

KENT COUNTY COUNCIL

ENVIRONMENT & TRANSPORT CABINET COMMITTEE

MINUTES of a meeting of the Environment & Transport Cabinet Committee held in the Darent Room, Sessions House, County Hall, Maidstone on Friday, 4 December 2015.

PRESENT: Mr C R Pearman (Vice-Chairman), Mr M Baldock, Mr A H T Bowles, Mr R E Brookbank (Substitute for Mr M A Wickham), Mr C W Caller, Mr I S Chittenden, Dr M R Eddy, Mr P J Homewood, Mr B E MacDowall, Mr J M Ozog, Mr C Simkins, Mrs C J Waters and Mr M E Whybrow

ALSO PRESENT: Mr M A C Balfour, Mr P M Hill, OBE and Mrs S V Hohler

IN ATTENDANCE: Mrs B Cooper (Corporate Director of Growth, Environment and Transport), Mr R Wilkin (Interim Director of Highways, Transformation and Waste), Mr T Read (Head of Highway Transport), Dr S Anderson (Flood Risk and Natural Environment Manager), Mr A Casson (Operations Manager), Mrs E Milne (Flood Risk & Natural Environment Manager), Mrs C Valentine (Highway Manager), Mr R Fitzgerald (Performance Manager), Ms E Hanson (Policy Manager), Mr S Horton (Road Safety Team Leader) and Mrs L Whitaker (Democratic Services Manager (Executive))

UNRESTRICTED ITEMS

125. Apologies and Substitutes
(Item A2)

Apologies were received from the Chairman, Mrs Stockell, who was substituted by Mr Wedgbury, Members wished her a speedy recovery. Apologies were also received from Mr Wickham who was substituted by Mr Brookbank.

126. Declarations of Interest by Members in items on the Agenda
(Item A3)

No declarations were received.

127. Minutes of the meeting held on 16 September 2015
(Item A4)

RESOLVED that the Minutes of the meeting held on 16 September 2015 were correctly recorded and that they be signed by the Chairman.

128. Meeting dates for 2016/17

(Item A5)

RESOLVED that the Environment and Transport Cabinet Committee meeting dates for 2016/17 be noted as follows:

2016	2017
Wednesday, 13 January	Thursday, 12 January
Friday, 11 March	Monday, 13 March
Wednesday, 4 May	
Friday, 8 July	
Wednesday, 7 September	
Thursday, 17 November	

129. Verbal updates

(Item A6)

1. The Cabinet Member for Environment and Transport, Mr Balfour, gave his verbal update on the following:

- (a) **Active Travel Strategy** – A Members Group was to be set up to consider the government’s Public Walking and Cycling Strategy. The Members Group would report back to the Committee in March 2016, and would tie in with the Local Transport Plan which would also be considered at that time to the Committee so that they can be in alignment.
- (b) **Ashford Spurs** - The signalling system that had been proposed for Ashford International Station had now been replaced with a cheaper and more easily installed technical solution. Although this would result in the loss of some European funding, it would be a proven option and would cost less. The project would be entirely LEP funded.
- (c) Contract tenders had now been received, of which one was acceptable. Mr Balfour was confident that matter had been successfully negotiated and the successful tender would be published as soon as it was possible to do so.
- (d) **The Airspace Review** - Gatwick Airport Ltd had appointed Bo Redeborn, aviation consultant to lead an independent review of Airspace architecture. As part of the review a wide range of key stakeholders including community groups and local residents would be consulted. Members were assured that KCC would respond to protect the interests of local residents, particularly in the West of the County from noise and air pollution. Bo Redeborn would report to GATCOM in January 2016.
- (e) **Kent Environment Strategy Member Group** - This would be discussed later on in the agenda.
- (f) **North Farm** – This had been a successful project largely due to the cooperation of the land owners, who had dedicated land to Highways. He commended Mary Gillett and her Team for their excellent work in running the project.
- (g) **Growth and Infrastructure Framework Launch** - Information was now on the Kent Website and work was being undertaken to tackle the £2

billion funding gap that had been identified. Mr Balfour advised that he chaired a primarily Senior Officer Group, (Cabinet Member, Mr Holden, also sat on this group) from all areas of the authority, that had been appointed to; (i) regularly review the Growth and Infrastructure Framework; and (ii) ensure that Kent County Council responded with one voice when negotiating Section 106 and 278 agreements with developers, district and borough councils. He welcomed any other Cabinet Members whose portfolio fell within the remit of this Group.

- (h) **Operation Stack** – The Operation Planning Group had met and future meetings were planned. Highways England were currently finalising their informal consultation document which should be in the public domain on 11 December. Following the publication there would be a variety of public meetings, showcases and KCC would request that Highways England meet with the County Council to brief all county councillors that wished to attend. Mr Balfour advised that other invitees will be the Police Authority and the Fire and Rescue Authority.
- (i) Mr Balfour reported that Highways England was intending to put average speed cameras along the A21.
- (j) **Lighting Consultation** – The public consultation on street lighting had ended in November 2015. The consultation sought views from the public regarding preferences for street lighting following the planned conversion to LED. The external Consultants would be reporting back on the findings of the consultation and an extraordinary meeting of the Cabinet Committee would be convened in February 2016 to consider the matter and make recommendations to the executive. Mr Balfour requested that once Members had received meeting papers, any questions they may have be put forward for a response before the meeting.
- (k) **Buses** – Officers from KCC Transport had been working with bus operators to identify the potential for transferring some KCC supported bus services back into commercial operation. This was being carried out to enable KCC public transport to meet its 2016/17 budget of £5.25 million which had over the past two years been reduced by £2 million. The service had already delivered £1 million of saving with only a marginal impact on service users and needed to deliver a further £1 million of savings. Local bus operator partners had identified £680k of service initiatives which could deliver savings to KCC and only have a marginal impact on service users. This was welcomed and operators were commended on their proactive approach to the matter. Initially, from April 2016 £260k of 14 KCC supported services would be absorbed by local bus partner operators with no change in the service provided. KCC would consult from early February on a further £420k of service initiatives affecting 16 services which would see supported services absorbed but with some change to the current service be it different timings, less journeys or slightly revised routing. KCC public transport and its local bus operator partners were commended for their collaborative working which had made significant budget savings to KCC but retained the shape of the current Kent bus network and the level of provision. It was accepted that in some areas of the County there had been change but to services and journeys which were poorly used. KCC public transport would continue to identify further savings which would

enable it to meet its 2016/2017 budget without significantly impacting service users. Members were assured that it was KCC's intention to enhance community bus services including Ashford, Wealden Wheels.

2. Mr Balfour and Mr Pearman responded to questions by Members as follows:
- a) Mr Pearman confirmed that both the Active Travel Strategy and the Local Transport Plan4 (LTP4) would be developed simultaneously and be reported back to this Cabinet Committee on 11 March 2016. He invited the same Members that were on the LTP4 Member Group to assist with the Active Travel Strategy; these were Mr Baldock, Mr Caller, Mr Chittenden and Mr Wybrow. Meeting dates had been fixed for the mornings of 12 January and 26 January.
 - b) Mr Balfour advised that discussions were being undertaken with bus operators to identify and agree which services KCC could cease to support yet the service continue albeit with a potential impact on timings, route or frequency. He stressed that any proposals would be the subject of consultation with residents. The next tranche of services would be considered in January/February 2016.
 - c) A request was made that when consulting on future bus service provision consideration be given to providing services that ran one, two or three days per week, which may mean that more services could be provided; it was claimed that many rural residents preferred this approach.
 - d) Mr Balfour advised that he did not have the response figures for the LED consultation as they were with the consultants, but was aware that the figure was in the thousands. The results would be published in the consultant's report.
 - e) Mr Balfour explained that there was to be both a non-statutory consultation and a statutory consultation on Operation Stack. KCC was being kept informed but was any information provided was confidential until the consultation was published. There had been suggestions that this may happen on 8 December. Mrs Cooper advised that Members would receive a briefing.
 - f) Mr Balfour did not disagree with the suggestion that there needed to be a cross party national debate on bus services to look at how to get people out of the private motor car onto public transport and making the best use of public transport.
 - g) Mr Balfour responded to a question on the Ashford Spurs and read out a statement as follows: "the signalling solution to be deployed will be the French KVB used at St Pancras rather than the European ETCS system. The reason for change was the technical problems with the ETCS and the removal by the Department of Transport of the need for derogation from EU law for the KVB system. Although going KVB means that we lose the EU funding for ETCS, the funding gap is smaller for KVB without EU funding than it would have been for ETCS with EU funding". He clarified that this would allow trains to go in and out of the Ashford station. Mrs Cooper added that the funding still needed to be sourced. Members would be advised of the project timeline outside the meeting.
 - h) A comment was made regarding the consultation process. It was advised that when responding to the online consultation respondents needed to

sign in, therefore it was not possible to retain anonymity as it was when using the paper method of consultation. In addition, if a household had one email address only one person in that household could participate online as a different email address was required for each response.

3. The Cabinet Member for Community Services, Mr Hill, highlighted three information items.
 - (i) The Kent and Medway Community Safety Conference, an annual event, was held on 3 November. The theme of the event was dementia and was well attended, with Angela Rippon as the key note speaker who had a national role in dementia, working with the government.
 - (ii) The Domestic Homicide Review. He explained that the local authority had a responsibility to commission these reviews which were important tools in establishing why incidents had occurred and ensuring lessons were learnt and communicated. A seminar was held on 18 November, which was well attended with over 100 practitioners in attendance. They considered a number of recent reports and drew out the lessons learnt. It was hoped that the incidents of homicide would be reduced as awareness of potential triggers was raised; and
 - (iii) Public Protection Annual Reports – The Public Protection Service had seven small services; [Trading Standards](#), [Community Safety](#), [Public Rights of Way and access](#), [Kent Resilience Team](#), [Gypsy and Traveller Unit](#), [Kent Scientific Services](#); and [Coroners](#). To highlight the work undertaken by those services their annual reports 2014/15 were now published on KCC's website.
4. RESOLVED that the responses to questions by Members and the information in the verbal updates be noted with thanks.

130. Kent Environment Strategy (Item B1)

1. The Environment Strategy Programme Manager, Dr Anderson introduced a report that gave an update on the strategy to reflect feedback following the public consultation held from 27 July to 25 September 2015. Parallel to the consultation, the strategy had been presented to senior management teams across the Districts and Boroughs and many of the key stakeholders groups. Just over 100 responses were received of which 50% represented organisations and networks.
2. The report highlighted those high level areas that required particular attention including:
 - Balance of priorities in relation to development
 - Influencing national Government and Bodies
 - Agricultural, forestry, viticulture and horticulture
 - Sustainable Transport options
 - Noise pollution; and
 - Links between strategies, plans and partner roles

3. The final draft of the Strategy was presented to the Kent Leaders Group at its meeting last week with recommendations for endorsement and to take forward the adoption of the Strategy in their individual authorities, subject to their internal processes and the governance highlighted in the report, which were all agreed.

4. The Cabinet Committee agreed to the amended wording of recommendation (b) in the report read out by Dr Anderson as follows: "That the Cabinet Committee is asked to consider and endorse or make recommendations to the Cabinet Member for Environment and Transport on the proposed decision to adopt the refreshed Kent Environment Strategy: A strategy for environment, health and economy, which as a partnership strategy will include the delivery of programmes and activities by a variety of organisations requiring associated frameworks, MoUs, projects and contracts to be developed and implemented as appropriate. One of these would be the work of the Countryside Management Partnership and associate contracts for delivery."

5. Dr Anderson and Mr Balfour responded to questions by Members as follows:
- a) The proposal of a Kent Environment Strategy Member Advisory Group was welcomed.
 - b) Comments were made that there were still issues that needed to be addressed on the following; (i) Paragraph 2.51 - the impact of new housing developments across Kent. Sustainable growth was unachievable with the amount of development that was planned for Kent in the next 15-20 years and the local authority should reflect that it had to meet the challenge of unsustainable housing and development being proposed by Government. (ii) Paragraph 2.5.4 – The conflict of what was perceived as a lack of investment from the Transport Office and there was a reduction in funding which would result in a lack of investment. Car travel would not reduce if the population was going to increase by 25%. The local Authority had to look at how it can manage with the imposed development.
 - c) A comment was made that ideally this should be a second draft submitted for consultation as this was not ready as a final draft. Where are we going to see what difference was going to be made with the implementation of the strategy.
 - d) Mr Balfour thanked Mr Baldock for his comments. He considered that the Strategy was good, acceptable and usable by all partners and stakeholders. There would be a Member Advisory Group and there would be an Implementation Plan. All of was being considered with transparency in the public domain and all comments that had been received were given consideration.
 - e) Dr Anderson and wider team were thanked for the work carried out on the Strategy and presentation.
 - f) There were invitations being sent out for Members to take part in the implementation

6. Dr Anderson advised that the next stages were; (i) to receive the endorsement from this Cabinet Committee, (ii) The final draft would be submitted to Cabinet in January 2016 for proposed adoption; and (iii) the decision to be taken by the Cabinet Member for Environment and Transport, Mr Balfour. At the same time

the Partner organisations would be taking the Strategy through their internal processes. The Strategy would then be launched.

7. RESOLVED that:-

- (a) the comments and responses to questions by Members be noted;
- (b) the key consultation feedback outlined in this report be noted and the amendments proposed in the final draft of the Kent Environment Strategy (Annex 1) be agreed; and
- (c) the Cabinet Committee endorsed the decision to be taken by the Cabinet Member for Environment and Transport to adopt the refreshed Kent Environment Strategy: A strategy for environment, health and economy, which as a partnership strategy will include the delivery of programmes and activities by a variety of organisations requiring associated frameworks, MoUs, projects and contracts to be developed and implemented as appropriate. One of these would be the work of the Countryside Management Partnership and associate contracts for delivery.

131. Proposed extension to Resurfacing Contract, currently let to Eurovia Infrastructure Limited
(Item B2)

1. The Interim Director of Highways, Transportation and Waste Mr Wilkin introduced the Road and Footway Asset Manager, Mr Casson, to present the report to the Cabinet Committee that outlined Eurovia's performance to date, analysed industry price pressures and considered the advantages and disadvantages of extending this contract against re-tendering.

2. Mr Casson advised that with the increased cost of bitumen, aggregate and labour costs there was little scope in achieving a reduction in costs as in past years, but predicted an increase in costs of 10%.

3. Mr Casson praised Eurovia's Infrastructure Limited performance throughout the contract so far in particular their focus customer service and client awareness. Eurovia Infrastructure Limited was quick to identify solutions when necessary and work with KCC officers to lessen the impact both in terms of the work itself and Kent's reputation. They also delivered very high profile and high impact road reconstruction schemes including Willington Street, Maidstone, The Broadway, Minster and Wrotham Road through engagement with local people which lessened the impact of those schemes on local communities and businesses.

4. Mr Casson responded to comments and questions by Members as follows:

- a) A comment was received that the impact on Maidstone with the reconstruction scheme at Willington Street had been much less than originally predicted by the local community. It was agreed that there had been minimal complaints received.

- b) Congratulations were extended to both officers and Eurovia Infrastructure Limited for their performance throughout the work carried out at Willington Street, Maidstone.
- c) Mr Casson explained that the value of the current contract was up to £9m.
- d) Mr Casson advised that the cost of carrying out an EU tender was approximately £200k.
- e) Mr Chittenden moved, seconded by Mrs Waters the recommendations in the report
- f) It was suggested that this contract be made the template of how contracted work should be carried out throughout the county.
- g) A further suggestion was made that Eurovia Infrastructure Limited could be contracted for other highways work in the county and that the comments be fed back to the company.
- h) Mr Casson explained that had Eurovia Infrastructure Limited not agreed to extend the contract Kent would have retendered which would have resulted in higher prices.

5. RESOLVED that:-

- (a) the responses to comments and questions by Members be noted; and
- (b) the Environment & Transport Cabinet Committee endorsed the proposed decision to be taken by the Cabinet Member for Environment and Transport to agree the proposed extension to the Resurfacing Contract currently let to Eurovia Infrastructure Limited from June 2016 to June 2018 as set out in Appendix A to the report.

132. Completion of Sandwich Town Tidal Defence Scheme
(Item C1)

1. The Natural Environment and Coast Manager, Mrs Milne, introduced a report on the successful conclusion of the Sandwich Town Tidal Defence scheme, delivered in partnership by KCC, the Environment Agency and Pfizer. It reflected on the wider benefits the scheme has delivered to East Kent and the advantages of the partnership approach to flood defence delivery.

2. Mrs Milne advised that the final cost of the Sandwich Town Tidal Defence scheme was £23.5 million. The level of protection was raised from a 1 in 20 year level of protection, classed as at significant risk, to 1 in 200 year which was low risk. KCC contributed £3.28 million capital into the project with a further £1.36 million for ongoing maintenance. There was an additional £11.92 capital funding from the Environment Agency and Pfizer as a private investor contributed £6.5 million. This was one of the first public/private partnerships for flood defence in the new funding regime and the largest one in the UK. The works were completed in September 2015, two months behind schedule.

3. The Scheme had produced 14 kilometres of improved and raised flood defences, a new flood wall at the town quay and delivered 240 hectares of tidal flood relief area.
4. The quality of the scheme had been recognised by a number of awards including the Institute of Civil Engineers (ICE) South East Engineering Excellence Award, Living Waterways Awards and was shortlisted for the Chartered Institute of Public Relations Pride Awards 2015 in the Public Sector Campaign category.
5. A short video presentation was received by the Cabinet Committee on the scheme.
6. Mrs Milne extended an invitation to Members to visit the site in Sandwich which could be arranged for the Summer.
7. Mr Balfour wished to thank the Leader of the County Council, Pfizer, the schemes contractor, Jackson Civil Engineering and KCC's officers for their contribution in delivering a successful scheme.
8. Mrs Milne noted comments by Members as follows:
 - a) Members welcomed the approach to the delivery of the scheme.
 - b) A comment was made that this was a very welcomed scheme that would enhance the area.
 - c) It was suggested that there may be maintenance problem for the new quay area in Sandwich similar to problems experienced by Dymchurch that had not been envisaged.
 - d) Members commented on the excellence of the scheme.
 - e) A comment was made that this scheme had preserved one of the best medieval town in the country which was an additional economic benefit which would be realised financially over the coming years
9. RESOLVED that comments and the responses to questions by Members and the report be noted with great pleasure.

133. Highway Operations Anti-litter
(Item C2)

1. The Interim Deputy Director of Highways Transportation and Waste, Mr Wilkin, introduced a report on the collaborative response to tackle the problem of litter and fly-tipping in the county. Mr Wilkin introduced the Highway Manager for West Kent, Mrs Valentine.
2. Mrs Valentine highlighted the role and work of; (i) the Kent Resource Partnership (KRP), a partnership between the district councils and KCC and (ii) The sub group of KRP, the KRP Street Scene Project Group which had been set up for two years. Its membership included all 13 district and borough councils, Highways England and Balfour Beatty. The Group discussed joint working

initiatives. The Highway Operations involvement in the group focused on the following three key areas:

- A County wide Litter Campaign
- A Fly-tipping protocol
- Joint working on litter clearance on Kent's high speed roads

3. Mrs Valentine advised that to tackle the problems of fly tipping the KRP Street Scene Project Group looked at the customer experience of reporting fly tipping and found that the public were often diverted backwards and forwards from the KCC to the District or borough councils. The KRP agreed a twelve month trial of a consistent county wide approach to reporting fly tipping i.e. if this was on the carriage way it would be reported to KCC and if it was on a verge or footway it would be reported to the borough or district council. This was being monitored and after 6 months was reported to be doing well.

4. Mrs Valentine advised that there was a Waste Enforcement Officer who worked closely with the borough and district councils and Kent Police to find out where there were issues and take action. There had been a number of successful prosecutions including a serial fly tipper operating in Kent and South London who was fined £15,000.

5. Mrs Valentine explained that the Highway Operations annual programme was produced and arrangement made for the roads/lanes to be closed for repairs. There were now trial agreements in place with the borough and districts councils for them to clear litter as part of the programme. The results of the trial were still being assessed, and there were already approximately 50% success rate so there was more work to do.

6. Mr Balfour noted the successes of the work collaborative working between the borough and district councils with the Kent Resource Partnership and thanked them for their cooperation and help in this work.

7. Mr Balfour thanked Mr Julian Cook, District Manager for Sevenoaks, for all his work carried out in the district. He also thanked Mr Paul Vanston, the Lead Officer on the Kent Resource Partnership who was leaving KCC.

8. Mr Wilkin and Mrs Valentine noted comments and responded the questions by Members as follows:

- a) A comment was made that fly posters lowered the tone of the area and encouraged other problems like fly tipping and that the project should be rolled out across the country.
- b) It was suggested that there were particular problems in East Kent with rubbish and waste from parked lorries, an issue that sat alongside the solutions of Operation Stack. There were also problems in the Ashford District with rubbish along the highway and byway caused by lorry drivers. Mr Balfour advised that there was a meeting being held in the afternoon with stakeholders including; the districts and borough councils,

Kent Police and Highways England. The agenda for the meeting included Operation Stack and also; how Kent was going to deal with HGVs and fly parking. Mr Balfour said that Kent had lobbied the government for legislation regarding enforcement but to date had not received a response. He considered that the discussions should still take place to find solutions.

- c) A comment was made that where there were spill overs of fly tipping on both a carriageway and a footway one authority should take the lead.
- d) It was reported that litter had been pushed onto the highway from the footway because it was considered that it would be dealt with quicker.
- e) It was suggested that there was a role for Parish Councils and Volunteer Groups who were interested in being included in the coordination of rubbish being collected on the closed highways.
- f) The collaborative working highlighted in the report was welcomed.
- g) A Member raised the issue of littering on the M20 and litter filling the salt pits entering into Dover and asked that the correct agency be advised on the issue. Mr Balfour advised that this would be dealt with outside the meeting.
- h) Mr Balfour advised that Network Rail also had a role in the issue of littering. He welcomed the support of the Parish councils and volunteers and they would be included.
- i) Maidstone Borough Council's coordinated approach to litter collection was applauded as it provided; the bags, gloves, pickers and ensured that you were fully covered by insurance.
- j) It was reported that there were problems with littering on the A249 going into Medway that needed to be addressed.
- k) A comment was made that Operation Cubit had been effective in the past.
- l) It was suggested that there could be improvements made regarding fly posting if more was reported.
- m) A Member commended the work carried out by Julian Cook, District Manager Sevenoaks, for bringing the district and KCC together to tackle the issue of fly tipping in the area.
- n) Mrs Valentine confirmed that work was being carried out with London Boroughs, this work was intelligence lead.
- o) Mrs Valentine agreed to answer Members questions regarding paragraph 3.13 in the report outside the meeting. She advised that Highways England had indicated that it was willing to share its programme dates with the districts and borough councils so that they were coordinated.
- p) Mrs Valentine advised that Braintree District Council was invited to the work shop as an exemplar in its work carried out with businesses to address the issue of litter in Essex.
- q) It was advised that there was a charging scheme for fly posting in Dartford. They were contacted and advised of the cost per day. The posters were soon removed.
- r) A request was made for the policy on the disposal of commercial freezers.
- s) A suggestion was made that residents needed to be educated that if someone was willing to take their large load of household rubbish for little money it may not be disposed of legally in a licensed site.
- t) Mrs Valentine agreed to report back on the 12 month trial of the new county wide consistent approach to fly-tipping clearance on the public highway.

- u) A request was made for a more rational rubbish collection service across the county.
- v) It was suggested that there were issues with litter on all roads not just high speed roads.

9. RESOLVED that:-

- (a) the responses to comments and questions by Members be noted; and
- (b) the continued work of Highway Operations with the Kent Resource Partnership outlined in the report be noted.

134. Kent County Council Highways, Transportation & Waste Soft Landscape Works - Service Review 2018/19
(Item C3)

1. The Interim Deputy Director of Highways Transportation and Waste, Mr Wilkin, introduce a report that sought approval to appoint a Member Task and Finish Group to review and identify the priority outcomes for the service. The Soft Landscape Asset Manager, Mr Diplock, explained the role of the soft landscape land service and advised that the current annual cost of the services was £2.6 million.

2. The Cabinet Committee noted that the current procured contracts came to an end in 2017/18 and as a result there were a number of options for the future direction of the service to be considered. To A draft diagnostic Report had been commissioned, this outlined five possible options for the future of the service. The five options were:

- Option 1: Status Quo
- Option 2: Reduced Service
- Option 3: Engage with Districts, Town Councils and Parishes
- Option 4: Bring In-house
- Option 5: Statutory Minimum Service Only

3. Mr Diplock advised that the service had reduced in budget by approximately £1.1 million since 2011/12 and now faced the challenges of further MTFP targeted savings of 15%. AS a result consideration would need to be given to reducing existing service frequencies.

4. Mr Diplock requested that a Member Task and Finish Group be set up to review the five options. The Group would consist of six Members. There would be five meetings held to identify outcomes and support development of option for the future soft landscape service. A report with recommendations would be submitted to this Cabinet Committee at its March meeting prior to any public consultation, should this be required.

5. Mr Balfour recommended the setting up of the Member Task and Finish Group.

6. Mr Diplock responded to comments and questions by Members as follows:

- a) Concern was expressed regarding further reductions being made to the Soft Landscape services budget.
- b) A suggestion was made for the concept of Quiet Lanes to be considered.
- c) The appointment of a Member Task and Finish Group was welcomed.
- d) A further suggestion was made for the Group to consider bio-diversity. This would be an area that the Kent Environment Strategy influencing wider decisions.
- e) Mr Balfour explained that the process was on a tight timescale and Members would be asked to do more as Kent County Council moved to become a Commissioning authority.

7. RESOLVED that:-

- (a) the comments and responses to questions by Members be noted; and
- (b) the setting up of a Member Task and Finish Group to inform and identify the priority outcomes for the future of the service be agreed.

135. Killed and Seriously Injured
(Item C4)

1. The Head of Transportation, Mr Read, introduced a report that updated Members on the road casualty trends and the action being undertaken to improve road safety in line with the Kent Casualty Reduction Strategy approved by this Cabinet Committee in 2014.

2. Mr Read introduced Members of his Team; the newly appointed Casualty Reduction Manager, Mr Horton, the Manager of the Kent and Medway Safety Partnership, Mrs Penny; and the Transport Intelligence Manager, Mr Burchill.

3. Mr Read advised that in Kent the number of people killed or seriously injured in road crashes fell by 50% between 2000 and 2010. Whilst the long term trend in Kent was down, 49 people died and 609 people were seriously injured on roads in Kent, including those managed by Highways England in 2014, which represented an 11% increase over the figures for 2013. A similar increase was seen in 2013 compared to 2012 data. Mr Read advised that this was happening because three quarters of accidents were solely out of human behaviour, driver error. In Kent there had been a rise in crashes recording impairment by drink and drugs, mobile phone use and inappropriate speed. Kent had particular high traffic density in its rural road network. This Cabinet Committee approved the new Kent Casualty Reduction Strategy and as part of this a wider range of data would be drawn on to better define risk and adopt a safer systems approach.

4. Mr Read highlighted ongoing projects over the last year that included:

- Pilot of a “damage only” crash database where evidence of crashes could be entered on a county database. This would quantify and identify risk factors on the road side and on the road.

- Piloting of an iRAP/VIDA assessment tool which would be carried out alongside the existing assessment.
- The upgrading of existing safety cameras sites from wet film to digital operation. That work would begin in 2016.
- Delivery of Driver Diversionary Scheme (DDS) courses including National Speed Awareness for 34,194 clients on behalf of the Kent Police.
- Launching of a new road safety web resource for parents and primary schools.
- Expansion of the popular *Licence to Kill* initiative which was run for students in years 12-13.

5. Mr Balfour advised Members if they wanted to see Licence to Kill they should contact Mr Horton. He then welcomed Mrs Penny and congratulated her on the work that she had undertaken and the newly appointed Mr Horton.

6. Mr Read noted comments and responded to questions by Members as follows:

- a) A suggestion was made that it would be better to have a longer timescale to show the trend in accidents over a longer period had decreased and flat lined since the 1960s.
- b) It was suggested that KSI should be split up and fatalities should be recorded separately as any changes in one could mask changes in another.
- c) If casualties were stated by kilometres travelled so that the context is there that the accidents are expressed in the total mileage travelled. This would indicate how low the chances of being in an accident were.
- d) The recent activities over the past two years reflected economic activity. The economic recession took drivers off the roads and resulted in few accidents.
- e) It was suggested that speed awareness courses were not the answer. The DfT produced a top ten causation factor list. Since 2005 the first cause on the list was; failure to look properly and the second was failure to correctly judge the speed of an approaching vehicle, this was 60% of all accidents although the focus was on speed.
- f) A further suggestion was made for a driver training course set up to reward drivers who undertake further driving courses in return for a reduced car insurance premium.
- g) A comment was made that there was a need to pay more attention to rural roads and addressing the behaviour of drivers on those roads.
- h) The initiative to improve the data collection on nonfatal injuries was welcomed.
- i) A comment was made regarding the cost of a death or serious injury on the roads was £1.9 million. This money was spent by the Kent Police, NHS, KCC, Kent and Medway Fire Brigade. It was suggested that the NHS should make a contribution to prevention measures. Mr Read advised that there was an act of Parliament that the NHS can claim back the cost of medical treatment from insurers where there was proven negligence, in terms of driver behaviour. He then gave the example of a child receiving a serious head injury in a road accident cost fell upon a

local authority, through social care and educational needs for a lifetime. Mr Balfour added that he understood this cost to be £50 million.

- j) A comment was made that there was a need to source additional funding to further reduce the casualty figures again.
- k) A comment was made that the graphs on page 115 of the report did not reflect the national publicity regarding elderly being involved in accidents. Mr Horton advised that the graph took into account population in terms of national research the graph did not take into account trips that those elderly drivers were taking although this gives an indication in terms of population level it did not differentiate between ages.
- l) A comment was made that this report was optimistic and that there was a sea change in road safety.
- m) A Member advised that the next Local Transport Plan which was due for consultation in 2016 would include road safety as a top priority.
- n) A Member stated that people who drove into obstacle to commit suicide were also included in the statistics and some of those seriously injured formed part of those numbers but did not admit to this. 100% of those pedestrians hit by a car in the road was wholly or partially responsible for their own position because they were in the road. A percentage of those adults hit by a car were above the drink drive limit. It was not about speed but education. People needed to be taught how to use the roads correctly.
- o) A Member referred to the graph Figure 3 in the report suggesting that Driver/Rider injudicious and driver/rider error could be partly tackled by the white lines in the roads being maintained.
- p) It was suggested that data collection of minor incidents on the roads needed to be collated.
- q) A Member highlighted the issue of motor cyclists speeding on Romney Marsh road and the need for road signs to be changed to "Motor Cyclists Think."
- r) It was highlighted that there were no statistics regarding HGV motorists mentioned within the report.
- s) It was suggested that we may want to look at zero alcohol and drugs or phone, reducing speed limits
- t) A further comment was made that you cannot eliminate speed reduction totally there needed to be a suite of measures.
- u) Mr McDowall requested to work with officers on how to set speed limits correctly to be submitted to this Cabinet Committee at a future meeting.

7. The Chairman requested that Mr Read speak with Mr Baldock and Mr McDowall outside the meeting.

8. RESOLVED that the comments and responses to questions by Members and the information set out in the report on the key trend data and the forward strategy be noted.

136. Commissioning of Domestic Abuse Support Services *(Item C5)*

1. The Deputy Cabinet Member for Community Services, Mrs Hohler, introduced a joint report, produced with Adult Social Care and Health. The work undertaken

had produced a proper funding stream to the services that had previously been ad hoc was welcomed.

2. The Head of Strategic Commissioning, Community Services, Mrs Hanson, advised that the report was agreed at the Adult Social Care and Health Cabinet Committee on 3 December 2015. A review was carried out on all the service with all partners and providers of the service across the county, including community safety colleagues. The findings included; complex funding arrangements, outlined in appendix 3 to the report, gaps in provision and duplications in provision. The Commissioning Strategy aimed to pool the resources, deliver a different commissioning strategy which addressed the gaps in services and ensured that there was a countywide provision. The tender would be opened in February 2016 with the contract to be awarded in April 2016, with the new service running in July.

3. Mrs Hanson advised that information on the national data for domestic violence would be provided outside the meeting. She agreed that the rise in domestic violence in Kent was worrying and the service would be addressing this by developing the services. KCC was contribution a large part of the funding and although the funding was indicated as high risk, work was still being undertaken to meet with partners individually to gain their financial commitment. There was provision for those that had not signed up at the start to enter at a later date.

4. RESOLVED that:-

(a) the responses to questions by Members be noted;

(b) the information provided about the proposed reshaping of Domestic Abuse services be noted; and

(c) the Cabinet Committee endorsed the commencement of a procurement process to commission an integrated Domestic Abuse service across Kent, based upon the plans provided in the report be noted.

137. Work Programme 2016

(Item C6)

1. The Cabinet Committee received a report that gave details of the proposed Work Programme for the Environment and Transport Cabinet Committee.

2. Members noted that the LTP4 report would be submitted to the Cabinet Committee in March which would align with the Active Travel Strategy.

3. RESOLVED that the Work Programme for 2016 as set out in appendix 1 of the report be agreed.

138. Performance Dashboard

(Item D1)

1. The Cabinet Committee received a corrected report for this Committee to replace the published report. The Business Intelligence Manager – Performance, Mr

Fitzgerald, introduced the report that showed progress made against targets set for the Key Performance Indicators.

2. Mr Fitzgerald and Mr Wilkin responded questions by Members as follows:
 - a) Mr Wilkin advised that the municipal waste recycled and composted indicator moved around according to seasonal effects etc. In terms of an action plan, there was a joint Municipal Waste Strategy with all the Kent District and Borough councils. 75% of the waste Kent dealt with was produced by Kent District and Borough councils through their collection systems. There was an action plan through to 2020. Members were reminded that there was a Waste Strategy Forum of Members set up The Forum is considering ways forward on issues of waste too. He explained that a tender process had closed to deal with a component of our waste that goes to land fill, which equated to 50k tonnes per annum. This was to ensure that more waste was dealt with productively as a resource rather than end disposal. The long term indicators showed an upward trend.
 - b) Mrs Cooper advised that Kent was focusing resources on an intelligence lead programme that led to getting dangerous and hazardous items out of the supply chain.
 - c) Mr Fitzgerald advised that through an archaeological dig that was funded by the National Lottery coming to an end meant the end of the national funding for that particular project and number of volunteers reducing.
3. The Chairman and Members of the Committee acknowledged the work undertaken by officers to deliver the service to the public.
4. **RESOLVED** that the responses questions by Members and the information set out in the report be noted.