricted

Summary

In June 2011, Defra published the Natural Environment White Paper. This launched the formation of Local Nature Partnerships, which aim to secure the wider social and economic benefits of a healthy natural environment. This paper provides an overview of the Paper's vision and the establishment of a Local Nature Partnership for Kent.

Introduction to Natural Environment White Paper

1. The Natural Environment White Paper, published by Defra at the end of June 2011, outlines the Government's vision for the natural environment over the next 50 years. It makes a bold statement that the Government wants this to be the first generation to leave the natural environment of England in a better state than it inherited.
2. Much like the Kent Environment Strategy, the White Paper recognises that a healthy, properly functioning natural environment is the foundation of sustained economic growth, prospering communities and personal wellbeing.
3. The Paper aims to mainstream the value of nature across our society by a number of key reforms, namely:
 - Facilitating greater local action to protect and improve nature.
 - Creating a green economy, in which economic growth and the health of our natural resources sustain each other, and markets, business and Government better reflect the value of nature.
 - Strengthening the connections between people and nature to the benefit of both.
 - Showing leadership in the European Union and internationally, to protect and enhance natural assets globally.
4. One initiative announced by the White Paper, to facilitate the protection and improvement of nature at the local level, is the establishment of Local Nature Partnerships, which represent a more holistic view of the natural environment and recognise the wider social and economic benefits biodiversity brings.

Development of a Local Nature Partnership for Kent

5. The Kent Biodiversity Partnership has recognised the value of working towards becoming a Local Nature Partnership, broadening the vision for the county's natural environment and widening the spectrum of delivery partners.

6. The Partnership has recently secured £27,000 of capacity building funding from Defra to take this work forward, which will focus on engaging additional partners and establishing a vision and set of targets for the natural environment that recognise the potential for social and economic benefits also.

7. The partnership, which already has strong engagement from the environmental sector, will be looking to secure partners from the economic and social sectors, including:

- Land owners
- Local businesses
- Local industry
- Health departments
- Education
- Local communities
- Access

8. As outlined as a requirement in the White Paper, the Partnership will also be seeking constructive and cooperative working arrangements with the Local Enterprise Partnership, to ensure opportunities for a green economy are realised.

9. Partnerships that fulfil Defra's vision will be invited to submit applications in early 2012 to be recognised by Government and its environmental agencies.

Link between White Paper and Kent Environment Strategy

10. The White Paper very closely mirrors the ethos of the Kent Environment Strategy, whereby nature is valued not just for its own sake but as an asset which supports economic and social regeneration. It is encouraging that our local environmental strategic thinking is so closely aligned to that being promoted nationally and provides a good basis for taking work forward.

11. The Kent Local Nature Partnership will reflect the three cornerstones of theme 3 of the Kent Environment Strategy, *Valuing our natural, historic and living environment* – the economic value of the natural environment; the quality of life that it supports; and that the natural environment must be protected and enhanced if these services are to be realised.

12. The Partnership will therefore provide a framework for delivery of this theme and its aims and objectives, that will last (and continue to deliver) past the timeframe of the Strategy.

Additional comment on implications of White Paper for the County Council

13. The White Paper does not pose any additional burdens or statutory duties on local authorities. However the Paper emphasises the need for "*greater local action*" and it is clearly stated that it is the local authorities that have the strategic overview, local knowledge

and statutory powers (e.g. through planning) required to achieve the vision set out by the White Paper.

14. Whilst recognition of the local authority role is welcomed, there is some element of concern over delivery as, other than some one-off funding for specific initiatives, there is no additional funding from central government. Currently, in Kent, over half of the districts do not have an in-house ecologist and this is unlikely to change given the current budget cuts being faced. KCC therefore has an important strategic role to ensure that the county does fully engage with, and contribute to, the vision of the White Paper.

Recommendations

15. POSC is asked to:

- Comment on the development of a Local Nature Partnership for Kent.
- Comment on potential partners for the Local Nature Partnership.
- Support the establishment of a Partnership which will help the county to fully realise the economic and social benefits of a healthy natural environment.

References

The Natural Choice: Securing the value of nature

<http://www.official-documents.gov.uk/document/cm80/8082/8082.pdf>

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To: Environment, Highways & Waste Policy Overview & Scrutiny Committee – 22 November 2011

By: Bryan Sweetland, Cabinet Member for Environment, Highways and Waste
Paul Crick, Director of Planning and Environment

Subject: Recommended Marine Conservation Zones

Classification: Unrestricted

Summary

At its meeting on 4th November 2010, EHW POSC received a paper on work to develop a suite of recommended Marine Conservation Zones for the south-east. As requested by members at this meeting, this paper presents the recommendations that have been made for sites off the coast of Kent.

Introduction to Marine Conservation Zones

1. The Marine and Coastal Access Act (2009) enabled the creation of a new type of Marine Protected Area, called a Marine Conservation Zone (MCZ). The purpose of the MCZ is to protect nationally important marine wildlife, geology and geomorphology and sustain and enhance our marine biodiversity resource. MCZs, together with other types of Marine Protected Areas (such as Special Areas of Conservation and Special Protected Areas), will deliver the Government's aim for an ecologically coherent network of Marine Protected Areas.
2. The Balanced Seas Project, one of four regional projects established to identify the Recommended Marine Conservation Zones (rMCZ) (in this instance for the seas between the Suffolk/Essex border and Hampshire/Dorset border, including the Thames Estuary and the Solent and out to the median line with France) coordinated a Regional Stakeholder Group that was responsible for recommending the boundaries and conservation objectives for rMCZs in the south-east.
3. Selection of the sites was guided by statutory selection criteria, which set out the conservation principles and targets for the MPA network. The decisions were based not only on the location of habitats and species but also on how the sea is used for both commercial and recreational purposes.
4. In addition to identifying rMCZs, recommended Reference Areas (rRA) have also been identified. These sites will be a different kind of MCZ, managed so that the features within in are fully protected from impact. The purpose of these sites is to return them to as close to a natural state as possible, to act as a benchmark for other MCZs and illustrate how well protection measures within MCZs are working.

Recommended Marine Conservation Zones and Reference Areas off the Kent coast

5. The following Recommended Marine Conservations Zones have been identified off the Kent coast (see Appendix 1 for location):

- Thames Estuary
- Medway Estuary
- The Swale Estuary
- Thanet Coast
- Goodwin Sands
- Offshore Foreland
- Dover to Deal
- Dover to Folkestone
- Folkestone Pomerania
- Hythe Bay

6. The following Recommended Reference Areas have been identified off the Kent coast (see Appendix 1 for location):

- Westgate Promontory
- Turner Contemporary
- Goodwin Knoll
- South Foreland Lighthouse
- Hythe Flats
- Flying Fortress

7. Management measures applied to the sites will be decided on a site-by-site basis and will depend on the level of protection most appropriate to the species or habitats that the site has been designated for. The detailed rMCZs outline the draft conservation objectives for the site and potential management measures required to achieve these. There is a strong preference for the use of voluntary codes of conduct and other user agreement, rather than regulatory measures.

Next steps

8. The rMCZs and rRAs have been submitted to Natural England. Currently, an Impact Assessment is being prepared by the project economist and will estimate the costs and benefits associated with the recommendations, including the costs of potential management measures.

9. Over the coming months, Natural England, JNCC and the MCZ Science Advisory Panel will be assessing whether the recommendations from each of the four regional projects together satisfy the Ecological Network Guidance design criteria and principles. They will submit their statutory advice to Defra early next year.

10. Ministers will then consider all supporting evidence before deciding which MCZs to take forward to the public consultation. This will provide an opportunity for stakeholders to review, comment and feedback to Government before designation decisions are made.

Recommendations

11. POSC is asked to comment on the above Recommended Marine Conservation Zones and advise if they would like to receive a further report during the 2012 consultation period.

References

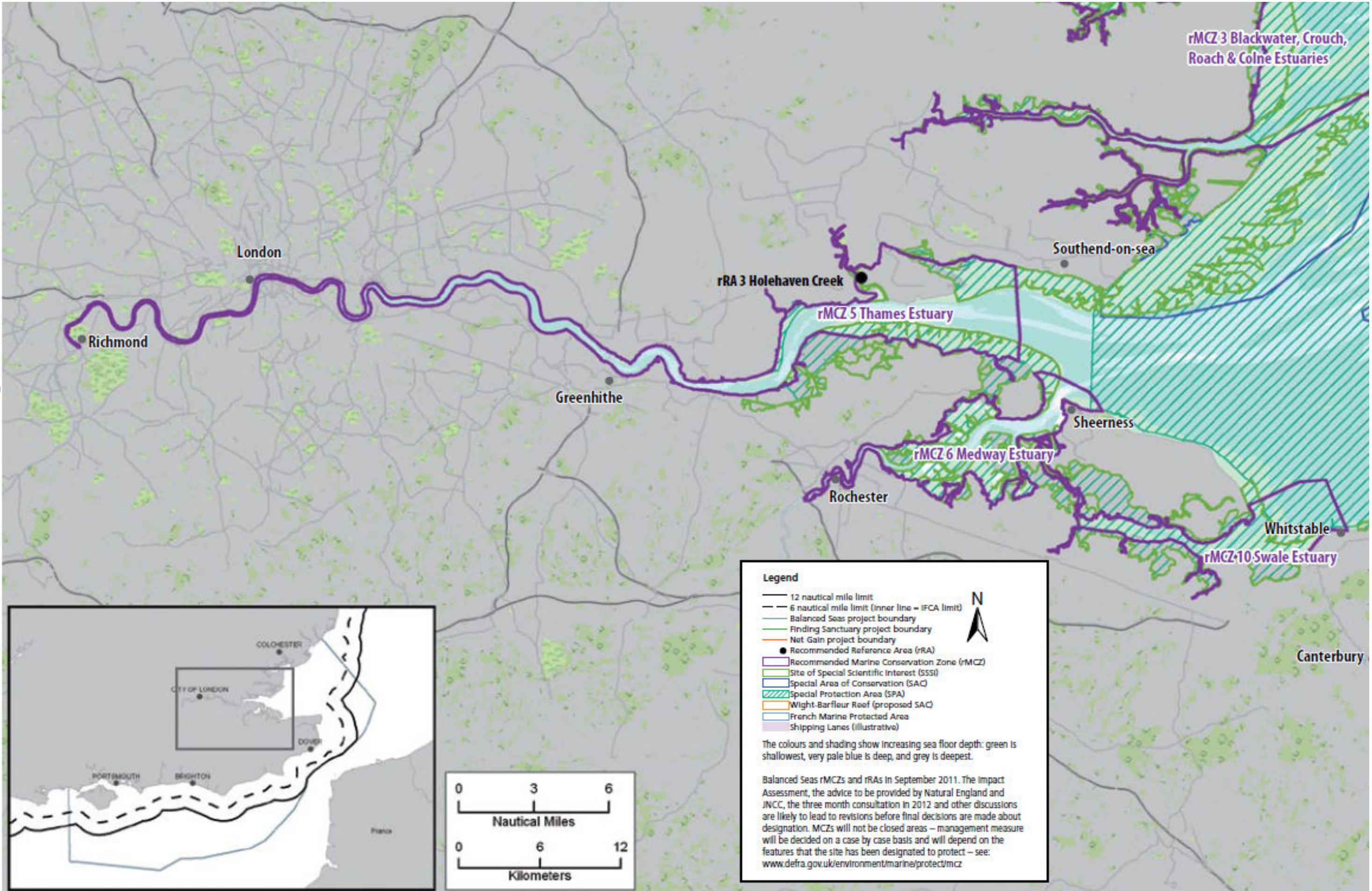
The full final recommendation report and details of recommended sites can be found at <http://www.balancedseas.org/page/RSG%20Resources.html>

Contact details

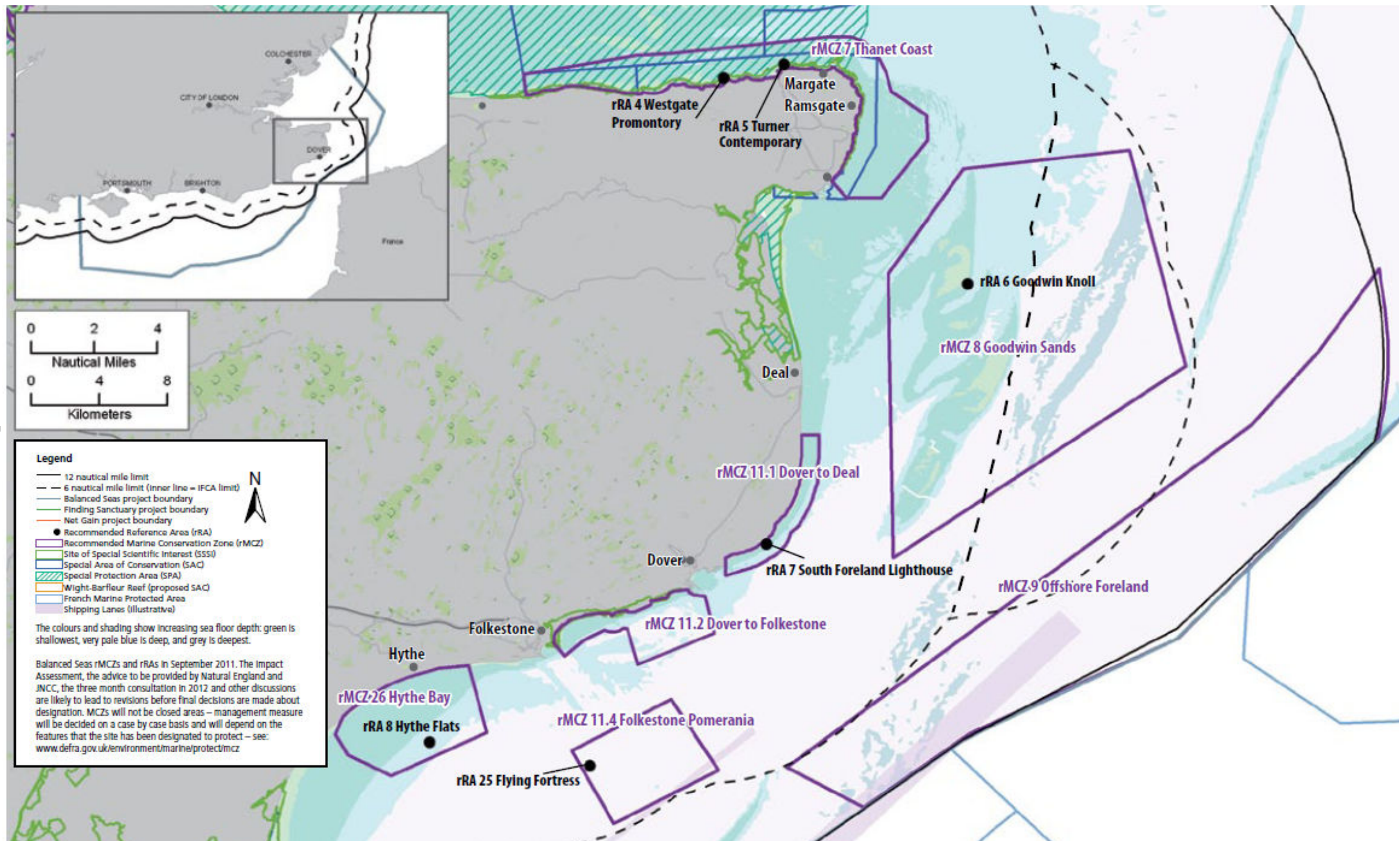
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Appendix 1 For EHW POSC Paper: Recommended Marine Conservation Zones

Map 1 – Thames and North Kent recommended Marine Conservation Zones & Reference Areas (A3 copy to be provided)



Map 2 – East Kent recommended Marine Conservation Zones & Reference Areas



To: Environment, Highways & Waste Policy Overview & Scrutiny Committee - 22 November 2011

By: Bryan Sweetland, Cabinet Member - Environment, Highways and waste
John Burr, Director of Highways and Transportation

Subject: A Sensible Approach to Supported Bus Services

Classification: Unrestricted

Summary: This report makes recommendations to update the existing criteria for prioritising support for Socially Necessary Bus Services. It has been considered by and has the support of the Finance Working Group to this Committee. There is also a proposal to form an Informal Member Group to consider policies, integration and delivery across public transport.

1. Introduction

Kent County Council (KCC) currently commits around £6.4m annually to supporting local bus services. The budget is fully committed in the current financial year and is likely to come under increasing pressure over the coming years for the following reasons:

- Commercial service withdrawals - when a commercial bus service is withdrawn KCC has a duty to assess whether it should intervene and support the service;
- Operator gives Contractual Notice to cease operation of a subsidised bus service – KCC could procure a replacement service but the cost may increase;

In addition, KCC could decide to vary the supported bus budget. If and when any of these circumstances arise, it is essential that there is a method through which bus services are prioritised for support. This paper sets out the proposed prioritisation approach that would be used for adding/de-prioritising services.

Given the inter-relationship with other public transport budgets including the English National Concessionary Travel Scheme and the Kent Freedom Pass there is also a proposal to form an Informal Member Group to consider policy development, integration and delivery.

2. Proposed new criteria for support of bus services

- (1) Support will be considered for a bus service that is not commercially viable if its main purpose meets one or more of the following journey activities:
 - Access to work
 - Access to learning
 - Access to healthcare
 - Access to food shopping
- (2) In order to consider these criteria, services are ranked in the following order of priority (1 being the highest):

Priority	DAYS OF OPERATION	£ Per Passenger Journey
1	Any Day of the week	Less than £3
2	Monday to Friday	Over £3
3	Monday to Friday	Over £5
4	Saturday	Over £3
5	Sunday and evening	Over £3
6	Saturday, Sunday & evening	Over £5
7	Any day	Over £7
8	Poorly performing contracts with very limited implications	Regardless of cost

3. Procedure to be followed in the event of commercial bus service being deregistered or Contractual Notice being given on a subsidised bus service;

- (1) In either circumstance, KCC will undertake a costing exercise to assess the service according to the criteria set out above. If the service is likely to perform better than an existing supported service then KCC will intervene and fund the continued operation of the service following a procurement process. In such a circumstance, it is likely to be necessary to withdraw subsidy from other supported services to stay within budget.
- (2) This will be achieved by giving contractual notice on a sufficient number of the lowest priority supported bus services to remain within budget (prioritised as detailed above).
- (3) Operators and local members affected by the subsequent service withdrawals would then be given at least 90 days' notice of the intended withdrawals, and wherever possible arrangements will be made to amend either Kent Karrier or other community transport provision to meet the basic access needs of those passengers affected by the proposed withdrawal. Such withdrawals will be programmed

to take effect on a quarterly basis, on 1st April, July, October and January.

- (4) In order to structure withdrawals in this way, it will be necessary to include a contingency of £100k per annum. This will cover the periods when KCC is supporting both the newly acquired services which have been deregistered and the subsidised services on which contractual notice would be given but which would still continue to operate until the next programmed date for withdrawals.

4. Procedure to be followed in the event of bus service withdrawals due to future budget reductions;

- (1) If KCC withdraws funding from supported services due to a future budget reduction, a full consultation would be undertaken. This would consist of a media plan using the KCC website, District Council websites, on bus notices and direct contact with local Members, District and Parish Councils. An Equality Impact assessment (EIA) would also be undertaken to ensure that any adversely affected groups (e.g. bus passengers with disabilities) were provided wherever reasonably practicable with a reasonable alternative. Once consultations are completed, a report will be compiled and brought to the Cabinet Member for a final decision.
 - (2) Any decision to cease support for bus services, even those which were considered relatively straightforward, should not be taken lightly, but once made the decision should be maintained. Whilst passenger numbers are not substantial, services supported by KCC carry a large proportion of elderly and disabled people as well as those who do not have alternative access to key services.
 - (3) Wherever possible arrangements should be made to amend either Kent Karrier or other community transport provision to meet the basic access needs of those passengers affected by the proposed withdrawal.
 - (4) Withdrawal of subsidised services should, wherever possible, be phased in accordance with the dates detailed above. However, such phasing of withdrawals of subsidised services might incur additional costs due to the extended time of operation of such contracts beyond the current expiry date of 31 March in any given year, and the contingency fund referred to above would accommodate these costs.
-

5. Recommendations

Members of the Committee are asked to comment on:

- (1) The processes outlined above in paragraphs 2, 3 & 4 to prioritise the support of bus services in the event of a commercial withdrawal by an operator or reduction in funding availability being approved.
 - (2) The creation of a contingency of £100k from the existing budget to cover interim periods when KCC is supporting additional services.
 - (3) The formation of an Informal Member Group to assist with implementing policies and to consider how integration across all public transport can be improved.
-

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Unnecessary street lights are costing you the earth

**Our common-sense plan for safe
and sensible street lighting**

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To: Environment Highways & Waste Policy Overview & Scrutiny Committee - 22 November 2011

By: Bryan Sweetland, Cabinet Member for Environment Highways and Waste
John Burr, Director of Highways and Transportation

Subject: A Common Sense Plan for Safe and Sensible Street Lighting

Classification: Unrestricted

Summary: This report sets out how the County Council can reduce energy costs in street lighting whilst working with the community to improve acceptance of this and reduce the perception that such a policy increases crashes and reduces personal safety. The proposals in this report for safe and sensible street lighting in Kent are informed by the Street Lighting Policy agreed by the EHW POSC in May 2010.

1. Introduction

Street Lighting energy costs the County Council £5.1m p.a. It is on an upward trend and the cost of energy is set to rise year on year, the anticipated increase for the next financial year is over 10%.

KCC has some 118,500 street lights and 29,000 lit signs/bollards. Provision of street lighting is not a legal requirement, except when linked to demonstrable road safety. However it has become established practice over time and almost all street lights in Kent are continually lit during the hours of darkness, ie automatically turn on at dusk (due to a fitted light sensor in each column) and turn off at first light.

The challenge of rising energy costs and carbon emissions were among the key factors resulting in a new approach to street lighting provision and operation being formally agreed at the EH&W POSC in May 2010.

The Government's Carbon Reduction Commitment requires councils to publish their greenhouse gas emissions, including CO₂. The street lighting energy in Kent currently equates to approx 29,000 Tonnes of CO₂. Although it has not been a requirement to pay for carbon credits, this is likely to change and some form of levy linked to carbon emission is likely to be introduced thus increasing the cost of energy even further.

A number of initiatives have been introduced by Highways & Transportation in the past two years to reduce energy consumption, these are:

- Upgrades – 6,289 inefficient mercury lamps as well as 3,441 failing lamps have been replaced with energy efficient units.
- Trimming – The photocell in 12,616 lamps has been reset to reduce burning time (lights come on later at dusk and going off earlier at dawn). All new columns have these photocells as standard.
- Dimming – New lanterns have been fitted to 230 columns of 60w and above to dim the wattage at pre-determined times to reduce energy consumption. This is quite costly as it requires replacement of lanterns and has only been incorporated where lantern replacement was programmed.

These initiatives have reduced the energy charges by £128,000 annually.

2. Discussion

Light pollution and costs can be reduced in locations where the street lights are not contributing to safety at all. Many road lights were installed when vehicles had poor lighting systems and ambient light levels on major urban roads were low. Today, some street lighting is far less effective than the illumination provided by traffic or nearby buildings yet it remains switched on all night.

Where streetlights have been dimmed or switched off, data shows that crashes and crime have **not** increased. There is a clear difference between perception and actual data. It is the design of lighting schemes, rather than the number or hours of illumination that is most important. Kent County Council's aim is to target the wasted lights and energy.

There are a number of useful articles linking street lighting and crime, for example;

From the Guardian newspaper (2003): Bright lights 'do not deter criminals'. "Over-anxious Britons are placing a blind, almost medieval, faith in brighter street-lamps and security lighting as crime deterrents, according to a statistical analysis... published in the British Journal of Criminology. "

In Essex, a trial to turn off suburban street lights between midnight and 05.30, has been deemed a success. Police state: "A year on year comparison for April 2006 to May 2007 [when street-lights were left on all night] and April 2007 to May 2008 [when street-lights were turned off at midnight] has shown that night-time crime has almost halved in Saffron Walden and reduced by over a third in Dunmow."

Better lighting by itself has very little effect on crime.", a quote from The effect of Better Street-lighting on Crime and Fear: A review, by Malcom Ramsay of the UK's Home office.

"The principal conclusion is that no evidence could be found to support the hypothesis that improved street lighting reduces reported crime.", from The Influence of Street lighting on Crime and the Fear of Crime (Crown Copyright 1991).

"The very wide extent of the study, covering some 3500 new street lights introduced over a period of nearly three years, was unprecedented in the UK. The change in street lighting standard was considerable; typically a four-fold increase in the intensity of lighting was achieved, with more lighting columns and white light sources being introduced throughout.

"The main database for the study consisted of over 100,000 reported crimes, although analysis was principally focused on some 9500 allegations in the most relevant locations and time periods. The area studied, an inner London Borough, has a high crime rate in a national context and thus represented a fair test for environmental crime prevention measures. In short, if street lighting does affect crime, this study should have detected it."

To overcome the negative perception, it is vital that we address this by involving residents in discussions about what makes some people feel they are less safe.

3. Next Steps

We have established how further savings could be achieved. This has identified a number of potential areas suitable for energy conservation, these are:

Part Night Lighting – This involves installing new light sensor in each column that has a timer built into it. The net result is that the column would light automatically at dusk, turn off at a pre determined time (possibly midnight), turn back on at a predetermined time (possibly 5am) and stay on until first light. Other than complete removal of lighting, part night lighting provides the most significant energy savings. Two categories of roads could be suitable for this, minor roads (which includes residential, estate and rural roads) and high speed roads. There are over 70,000 street lights in these roads which could be changed to part-night lighting and could result in a reduction of 10% in the annual energy bill.

Removal of Lights – In the past, extension of street lighting went far beyond the required needs, a clear case in point here is street lighting on main routes. These are generally roads leading to or out of local settlements where current design standards would not recommend street lighting. There are some 5000 unnecessary high wattage lights on these roads potentially suitable for permanent disconnection and removal. Their removal will have no adverse effect on the locality yet delivery a saving of around 5% of the energy bill. Lights within the settlements would be retained.

Future areas for possible review

Dimming – This involves reducing the illumination level of lights. However, the technology for implementing this option is currently very expensive as it involves replacing the lantern on each lighting column. Some 25,000 lights could be suitable for this treatment and as technology improves this could become a viable option. Savings could be achieved up to 10% of the annual energy bill. As of today, this is not a cost effective option.

Central Monitoring System -This involves installing a small radio device on each column, a collection of these, around 1,000 are then linked to a local base station, which in turn is connected to a remote Central Monitoring Unit. This future option would allow each column to be remotely monitored and controlled. Benefits would be significant but the systems are relatively new and expensive. This option will be reviewed in detail in the spring of 2012/13. There will be no abortive costs if this option is adopted.

4. Conclusion



In order to ensure that KCC utilises its limited resources in the best manner it is proposed to follow the agreed Street Lighting Strategy agreed by POSC in May 2010. This will reduce energy costs and protect the environment. The County Council should;

- Ensure value is achieved by supplying lighting at the time of greatest demand or need.
 - Manage energy sensibly thus reducing consumption for street lighting. This will help address the financial challenge to reduce costs of service delivery as outlined in Bold Steps for Kent.
 - Reduce CO2 emission to help meet the challenge of climate change as set out in Bold Steps for Kent.
 - Engage with Kent stakeholders to consult on ways to ensure an appropriate and effective level of street lighting.
-

5. Recommendations

Members of the Committee are asked to comment on:

- (1) The specific proposals outlined above to introduce a common sense approach to safe and sensible management/operation of street lighting is endorsed
-

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By: Head of Democratic Services

To: Environment, Highways and Waste Policy Overview and Scrutiny Committee – 22 November 2011

Subject: **SELECT COMMITTEE - UPDATE**

Classification: Unrestricted

Summary: This report updates Members on current and future Select Committee work and invites suggestions for future Select Committee Topic Reviews.

Current Select Committee Review Work

1. The following reviews are underway:-

Dementia - The Select Committee on Dementia, under the Chairmanship of Mrs T Dean, received its first draft report in September.

The contacts in Democratic Services for this Select Committee are: Research Officer Sue Frampton (01622 694993) and Democratic Services Officer Christine Singh (01622 694334).

Educational Attainment at Key Stage 2 - The Select Committee, under the Chairmanship of Mr C T Wells, is looking at the reasons for variations in Key Stage 2 performance within Kent Schools, with a focus on schools in areas of deprivation.

During June and July, the Select Committee had briefing sessions from Heads of Service and with officers from those Districts from which schools had been selected for the focus group. Visits to seven Schools were undertaken during October and early November. Work is also being carried out to gather insights from pupils and parents and this is being facilitated by colleagues in the Directorates.

The Committee met on 9 November 2011 to discuss feedback from the visits, and will hold final hearings and consider areas for recommendation in late November and early December 2011. It is expected that the report will go to Cabinet in April 2012 and will then be submitted to the next available County Council.

The contacts in Democratic Services for this Select Committee are: Research Officer Pippa Cracknell (01622 694178) and Assistant Democratic Services Manager Denise Fitch (01622 694269).

The Student Journey - The Select Committee, under the Chairmanship of Mr K Smith, has now completed its evidence gathering sessions with key stakeholders,

including representatives from business and education, and from young people. A number of visits were undertaken.

The Committee met on 1 September 2011 to identify areas for possible recommendation. The potential recommendations were met with widespread agreement by the key KCC officers who will be responsible for the implementation of most of them. The Committee will meet on 24 November to formulate its final recommendations before the report is written. It is intended that the Select Committee will submit its final report to the Cabinet in April 2012 and to County Council in May 2012.

The contacts in Democratic Services for this Select Committee are: Research Officer Gaetano Romagnuolo (01622 694292) and Democratic Services Officer Theresa Grayell (01622 694277).

Suggestions for future Select Committee work

2. A review on Domestic Abuse has been suggested by the Customer and Communities POSC (meeting as the Crime and Disorder Committee, in July 2011). This review cuts across several portfolios; adult services and public health, communities and specialist children's services. A formal proposal was welcomed and approved by the Scrutiny Board on 2 November. The review will commence in the New Year.

3. If Members have any suggestions of topics they would like to put forward for consideration for inclusion in the future topic review work programme, they should contact the Democratic Services Officer for this POSC.

Recommendation:-

4. Members are asked to note the review work currently coming to fruition, and future work soon to commence, and advise the Democratic Services Officer of any topics which they would like to put forward for consideration for inclusion in the future Select Committee Topic Review Work Programme.

Karen Mannering
Democratic Services Officer

Background Information: *Nil*

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