

ENVIRONMENT & TRANSPORT CABINET COMMITTEE

Friday, 24th May, 2019

10.00 am

Darent Room - Sessions House



AGENDA

ENVIRONMENT & TRANSPORT CABINET COMMITTEE

Friday, 24 May 2019 at 10.00 am
Darent Room - Sessions House

Ask for: **Georgina Little**
Telephone: **03000 414043**

Tea/Coffee will be available 15 minutes before the start of the meeting

Membership (16)

Conservative (12): Mr M A C Balfour (Chairman), Mr M D Payne (Vice-Chairman), Mr A Booth, Mr T Bond, Mr D L Brazier, Mr A Cook, Mr N J Collor, Mr S Holden, Mr A R Hills, Mr R C Love, OBE, Mr J M Ozog and Mr H Rayner

Liberal Democrat (2): Mr I S Chittenden and Mr A J Hook

Labour (1) Mr B H Lewis

Independents (1) Mr M E Whybrow

Webcasting Notice

Please note: this meeting may be filmed for the live or subsequent broadcast via the Council's internet site or by any member of the public or press present. The Chairman will confirm if all or part of the meeting is to be filmed by the Council.

By entering into this room you are consenting to being filmed. If you do not wish to have your image captured please let the Clerk know immediately

UNRESTRICTED ITEMS

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

1 Introduction/Webcast announcement

2 Membership

To note that Mr D Brazier has replaced Mr P Messenger as a Member of the Committee.

3 Apologies and Substitutes

To receive apologies for absence and notification of any substitutes present

4 Declarations of Interest by Members in items on the Agenda

To receive any declarations of interest made by Members in relation to any matter on

the agenda. Members are reminded to specify the agenda item number to which it refers and the nature of the interest being declared.

5 Minutes of the meeting held on 19 March 2019 (Pages 7 - 26)

To consider and approve the minutes as a correct record.

6 Verbal Update

To receive a verbal update from the Cabinet Member for Planning, Highways, Transport and Waste and the Cabinet Member for Community and Regulatory Services.

7 Performance Dashboard (Pages 27 - 36)

To receive and note a report that shows progress made against targets for Key Performance Indicators

8 Growth, Environment and Transport Performance KPIs 2019/20 (Pages 37 - 42)

To note and comment on the proposed indicators and associated targets.

9 19/00039 - Award of a short-term contract to the Commercial Services Group for the operation of three household waste recycling centres (Pages 43 - 54)

To consider and endorse, or make recommendations to the Cabinet Member for Planning, Highways, Transport and Waste to:

- a) award a short-term variation of the contract for the operation and management of three Household Waste Recycling Centres at Tovil, Maidstone & Swanley, to Commercial Services Group (CSG) from June 2019 until November 2020; and
- b) note that Officers will prepare a common commissioning plan for the whole County. The detail of the various options within this commissioning plan, will be discussed at a future meeting of the Environment and Transport Cabinet Committee.

10 19/00040 - South West Kent Dry Recyclables Processing Contract - SC18061 (Pages 55 - 66)

To consider and endorse or make recommendations to the Cabinet Member for Planning, Highways, Transport and Waste to award contractual arrangements for the disposal and processing of recycled materials collected by these two Waste Collection Authorities (Tonbridge Wells Borough Council (TWBC) and Tonbridge & Malling Borough Council (TMBC)) up to a 4-year contract period.

11 20mph - Policy Review (Pages 67 - 92)

The Environment and Transport Cabinet Committee is asked to:

1. Note and comment on the contents of the report.
2. Note the proposed modifications to current approach to reflect current learning and best practice
3. Note that a series of research pilots should be undertaken to determine the effectiveness of alternative (innovative) traffic calming measures at locations

where the prevailing road speeds are between 24mph and 28mph.

- 12 Kent & Medway Energy and Low Emissions Strategy - Draft for Public Consultation (Pages 93 - 146)

To consider and make recommendations to the Cabinet Member for Planning, Highways, Transport and Waste as to the:

1. Approach and content of the Final Draft Strategy for consultation and
2. Any further avenues of engagement that should be undertaken during the public consultation phase

- 13 Kent's Plan Bee - (Kent County Council Pollinator Action Plan) (Pages 147 - 170)

To recommend that the Cabinet Member for Planning, Highways, Transport and Waste approve the draft Pollinator Action Plan before it is taken to County Council.

- 14 Work Programme (Pages 171 - 178)

To consider and agree a work programme for 2019/20.

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)

Benjamin Watts
General Counsel
03000 416814

Thursday, 16 May 2019

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.

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KENT COUNTY COUNCIL

ENVIRONMENT & TRANSPORT CABINET COMMITTEE

MINUTES of a meeting of the Environment & Transport Cabinet Committee held in the Darent Room - Sessions House on Tuesday, 19 March 2019.

PRESENT: Mr M A C Balfour (Chairman), Mr M D Payne (Vice-Chairman), Mr T Bond, Mr A Cook, Mr N J Collor, Mr S Holden, Mr A R Hills, Mr R C Love, OBE, Mr P J Messenger, Mr R H Bird (Substitute for Mr I S Chittenden), Mr A J Hook, Mr B H Lewis, Mr M E Whybrow and Mr H Rayner

ALSO PRESENT: Mr P M Hill, OBE and Mr M Whiting

IN ATTENDANCE: Mrs B Cooper (Corporate Director of Growth, Environment and Transport), Mr S Jones (Director of highways, Transportation and Waste), Miss G Little (Democratic Services Officer) and Ms S Holt (Head of Culture & Sport Group)

UNRESTRICTED ITEMS

154. Apologies and Substitutes

(Item 2)

Apologies were received from Mr A Booth and Mr I Chittenden. Mr R Bird attended as a substitute for Mr Chittenden.

155. Declarations of Interest by Members in items on the Agenda

(Item 3)

Mr M Balfour made a declaration of interest on Item 13 as the Kent County Council representative on the Joint Advisory Committee of the Area of Outstanding Beauty (AONB); he also declared an interest in Item 14 due to his role as a representative on the Kent Nature Partnership Board.

Mr M Payne made a declaration of interest on item 13 as a member of the Facilitation Group of the Area of Outstanding Beauty (AONB).

156. Minutes of the meeting held on 17 January 2019

(Item 4)

RESOLVED that the minutes of the meeting on 17 January 2019 are a correct record and that they be signed by the Chairman.

157. Verbal Updates

(Item 5)

1. Mr M Whiting (Cabinet Member for Planning, Highways, Transport and Waste) gave a verbal update on the following issues:

Bus Portal

The bus portal was launched on Kent County Council's website on 25th January 2019 which allowed users to record any issues they had experienced with the bus operators or service providers. Since its launch there had been 171 recorded issues, a majority of which related to punctuality. Mr Whiting informed the Committee that the bus portal was an essential tool that would assist the Highways team in addressing such issues with the operators concerned and relieve some of the experienced pressures.

Heavy Goods Vehicle (HGV) Working Group

The HGV Working Group had examined a number of potential ways to resolve the issue of HGVs travelling through rural villages and town centres. Mr Whiting commended the positive work of the group and the effective meetings held with Kent Police's Transportation Chief and Department for Transport representatives to explore ways in which Kent County Council could work with national government and build a scheme within Kent. Mr Whiting paid tribute to all those on the Members Working Group and said that a preliminary report of the findings was due to be produced in the late autumn.

Casualty Reduction Activity

Mr Whiting informed Members of the planned casualty reduction events as follows:

- 4th March 2019 - Inappropriate speed on rural roads. Mr Whiting said that Simon Jones, Director of Environment, Transport and Waste was due to review potential pilot schemes for 40 mph speed limit zones to measure the effect of casualty reductions in rural areas,
- 15th March 2019 - A new and improved Licence to Kill programme was launched under the campaign title 'No Turning Back,'
- March to April 2019 - A new road user campaign was due to be launched to address the issues on the A254
- March to April 2019 – A new campaign was due to be launched to address mobile phone impairment whilst driving

Mr Whiting informed the Committee that the campaign 'Speak Out' had been nominated for the Local Government Chronical award.

Local Growth Fund

Mr Whiting informed the Committee that the A226 work had progressed and that the footway and acoustic barrier installations were due to be completed by the end of March 2019. The site compound was yet to be removed, however, the anticipated date of completion was April 2019.

Tonbridge Station Improvements

The Tunbridge Wells station improvements were complete and construction work commence on the Tunbridge Wells public realm on 28th January 2019. Mr Whiting informed the Committee that Civic Way and Monson Road had also closed for planned refurbishment works.

Big Conversation Bus Pilot

Mr Whiting informed the Committee that a Member Review Group would be established to work in coalition with the Big Conversation project team. Mr H Rayner had agreed to chair the cross-party group and arrangements were being made through the Group Leaders' office and Project Manager, Robert Clarke.

2. Mr Whiting responded to Members comments and questions, which included the following: -
 - (a) Mr Whiting confirmed that an item on the 20mph speed limit policy was due to be discussed at the Cabinet Committee in May 2019.
 - (b) In response to queries regarding the remit of the Bus Pilot working group and whether it would include decisions relating to Thanet and Sevenoaks bus services, Mr Whiting said that the working group was established to assist the project manager with the big bus trials with a remit to amend the trials as they progress. Mr Whiting assured Members that changes to subsidised services would have to go through public consultation to ensure full transparency and the proposed decision would be presented to the Cabinet Committee before a final decision could be made. Mr Whiting acknowledged the importance of including those Members in any discussions regarding proposed changes to their local areas and assured Members that those discussions would take place prior to public consultation.
 - (c) In response to the licencing of Heavy Goods Vehicles, Mr Whiting said that the Government set the required age limit and 18 years of age was perceived to be satisfactory.

3. RESOLVED that the verbal updates be noted, with thanks.

158. Performance Dashboard

(Item 6)

Richard Fitzgerald (Business Intelligence Manager, Performance, Strategic Business Development & Intelligence) was in attendance for this item.

1. Mr Fitzgerald introduced the Performance Dashboard which showed progress made against targets set for Key Performance Indicators (KPI) up to January 2019 and referred in particular to indicator HP12 which had been amended to reflect the change of contractor and now included illuminated signs and bollards. Mr Fitzgerald was pleased to announce that there were no red indicators and commended the officers for achieving the set targets.
2. The officers responded to Members comments and questions, including the following:
 - (a) Mrs B Cooper (Corporate Director of Growth, Environment and Transport) said that the targets within the current dashboard reflected those set and agreed by the Committee in 2018 through the Business Plan process. However, the implementation of the new Strategic Delivery Plan meant that Members would

have a chance to review the mechanisms in place for approving targets and ensuring that KPIs were set at the correct level.

- (b) Mr Jones (Director of Highways, Transportation and Waste) confirmed that the summary for indicator HT11D was incorrect and that the LED conversion programme had been delivered ahead of schedule.

3. RESOLVED that the report be noted.

159. Risk Management: Growth, Environment and Transport Directorate (Item 7)

Mark Scrivener (Corporate Risk Manager) was in attendance for this item.

1. Mr Scrivener introduced the report that set out the strategic risks relating to the Environment and Transport Cabinet Committee and paid particular attention to three risks that featured on the Corporate Risk Register for which the Corporate Director of Growth, Environment and Transport was the designated owner for. Mr Scrivener welcomed comments from the Committee.
2. The officers and Cabinet Member for Planning, Highways, Transport and Waste responded to comments and questions from Members, including the following:
 - (a) Mrs Cooper (Corporate Director of Growth, Environment and Transport) responded to concerns regarding the ability of the GET directorate to deliver in-year budget targets and confirmed that the latest information supported the assertion that the directorate would achieve an underspend by the end of the year.
 - (b) With regards to post Brexit infrastructure, Mrs Cooper said that all teams across Kent County Council had been tasked with producing business continuity plans which looked at all possible eventualities as a result of Brexit. She reminded Members that Brexit was a planned event and that despite continued uncertainty, Kent continued to work with partners at a national and local level to prepare for all potential risks and mitigate them as far as reasonably practical.
 - (c) Mr M Whiting, (Cabinet Member for Planning, Highways, Transport and Waste) said that operation Brock was a planned response to Brexit and the infrastructure was due to be in place on 25th March, in time for the anticipated Brexit date on 29th March 2019. Operation Stack would continue to be the emergency response.

3. RESOLVED that the risks presented in the report be noted.

160. Aviation 2050: The future of UK Aviation (Item 8)

Joseph Ratcliffe (Transport and Strategy Manager) and Nola Cooper (Senior Transport Planner) were in attendance for this item.

1. Mr M Payne introduced the report that set out Kent County Council's proposed response to the Department for Transport's (DfT) consultation on *Aviation 2050: The future of UK Aviation*, which was the Government's new aviation strategy. Kent County Council's response continued to focus on the issues of noise and sustainable growth which was often detrimental to the communities living near airports or under flight paths and was in line with the adopted Policy on Gatwick Airport and accorded with recent responses to other aviation consultations.
2. Mr Ratcliffe informed the Committee that the DfT put out a call for evidence for a new Aviation Strategy which looked to replace the 2013 policy framework. He referred in particular to the seven strategic themes and provided a brief summary of Kent County Council's proposed response to the consultation which was in line with the adopted Policy on Gatwick Airport.
3. Officers responded to Members comments and questions, including the following:
 - (a) Mr Ratcliffe confirmed that the proposed response contained a section on climate change and CO2 emissions.
 - (b) In response to low altitude flight paths, Mr Ratcliffe acknowledged Members concerns and said that Gatwick had carried out an independent review in response to complaints about low altitude flights and had set up a Noise Management Board that Mr Payne attended as a Kent County Council representative in an attempt to tackle noise pollution. Mr Ratcliffe advised Members of the complexity of adjusting the flightpaths due to minimal airspace, however, work continued to be done by Gatwick and other stakeholders who were better placed to advise the Government on matters such as technological advancements and safety.
 - (c) Mr Whybrow requested that his objection to endorse the proposed response to the consultation be recorded and applied to other aviation consultations that seek to expand airports and that had a detrimental impact on the climate and all Kent's residents.
4. RESOLVED that the proposed Kent County Council response to the consultation, be endorsed.

161. Development of the Strategic Delivery Plan (Item 9)

David Whittle (Director, Strategy, Policy, Relationships and Corporate Assurance) and Elizabeth Sanderson (Strategic Business Adviser (Corporate), Strategy, Policy, Relationships and Corporate Assurance) were in attendance for this item.

1. Mrs Sanderson introduced the report that set out the Strategic Delivery Plan (SDP) for Kent County Council which supported the delivery of the outcomes within the Strategic Statement. The SDP was collectively developed with services, Cabinet Members and the Corporate Management Team to ensure it encapsulated the significant activity that Kent County Council would need to deliver over the medium term as well as the resources and capacity required

to ensure effective delivery at pace. Mrs Sanderson welcomed Members comments on the SDP process and the summary of that plan prior to Corporate Board approval on 4th April 2019. She advised the Committee that the SDP would undergo further review in the spring to build on the successful momentum of the SDP process and would be used to positively address emerging issues for subsequent business planning rounds.

2. Officers responded to Members comments and questions, including the following:

(a) Mr Whittle acknowledged the points raised by Members in relation to the way in which the SDP had been written, however, he informed the Committee that whilst the summary document was due to be published on the Kent.gov website, it was not designed to be a public facing document and was primarily written to address the complex internal business of the Council. Mr Whittle agreed to look at simplifying language where possible and to explain acronyms. With regards to the Leader's standardised wording, Mr Whittle agreed to liaise with Mr P Carter, MBE, to review alternative phrases. With regards to comments concerning the lack of environmental prioritisation, one of the key issues that emerged during the analysis of the plan was that the Strategic Statement outcomes were unbalanced, too broad and did not capture cross-cutting enabling activity. The SDP activity was prioritised using a tool called DECA (Delivery Environment Complexity Analytics) which assessed the submissions against the challenges, complexities and risks incumbent to the delivery of that submission, whereby; the environment submissions were too compartmentalised and did not contain the level of cross-cutting activity to make it a prioritisation for the Council. Mr Whittle said the review in the spring would look at how the DECA process prioritised the submissions and would provide further advice officers not to overly compartmentalise strategies as these would likely be ranked significantly lower compared to the submissions relating to the activity required for Children and Adult services which cut across a breadth of services. Mr Whittle informed the Committee that he would refer Members comments regarding the environment issues back to the Corporate Board.

(b) In response to the inclusion of the action plan as a result of the Select Committee paper on Social Isolation, Mr Whittle confirmed that the Executive was responsible for producing an action plan and would decipher whether this would be included in the SDP. Mr Whittle said that the point was raised at the Adult Social Care Cabinet Committee and agreed to refer Members comments back to the Corporate Board.

(c) Mr Whittle confirmed that the appendix to the report was the SDP summary, however there was a 183-page version which was due to be published on KNet following approval at the Corporate Board. He said that

the SDP was designed to be read in conjunction with other relevant strategy documents as it was unmanageable to include all 114 documents on KCC's strategy and policy register within the document. However, the SDP did include the support functions required for each activity as well as the internal and external co-dependencies.

3. RESOLVED that the draft Strategic Delivery Plan summary, be noted.

162. 19/00020 - Proposed Revision to Joint Transportation Board Agreement
(Item 10)

Simon Jones (Director of highways, Transportation and Waste) was in attendance for this item.

1. Mr M Whiting (Cabinet Member for Planning, Highways, Transport and Waste) introduced the report which set out the proposed changes to the current Joint Transportation Board (JTB) Agreement between Kent County Council and the Districts/Boroughs. Mr Whiting informed the Committee that there had been a variation of agreements dating from 2005 to 2017 and said that the revised agreement sought to bring uniformity across the county. The proposed revised agreement had been circulated to the Chairman of the JTB's and their feedback had been incorporated into the document. Mr Whiting said that further correspondence was anticipated from District Leaders and representatives of the Kent Association of Local Councils; and welcomed the views of the Committee.
 - (a) The unanimous views of the Committee were that there should not be a blanket policy for the Joint Transportation Boards and that individual JTB's should be reviewed periodically on a case by case basis, in consultation with the District, Borough and KALC representatives to ensure that the JTB's functioned effectively and in accordance with good practice guidelines.
 - (b) Mr Rayner moved, and Mr Holden seconded that an amendment be made to the recommendation to adopt a revised JTB Agreement, *which is to be varied to enable those JTB's that currently have Kent Association of Local Council representation, and Parish and town representation who choose to maintain existing numbers and maintain voting rights that they currently enjoy. The Environment and Transport Cabinet Committee recommends that individual JTB's may continue to localise and vary their JTB makeup to suit their local requirements.*
2. Upon receiving the proposed amendment, the Chairman reiterated the Committees consensus that the Cabinet Member for Planning, Highways, Transport and Waste should take into consideration the following points prior to decision, that:
 - (a) Kent County Council should not tell Districts what they should do,
 - (b) Kent County Council should agree reasonable terms for the JTB's,
 - (c) There should be strict understanding that the JTB's function in an advisory capacity,
 - (d) The JTB's should be inclusive, not exclusive; and

- (e) That JTB's should decide their own format
3. Mr Whiting acknowledged the key concerns raised by the Committee, primarily in regard to Parish representation, retention of voting rights and approval of the Chairman and Vice-chairman of the JTB's by the Leader of Kent County Council. Mr Whiting proceeded to inform the Committee of additional concerns that had been received regarding the representation of other community groups where Parish's did not exist and said that this had been addressed with the Town and Parish Councils that were not signatory to the agreements between Kent County Council and the Districts. Mr Whiting assured Members that the concerns raised would be reviewed and thanked Members for their comments.
 4. The Chairman then put the amended recommendation to the vote and agreement was unanimous.
 5. RESOLVED that the proposed decision (19/00020) to be taken by the Cabinet Member for Planning, Highways, Transport and Waste to adopt a revised JTB Agreement, which is to be varied to enable:
 - (a) those JTB's that currently have Kent Association of Local Council, Parish and Town representation to continue to operate within the existing framework and choose to maintain existing numbers and voting rights as currently enjoyed; and
 - (b) JTB's to continue to localise and vary their makeup to suit their local requirements,be endorsed.

163. 19/00021 - Reduction in Subsidy to the Young Persons Travel Pass (YPTP) Standard Pass
(Item 11)

Phil Lightowler (Head of Public Transport) was in attendance for this item

1. Mr Lightowler introduced the report that set out the proposed changes to the discretionary Young Persons Travel Pass (YPTP) scheme for the year 2019-2020 which sought to reduce the subsidy to the standard YPTP by £60; introduce an option to pay by instalments, the cost of which would be funded by the charging of a modest £10 administration fee; maintain the cost of the pass to students from low income families at £100; maintain provision of free passes to those in care and care leavers; and maintain the current offer that those families purchasing more than two standard cost passes would continue to only pay for the first two.
2. The officer responded to comments and questions from Members, including the following:
 - (a) In response to comments regarding the £20 inflationary uplift element and the calculation used to justify the additional cost, Mr Lightowler said that the

inflationary element included was based on anticipated increases for the whole scheme. On being challenged re the rate of increase, Mr. Lightowler did inform the committee that bus fares had been ahead of inflation rates for the past four years and varied between a 4.5% to 7% inflation rate across the country. The national bus survey highlighted a range of aspects including overall customer satisfaction which Kent operators scored highly against, however, a key area of concern was the ratings captured against value for money. Mr Lightowler acknowledged Members points and agreed to provide an explanation around the calculation of costs in future reports.

- (b) With regard to value for money for parents, Mr Lightowler said that there was not a standard journey that could be used to benchmark the benefit of the pass against commercial bus fares. However, Mr Lightowler stated that a good benchmark would be to judge the cost of the YPTP against what KCC pay on average per annum for scholar season tickets. He pointed out that the YPTP would rise to £350 and the average for scholar tickets was £725, therefore the YPTP still presented good value to parents.).
- (c) Mr Lightowler said that the word 'modest' was used to define the £10 administration fee for the payment by instalment plan as it mirrored what a number of organisations across the UK had introduced in order to support the administrative processes required. Mr Lightowler said that the option to pay by instalments was only applicable to those purchasing the annual £350 Young Persons Travel Pass and said that the scheme had been designed to ensure cost neutrality to Kent County Council. He assured the Committee that the YPTP scheme would continue to be reviewed to assess the impact of the subsidy reduction and to determine whether further alterations to the cost needed to be made to ensure best value for money.
- (d) Members queried whether the increased charges would dissuade students from using public transport and as a result, increase the number of cars on Kent's roads. Mr Lightowler said that 7.5 million journeys were made using the YPTP and informed the Committee that a number of Local Authorities across the country had removed free travel schemes for schools and failed to provide alternative arrangements. Kent County Council recognised the importance of the pass and the role it played in supporting sustainable travel to school, supporting school selection and inclusivity of choice and continued to deliver a scheme that benefited a substantial number of users.
- (e) Mr Lightowler confirmed that the anticipated date of the first monthly instalment would be 28th August 2019. For parents who miss the payment deadline, the instalment cost would be adjusted over a period of months. Mr Lightowler informed the Committee that the instalment period would run over eight months to protect the income of the scheme against potential cancellations in the April - June period.

(f) In response to queries regarding the Equality Impact Assessment, Mr Lightowler said that the scheme was initially designed to deliver simplicity in terms of the administrative process. The existing Transport Management System could not capture equalities data. As a result of this, Mr Lightowler said that further engagement with service users would be done through an external market research company to collect sample data around the issues raised by the Committee. The anticipated start date of the brief was April 2019, however, the start date of the market research was dependent on the advice received from the Communications Team.

(g) Members raised concern around the proposal to withdraw the half-yearly option and questioned the advantages of the decision, Mr Lightowler advised the Committee that the half-yearly option was initially introduced to improve affordability, however, concerns around affordability would be eradicated through the implementation of the proposed eight-month instalment plan. There was some evidence that parents would buy a half-yearly YPTP for the beginning of the year but not the second half as their child would be on exam leave and would therefore only purchase a standard operator bus ticket for the days in which they intended their child to be in school. Mr Lightowler demonstrated the benefit of the £350 annual YPTP, in this scenario and said that the scheme, split over 160 days, offered parents a daily price of £1.09 for a single trip and £2.18 for a return trip.

(h) Members commended the work of the officers and were pleased to see that Kent County Council were continuing to provide the discretionary travel scheme.

3. RESOLVED that the proposed decision (19/00021) to be taken by the Cabinet Member for Planning, Highways, Transport and Waste to update the Cabinet Decision of June 2015 to:

1. reduce the subsidy to the standard YPTP pass by £60;
2. introduce an option to pay by instalments, the costs of which to be funded by the charging of a modest £10 administration fee;
3. maintain the cost of the pass to students from low income families at £100;
4. maintain the provision of free passes to those in care and care leavers; and
5. maintain the current offer that those families purchasing more than two standard cost passes will only pay for the first two,

be endorsed.

164. Big Conversation Programme Update and Maidstone and West Malling Public Consultation Report

(Item 12)

Phil Lightowler (Head of Public Transport) and Robert Clarke (Commissioning Programme Manager) were in attendance for this item

1. Mr M Whiting (Cabinet Member for Planning, Highways, Transport and Waste) introduced the report which set out the proposed pilots that were due to implemented from early June 2019 and commended the work of the officers involved.
2. Mr Clarke informed the Committee that the main objective of the 'Big Bus Conversation' was to evaluate whether alternative transport models could be delivered using a more cost effective and efficient approach compared to the current subsidised services. In October 2018, five preferred pilot schemes were identified, and full business cases had been prepared for each of those. Mr Clarke provided details of the proposed changes, the consultation outcomes, the allocated cost for each of the pilots and recommendations for changes that were provisionally planned for implementation from early June 2019.
3. Mrs Dean (Member for Malling Central) attended the meeting and raised the following points: -
 - (a) The recommendations for the West Malling bus service brought improved service delivery for residents through increased frequency. Mrs Dean commended officers for having carried out the pre-consultation with county Members which resulted to a change in the options available which were more preferable.
 - (b) Asked that the consultation document be condensed into a more practical and readable size.
 - (c) Asked that future public exhibitions be more inclusive. Mrs Dean commented on the lack of materials available to the public and the way in which the public accessed the consultation documents. Those that tended to use the service were of an aging population who were not IT literate and it would have been more appropriate to have had officers in attendance who could have sat with those members of the public to explain the consultation and provide hard-copy forms.
 - (d) Those who attended the consultation were advised that they could vote for the status quo which meant that a majority of those present did not express a preference to the two alternative options provided. Mrs Dean asked that clarity be provided in future consultations to avoid confusion and ensure full participation.
 - (e) The necessity for a bus service to be provided between Laybourne Chase and West Malling station was becoming a pressing matter as a significant number of children from West Malling were being allocated schools in Laybourne Chase with no means of getting there. Mrs Dean sought clarification from officers regarding the S106 developer contributions and the ability to accommodate a bus service from West Malling to Laybourne Chase.
4. The officers responded to comments and questions from Members, including the following: -

- (a) Mr Lightowler addressed the query regarding the necessity to provide a bus service between West Malling and Laybourne Chase and said that the condition placed on the developer, Taylor Wimpey, by Tonbridge and Malling Borough Council was that at a given point in the development process, they would fund a bus service to Laybourne Chase, or, provide a diversion through existing bus services. Mr Lightowler confirmed that no sum was set aside to fund the service and no sum was passed to Kent County Council to enact the S106 developer contribution. There was a trial carried out by Arriva and Nu-Venture to assess whether they could divert an existing service, however, results of the trial confirmed that the current road network could not accommodate a 2.55m wide bus. Mr Lightowler informed Members that he could not comment on who agreed to the development, however, if Kent County Council was approached to serve the development, a smaller vehicle would be required.
- (b) In response to the comment made around the preferred options for the West Malling service, Mr Lightowler confirmed that there was no mandate to withdraw the service 58. The objective of the pilot was to provide alternative service options that could be voted on, however, if the public did not prefer either of those options they could choose to vote on the existing service.
- (c) Mr Clarke confirmed that bus passes would continue to be accepted on the piloted services.
- (d) In response to queries regarding potential new bus operators in Kent, Mr Lightowler said that it would be discriminatory to remove an operator, such as Nu-venture who provided a high level of service, from their contract in order to carry out a pilot, to then revert back to using that same operator. With regard to Arriva, they had agreed to joint the pilot to stimulate growth and demand. Both operators had worked in close liaison with the project team and had made significant contributions to ensure the pilots worked. Mr Lightowler assured the Committee that he regularly attended conferences across the UK and informed perspective operators of the potential opportunities, however, other operators were yet to show interest.

5. RESOLVED that report be noted.

165. 19/00013 - Kent County Council adoption of High Weald Area of Outstanding Natural Beauty Management Plan 2019-24
(Item 13)

Stephanie Holt Castle (Interim Director of Environment, Planning and Enforcement) and Elizabeth Milne (Natural environment and Coast Manager) was in attendance for this item.

1. Mr M Payne left the meeting and took no part in the discussion of the item.
2. The Chairman introduced the report that provided an overview of the revised High Weald Area of Outstanding Beauty (AONB) Management plan 2019-24 in order to seek endorsement for its adoption by Kent County Council.

3. Ms Milne said that the Countryside and Rights of Way Act 2000 required local authorities within the Area of Outstanding Natural Beauty (AONB) to act jointly to prepare and publish an up-to-date plan every five years which would formulate their policy for the management of the area and for the carrying out of those functions in relation to it. The revised Management Plan took account of the potential impact of Brexit on agri-environmental policy, the significant increase in development pressures in the AONB and the Government's 25-year Environment Plan that was published during the review process. Ms Milne confirmed that, at the time of the Committee, all local authorities, apart from Sevenoaks and Kent County Council had adopted the plan. The High Weald AONB Unit managed the consultation process which included a series of technical workshops. Kent County Council had reviewed and responded to the formal consultation and officers were satisfied that the comments had been addressed. It was anticipated that the new Management plan would not place any additional obligations on the Council in terms of resources, however, services would be expected to consider the plan in relation to their operations and would need to familiarise themselves with it.
4. RESOLVED that the proposed decision (19/00013) to be taken by the Cabinet Member for Planning, Highways, Transport and Waste to formally adopt the reviewed and revised High Weald Area of Outstanding Natural Beauty Management Plan 2019-2024, be endorsed.

166. Draft Kent Biodiversity Strategy *(Item 14)*

Stephanie Holt Castle (Interim Director of Environment, Planning and Enforcement) and Elizabeth Milne (Natural environment and Coast Manager) was in attendance for this item.

1. Mrs Milne provided an overview of the draft Kent Biodiversity Strategy ahead of the planned public consultation in summer 2019. She advised the Committee that the Strategy was a Kent Nature Partner document that had been aligned to the Government's 25-year plan 'A Green Future' and was prepared by Kent County Council and the Kent Wildlife Trust under the guidance of a Task and Finish Group. Finalisation of the Strategy was due to take place in June 2019 and would be brought back to the Committee for endorsement in October 2019.
2. The officer responded to comments and questions from Members, including the following: -
 - (a) Mrs Milne said that Local Planning Authorities would be encouraged to review ways in which they could embed the Kent Biodiversity Strategy into their local plan, this could include development of district level strategies by Kent Nature Partnership with the Districts. Mrs Milne said that the Strategy would be of relevance to biodiversity net gain, which would help to determine where investment should be made on a strategic scale. She informed the Committee that following the recent DEFRA consultation on a mandatory approach to biodiversity net gain, the Government had

announced that this would be adopted within the year. She confirmed that the Kent Nature Partnership would use the Kent Biodiversity Strategy to influence local plans when and if they were reviewed.

3. RESOLVED that draft Kent Biodiversity Strategy, be noted.

167. KCC Country Parks - Report of Local Government and Social Care Ombudsman
(Item 15)

Stephanie Holt Castle (Director of Environment, Planning and Enforcement) and Helen Page (Interim Head of Countryside and Community Development) were in attendance for this item.

1. Mr M Hill, OBE (Cabinet Member for Community and Regulatory Services) introduced the paper that set out the Final report of the Local Government and Social Care Ombudsman (LGO) following an investigation into a complaint against Kent County Council, Country Parks. Mr Hill advised the Committee that the Council had accepted the LGO's decision and that the recommendations within the Final Report had been met.
2. Mrs Holt-Castle advised Members that Kent County Council had an obligatory duty to submit the Final report of the LGO to an appropriate Committee of the Council (as attached at appendix 1). The Final report addressed the issue about the penalty charge notice enforcement process that was being deployed in Kent County Council's Country Parks for non-payment of Pay and Display fees, not the right of Kent County Council Country Parks to enforce against non-payment of Pay and Display Charges, nor the right to charge Pay and Display fees. Kent County Council had accepted the LGO's decision and met the recommendations of the Final report; this meant that the Council would continue to require visitors to pay and display across all nine Kent Country Parks but would now enforce against non-payment through English contractual law. Mrs Holt-Castle assured the Committee that there would be no visible difference for members of the public who visited the parks and said that as long as there was adequate signage in place explaining the Pay and Display charges and the enforcement process in place, Kent County Council met the legal requirements. The LGO had already confirmed signage was adequate in the Final report.
3. RESOLVED that final report of the Local Government and Social Care Ombudsman, be noted.

168. 19/00016 - Procurement and award of contract/s for Highway Arboriculture Programmed Works
(Item 16)

Andrew Loosemore (Head of Highways Asset Management) and Robin Hadley (Soft Landscape Asset Manager) were in attendance for this item.

1. Mr Hadley introduced the report that set out the arboriculture programmed works contract which was due to end on 31st August 2019. A procurement process had commenced, the timetable of which was detailed within the Commercial Strategy report that was approved by the Strategic Commissioning Board (SCB) on 31st January 2019; and therefore, endorsement was sought from the Committee to progress onto the next stage of the procurement process which included: delegated authority to the Director of Highways, Transportation and Waste to approve the award of contract to the preferred bidder; and possible extensions if required in accordance with the contracts clauses.
2. RESOLVED that the proposed decision (19/00016) to be taken by the Cabinet Member for Planning, Highways, Transport and Waste to:
 - (a) approve the procurement of the Arboriculture Programmed Works Contract and in consultation with the Cabinet Member for Planning, Highways, Transportation and Waste delegate authority to the Director of Highways, Transportation and Waste to approve the award of the subsequent contract to the preferred bidder; and
 - (b) in consultation with the Cabinet Member for Planning, Highways, Transportation and Waste delegate authority to the Director of Highways, Transportation and Waste to award extensions of the Arboriculture Programmed Works Contract in accordance with the possible extension clauses within the contract,

be endorsed.

169. Brexit Grant Review

(Item 17)

Andrew Loosemore (Head of Highways Asset Management) was in attendance for this item.

1. Mr M Whiting (Cabinet Member for Planning, Highways, Transport and Waste) introduced the report that set out the content and progress of the Section 31 Grant provided by the Department for Transport (DfT) to Kent County Council Highways in order to prepare for Brexit on 29th March 2019. Mr Whiting paid tribute to Mr S Jones (Director of Highways, Transportation and Waste) for the work he had done to secure the money and to the officers for the speed in which they had delivered the work.
2. Supplementary to this, Mr Loosemore paid further tribute to the Highways team for the extensive amount of work completed within a 3-month time frame to ensure completion by the 29th March deadline. Mr Loosemore informed the Committee that demand for road space to undertake works had been at a premium due to Brexit works and this coupled with increased demand by utility

companies had placed enormous pressure on the teams co-ordinating work on the highway. Mr Loosemore recognised that communication had not always been as good as it could have and apologised for this, however, the necessity to deliver a substantial volume of work within a critical timeframe took precedence.

3. The officers and Cabinet Member for Planning, Highways, Transport and Waste responded to comments and questions from Members, including the following: -

(a) Mr Whiting confirmed that there would need to be 10,000 Heavy Good's Vehicles within Kent before full capacity was reached in order to use the M26. He assured Members that Kent County Council would continue to use all endeavours possible to work with the DfT and Highways England to ensure that the M26 remained open.

(b) In response to the work of utilities companies, Mr Loosemore said that it the work of the utilities company was equally as important as the work carried out by the Highways team and work was being undertaken to carefully coordinate the utilities work due to be carried out across the county. The work was due to commence during the school holiday period to reduce traffic congestion.

(c) Mr Loosemore said that the Council had not put further matrix signage up, however, had a number of other temporary signage to assist road users. With regards to Automatic Number Plate Recognition, the Council had not been given authority by the DfT to undertake enforcement, however, additional CCTV cameras had been installed to help the Highways team monitor the road network.

(d) Mrs B Cooper (Corporate Director of Growth, Environment and Transport) responded to comments regarding Manston and said that the DfT held the contract with the site owner and that Kent County Council was undertaking work on behalf of DfT to ensure the site was ready. Mrs Cooper said that there was no a specific time limit, however the Council had been given instruction from Government to plan for three months of disruption and three months of recovery.

(e) In response to operation Brock, Mrs Cooper referred Members to page 351 of the agenda pack which provided detail of the trigger points and advised the Committee that the Council reserved the rights to vary the trigger points should issues arise. With regard to a potential M26 closure, Mrs Cooper confirmed that one lane would remain open to allow for blue light services to attend any potential incidents.

4. RESOLVED that the report be noted.

170. Work Programme

(Item 18)

RESOLVED that the work programme be noted, subject to the inclusion of an item on the Pollinating Action Plan.

171. 19/00018 - Part 1 - Renewal of contract for Coroners Service body removals and body transfers.

(Item 19)

Stephanie Holt-Castle (Interim Director of Environment, Planning and Enforcement), Mike Overbeke (Group Head – Public Protection) and Debbie Large (Head of Coroner Service) were in attendance for this item.

1. Mr Overbeke introduced the report that set out the proposal for the renewal of contracts for the body removal and body transfer services that Kent County Council were legally obliged to provide on behalf of the Kent and Medway Senior Coroners.
2. As a supplement to this, Ms Large said that the current contract was due to expire on 22nd May 2019 and that following the completion of an Official Journal of the European Union (OJEU) complaint tendering exercise, Kent County Council were in a position to award contracts to the successful bidders. However, a significant change in the renewal of the contracts was that providers were unwilling to re-bid in the tendering process if Kent County Council continued to deliver the Body Removal service and body transfer service under one contract and for this reason, a decision was made to create two separate contracts. Historically providers had either fully or partially subsidised the service as they were able to absorb the costs as a loss leader on the basis that they would recuperate the money through the funeral costs, however, this proved to be an unsustainable mechanism for coroner services and as a result, increased budget allocations were required to support services in carrying in out their statutory functions.
3. RESOLVED that the proposed decision (19/00018) to be taken by the Cabinet Member for Community and Regulatory Services to:
 - (a) award contracts for coroners body removals and body transfers for the Kent and Medway coroner areas for the period 23 May 2019 to 22 May 2022 with the option to extend the contracts for two further one-year terms to 22 May 2023 and 22 May 2024; and
 - (b) delegate authority to the Director of EPE in consultation with the Cabinet Member for Community and Regulatory Services to conclude the contracts for coroners body removals and body transfers for the Kent and Medway coroner areas for the period 23 May 2019 to 22 May 2022 with the option to extend the contracts for two further one year terms to 22 May 2023 and 22 May 2024,

be endorsed.

From: Mike Whiting, Cabinet Member for Planning, Highways, Transport and Waste
Barbara Cooper, Corporate Director of Growth, Environment and Transport

To: Environment & Transport Cabinet Committee – 24 May 2019

Subject: Performance Dashboard

Classification: Unrestricted

Summary:

The Environment and Transport Performance Dashboard shows progress made against targets set for Key Performance Indicators. This is the year-end dashboard with data up to March 2019.

Recommendation(s):

The Environment and Transport Cabinet Committee is asked to **NOTE** the report.

1. Introduction

- 1.1. Part of the role of Cabinet Committees is to review the performance of the functions of the Council that fall within the remit of the Committee.
- 1.2. To support this role, Performance Dashboards are regularly reported to each Cabinet Committee throughout the year, and this is the fifth and final report for the 2018/19 financial year.

2. Performance Dashboard

- 2.1. The year-end Environment and Transport Performance Dashboard which provides results up to the end of March 2019 is attached at Appendix 1.
- 2.2. The Dashboard provides a final report on performance against target for the Key Performance Indicators (KPIs) included in the 2018/19 Directorate Business Plan. The Dashboard also includes a range of activity indicators which help give context to the KPIs.
- 2.3. KPIs are presented with RAG (Red/Amber/Green) alerts to show progress against targets. Details of how the alerts are generated are outlined in the Guidance Notes, included with the Dashboard in Appendix 1.
- 2.4. Year-end performance was ahead of target for four out of the six KPIs for Highways & Transportation. Although it was hoped the LED conversion target would be met this year, the overall programme target is expected to be completed by the end of May 2019. Streetlight figures now include illuminated signs and bollards, and the new maintenance contractor, Bouygues, are now on track with 95% repaired on time in January, with February and March at 97%. The high number of potholes repaired in the year includes those caused by

severe weather early in 2018. Work currently in progress is now below expectations, following high levels of activity during 2018.

- 2.5. Performance is ahead of target for Waste Management indicators, except for the percentage of waste recycled and composted at Household Waste Recycling Centres (HWRCs), which although behind target has been steadily increasing this year. Waste diverted from landfill exceeded target; being above 99%. Total waste collected was 708,000 tonnes; the same as the previous year.
- 2.6. For digital take-up, five indicators were met or were ahead of target. For the KPIs which were behind target, one has been improving over the year following an increase in the target, one has actions in place to improve performance for the next year and the third was only 1% behind target.
- 2.7. For Environment, Planning and Enforcement, both indicators are meeting the target. Greenhouse Gas emissions have reduced significantly ahead of the stretching target, with LED Streetlight conversions being the major reason for this improvement.

3. Recommendation(s):

The Environment and Transport Cabinet Committee is asked to NOTE this report.

4. Background Documents

The Council's Business Plans:

<http://www.kent.gov.uk/about-the-council/strategies-and-policies/corporate-policies/business-plans>

5. Contact details

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Environment and Transport Performance Dashboard

Financial Year 2018/19

Results up to March 2019

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Produced by Strategic Commissioning – Performance and Analytics

Publication Date: April 2019

Guidance Notes

Data is provided with monthly frequency except for Waste Management where indicators are reported with quarterly frequency and on the basis of rolling 12-month figures, to remove seasonality.

RAG RATINGS

GREEN	Target has been achieved
AMBER	Floor Standard achieved but Target has not been met
RED	Floor Standard has not been achieved

Floor standards are set in Directorate Business Plans and if not achieved must result in management action.

Activity Indicators

Activity Indicators representing demand levels are also included in the report. They are not given a RAG rating. Instead they are tracked within an expected range represented by Upper and Lower Thresholds. The Alert provided for Activity Indicators is whether they are in expected range or not. Results can either be in expected range (**Yes**) or they could be **Above** or **Below**.

Key Performance Indicators Summary

Highways and Transportation	RAG
HT01: Potholes repaired in 28 calendar days (routine works not programmed)	GREEN
HT02: Faults reported by the public completed in 28 calendar days	GREEN
HT04: Customer satisfaction with service delivery (100 Call Back)	GREEN
HT08: Emergency incidents attended to within 2 hours	GREEN
HT11c: Number of LED streetlight conversions (since start of programme)	AMBER
HT12: Streetlights, illuminated signs and bollards repaired in 28 calendar days	GREEN

Waste Management	RAG
RAG reported for rolling 12 month	
WM01: Municipal waste recycled and composted	GREEN
WM02: Municipal waste converted to energy	GREEN
WM01 + WM02: Municipal waste diverted from landfill	GREEN
WM03: Waste recycled and composted at HWRCs	AMBER
WM04: Percentage of customers satisfied with HWRC services	GREEN

Digital Take up – reported year to date	RAG
DT01: Percentage of public enquiries for Highways Maintenance completed online	AMBER
DT02: Percentage of Young Persons Travel Pass applications completed online	GREEN
DT03: Percentage of concessionary buss pass applications completed online	GREEN
DT04: Percentage of speed awareness courses completed online	AMBER
DT05: Percentage of HWRC voucher applications completed online	AMBER
DT06: Percentage of Highway Licence applications completed online	GREEN
DT13: Percentage of 16+ Travel Cards applied for online	GREEN

Environment, Planning and Enforcement	RAG
EPE20: Percentage of planning applications which meet DCLG standards and requirements	GREEN
EPE13: Greenhouse Gas emissions from KCC estate (excluding schools)	GREEN

Service Area	Director	Cabinet Member
Highways & Transportation	Simon Jones	Mike Whiting

Key Performance Indicators

Ref	Indicator description	Year end	RAG	Target	Floor
HT01	Potholes repaired in 28 calendar days (routine works and not programmed)	97%	GREEN	90%	80%
HT02	Faults reported by the public completed in 28 calendar days	94%	GREEN	90%	80%
HT04	Customer satisfaction with service delivery (100 Call Back)	88%	GREEN	75%	60%
HT08	Emergency incidents attended to within 2 hours	98%	GREEN	98%	95%
HT11d	Number of actual LED streetlight conversions (since start of programme)	114,942	AMBER	118,000	106,200
HT12	Streetlights and illuminated signs/bollards repaired in 28 calendar days	90%	GREEN	90%	80%

HT11d – All 118,000 conversions are to be delivered by the end of May 2019.

HT12 – Formerly this indicator only included streetlights, but now includes all illuminated signs and bollards. The new contractor, Bouygues, commenced in October, is now on track with 95% repaired on time in January, with February and March at 97%. Recent performance is included in the Year End figure.

Service Area	Director	Cabinet Member
Highways & Transportation	Simon Jones	Mike Whiting

Activity Indicators

Ref	Indicator description	Year end	In expected range?	Expected Range		Previous Year
				Upper	Lower	
HT01b	Potholes repaired (as routine works and not programmed)	13,372	Yes	14,100	9,300	9,450
HT02b	Routine faults reported by the public completed	57,706	Yes	63,800	51,800	55,552
HT06	Number of new enquiries requiring further action (total new faults)	94,735	Yes	112,200	91,800	100,866
HT07	Work in Progress (outstanding enquiries waiting action)	6,579	Below	8,480	6,960	9,333
HT12b	Streetlights and illuminated signs/bollards repaired - October to March	17,300	New indicator	N/a		

HT07 – Work currently in progress is now below expectations, following high levels of activity during 2018 with a high number of potholes repaired following the severe weather early in 2018.

HT12b – Formerly just streetlights, this indicator now includes all illuminated signs and bollards. The performance figure is from when the indicator changed in October.

Service Area	Director	Cabinet Members
Waste Management	Simon Jones	Mike Whiting

Key Performance Indicators (Figures are provided as rolling 12-month totals to remove seasonality)

Ref	Indicator description	Year end	RAG	Target	Floor
WM01	Municipal waste recycled and composted	49.0%	GREEN	46.8%	44.3%
WM02	Municipal waste converted to energy (including conversion to refuse derived fuel)	50.2%	GREEN	47.9%	45.4%
01+02	Municipal waste diverted from landfill	99.2%	GREEN	94.7%	89.7%
WM03	Waste recycled and composted at HWRCs	68.5%	AMBER	69.3%	67.3%
WM04	Percentage of customers satisfied with HWRC services (Annual Indicator)	99%	GREEN	96%	85%

WM03 – Recycling rates declined at HWRCs during 2017 but have increased since March 2018.

Activity Indicators

Ref	Indicator description	Year end	In expected range?	Expected Range	
				Upper	Lower
WM05	Waste tonnage collected by District Councils	539,482	Below	560,000	540,000
WM06	Waste tonnage collected at HWRCs	168,465	Below	190,000	170,000
05+06	Total waste tonnage collected	707,947	Below	750,000	710,000

WM05 and WM06 – Following an increase during 2016, total waste tonnage collected has been declining for over 2 years, and is now 3% lower than at March 2017, despite significant population growth across the county.

Service Area	Director	Cabinet Member
Highways, Transportation and Waste	Simon Jones	Mike Whiting

Digital Take-up indicators

Ref	Indicator description	Year end	RAG	Target	Floor	Previous Year
DT01	Percentage of public enquiries for Highways Maintenance completed online	47%	AMBER	50%	25%	43%
DT02	Percentage of Young Persons Travel Pass applications completed online	80%	GREEN	80%	60%	82%
DT03	Percentage of concessionary bus pass applications completed online	28%	GREEN	20%	5%	18%
DT04	Percentage of speed awareness courses bookings completed online	78%	AMBER	80%	65%	80%
DT05	Percentage of HWRC voucher applications completed online - Feb data	97%	AMBER	98%	80%	97%
DT06	Percentage of Highway Licence applications completed online	80%	GREEN	60%	50%	59%
DT13	Percentage of 16+ Travel Cards applied for online	79%	GREEN	50%	40%	58%

DT01 – The target increased this year from 40% last year, and performance has been gradually improving over the year. For pothole and streetlight faults online reporting is at 70%.

DT04 - The target increased this year from 75% last year. A project is in place to renew the online software system to improve the customer journey and encourage more people to book online.

Division	Director	Cabinet Member
Environment, Planning and Enforcement	Katie Stewart	Mike Whiting

Key Performance Indicators

Ref	Indicator description	Year end	RAG	Target	Floor	Previous Year
EPE20	Percentage of planning applications which meet MHCLG standards and requirements	100%	GREEN	100%	80%	100%

Key Performance Indicator (reported quarterly in arrears)

Ref	Indicator description	Year end	RAG	Target	Floor	Previous Year
EPE14	Greenhouse Gas emissions from KCC estate (excluding schools) in tonnes	31,885	GREEN	37,200	40,200	38,198

From: Mike Whiting, Cabinet Member for Planning, Highways, Transport and Waste
Barbara Cooper, Corporate Director of Growth, Environment and Transport

To: Environment & Transport Cabinet Committee – 24 May 2019

Subject: Growth, Environment and Transport Performance KPIs 2019/20

Classification: Unrestricted

Summary:

This paper provides for consideration and comment by the Cabinet Committee the proposed indicators which will be reported within the Growth, Environment and Transport Dashboard for 2019/20.

Recommendation(s):

The Committee is asked to **NOTE** and **COMMENT** on the proposed indicators and associated Targets.

1. Introduction

- 1.1 Directorate Dashboards are reported to Cabinet Committees on a regular basis to provide updates on progress against targets for Key Performance Indicators (KPIs) and activity indicators for each directorate.
- 1.2 As part of the annual business planning cycle, Cabinet Members and Corporate Directors consider which KPIs and associated targets should be included within Directorate Dashboards for the forthcoming financial year.
- 1.3 In previous years the KPI targets have been presented to Committees within Directorate Business Plans. This year Directorate Business Plans have been replaced by a council-wide Strategic Delivery Plan, which has a focus on significant change programmes and major commissioning activity.
- 1.4 The KPIs included in directorate dashboards are focussed on Business as Usual service delivery which is quite separate from the change activity included in the Strategic Delivery Plan. Proposals for the process for monitoring of progress for the Strategic Delivery Plan are currently being developed by the Strategy, Policy, Relationships and Corporate Assurance team.
- 1.5 This paper provides within Appendix 1 for consideration and comment by the Cabinet Committee the proposed KPIs and activity indicators to be reported within the Growth, Environment and Transport Dashboard for 2019/20.

2. Directorate Dashboards

- 2.1. Directorate Dashboards include both KPIs and activity indicators.

- 2.2. KPIs have associated Targets and Floors which are used to generate performance RAG (Red/Amber/Green) ratings. Activity indicators are provided to give context to performance and are usually compared to expected levels expressed as a range with Upper and Lower thresholds.
- 2.3. All Performance Indicators reported within Directorate Dashboards are supported by technical specification documents known as Performance Indicator Definitions (PIDs). Copies of PIDs are available to members of the Cabinet Committee on request.
- 2.4. The council's performance reporting arrangements, including Directorate Dashboards and the underlying quality of data included within the Dashboards, are subject to regular Internal Audit investigation, with the last report providing Substantial Assurance.
- 2.5. The criteria for selection of indicators for inclusion within Directorate Dashboards includes:
 - indicators must reflect agreed corporate or service priorities, and any known risks to delivery,
 - the selection of indicators should be based on a solid understanding of the business and ensure balance between process and quality of outcomes.
- 2.6. Targets for KPIs are set based on reviewing past performance, available budget, known pressures from increased demand and other relevant information to arrive at a judgement at what is realistically achievable. Targets should represent some level of challenge and should neither be too easy or too hard.
- 2.7. It is proposed that the majority of indicators reported for 2018/19 are retained for 2019/20, with Targets and Floors also remaining constant. Where it is proposed to change indicators or Targets this is highlighted in the attached Appendix.
- 2.8. Once agreed the selection of indicators for the financial year and the associated targets will not be changed without consultation with the Cabinet Committee.

3. Recommendation(s):

The Committee is asked to **NOTE** and **COMMENT** on the proposed indicators and associated Targets.

4. Contact details

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Relevant Director: Barbara Cooper
Corporate Director, Growth, Environment and Transport

Appendix 1: Proposed KPIs and Activity indicators for 2019/20

Highways

Key Performance Indicators

Ref	Indicator description	2018/19 Latest	2019/20 Floor	2019/20 Target	Comment
HT01	Potholes repaired in 28 calendar days	97%	80%	90%	
HT02	Routine faults/enquiries reported by the public completed in 28 calendar days	94%	80%	90%	
HT04	Customer satisfaction with routine Highways service delivery (100 Call back survey)	88%	70%	85%	Increased by 10%
HT08	Emergency incidents attended to within 2 hours	98%	95%	98%	
HT12	Streetlights/illuminated signs/bollards repaired in 28 calendar days	90%	80%	90%	

Activity indicators

Ref	Indicator description	Threshold	Q1	Q2	Q3	Q4
HT01b	Potholes repaired (as routine works and not programmed)	Upper	4,400	2,600	2,950	3,950
		Lower	3,200	1,400	1,750	2,750
HT02b	Routine faults reported by the public completed	Upper	14,000	14,900	15,800	18,300
		Lower	11,000	11,900	12,800	15,300
HT06	Number of new enquiries requiring further action (faults)	Upper	27,000	27,000	27,000	33,000
		Lower	22,000	22,000	22,000	28,000
HT07	Work in Progress (outstanding enquiries waiting action)	Upper	6,750	6,750	6,750	8,000
		Lower	5,500	5,500	5,500	6,750

Waste Management

Key Performance Indicators

Ref	Indicator Description	2018/19 Latest	2019/20 Floor	2019/20 Target	Comment
WM01	Municipal waste recycled and composted	49.0%	44.3%	46.8%	
WM02	Municipal waste converted to energy (including conversion to refuse derived fuel)	50.2%	45.4%	47.9%	
WM03	Percentage of waste recycled and composted at HWRCs	68.5%	67.3%	69.3%	
WM04	Customer satisfaction with Household Waste Recycling Centre Services	99%	85%	96%	

Activity indicators

Ref	Indicator description	Threshold	Annual
WM05	Waste tonnage collected by district councils	Upper	555,000
		Lower	535,000
WM06	Tonnage managed through HWRC (rolling 12 months) (WM06)	Upper	184,000
		Lower	164,000
	Total Waste Tonnage	Upper	739,000
		Lower	699,000
	Waste tonnage converted to energy at Allington Waste to Energy Plant	Upper	340,000
		Lower	280,000

Highways, Transport and Waste

Digital Take-up

Ref	Indicator description	2018/19 Latest	2019/20 Floor	2019/20 Target	Comment
DT01	Percentage of public enquiries for Highways maintenance reported online	47%	40%	50%	
DT02	Percentage of Young Persons Travel Pass applications completed online	80%	60%	80%	
DT03	Percentage of concessionary bus pass applications completed online	28%	15%	25%	Increased by 5%
DT04	Percentage of speed awareness courses bookings completed online	78%	65%	80%	
DT05	Percentage of HWRC voucher applications completed online	98%	85%	95%	
DT06	Percentage of Highway Licence applications completed online	80%	60%	70%	Increased by 10%
DT13	Percentage of 16+ Travel Cards applied for online	79%	60%	80%	Increased in line with DT02

Environment, Planning and Enforcement

Key Performance Indicators

Ref	Indicator description	2018	2020 Floor	2020 Target	Comment
EPE14	Total Greenhouse Gas emissions from KCC estate (excluding schools) in tonnes (calendar year)	31,885	33,900	31,400	Reduction reflects continuous improvement

Indicators removed

Ref	Indicator Description
EPE20	Percentage of planning applications which meet MHCLG standards and requirements

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From: Mike Whiting, Cabinet Member for Planning, Highways, Transport and Waste
David Beaver, Head of Waste Management Services

To: Environment & Transport Cabinet Committee - 24 May 2019

Decision No: 19/00039

Subject: Award of a short-term contract to the Commercial Services Group for the operation of three household waste recycling centres

Classification: Unrestricted

Past Pathway of Paper:

Future Pathway of Paper: For Cabinet Member Decision

Electoral Division: All in Sevenoaks Borough Council, Maidstone Borough Council and Dartford Borough Council

Summary:

This paper seeks approval from the Environment & Transport Cabinet Committee to implement a short-term variation for the operation and management of three Household Waste Recycling Centres.

It is proposed in June 2019, to transfer the three HWRC sites within West Kent, currently contracted to John Slattery Ltd, to Commercial Services Group (CSG). This will mean that five sites, operated as a contractual Lot 1 are managed by CSG which will be operated until November 2020;

Additionally, Biffa Municipal Ltd currently operate and manage twelve of KCC's Waste Transfer Stations (TS) and Household Waste and Recycling Centres (HWRCs) through operational Lots 2 & 3. If this contract is not extended, it will cease in November 2020. Unless a clear proposal is submitted to KCC, which represents highly comparable terms and prices, this contract may be re-commissioned.

As all contracts lots will have co-terminus end dates, this presents an opportunity for officers to develop a commercial strategy for the management and operation of all three Lots, comprising 5 Waste Transfer Stations (TS) and 17 number Household Waste and Recycling Centres (HWRCs).

Recommendation(s):

The Cabinet Committee is asked to consider and endorse, or make recommendations to the Cabinet Member for Planning, Highways, Transport and Waste to:

- a) award a short-term variation of the contract for the operation and management of three Household Waste Recycling Centres at Tovil,

Maidstone & Swanley, to Commercial Services Group (CSG) from June 2019 until November 2020; and

- b) note that Officers will prepare a common commissioning plan for the whole County. The detail of the various options within this commissioning plan, will be discussed at a future meeting of the Environment and Transport Cabinet Committee;

as shown at Appendix A.

1. Introduction

- 1.1 The existing contract let to John Slattery Ltd, for the management and operation of the HWRCs at Tovil, Maidstone and Dartford completes its contractual term in June 2019.
- 1.2 KCC operates 18 HWRCs. There are more than 3 million visitors a year who deposit 170,000 tonnes of waste per annum. The daily operation and management of these sites is served by four contractors under three contractual lots. The Pepperhill site is out of scope.
- 1.3 Lot 1 is split over two contracts. The contract with John Slattery Ltd expires in June 2019 and covers HWRC sites at Dartford, Tovil and Swanley. There is no contractual option to extend this contract.
- 1.4 The contract with CSG, covers two major Transfer Stations and HWRC sites at North Farm, Tunbridge Wells and Dunbrik, in Sevenoaks. The contract has an initial break clause in March 2020, with an option to extend for up to six years.
- 1.5 The existing contract with CSG allows the inclusion of additional sites through contract variations.
- 1.6 It is proposed to transfer the three HWRC sites within West Kent, currently contracted to John Slattery Ltd, to Commercial Services Group (CSG).
- 1.7 Lots 2 and 3, are operated by Biffa Municipal Ltd and were awarded in 2014. The initial six-year term concludes on 31st October 2020 and there is an option of a further six-year extension based on good performance and agreement of some defined terms. At this time a formal extension proposal has not been submitted by Biffa, as they wish to renegotiate alternative commercial terms of the existing contract.
- 1.8 Advice from Strategic Commissioning, consensus is that KCC would carefully consider and assess the legal risk before agreeing to such changes as there are strict statutory conditions under which KCC would be allowed to agree significant changes to the contract under Regulation 32 (Modification of contracts during their term) of the Public Contracts Regulations 2015.
- 1.9 If the proposal to transfer the operation and management of three HWRCs from John Slattery Ltd to CSG is accepted, this will mean all lots have the same

expiry data and therefore provides an opportunity to develop a common commissioning plan for the whole County. This is likely to be beneficial as the Authority will be able to determine a common operating specification across the County as well as attract wider market interest from a variety of potential suppliers.

- 1.10 A full commissioning strategy for all Lots will be proposed for the consideration of this Committee in the autumn of 2019.

2. Financial Implications

- 2.1 A detailed cost proposal for Lot 1 has been submitted by Commercial Services Group. Anticipated expenditure will be funded through existing operational budgets. These are broadly comparable with the incumbent, particularly ownership of metal which will return to the Authority and which will generate additional income.

3. Legal Implications

- 3.1 This contract variation enables the Authority to discharge its statutory duty as Waste Disposal Authority. KCC will be using Regulation 12 (Public Contracts between entities within the public sector) of the Public Contracts Regulations 2015 to vary this Contract.
- 3.2 Initial screening of the data protection impact assessment has determined there to be no exchange of personal data. Equalities impact assessment has determined a low impact against all protected characteristics as this proposed decision will not affect protected groups. The contract mandates CSG to adhere to all aspects of the Equality Act 2010

4. Conclusions

- 4.1 By making the short-term variation to the existing contract with CSG to encompass the sites in Lot 1, all lots will have the same expiry point. Officers can then propose a commissioning strategy for consideration by Members of the Environment & Transport Cabinet Committee to cover the whole County, should an extension to Lot 2 & 3 with Biffa Municipal Ltd not be pursued.

5. Recommendations

- 5.1 The Cabinet Committee is asked to consider and endorse, or make recommendations to the Cabinet Member for Planning, Highways, Transport and Waste to:
 - a) award a short-term variation of the contract for the operation and management of three Household Waste Recycling Centres at Tovil, Maidstone & Swanley, to Commercial Services Group (CSG) from June 2019 until November 2020; and

- b) note that Officers will prepare a common commissioning plan for the whole County. The detail of the various options within this commissioning plan, will be discussed at a future meeting of the Environment and Transport Cabinet Committee;

as shown at Appendix A.

6. Background Documents

- Appendix A: Proposed Record of Decision
- EqlA

7. Contact details

Report Author: David Beaver

- Name and title David Beaver, Head of Waste Management Services
- Telephone number 03000 411620
- Email address david.beaver@kent.gov.uk

Relevant Director: Simon Jones

- Name and title Simon Jones Director, Highways Transportation and Waste
- Telephone number 03000 411683
- Email address simon.jones@kent.gov.uk

KENT COUNTY COUNCIL – PROPOSED RECORD OF DECISION

<p>DECISION TO BE TAKEN BY</p> <p>Mike Whiting</p> <p>Cabinet Member for Planning, Highways, Transport and Waste</p>	<p>DECISION NO:</p> <p>19/00039</p>
<p>For publication</p>	
<p>Key decision* Yes</p>	
<p>Subject: Award of a short-term contract to the Commercial Services Group for the operation of three household waste recycling centres.</p>	
<p>Decision: As Cabinet Member for Planning, Highways, Transport and Waste, I agree to</p> <ul style="list-style-type: none"> a) Award a short-term variation of the contract for the operation and management of three Household Waste Recycling Centres at Tovil, Maidstone & Swanley, to Commercial Services Group (CSG) from June 2019 until November 2020. b) Note that Officers will prepare a common commissioning plan for the whole County. The detail of the various options within this commissioning plan, will be discussed at a future meeting of the Environment and Transport Cabinet Committee. 	
<p>Reason(s) for decision: KCC operates 18 HWRCs. There are more than 3 million visitors a year who deposit 170,000 tonnes of per annum. The daily operation and management of these sites is served by four contractors under three contractual lots. The contract for Lot 1 expires in June 2019. There is no contractual option to extend this contract.</p> <p>The initial six-year contracts for Lots 2 and 3, concludes on 31st October 2020. There is an option of a further six-year extension based on good performance and agreement of some defined terms. At this time a formal extension proposal has not been submitted</p> <p>By making the short-term variation to an existing contract with CSG to encompass the sites in Lot 1, all lots will have the same expiry point. Officers can then propose a commissioning strategy for consideration by Members of the Environment & Transport Cabinet Committee to cover the whole County, should an extension to Lot 2 & 3 not be pursued.</p>	
<p>Cabinet Committee recommendations and other consultation: The proposal is being discussed at the Environment and Transport Cabinet Committee at their meeting on 24 May 2019.</p>	
<p>Any alternatives considered:</p>	
<p>Any interest declared when the decision was taken and any dispensation granted by the Proper Officer:</p>	

.....
signed

.....
date

Name:

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KCC - Growth, Environment and Transport Directorate (GET).

Equality Analysis / Impact Assessment (EqIA) template

Name of decision, policy, procedure, project or service:

A short-term variation to the contract with Commercial Services Group (CSG) for the operation and management of three additional Household Waste Recycling Centres

Brief description of policy, procedure, project or service

From June 2019 until November 2020, a short-term variation of the contract is required for the operation and management of three additional Household Waste Recycling Centres to Commercial Services Group (CSG). Sites at Tovil, Maidstone & Swanley. This service contract provides operatives and plant to receive and process household waste and recycling at three additional Household Waste Recycling Centres. This is delivered by the general public and then collected and processed ready for onward delivery to final disposal outlets.

Initiating a short-term contract change will bring all contracts to a common end date, this will allow Officers to design a common commissioning plan for the whole County. The detail of this commissioning plan will be discussed with Members of the Environment and Transport Cabinet Committee.

Performance monitoring of all aspects of this contract, which includes adherence to contract performance, terms and specification, and therefore include the Equalities Act 2010, are part of the scheduled Supplier monitoring process by KCC.

Aims and Objectives

KCC is a statutory waste disposal authority – part of this undertaking mandates Waste Management to receive and process household waste and recycling across the Household Waste Recycling Centres in Kent.

JUDGEMENT

I have found the Adverse Equality Impact Rating to be  **Low**

GET Document Control


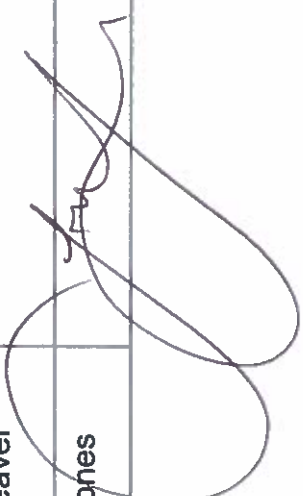
Revision History

Version	Date	Authors	Comment
V0.1	29/03/19	Kay Groves	
V1.0	<u>29/03/19</u>	David Beaver	
V1 (this should be assigned to the version the Director signs off)		<u>Simon Jones</u>	

Document Sign-Off (this must be both the relevant Head of Service and the relevant Director)

Attestation

I have read and paid due regard to the Equality Analysis/Impact Assessment. I agree with the actions to mitigate any adverse impact(s) that has /have been identified.

Name	Signature	Title	Date of Issue
David Beaver		Head of Service	29/03/19
Simon Jones		Director	15/05/19

Part 1 - Screening

Regarding the decision, policy, procedure, project or service under consideration,

Could this policy, procedure, project or service, or any proposed changes to it, affect any Protected Group (listed below) less favourably (negatively) than others in Kent?

Could this policy, procedure, project or service promote equal opportunities for this group?

Please note that there is no justification for direct discrimination; and indirect discrimination will need to be justified according to the legal requirements

Protected Group	You MUST provide a brief commentary as to your findings, or this EqIA will be returned to you unsigned			High/Medium/Low Favourable Impact
	High Negative Impact	Medium Negative Impact	Low Negative Impact	
Age			This decision will not affect this protected group. Contract mandates Supplier to all aspects of the Equality Act 2010	Low impact
Disability			Provision is in place to allow Customers with disability vehicles equal access to the Authority's HWRC Facilities. Contract responsibility is for	Low impact

				Supplier to conform to the Disability Access Scheme. Contract mandates Supplier to all aspects of the Equality Act 2010	
Sex				This decision will not affect this protected group. Contract mandates Supplier to all aspects of the Equality Act 2010	Low impact
Gender identity/ Transgender				This decision will not affect this protected group. Contract mandates Supplier to all aspects of the Equality Act 2010	Low impact
Race				This decision will not affect this protected group. Contract mandates Supplier to all aspects of the Equality Act 2010	Low impact
Religion and Belief				This decision will not affect this protected group. Contract mandates Supplier to all aspects of the Equality Act 2010	Low impact

Sexual Orientation				This decision will not affect this protected group. Contract mandates Supplier to all aspects of the Equality Act 2010	Low impact
Pregnancy and Maternity				This decision will not affect this protected group. Contract mandates Supplier to all aspects of the Equality Act 2010	Low impact
Marriage and Civil Partnerships				This decision will not affect this protected group. Contract mandates Supplier to all aspects of the Equality Act 2010	Low impact
Carer's Responsibilities				This decision will not affect this protected group. Contract mandates Supplier to all aspects of the Equality Act 2010	Low impact

From: Mike Whiting, Cabinet Member for Planning, Highways, Transport and Waste

To: Environment & Transport Cabinet Committee – 24 May 2019

Decision No: 19/00040

Subject: South West Kent Dry Recyclables Processing Contract – SC18061

Classification: Unrestricted

Past Pathway of Paper: N/A

Future Pathway of Paper: For Cabinet Member Decision

Electoral Division: All in Tunbridge Wells Borough Council & Tonbridge & Malling Borough Council.

Summary:

This report seeks agreement to enter into a contract for the processing of dry recycling materials collected at the kerbside by Tunbridge Wells Borough Council (TWBC) and Tonbridge & Malling Borough Council (TMBC).

As a result of changes to the mix of co-mingled dry recyclable materials, to be collected at the kerbside, by Boroughs from September 2019, KCC needs to source an alternative supplier who can process this waste at a Material Recycling Facility (MRF).

Recommendation(s):

The Cabinet Committee is asked to consider and endorse or make recommendations to the Cabinet Member for Planning, Highways, Transport and Waste to award contractual arrangements for the disposal and processing of recycled materials collected by these two Waste Collection Authorities up to a 4-year contract period as shown at Appendix A.

1. Introduction

- 1.1 Under the Landfill (England & Wales) Regulations 2012, local councils are required to increase recycling and composting of household waste to meet rising targets over a number of years and to reduce the quantity of biodegradable and recyclable household waste being disposed of via landfill.
- 1.2 Where commodity markets have changed considerably, Waste Disposal Authorities are now paying a cost for the final processing of these types of recycled material rather than receiving an income.

2 The Report

- 2.1 TWBC and TMBC are implementing a new kerbside waste collection service to increase their recycling rates. This follows endorsement by this Cabinet Committee, of the South West Kent Partnership Agreement in May 2018 whereby KCC works in partnership with collection authorities to reward

improvements in recycling through performance payments where disposal savings are realised.

- 2.2 The new borough collection specification, separates paper and card from glass, cans and plastics. This is known as a twin stream recycling mix which offers a more commercially efficient final disposal route due to the income received by KCC for paper and card.
- 2.3 This contract will be effective from September 2019, for a four-year duration, which is the maximum term permitted through the proposed buying framework. It is necessary to expedite matters as capacity at MRF's is limited. As such, this procurement will use the Eastern Shires Procurement Organisation (ESPO) framework which is a public sector owned professional buying organisation with a framework for Waste, Recycling, Collection and Disposal services.

3. Financial Implications

- 3.1 Waste Management has worked closely with Strategic Commissioning and has tested market interest with the three suppliers under Lot 3 (Comingled Recycling Services). Contract award will be made at the earliest opportunity to secure the processing of recycled materials to be collected in September. This is to guarantee the limited processing capacity at the MRF. The value of this contract is in the order of £1m expenditure.
- 3.2 Gate fees track the commodity rates. These are externally monitored and changed to allow a shared risk of price variances with the provider during the life of the contract. This is an expenditure contract; prices vary on a monthly basis, and are difficult to forecast, so the Authority uses market information from the industry. Typically, prices can vary over a year. In the last year gate fee prices have reduced by 8% from £29.59 in March 2018 down to £26.99 in April 2019.

4. Legal Implications

- 4.1 This contract variation enables the Authority to discharge its statutory duty as Waste Disposal Authority. KCC will be using Regulation 12 (Public Contracts between entities within the public sector) of the Public Contracts Regulations 2015 to vary this Contract.
- 4.2 Initial screening of the data protection impact assessment has determined there to be no exchange of personal data. Equalities impact assessment has determined a low impact against all protected characteristics as this proposed decision will not affect protected groups.

5. Policy Framework

- 5.1 This commission accords with the supporting outcome within the Strategic Outcome Plan;

Kent's physical and natural environment is protected, enhanced and enjoyed by residents and visitors

5.2 The Kent Joint Municipal Waste Management Strategy has three key policy statements that support the Waste Regulations. These apply directly to this proposed procurement;

- Policy 8 - The Kent Waste Partnership will achieve a minimum level of 40% recycling and composting of house household waste by 2012 and will seek to exceed this target.
- Policy 11 - The KWP will strive to make waste and recycling services accessible and easy to use for all householders, across all housing types and sectors of the community.
- Policy 19 - Where it is cost-effective, Kent will exceed its statutory targets for diversion of biodegradable municipal waste from landfill in order to preserve landfill void space in the County.

6. Risks

6.1 Material Recycling Facilities have limited capacity in England and particularly in the South East where increasing volumes of recycling materials are outstripping the demand of the available infrastructure. There is a risk that haulage costs could increase if there is no local market interest. However, as stated in paragraph 3.3 Waste Management has worked closely with Strategic Commissioning and has tested market interest. The risk will be further mitigated through the use of the ESPO framework and contract award at the earliest opportunity in order to secure processing from when these materials are collected in September 2019.

7. Conclusions

7.1 Under the Environmental Protection Act 1990, as the Waste Disposal Authority, KCC has a legal obligation to provide a waste disposal service. The Landfill (England & Wales) Regulations 2012, require local councils to increase recycling and composting of household waste.

7.2 Due to changes in kerbside collection services in TWBC and TMBC, KCC needs to commission a new dry recycling processing contract.

7.3 The proposed commissioning solution has been tested following market engagement with locally based, but national suppliers. A shared risk approach ensures a balanced view of the market but allows KCC to seek income from any increases in material prices.

8. Recommendation(s)

Recommendation(s):

The Cabinet Committee is asked to consider and endorse or make recommendations to the Cabinet Member for Planning, Highways, Transport and Waste to award contractual arrangements for the disposal and processing of recycled materials collected by these two Waste Collection Authorities up to a 4-year contract period as shown at Appendix A.

9. Background documents

- Appendix A: Proposed Record of Decision
- EqIA

10. Contact details

Report Author David Beaver

- Name and title David Beaver, Head of Waste Management Services
- Telephone number 03000 411620
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Relevant Director: Simon Jones

- Name and title Simon Jones Director, Highways Transportation and Waste
- Telephone number 03000 411683
- Email address Simon.jones@kent.gov.uk

KENT COUNTY COUNCIL – PROPOSED RECORD OF DECISION

<p>DECISION TO BE TAKEN BY</p> <p>Mike Whiting</p> <p>Cabinet Member for Planning, Highways, Transport and Waste</p>	<p>DECISION NO:</p> <p>19/00040</p>
<p>For publication</p>	
<p>Key decision* Yes</p>	
<p>Subject: South West Kent Dry Recyclables Processing Contract</p>	
<p>Decision: As Cabinet Member for Planning, Highways, Transport and Waste, I agree to award contractual arrangements for the disposal and processing of recycled materials collected by these two Waste Collection Authorities up to a 4-year contract period.</p>	
<p>Reason(s) for decision: Under the Environmental Protection Act 1990, as the Waste Disposal Authority, KCC has a legal obligation to provide a waste disposal service. The Landfill (England & Wales) Regulations 2012, require local councils to increase recycling and composting of household waste.</p> <p>TWBC and TMBC are implementing a new kerbside waste collection service to increase their recycling rates. The new borough collection specification, separates paper and card from glass, cans and plastics. This is known as a twin stream recycling mix which offers a more commercially efficient final disposal route due to the income received by KCC for paper and card.</p>	
<p>Cabinet Committee recommendations and other consultation: The proposal is being discussed at the Environment and Transport Cabinet Committee at their meeting on 24 May 2019.</p>	
<p>Any alternatives considered: The proposed commissioning solution has been completed following market engagement with locally based, but national suppliers. A shared risk approach ensures a balanced view of the market but allows KCC to seek income from any increases in material prices.</p>	
<p>Any interest declared when the decision was taken and any dispensation granted by the Proper Officer:</p>	

.....
signed

.....
date

Name:

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KCC - Growth, Environment and Transport Directorate (GET).

Equality Analysis / Impact Assessment (EqIA) template

Name of decision, policy, procedure, project or service:

South West Kent Dry Recyclables Processing Contract – SC18061

Brief description of policy, procedure, project or service

This procurement decision is to enter into a contract for the processing of dry recycling materials collected at the kerbside by Tunbridge Wells Borough Council (TWBC) and Tonbridge & Malling Borough Council (TMBC).

This follows changes to the mix of co-mingled dry recyclable materials, to be collected by Boroughs from September 2019, KCC needs to source an alternative supplier who can process this waste at a Material Recycling Facility.

This is a transfer of waste from transfer station to a recycling processor – as a business to business operation there are no personal impacts that require analysis.

Aims and Objectives

KCC is a statutory waste disposal authority – part of this undertaking mandates Waste Management to receive and process household waste and recycling across the Household Waste Recycling Centres and Transfer Stations in Kent.

JUDGEMENT

I have found the Adverse Equality Impact Rating to be

Low

GET Document Control

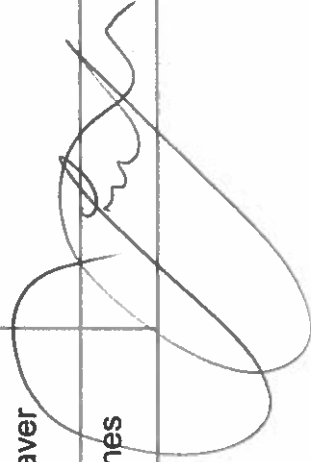
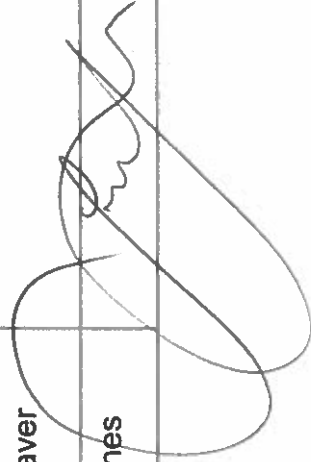
Revision History

Version	Date	Authors	Comment
V0.1	14/05/19	Kay Groves	
V1.0	14/05/19	David Beaver	
V1 (this should be assigned to the version the Director signs off)		Simon Jones	

Document Sign-Off (this must be both the relevant Head of Service and the relevant Director)

Attestation

I have read and paid due regard to the Equality Analysis/Impact Assessment. I agree with the actions to mitigate any adverse impact(s) that has /have been identified.

Name	Signature	Title	Date of Issue
David Beaver		Head of Service	14/05/19
Simon Jones		Director	15/05/19

Part 1 - Screening

Regarding the decision, policy, procedure, project or service under consideration,

Could this policy, procedure, project or service, or any proposed changes to it, affect any Protected Group (listed below) less favourably (negatively) than others in Kent?

Could this policy, procedure, project or service promote equal opportunities for this group?

Please note that there is no justification for direct discrimination; and indirect discrimination will need to be justified according to the legal requirements

Protected Group	You MUST provide a brief commentary as to your findings, or this EqIA will be returned to you unsigned			High/Medium/Low Favourable Impact
	High Negative Impact	Medium Negative Impact	Low Negative Impact	
Age			This decision will not affect this protected group. Contract mandates Supplier to all aspects of the Equality Act 2010	Low impact
Disability			Provision is in place to allow Customers with disability vehicles equal access to the Authority's HWRC Facilities. Contract responsibility is for	Low impact

				Supplier to conform to the Disability Access Scheme. Contract mandates Supplier to all aspects of the Equality Act 2010	
Sex				This decision will not affect this protected group. Contract mandates Supplier to all aspects of the Equality Act 2010	Low impact
Gender identity/ Transgender				This decision will not affect this protected group. Contract mandates Supplier to all aspects of the Equality Act 2010	Low impact
Race				This decision will not affect this protected group. Contract mandates Supplier to all aspects of the Equality Act 2010	Low impact
Religion and Belief				This decision will not affect this protected group. Contract mandates Supplier to all aspects of the Equality Act 2010	Low impact

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Marriage and Civil Partnerships				This decision will not affect this protected group. Contract mandates Supplier to all aspects of the Equality Act 2010	Low impact
Carer's Responsibilities				This decision will not affect this protected group. Contract mandates Supplier to all aspects of the Equality Act 2010	Low impact

From: Mike Whiting, Cabinet Member for Planning, Highways, Transport and Waste

To: Environment and Transport Cabinet Committee – 24 May 2019

Decision No: N/A

Subject: 20mph – policy review

Classification: Unrestricted

Past pathway of paper: N/A

Future pathway of paper: N/A

Electoral Division: County-wide

Summary:

Following the Government publication of new research relating to 20mph speed limits, the Cabinet Member for Planning, Highways, Transport and Waste requested a review of the County Council's approach to 20mph speed limits to ensure they met the requirements of the latest guidance.

Recommendations:

The Environment and Transport Cabinet Committee is asked to:

1. Note and comment on the contents of the report.
2. Note the proposed modifications to current approach to reflect current learning and best practice
3. Note that a series of research pilots should be undertaken to determine the effectiveness of alternative (innovative) traffic calming measures at locations where the prevailing road speeds are between 24mph and 28mph.

1. Background

- 1.1 Kent County Council's (KCC) approach to implementing 20mph schemes was established in 2013. A copy is provided in Appendix 1.
- 1.2 This is based on the 2013 Department for Transport (DfT) Circular 'Setting Local Speed Limits'. This follows the core principle that the existing road environment is key to the setting of appropriate speed limits.
- 1.3 In 2013, DfT revised the guidelines (DfT Circular 01/2013) and stated authorities could set 20mph speed limits in areas where local needs and conditions suggested the current speed limit was too high.
- 1.4 It went on to state (para 85) that: *"Successful 20 mph zones and 20 mph speed limits are generally self-enforcing."*

- 1.5 After deliberation by Members, this approach was agreed in 2013. Six school trials were undertaken. The Committee paper is included in Appendix 2.
- 1.6 To date, Kent has more than 1,000 roads that are subject to 20mph zones or limits.
- 1.7 In the past 24 months, 22 schemes covering 286 roads have been implemented.

2. Consistency

- 2.1 We have compared our approach to 20mph with other local authorities.
- 2.2 Hertfordshire, Durham, Essex and Wiltshire Councils have adopted a similar methodology. Specifically, they prioritise locations where the existing prevailing speeds are lower than 24mph.
- 2.3 Where speeds are greater than 24mph, additional traffic calming is required but the introduction of speed humps/platforms can be cost prohibitive and is often unpopular.
- 2.4 Some authorities, including Richmond and Watford, have set borough-wide or town-wide limits. In many instances, this approach has excluded strategic A/B roads. This is also true of the case studies contained within the Department of Transport (DfT) commissioned Atkins report into 20mph zones.

3. National Research

- 3.1 In November 2018, DfT published the Atkins Report which had been commissioned to collate national evidence on 20mph Zones.
- 3.2 The report found (see Appendix 4):
 - 20mph is the right speed where people and vehicles closely mix
 - 20mph schemes are very popular with the general public
 - 20mph speed limit schemes with little physical change bring an average reduction of 1 – 2 mph, with faster drivers potentially slowing more
 - There is a clear need for more enforcement
- 3.3 This report considers the use of more innovative and less intrusive traffic calming measures when existing speeds are between 24 and 28mph.
- 3.4 These lower cost traffic calming measures could include more innovative 'psychological' alternatives such as centre line removal, provision of bus build outs, changes to the location of parking bays (subject to TROs) or the provision of gateway features.

- 3.5 These traffic calming measures have been used elsewhere in the UK, and in some cases in Kent, to reinforce the new 20mph limits.
- 3.6 We have reviewed one of the largest and most recently installed 20mph schemes in the County (St John's in Tunbridge Wells) and the detail is included in Appendix 3.
- 3.7 In summary we have found that there has been a small reduction in speeds travelling on the majority of the roads where signed only limits were implemented and a more significant reduction in speeds on the road that required traffic calming measures to be installed (due to its existing speed being above 24mph at time of implementation).
- 3.8 Therefore, our local schemes seem to support the findings of the national research and would support an adaptation of our approach.

4. Kent Police

- 4.1 We consult with Kent Police in relation to the setting of appropriate speed limits.
- 4.2 Kent Police will not support 20mph speed limits unless the average speed of vehicles is 24mph or less, as research has shown that signed only 20mph limits where traffic calming is absent have little effect on traffic speeds and have not been evidenced to significantly reduce accidents.
- 4.3 Kent Police are supportive of appropriate 20mph schemes where a high level of compliance is expected.

5. Legal Implications

- 5.1 The 1988 Road Traffic Act (Section 39) puts a Statutory Duty on local authorities to undertake studies into road accidents, and to take steps to both prevent and to reduce the severity.
- 5.2 We satisfy this duty through our Casualty Reduction Programme. The current approach to 20mph schemes aligns with this duty as the schemes can be justified in terms of casualty savings.
- 5.3 The Equality Duty 2010 sets out clear principles for the way in which public services should meet the needs of their customers, including disabled people.
- 5.4 The Traffic Management Act 2004, places a duty to secure the expeditious movement of traffic on their network. This requires balancing the needs of all road users.
- 5.5 Where decisions are required on the setting of speed limits, we are obliged to consider social issues such as active travel, health and obesity and environmental implications such as noise and air pollution.

6. Local Issues

- 6.1 Requests are received from groups such as '20's Plenty for Kent' and the Kent Association of Local Councils (KALC) to reconsider the current approach to implementing 20mph limits.
- 6.2 Local requests for 20mph schemes need to be assessed against our Casualty Reduction Programme, Active Travel Strategy and other related schemes. They also need to be tested against local opinion, as objections are often revealed when schemes progress to implementation.
- 6.3 Some requests have asked to make all residential streets in Kent 20mph. Others ask us to:
- Interpret the DfT (Setting Local Speed Limits) less rigidly to make schemes more affordable.
 - Set the default speed limit of 20mph in all new residential developments.
 - Implement all schemes supported by residents where funding is available.
 - Support local communities to source funding for new schemes.
 - Facilitate external funding by explicitly linking 20mph to active travel; and
 - Allow implementation of 20mph limits, without traffic calming, on roads where existing speeds are in excess of 24mph.

7. Next Steps

- 7.1 Understanding the issues and problems in an area is key in deciding what measures should be implemented.
- 7.2 Community support is key, and it has been proven that schemes with active community support are more successful and achieve more compliance.
- 7.3 To avoid moving the 'problem' (rat running, high speeds, increased traffic volumes) simply migrating onto neighbouring roads the surrounding road network needs to be considered.
- 7.4 Surrounding land use also influences the need for a 20mph scheme. For example, roads where community centres and leisure facilities are sited will generate more foot traffic including a wide range of users such as children and young people and would support lower speeds.
- 7.5 Similarly, 20mph schemes may be appropriate on roads where there are nurseries, schools or care homes, as there is increased likelihood of people needing to use cycles, mobility scooters and push buggies. Ideally, they should not have to mix with high speed traffic.
- 7.6 Whilst the current approach remains compliant, consistent with national standards and in line with other local authorities, there is merit in exploring the benefits of modifying the criteria required to implement a 20mph speed

limit as by, providing greater flexibility in the options available it may be possible to deliver improvement in a more cost effective or more timely manner.

7.7 It is recommended that the current approach is modified to reflect current learning and best practice

7.8 A two-stage approach is proposed:

Stage 1 Verifying community support.

This will be instigated and undertaken by the Town/Parish Council/Residents' Group who will seek local views to establish strong resident support. They will also secure a scheme "sponsor" such as a County Member/Parish or Town Council/ JTB.

Stage 2 Verify local benefits and need.

Following technical and safety compliance approval, the scheme will be appraised against an expanded list of local factors (see Section 9 below). This will establish scheme acceptance and a priority when compared to other acceptable schemes.

7.9 In view of this new methodology current policy should be amended to:

1. Consider where the intervention is likely to address several issues including reducing speeds, road crashes and improving the road environment for people walking and cycling.
2. Consider where there is clear evidence of local support which outweighs opposition.
3. Consider all of the factors affecting a road environment not only the existing average speeds.

7.10 In line with the original introduction of 20mph limits, it is recommended that a series of research pilots should be undertaken to determine the effectiveness of alternative (innovative) traffic calming measures at locations where the prevailing road speeds are between 24mph and 28mph.

7.11 We will work with Kent Police to develop an evidence base to support the future use of an expanded list of traffic calming measures.

7.12 In order to select suitable pilots, we will consider schemes that successfully undertake the two-stage process but have highlighted a prevailing road speed of between 24 and 28 mph and where the location supports the use of alternative traffic calming.

7.13 The pilot schemes would be evaluated 12 months after their implementation and outcomes reported back to this Cabinet Committee.

8. Expanded Consideration

- 8.1 To gather a wider knowledge of the needs and benefits of a 20mph scheme the following categories will now be considered. Each category will be individually weighted reflecting its specific location/circumstance:
- Casualty analysis
 - Public Health indicators
 - Existing speeds
 - Air quality
 - Road environment type
 - Cost effectiveness e.g. ability of the scheme to be self-enforcing with minimal intervention
 - Surrounding land use – what is the surrounding land use, is there land use which will generate more pedestrians and other vulnerable road users e.g. community centres, schools, shops.
 - Strong evidence of community support
- 8.2 This list is not exhaustive and may be modified subject to the specific issues of each location or in line with policy and/or available funding.
- 8.3 Appendix 5 provides sample criteria along with typical costs of ‘signed only’ schemes compared to those schemes that would require engineering measures.

9. Financial Implications

- 9.1 Schemes are funded from either our Casualty Reduction Programme, health programmes or from external funding such as Combined Member Grants or Parish Council funds.
- 9.2 Currently all schemes need to meet the 2013 DfT criteria.
- 9.3 £75,000 is available from Local Transport Plan allocation 2019-20 to undertake research schemes.

10. Recommendations

Recommendations:

The Environment and Transport Cabinet Committee is asked to:

1. Note and comment on the contents of the report.
2. Note the proposed modifications to current approach to reflect current learning and best practice
3. Note that a series of research pilots should be undertaken to determine the effectiveness of alternative (innovative) traffic calming measures at locations where the prevailing road speeds are between 24mph and 28mph

11. Contact details

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APPENDIX 1 : Existing KCC Approach to Implementing 20mphs

The Environment, Highways & Waste Cabinet Committee is asked to comment on a new policy on 20mph schemes which the Cabinet Member for Environment, Highways & Waste is minded to introduce:

(i) implement 20mph schemes where there is clear justification in terms of achieving casualty reduction as part of the on-going programme of Casualty Reduction Schemes.

(ii) identify locations for 20mph schemes which would assist with delivering targets set out in Kent's Joint Health and Well Being Strategy.

(iii) enable any schemes that cannot be justified in terms of road safety or public health benefits but are locally important to be funded via the local County Councillors Member Highway Fund. All schemes must meet implementation criteria as set out in DfT Circular 01/2013.

APPENDIX 2 Copy of the October 2013 Paper

From: John Burr, Director of Highways & Transportation

To: Environment, Highways & Waste Cabinet Committee – 3 October 2013

Decision No: 13/00063

Subject: Updated Policy for 20mph limits and zones on Kent County Council's roads

Classification: Unrestricted

Past Pathway of Paper: EHW Cabinet Committee, 4 July 2012

Future Pathway of Paper: For Cabinet Member Decision

Electoral Division: All electoral divisions

Summary: This report presents national and local evidence on the benefits of 20mph schemes and recommends a new policy that the County will seek to implement 20mph schemes when there are clear road safety or public health benefits. Any locally supported schemes that cannot be justified in these terms can still be implemented via the Member Highway Fund providing they are implemented as set out in Department for Transport Circular 01/2013.

Recommendation(s):

The Environment, Highways & Waste Cabinet Committee is asked to comment on a new policy on 20mph schemes which the Cabinet Member for Environment, Highways & Waste is minded to introduce:

- (i) implement 20mph schemes where there is clear justification in terms of achieving casualty reduction as part of the on-going programme of Casualty Reduction Schemes.
- (ii) identify locations for 20mph schemes which would assist with delivering targets set out in Kent's Joint Health and Well Being Strategy.
- (iii) enable any schemes that cannot be justified in terms of road safety or public health benefits but are locally important to be funded via the local County Councillors Member Highway Fund. All schemes must meet implementation criteria as set out in DfT Circular 01/2013.

1. Introduction

- 1.1 At the 4th July 2012 meeting of this Committee an update was given on work Highways & Transportation were carrying out in developing a new policy on the implementation of 20mph schemes in Kent. This work included a trial of speed reduction measures outside schools in Maidstone which involved both formal and advisory 20mph schemes. The results of these

trials were intended to assist in the formulation of a new policy. At the meeting it was agreed that a new policy would be adopted once the trials had been evaluated. These trials have now been concluded and the results are contained within this report, along with other research and evidence.

- 1.2 As a result of this project Members are requested to agree an updated policy on the implementation of 20mph speed limits and zones. A new policy is required to respond to updated Government guidance on the setting of local speed limits which was issued in January 2013 and to campaigns both nationally and locally to introduce blanket 20mph in all residential areas.

2. Bold Steps for Kent and Policy Framework

- 2.1 This policy will feed in to the new Road Casualty Reduction Strategy which is being developed by Highways & Transportation to assist with meeting targets set out in Bold Steps for Kent and delivering the priorities set out in Growth Without Gridlock (GWG). Within GWG road safety is stated as a constant priority for central and local government. The recommendations made in this report will assist in meeting targets set out in Kent's Joint Health and Wellbeing Strategy. This decision relates to Kent's Local Transport Plan which is in the Council's Policy Framework.

3. Background

- 3.1 In recent years the demand for the implementation of 20mph schemes has been increasing in response to both local and national campaigns. A number of petitions have been submitted in recent years to Joint Transportation Boards requesting implementation of 20mph schemes. The Times newspaper has been running a national campaign encouraging local authorities to make 20mph the default speed limit in residential areas where there are no cycle lanes. This follows the tragic death of one of their reporters in a road traffic crash. A national campaign "20's Plenty Where People Live" actively promotes 20mph limits in residential and urban areas. In the 2011 British Social Attitudes Survey 73% of the public favoured 20mph limits in residential areas. A number of Highway Authorities have adopted policies introducing blanket 20mph limits in their town and cities.
- 3.2 KCC has been implementing 20mph schemes in Kent and has 50 schemes covering over 800 roads. In addition, all new residential developments are designed to keep traffic at 20mph although they are not always signed as such to avoid unnecessary sign clutter. The County's current policy allows the introduction of 20mph schemes at any location where such measures can be justified in crash savings terms or via the Member Highway Fund (MHF) providing they meet implementation criteria as set out in DfT Circular 01/2013.
- 3.3 In both 2006 and 2008 the County Council considered proposals to introduce a Kent-wide policy of 20mph limits outside all schools. On both occasions the County Council agreed not to adopt a county-wide policy and retained its existing policy of implementing them at specific locations where there was a clear and justifiable need.

- 3.4 The DfT published new advice on the implementation of 20mph schemes in its circular 01/2013 in January 2013 which contains guidance on the setting of local speed limits. There are two distinctly different types of 20mph speed restrictions which are limits, which rely solely on signing, and zones which require traffic calming to reduce speeds. Highway Authorities have powers to introduce 20 mph speed limits that apply only at certain times of day. These variable limits may be particularly relevant where a school is located on a major through road that is not suitable for a full-time 20 mph zone or limit.
- 3.5 The following is a summary of the Government's guidance on the implementation of 20mph schemes
- Successful 20mph limits and zones are generally self-enforcing.
 - Self-enforcement can be achieved either, by the existing road conditions
 - or using measures such as signing or traffic calming to attain mean
 - speeds compliant with the speed limit.
 - To achieve compliance there should be no expectation on the Police
 - providing additional enforcement unless explicitly agreed.
 - The full range of options should be considered before introducing 20mph schemes.
 - Zones should not include roads where motor vehicle movement is the
 - primary function.
 - While the Government has reduced the traffic calming requirements in zones they must be self-enforcing and include at least one physical traffic calming feature such as a road hump or build out.
 - 20mph limits are generally only recommended where existing mean speeds are already below 24mph.

4. Primary School Speed Reduction Scheme Trials

- 4.1 In response to a petition submitted to the Maidstone Joint Transportation Board on the 28th July 2010 requesting the County Council implement blanket 20mph limits outside all schools and residential areas it was agreed to run a trial of low cost speed management schemes outside a number of Primary Schools in Maidstone. This trial, funded by local Members via their Highway Fund, included both formal and advisory 20mph schemes aiming to provide local evidence as to whether 20mph schemes near schools could provide cost effective road safety benefits. The proposed trial was limited to primary schools within 30mph speed limits. The following schemes were in operation by the end of October 2012:
- Broomfield Primary School - Experimental (up to 18 months) TRO
 - 20mph at B2163 Leeds and (from George PH to just north of bend by the
 - churchyard).
 - Lenham Primary School - Advisory 20mph during school hours (using
 - static signs and flashing lights) combined with a campaign to publicise

- this at Ham Lane, Lenham (Malt house Lane to Cherry Close).
- St. Francis Primary School - Advisory 20mph limit at school times using
- interactive VAS signs in Queens Road.
- Hunton Primary School - Minor signs and lines enhancements within
- current speed limit along West Lane.
- South Borough Primary School - Experimental (up to 18 months) 20mph TRO with four vehicle activated signs within existing 30mph limit at Postley Road, Maidstone.
- Allington Primary School - Control site included in pre and post
- evaluation at Hildenborough Crescent.

When the trial began it was agreed that the success criteria would be:

- change of perception of the perceived road safety danger to children on roads adjacent to schools as perceived by various groups to include Members, general road users, residents, and school users;
- change of perception of the perceived traffic speeds adjacent to schools as perceived by various groups to include Members, general road users, residents, and school users;
- influence a modal shift of journeys to schools;
- a manageable impact on traffic speed and Police enforcement requirements, and an increase in motorists' awareness to travel at appropriate speed outside schools.
-

5. Results of Primary School Speed Reduction Scheme Trials

- 5.1 Speeds outside the schools were surveyed prior to implementation, then after three and nine months. After three months the initial results were positive and in line with Government advice that 20mph limits without traffic calming generally reduce mean speeds by about 1mph.
- 5.2 After 9 months any benefits had mostly disappeared and perversely in most locations overall speeds had actually increased. The actual differences in speeds are very low and can be attributed to seasonal variation; both the 'before' and 3 month 'after' speeds were measured in the autumn and winter whereas 9 month 'after' speeds were measured in the summer when speeds tend to be slighter higher due to better weather. It should be noted that actual speeds during school peak periods (8am to 9am & 3pm to 4pm) are between 6% & 20% lower than the overall daily average. The mean speeds at the schools at peak periods varied between 21mph to 25mph, which would generally meet the DfT criteria for a signed only 20mph limit at school times.
- 5.3 Before and after questionnaires to capture the perception and opinion of respondents on the schemes were devised together with a local research company. A quantitative approach was adopted to the questionnaire design to allow easy codifying, although qualitative responses were received on some surveys and, where practical, these have been incorporated in the analysis.

- 5.4 The following groups were surveyed:
- a) Year 5 pupils in Feb 2012; latterly Year 6 in May 2013.
 - b) Parents, School Staff and Governors.
 - c) Local Residents – those in the immediate vicinity of the focus school.
- 5.5 The results are very mixed. In the majority of cases the perception is that safety has been improved, albeit very slightly from the before levels. These schools were originally identified to be part of the trials as the school or local community had raised concerns over the speed of the traffic. However the results of the perception surveys before and after tend to indicate that the main safety concerns are not with the speed of the traffic, but with parents parking and the congestion this causes which actually contributes to keeping overall speeds low at school times.
- 5.6 No conclusions can be made with respect to the personal injury crash records at the schools. In all but one of the schools (at Lenham there was one crash recorded at school times) in the three years prior to the implementation of the trials no personal injury crashes had occurred during school times. The County currently holds validated crash data up to the end of June 2013 and no crashes have been recorded since the schemes were implemented.

6. Evidence of the effect of 20mph schemes

- 6.1 Evidence shows that schemes which combine 20mph limits with traffic calming measures to reduce speeds have proved very successful in reducing casualties by around 40% to 60%. When only signing has been used the overall benefits are significantly less.
- 6.2 A report published by The Royal Society for the Prevention of Accidents on the installation of 20mph schemes concluded “The evidence supports the effectiveness of 20mph zones as a way of preventing injuries on the road. There is currently less experience with 20mph limits although they have generally been positive at reducing traffic speeds. They do not reduce traffic speeds as much as zones.”
- 6.3 The DfT states there is clear evidence of the effect of reducing speeds on the reduction of collisions and casualties, as collision frequency is lower at lower speeds; and where collisions do occur, there is a lower risk of fatal injury at lower speeds. Research shows that on urban roads with low average traffic speeds a 1mph reduction in average speed can reduce the collision frequency by around 6%. 20mph limits without traffic calming generally reduce mean speeds by about 1mph. There is clear evidence confirming the greater chance of survival of pedestrians in collisions at lower speeds. Important benefits of 20mph schemes include quality of life and community benefits, and encouragement of healthier and more sustainable transport modes such as walking and cycling.
- 6.4 A review of the first 230 20mph zones in England, Wales and Scotland indicated that average speeds reduced by 9mph, annual crash frequency fell by 60%, reduction in child accidents was 70%, and there was a reduction in

crashes involving cyclists of 20%. Traffic flow in the zones was reduced on average by 27%, but the flows on the surrounding roads increased by 12%. There was generally little measured crash migration to surrounding roads outside the zone.

- 6.5 The current safety record of the existing 20mph schemes in Kent which are a mix of both limits and zones shows that casualties recorded on 20mph roads in Kent as a proportion of all roads are 2% less than the national average.

7. Environmental Impact

- 7.1 There is no direct relationship between fuel economy and posted speed limits. The impact of 20mph schemes depends entirely on changing driver's actual behaviour and speed. Research suggests that lower speeds can actually increase emissions and at best there is unlikely to be any effect. What is clear is that free flowing traffic makes for the best conditions for the lower emissions and maximum fuel efficiency. 20mph schemes that encourage modal shift to walking and cycling and encourage slower, smoother, more considerate driving should result in a reduction in carbon emissions. Schemes that introduce physical traffic calming measures are likely to reduce fuel efficiency and increase emissions as they can encourage stop / start driving.
- 7.2 The Environment Act 1995 Part IV introduced new responsibilities for local authorities relating to air quality management. The approach authorities should follow is set out in the Nation Air Quality Strategy (NAQS) published in 1997 and updated in 2000. Road transport is a major source of pollutants, therefore the reduction of emissions from traffic through implementing traffic schemes plays an important role in meeting the objectives of the NAQS.

8. Public Health

- 8.1 From 1st April 2013 Kent County Council became responsible for a number of Public Health functions. One of these is the Health Improvement for the population of Kent – especially for the most disadvantaged. One of the areas identified in Kent's Joint Health and Wellbeing Strategy where Kent needs to do better and is performing worse than the national average is in obesity in adults. There is evidence that 20mph schemes do encourage healthier transport modes such as walking and cycling as in Bristol where preliminary results indicate increases in levels of walking and cycling of over 20%. An increase in the implementation of 20mph schemes could assist in the outcome of reducing obesity in adults and children in Kent and improving the overall health of the population.
- 8.2 The Department of Health asked the National Institute for Health and Clinical Excellence (NICE) to produce public health guidance on preventing unintentional injuries to those aged under 15 on the road. This guidance "NICE Public Health Guidance PH 31: Preventing unintentional road injuries among under-15" focuses on road design and modification. Recommendation 3 relates to measures to reduce speed and is targeted at

Local highways authorities. In respect to 20mphs their recommendations were:-

- Introduce engineering measures to reduce speed in streets that are primarily residential or where pedestrian and cyclist movements are high. These measures could include;
 - speed reduction features (for example, traffic-calming measures on single streets, or 20 mph zones across wider areas);
 - changes to the speed limit with signing only (20 mph limits) where current average speeds are low enough, in line with Department for Transport guidelines.
- Implement city or town-wide 20 mph limits and zones on appropriate roads. Use factors such as traffic volume, speed and function to determine which roads are appropriate.

9. Legal implications

- 9.1 The 1988 Road Traffic Act (Section 39) puts a Statutory Duty on the local authority to undertake studies into road accidents, and to take steps both to reduce and prevent accidents. This duty is currently enacted as part of our Casualty Reduction Programme where Highways & Transportation analyse all crashes that have occurred in the last three years and implement measures targeted at those locations where the maximum reduction can be achieved for the lowest cost. The current 20mph policy clearly aligns with this duty as 20mph schemes are implemented at any location where such measures can be justified in terms of crash savings.
- 9.2 The Equality Act 2010 (Disability Discrimination Act) sets out clear principles for the way in which public services should meet the needs of their customers, including disabled people. Specifically there is a duty to ensure that all reasonable measures have been taken to understand and accommodate their requirements inclusively and fairly. Highways play a vital part of providing the opportunities for people to move around safely and independently ensuring schemes are delivered which improve accessibility for the elderly, vulnerable road users and disabled people.
- 9.3 In general to avoid liability it is incumbent on the County Council to make balanced decisions on the setting of speed limits taking into account such social issues as health and obesity, environmental issues as noise and air pollution and especially have regard to the needs of disabled people, elderly people and people of all genders.

10. The Views of Kent Police on 20mph Schemes

- 10.1 Kent Police will not support 20mph speed limits unless the average speed of vehicles is 24mph or less, as research has shown that signed only 20mph limits where natural traffic calming is absent have little or no effect on traffic speeds and did not significantly reduce accidents.

- 10.2 Kent Police will not support the introduction of 20mph zones without sufficient traffic calming measures being in place and of appropriate design, that reduce the speed of most traffic to 20mph or less thereby making them self-enforcing.
- 10.3 With regard to enforcing 20mph speed limits or zones, Kent Police policy is not to routinely enforce them as they should be self-enforcing by design. The Police will respond on an intelligence led basis if there is a particular high risk issue identified, such as a motorist who regularly drives at very high speed through the area, providing that the speed limit or zone has been implemented to the current guidance/legislation.

11. Financial Implications

- 11.1 Currently 20mph schemes are funded either from the County's Casualty Reduction Programme or via the Members Highway Fund. The total Casualty Reduction Programme budget for 2013/14 for new schemes was £800k which goes to fund many different types of safety engineering measures across the county. The CRM programme is assessed every year, based on the annual crash cluster site reviews and route studies, and funding is allocated to those schemes which are predicted to achieve the maximum casualty reduction for the lowest cost.
- 11.2 Members can already fund 20mph schemes via their Members Highway Fund providing they meet with current DfT criteria. The 2013/14 budget for the MHF is £2.2m of which each member gets £25k minus fees to spend on any highway improvement scheme they deem necessary. In the last few years members have funded eight 20mph schemes at a cost of £120k.
- 11.3 The cost of any 20mph scheme will vary due to the location and objectives of the scheme. It is estimated that the typical capital cost of a 1km length of 20mph speed limit (signing only) is £1,400 and a 1km length of 20mph zone (including traffic calming) is £60,000. The capital cost is made up of the installation of the signs, posts and associated traffic calming measures. There are revenue costs associated with any scheme that will need to be considered which include the Traffic Regulation Orders, design, consultation, engagement, marketing, monitoring, on-going maintenance of infrastructure and enforcement.
- 11.4 As every scheme is unique in terms of locality issues it is very difficult to give a robust cost estimate as to how much it would be to implement a blanket 20mph limit or zone across Kent. However, a crude estimate based on the costs quoted above and the assumption that they would only apply to unclassified urban roads, the capital costs of a blanket limit across Kent could be around £3.4m. For a blanket zone across Kent (with calming measures) the capital cost could be over £146m. Assuming a typical scheme design fee of 15%, the initial revenue costs could be £510k for a limit and £22m for a zone. No estimate has been made for the on-going maintenance or monitoring of any blanket scheme and the additional enforcement costs to Kent Police.
- 11.5 These figures are likely to be an overestimate and would probably be spread

over a number of years, but they do give an indication of the approximate overall quantum of funding required if Members were minded to adopt a blanket 20mph policy. If the new policy was adopted costs would continue to be borne by existing CRM, MHF and general highways maintenance funding streams and from KCC's Public Health budget.

12. Conclusions

- 12.1 As with many highway issues there is no national prevailing view as to the policy a local Highway Authority should adopt regarding 20mph schemes. The issues are complex and there are many pros and cons to the various options as discussed in this report.
- 12.2 The evidence presented does give some clear indicators that the benefits of 20mph zones are much more effective than signed only limits, providing greater speed and casualty reductions. This comes at a price in that they will generally require some physical traffic calming measures which will be more expensive than signed only limits, and they can create environmental problems such as increased emissions, vibrations and noise. Experience in Kent over the last few years has shown that once traffic calming has been installed it can become very unpopular. Whilst calls for the introduction of blanket 20mph schemes are heard, the costs involved in installing blanket 20mph across Kent are prohibitive and, given current financial restraints, the existing philosophy of introducing bespoke targeted road safety schemes is a more efficient way of achieving casualty reduction.
- 12.3 The results of the trials conducted outside several primary schools in Maidstone show that speeds outside these schools at picking up and dropping off times are already low and would meet with DfT criteria for a signed only 20mph limit. However it was shown the installation of a limit has very minimal impact on actual speeds which is compatible with DfT advice on limits. Perceptions of the people affected by the schemes have been generally positive, however, the benefits were very minimal and the surveys indicated that parking and congestion were actually their greatest road safety concern. The proposal of installing 20mph limits outside all schools in Kent has been debated by the County Council in 2006 & 2008 where it was concluded on both occasions to continue implementing 20 mph schemes at locations where there was a clear and justifiable need for the scheme. Since these debates there is no clear national or local evidence which suggests a change in policy would be beneficial to Kent.
- 12.4 The County Council does receive criticism concerning its road safety intervention criteria which is based on targeting areas where there are already existing raised levels of personal injury crashes. As part of the new Road Casualty Reduction Strategy currently under development a new model is being investigated that would take into account risk factors, as opposed to simple crash statistics. This potentially will lead to road safety schemes being promoted where minimal or even no crashes have occurred and could include 20mph schemes. This Strategy will be reported to the December meeting of this Committee.

- 12.5 The benefits of 20mph schemes can also help with tackling public health issues such as obesity and asthma by encouraging more walking and cycling. They can also help people move around more safely and independently improving accessibility for the elderly, vulnerable road users and disabled people. With Kent County Council now responsible for the Health Improvement of its population a greater use of 20mph schemes for this purpose alone should be promoted.
- 12.6 The DfT give clear guidance as to how 20mph schemes should be implemented and requirements for signing, lining and associated traffic calming measures in circular 01/2013. Kent Police, who are responsible for the enforcement of speed limits and a statutory consultee when implementing speed limits, clearly support this guidance, as do NICE. As part of this policy it is not recommended that Kent deviates from this national guidance when agreeing how a 20mph scheme should be implemented. In a recent High Court case it was ruled that a local Highway Authority did not have a lawful justification for departing from the relevant national guidance with respect to the use of tactile paving and based on this ruling there is no justification for Kent not adopting 01/2013 when implementing 20mph speed limits.
- 12.7 Taking in to account all the evidence gained from current local and national experiences there is insufficient evidence to recommend KCC adopts a blanket policy for the implementation of 20mph schemes. It is proposed that the County Council continues with its policy of implementing 20mph schemes where there is clear justification in terms of achieving casualty reduction as part of the on-going programme of Casualty Reduction Schemes. However, in addition it is now proposed to identify where 20mph schemes can be implemented that would encourage more walking and cycling notwithstanding the casualty record. This will assist with delivering targets set out in Kent's Joint Health and Well Being Strategy.
- 12.8 Any scheme that cannot be justified in terms of its road safety or public health benefits but is locally important can still be funded via the local County Councillors Member Highway Fund, providing they meet implementation criteria as set out in DfT Circular 01/2013.

13. Recommendation(s)

The Environment, Highways & Waste Cabinet Committee is asked to comment on a new policy on 20mph schemes which the Cabinet Member for Environment, Highways & Waste is minded to introduce:

- (i) implement 20mph schemes where there is clear justification in terms of achieving casualty reduction as part of the on-going programme of Casualty Reduction Schemes.
- (ii) identify locations for 20mph schemes which would assist with delivering targets set out in Kent's Joint Health and Well Being Strategy.
- (iii) enable any schemes that cannot be justified in terms of road safety or public

health benefits but are locally important to be funded via the local County Councillors Member Highway Fund. All schemes must meet implementation criteria as set out in DfT Circular 01/2013.

14. Background Documents

DfT Circular 01/2013

<https://www.gov.uk/government/publications/setting-local-speed-limits>

RoSPA Road Safety Information 20mph Zones and Speed Limits April 2012

<http://www.rospa.com/roadsafety/adviceandinformation/highway/20-mphzones.aspx>

Speed Survey Results of School Speed Reduction Trials

<http://kent590w3:9070/documents/s42617/B1BG1part1SpeedSurveyResults.xlsx.pdf>

<http://kent590w3:9070/documents/s42618/B1BG1part2SpeedSurveyResults.docx.pdf>

Perception Survey Results of School Speed Reduction Trials

<http://kent590w3:9070/documents/s42619/B1BG2PerceptionSurveyResults.doc.pdf>

Summary of Evidence of the Effects of 20mph Schemes

<http://kent590w3:9070/documents/s42620/B1BG3SummaryofEvidence.docx.pdf>

Kent 20mph Crash Stats 2010 to 2012

<http://kent590w3:9070/documents/s42621/B1BG420mphCrashStats.xlsx.pdf>

Equality Impact Assessment

<http://kent590w3:9070/documents/s42622/B1BG5EIAScreeningGrid.docx.pdf>

15. Contact details

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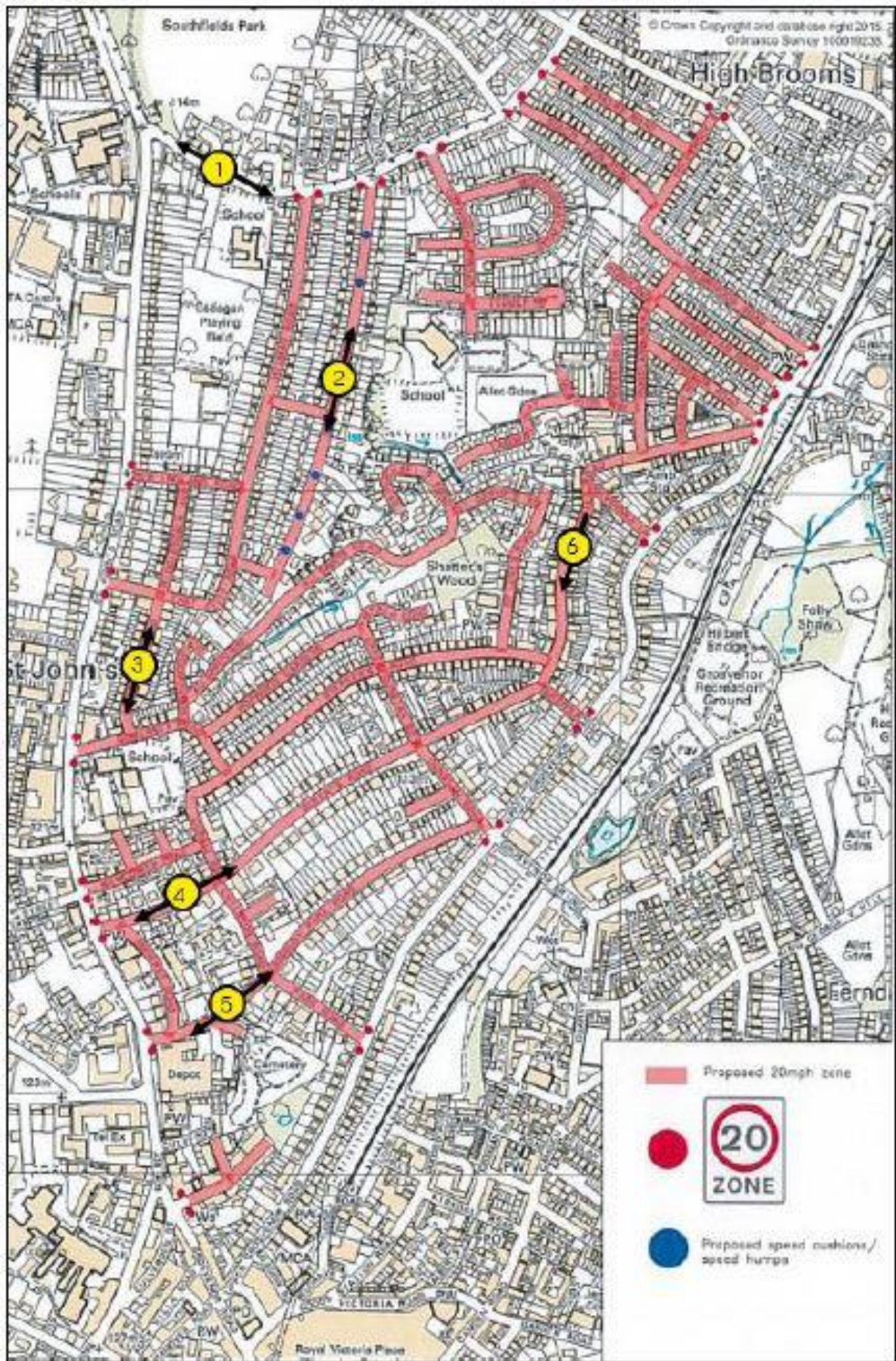
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Appendix 3 - Tunbridge Wells Case Study

- 3.1 The scheme at St Johns in Tunbridge Wells was part funded by the Combined Member Grant and part funded by LTP 2018-19.
- 3.2 The St John's area is situated within the district of Royal Tunbridge Wells and is a predominantly residential area with local shops and services on the outskirts. The key objectives of the St John's 20mph zone was to address residents and Council representatives concerns around driver's behaviour and vehicle speeds in the area. Heavy congestion on St John's Road (a main A road) resulted in vehicles looking for alternative routes and 'rat-running' through the residential areas, often at speed.
- 3.3 Traffic surveys were undertaken to assess the extents of the speeding issues and to be able to appropriately apply Kent County Council's 20mph policy to the area. The original surveys were undertaken over January/February 2016 with the follow-up surveys being undertaken in November 2017.
- 3.4 The plan, included at the end of this appendix, shows the extents of the St John's 20mph area, with the numbers indicating each street where comparison data was collected and with almost 2 years between counts, traffic speeds and volumes have had sufficient time to normalise.
- 3.5 The scheme was a signed only scheme on all roads where existing speeds were already below 24mph with one exception, Newlands Road which had mean speeds of over 24mph but under 30mph and speed bumps were installed on this road at regular intervals. The results are highlighted below.
- 3.6 Of the six surveyed streets, four have seen reductions in observed speeds, with one increasing and one unchanged. Not surprisingly the greatest reduction has been seen on Newlands Road where traditional traffic calming in the form of speed bumps has been installed. It is unclear whether or not this has caused any displaced speeding on other routes. Anecdotal feedback has been broadly positive; however, we receive complaints the speed limits are not always being complied with.



- 3.7 Newlands Road and Mereworth Road also had the greatest reduction in 85th percentile speed, indicating that driver perception of the route has been significantly modified. This is attributed to the physical measures installed on Newlands Road highlighting the entire route as 20mph, resulting in improved reductions on Mereworth Road over other roads in the area.
- 3.8 There was an increase in 85th percentile speed on Queens Road and Silverdale Road, indicating that the new speed restriction does not correlate with the existing environment. The 20mph zone has reduced traffic speeds in the area, meeting a key objective of the scheme.
- 3.9 Overall, the 20mph zone is considered an effective approach to reducing vehicle speeds and volumes in an area. The collected data indicates that routes with physical speed calming at some location along its length experience greater reductions in speeds and percentage reduction in traffic.



APPENDIX 4 - 20mph Research Study 2018

- 1.1 The Department of Transport's (DfT) November 2018 publication of the 20mph Research Study was undertaken by Atkins, AECOM and Professor Mike Maher (UCL). The study assesses the outcomes and effectiveness of introducing 20 mph speed limit schemes (i.e. reducing speed limits from 30mph to 20mph) in residential areas and town centres.
- 1.2 It is the only major UK study to date to consider multiple case study areas and provide a national overview. The study considerably strengthens the evidence base on perceptions, speed and early outcomes associated with 20mph (signed only) limits.
- 1.3 Overall the approach is based on evidence from twelve 'core' case study schemes, separated into three categories as seen in Figure 1. The schemes involved lowering the speed limit from 30mph to 20mph through signing, road markings and community engagement to raise awareness and encourage support. Notably, none of the schemes involved physical calming measures or changes to street design.
- 1.4 The majority of 20mph limits were implemented on roads where the average speed was typically less than 24 mph prior to implementation and therefore where 20mph limits were considered to be self-enforcing. The area-wide residential case studies excluded some roads, typically strategic (A and B roads), bus routes, distributor roads, streets with non-residential frontages, and wider roads where compliance was expected to be low.

Location	% Drivers 24mph or less	% Drivers within 20mph Limit	Median speed reduction
Residential Drivers	70%	47%	0.7mph
City Centre Drivers	85%	65%	0.9mph

Figure 1: Overall speed and driver behaviour change / compliance outlined in 20mph Research Study 2018

Category	Case Study schemes	
Predominantly residential schemes – small scale standalone , covering an individual neighbourhood (two schemes):	Walsall (Rushall)	Winchester (Stanmore)
Predominantly residential schemes – large scale area-wide schemes , covering a substantial portion of the town or city in question (eight schemes):	Liverpool (Area 7) Liverpool (Area 2) Middlesbrough Calderdale (Phase 1)	Nottingham (Bestwood) Brighton (Phase 2) Portsmouth Chichester
City or town centre and adjacent residential areas (two schemes):	Brighton (Phase 1)	Winchester (City Centre)

Figure 2: Twelve core case study schemes

- 1.5 The case study shows that the key motivations behind a scheme can be categorised as transport-related, health related, community-led or politically driven. Most schemes are driven by a combination of these factors.

Generally, 20mph limit schemes were seen to provide an opportunity to address a wide range of issues in a low-cost manner. Most schemes had various objectives including reducing road casualties, increasing walking and cycling levels, quality of environment, health and well-being and community benefits. Casualty reduction was not a key driver behind many of the case study schemes.

2. Support for 20mph limits

2.1 Levels of support: The study examines the level of support for 20mph (signed only) limits amongst different user groups through the questionnaire surveys. This showed high levels of post implementation support amongst cyclists (81%), residents (75%), and non-resident drivers (66%); but less support amongst residents in neighboring 30mph areas (44%) and from motorcyclists (29% supportive, 47% unsupportive). There was also little call for the limit to be changed back to 30mph (12% support amongst residents and 21% amongst nonresident drivers). The most common area of concern across all user groups considered was compliance: stronger enforcement measures were felt necessary for 20mph limits to be effective.¹

3. Speeds and drive behaviour change

3.1 The majority of 20mph limits were implemented on roads where the average speed was typically less than 24 mph prior to implementation and where 20 mph limits were self-enforcing. The area-wide residential case studies excluded some roads, typically strategic (A and B roads), bus routes, distributor roads, streets with non-residential frontages, and wider roads where compliance was expected to be low.

3.2 Evidence from the journey speed analysis showed that post implementation, 47% of drivers in residential areas and 65% of drivers in city centre areas (equating to 51% across both categories) complied with the new 20mph limit, travelling at speeds of less than 20mph. Whilst a substantial proportion were exceeding the limit, the majority travelled at less than 24mph (i.e. at speeds close to 20mph): 70% in residential areas and 85% in city centre areas.

3.3 The nature of the roads where the limits were introduced means that lower speeds were already 'self-enforced'. Reducing the speed limit to 20mph helped reinforce this lower speed.

3.4 The median speed fell by 0.7mph in residential areas and 0.9mph in city centre areas. Faster drivers reduced their speed more, with the 85th percentile speed falling by -1.1mph in residential areas and by -1.6mph in city centre areas, based on journey speed data. This is a key finding of the study as previous research has shown there is a correlation between higher speeds and increased safety risk. Results also suggest that road characteristics have more significant impact on the speeds drivers choose to

¹ Atkins, AECOM and Maher M., '20mph Research Study: Process and Impact Evaluation Technical Report', November 2018

adopt than whether the road has a 30mph or 20mph limit. Road categories and layout seems to have a greater impact on speed than lowering the speed limit.

3.5 Atkins therefore suggests looking at the following to determine which roads to include / exclude as part of 20mph schemes:

- Road Purpose
- Traffic flow
- Existing speeds
- Accident history
- Presence of schools and high level of pedestrian activity (e.g. commercial areas / facilities)
- Road environment and geometry
- Public opinion

4. 20mph zones and limits

4.1 There are two distinct types of 20mph schemes:

- 20mph limits – indicated by speed limit signs only; and
- 20mph zones – designed to be ‘self-enforcing’ through the introduction of traffic calming measures (e.g. speed humps and chicanes).

4.2 Although the Atkins study is primarily interested in new 20mph limits (signed only); some case study roads where the speed limit changed from 30mph to 20mph already had traffic calming in place, consisting of speed humps / tables or chicanes. These therefore became the new 20mph zones. Post implementation of 20mph limits, there is higher compliance on already traffic calmed roads.

4.3 Based on the findings of the study, the guidance set out in the DfT circular 01/2013 remains broadly valid as mentioned within the study.

5. Community support

5.1 It is important to note that there is a lot of public support for lower speed environments and 20mph schemes are usually well received; as residents become aware there has been some change (regardless of how beneficial it is to them), and sense the local authority has taken an interest in them and their community. The most effective 20mph schemes are those rooted in a broad integrated policy agenda, involving health, environment and community policy.²

5.2 The purpose of the research was also to inform future policy development on 20mph speeds and limits at a national and local level. This policy document is therefore written partly in response to the findings from the Atkins review.

² Atkins, AECOM and Maher M., ‘20mph Research Study: Process and Impact Evaluation Technical Report’, November 2018, p62

APPENDIX 5 Expanded Criteria : example and note on costs

Area Name	Street Name	Option limitations				Operating speeds		Collision (only speed related)			Traffic Volumes		Heavy Vehicles		Public Health		Surrounding Land use		Community Support	Preferred action	Score
		Highway Type	Suitable alternative link?	Bus route	Raised treatment ok?	Mean speed	Score	Minor	Serious / Killed	Score	AADT	Score	% of HGV's	Score	AQMA	Ranked score	Land Use	Score	Evidenced		
Residential Estate name District or Borough name	Sylvan Rd	Local Access	N/A	Yes - Low Freq.	Maybe	28.0	0	2	0	2	6685	0	1.9%	1	Yes	3	Residential	5	Yes	Speed calming	34
	Arden Rd	Local Access	N/A	No	Yes	29.0	0	0	0	0	1215	4	1.2%	1	Yes	1	School	4	Yes	Speed calming	18
	Newmarket Rd	Local Access	N/A	No	Yes	19.0	2	1	0	1	8775	0	1.7%	1	No	0	Shops / community centre	4	Yes	Signs and markings	13.5
	Brantridge Rd	Local Access	N/A	No	Yes	19.0	2	0	0	0	8218	1	5.0%	0	Yes	2	Undeveloped	0	No	Signs and markings	11
	Furnace Dr	Connector	Yes	Yes - High Freq.	No	20.0	0	2	0	2	4376	2	0.2%	2	No	0	Undeveloped	0	No	No action	-

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Costs

The cost of 20mph zones can vary significantly and will depend on the number of and the type and amount of traffic calming required.

Typical starting costs for the installation of a 20mph limit are zone are around £10,000 but this can vary dramatically. The costs include the Traffic Regulation Order, any Zone entry treatments such as signs on new posts and carriageway markings. There is also a cost associated with the required road safety audits (Stage 1,2 & 3 in some cases).

The overall cost for schemes that require traffic calming are higher as in addition to the Traffic Regulation Order there is a cost associated with the engineering measures – some typical examples are:

- blacktop speed hump approximately £1,350 each
- pre-cast concrete speed cushions from £7,250 per pair
- carriageway speed limit roundel £160 per pair
- chicane from £3,000 each
- Road safety audits £4050.

In addition to the above costs, there is also the road safety audit costs and potentially costs such as traffic management, restricted hours charges etc.

From: Mike Whiting, Cabinet Member for Planning, Highways, Transport and Waste

Michael Payne, Deputy Cabinet Member for Planning, Highways, Transport and Waste

Barbara Cooper, Director of Growth, Environment and Transport

To: Environment & Transport Cabinet Committee – 24 May 2019

Subject: Kent & Medway Energy and Low Emissions Strategy – Draft for Public Consultation

Classification: Unrestricted

Electoral Division: All

Summary:

This report introduces the Final Draft of the Kent and Medway Energy and Low Emissions Strategy for Public Consultation. It is proposed that Public Consultation will run for 12 weeks from June 11 to September 2, 2019. Comments will be evaluated, and a final Draft Strategy will be brought to ETCC in November 2019 together with a draft Implementation Plan and Evidence Base.

Recommendation(s):

The Environment and Transport Cabinet Committee is asked to consider and make recommendations to the Cabinet Member for Planning, Highways, Transport and Waste as to the:

1. Approach and content of the Final Draft Strategy for consultation and
2. Any further avenues of engagement that should be undertaken during the public consultation phase

1. Introduction

- 1.1 In November 2017, Kent & Medway Chief Executives and Leaders endorsed the need for a multi-agency Kent and Medway Energy and Low Emissions Strategy (ELES), as a sub strategy to the Kent Environment Strategy, with KCC taking the lead in co-ordinating its development collectively with Medway Council, Kent Districts and other key partners.
- 1.2 This paper follows on from earlier ETCC Cabinet Committee Papers and introduces the Final Draft for consultation of the Kent and Medway Energy and Low Emissions Strategy for Cabinet Committee to comment on prior to public consultation in June 2019. The Strategy has been and will continue to be shaped by the KCC Kent Environment Strategy Cross Party Members Group that meets every six weeks and the KCC Environment Board. The draft Strategy can be found in Appendix 1.

2. Kent and Medway Energy and Low Emissions Strategy – Purpose and Aims

- 2.1 The purpose of the Strategy is to identify an evidence-based pathway to deliver clean growth and specifically strategies and actions to eliminate poor air quality, reduce fuel poverty and deliver an affordable, clean and secure energy supply for Kent and Medway.
- 2.2 The UK Government's Clean Growth Strategy 2017 defines clean growth as - growing our income while: continuing to cut greenhouse gas emissions; ensuring our energy is secure, affordable and sustainable and protecting the climate and environment (air, land, water) on which future generations depend.
- 2.3 The Energy and Low Emissions Strategy is timely as it outlines a Kent and Medway approach to achieving the target of net zero emissions by 2050 in line with the Committee on Climate Change recent recommendation to the Government <https://www.theccc.org.uk/2019/05/02/phase-out-greenhouse-gas-emissions-by-2050-to-end-uk-contribution-to-global-warming/>
- 2.4 The Energy and Low Emissions Strategy makes the link between supply of energy for housing, industry and transport and air quality, recognising that by reducing the negative emissions from the former will lead to improvements in the latter. It takes an integrated approach, identifying measures that will support growth and promote the development of an affordable, clean and secure energy supply and transport system for residents, business and the public sector as well as improving the quality of the air we breathe.
- 2.5 In addition, KCC have developed an electric vehicle action plan. The key actions from this plan have been incorporated into the Energy and Low Emissions Strategy and will be consulted on as part of the main consultation process.
- 2.6 The Strategy has four strategic aims and follows the three Kent Environment Strategy (KES) Themes. ELES identifies priorities for the next five years. The Strategic aims and Themes are shown in Figure 1. There will be a detailed one-year Implementation Plan, after which actions will be incorporated into the Kent Environment Strategy and be monitored through the KES Governance process, including the continued strategic overview of the KES Cross Party Member Group.
- 2.7 As previously stated, this is a Kent and Medway Strategy. Specific implications and actions for KCC have been discussed and developed with the KCC KES Cross Party Member Group (CPMG), Corporate Management Team and the KCC Environment Board chaired by Barbara Cooper, Corporate Director for Growth, Environment and Transport. Papers were brought to this Cabinet Committee in September and November outlining what the Energy and Low Emissions Strategy might look like and what that would mean for KCC.
- 2.8 A comprehensive Consultation and Engagement Strategy is being drafted. The ELES will be available in hard copy in selected libraries and country parks and will be made available to schools on request. A survey is being developed and the results of that survey will be brought back to Cabinet Committee, as well as being publicly available. Appendix 2 outlines some of the key activities. Consultation responses will be analysed and addressed as appropriate by the Sustainable Business and Communities Team.

3. Financial Implications

- 3.1 This report relates to the Strategy itself and not individual costed actions. As projects that KCC are involved in are developed, the supporting evidence and any cost implications will be identified, and the business case outlined through the appropriate governance processes. Coordination of the Kent and Medway Energy and Low Emissions Strategy falls within the remit of existing teams and there will be no additional impact on current budgets.

Figure 1: ELES Strategic Aims:

1. **EVIDENCE:** Provide an ongoing evidence and intelligence base; linking data sets to identify hot spots and opportunities, and to build the business case for action across Kent and Medway
2. **POLICY AND STRATEGY:** Facilitate the development of evidence-based policy and strategy to future proof growth, tackle emerging issues and realise opportunities
3. **LEADERSHIP:** Support the public sector across Kent and Medway to play a strong leadership role with regards to challenges and opportunities
4. **ACTION:** Facilitate increased and accelerated action and implementation across Kent and Medway

THEME 1: BUILDING THE FOUNDATIONS FOR DELIVERY – where decisions makers have an evidence-based understanding of the risks and opportunities relating to energy and emissions and are incorporating them into strategies, plans and actions

THEME 2: MAKING THE BEST USE OF EXISTING RESOURCES, AVOIDING OR MINIMISING NEGATIVE IMPACTS – where existing infrastructure, assets and resources across the public, private and domestic sector are managed to reduce emissions and build a clean future energy supply

THEME 3: TOWARDS A SUSTAINABLE FUTURE – where Kent and Medway’s communities, businesses and public sector have embraced clean growth and are working towards developing a clean, affordable and secure local energy future

4. Policy Framework

- 4.1 This paper and the activity within it is directly linked to KCC Strategic Outcomes and to the Kent Environment Strategy and its Implementation Plan. It is also relevant to the emerging Health and Wellbeing Strategy and Kent’s Public Health Outcomes. Further details are provided in the earlier paper.

5. Equalities Impact Assessment

- 5.1 An Equalities Impact Assessment has been undertaken earlier in the process and was appended to the paper presented to committee in September 2018. This has been updated to incorporate findings from an EQIA carried out for EV charging across Kent. There are no significant negative impacts. As this Strategy is aimed at improving health outcomes, there are likely to be more positive equality impacts than negative, particularly for Age, Maternity and Disability. As individual projects are brought forward, Equalities Impact Assessments will be completed at the project planning stage. See Appendix 3

6. General Data Protection Regulation Considerations

- 6.1 A Data Protection Impact Assessment is not needed as this Strategy does not require the processing of personal data.

7. Conclusions, Next Steps and Timescales

- 7.1 This report introduces the Final Draft of the Kent and Medway Energy and Low Emissions Strategy for Public Consultation. It is proposed that Public Consultation will run for 12 weeks from June 11 to September 2, 2019. Comments will be evaluated, and a final Draft Strategy will be brought to ETCC in November 2019 together with a draft Implementation Plan and Evidence Base. Further work will continue throughout this period with partners and stakeholders to finalise the Implementation Plan.

8. Recommendation(s)

Recommendation(s):

The Environment and Transport Cabinet Committee is asked to consider and make recommendations to the Cabinet Member for Planning, Highways, Transport and Waste as to the:

1. Approach and content of the Final Draft Strategy for consultation and
2. Any further avenues of engagement that should be undertaken during the public consultation phase

8. Background Documents

Kent Environment Strategy – www.kent.gov.uk/environmentstrategy

Papers presented to Environment & Transport Cabinet Committee [Jan 2018](#), [September 2018](#) and [November 2018](#)

9. Contact details

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KENT AND MEDWAY ENERGY AND LOW EMISSIONS STRATEGY

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SUPPORTING DELIVERY OF THE KENT ENVIRONMENT STRATEGY

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FOREWORD

The challenge of balancing the pressure of development against the impacts on our environment and health has been widely recognised for many years. Kent and Medway, as the gateway to the continent and with close proximity to London, are ideally placed to lead on the energy and low emissions agenda. We need to tackle these issues head on as well as maximising any potential opportunities that arise.

Kent and Medway face some important challenges. These include pockets of poor air quality, some areas where fuel poverty levels are above the south east average and an increasing number of severe weather events such as flooding, water shortage and rising temperatures.

We welcome, and fully support, the Kent and Medway Energy and Low Emissions Strategy which falls within the remit of the Kent Environment Strategy, especially as many Councils are now declaring a climate emergency.

Moreover, we have a part to play in contributing to a better environment. Yet while our individual endeavours are essential, close partnership working across organisations, sectors and geographical areas will be imperative in order to achieve the collective gain.

We firmly believe that by making growth clean, tackling poor air quality as well as energy and carbon constraints in parallel, and by working closely across the public sector and with businesses and communities at scale, we can protect health and the environment and also benefit from being strong players in the low carbon and energy market. Now is the time to act together.



A handwritten signature in blue ink that reads "Michael Payne".

Michael Payne

Kent County Council,
Deputy Cabinet Member for
Planning, Highways,
Transport and Waste



A handwritten signature in black ink that reads "Alan Jarrett".

Alan Jarrett

Leader of Medway Council

VISION

By 2050 the county of Kent has reduced emissions to Net-Zero and is benefiting from a competitive, innovative and resilient low carbon economy, where no deaths are associated with poor air quality.

INTRODUCTION

Kent and Medway are growing. By 2031 it is anticipated that there will be almost 180,000 new homes and nearly 400,000 extra people, a 24% increase from 2011 levels. The local economy is expected to continue to expand, creating an additional 170,300 jobs by 2031 a 21% increase from 2011 levels, in line with forecast population growth.

Growth is both a challenge and an opportunity.

There will be growth in demand for energy to heat, cool and power our homes, lifestyles, businesses and transport infrastructure. This growth must be clean. The UK government's Clean Growth Strategy 2017 defines Clean Growth as: growing our income while continuing to cut greenhouse gas emissions; ensuring our energy is secure, affordable

and sustainable and protecting the climate and environment (air, land, water) on which future generations depend.

Kent and Medway are already experiencing significant environmental issues and constraints.

Though the number of days of moderate or high air pollution fell between 2012 and 2016, there are still more than **40 Air Quality Management Areas** across Kent and Medway and significant pockets of poor air quality along the county's major road networks. In 2017 it is estimated that there were 922 deaths associated with particulate matter (PM2.5) exposure across Kent and Medway¹.

Road transport emissions are the main cause of poor air quality across Kent and Medway. In addition, congestion continues to be a problem, with average journey times on A-roads increasing 6% since 2015. Keeping the county moving is a high priority, as congestion negatively impacts productivity levels and air quality.

Actions to promote sustainable transport options, active travel (walking and cycling) and encourage the switch to alternatively fuelled vehicles will have the dual benefit of reducing harmful emissions and tackling congestion. Over 3,850 ultra-low emission vehicles are already registered in Kent.

At the same time the cost of energy is rising. The average annual domestic combined gas and



electricity bill increased by 5.8% between 2017 and now costs £1,314. Latest data shows that 9.6% of Kent residents and 10.1% Medway residents are in **fuel poverty**.

Many Kent and Medway homes, often those of the most vulnerable residents, are cold and poorly insulated. 23% of homes that have an Energy Performance Certificate have some of the lowest energy efficiency ratings (E,F and G); usually due to inadequate insulation and inefficient heating systems, which can result in higher energy bills.

In industry, approximately 75% of energy used is to produce heat, much of which is wasted. This is also true across Kent and Medway. The Government expects **business and industry** to improve energy efficiency by at least 20% by 2030³, this includes a focus on industrial heat recovery.

Ensuring an **affordable energy supply** for all and continuing to promote energy efficiency, forms a significant element of our Strategy. Supporting new forms of renewable low carbon energy supply will be an important part of the mix. The county has already seen an increase in renewable energy generation of 726% since 2012 (230MW to 1900MW).

However, low carbon technologies such as electric vehicles and local renewable energy generation pose a challenge to the electricity grid network in Kent and Medway which is already significantly constrained, and which could inhibit future growth. Therefore, we must work with the energy utility companies to create a more resilient, **smart and innovative local**



energy system to ensure we have the energy we need, when we need it, at the right price and without any negative environmental impacts.

Growth, if clean, is a significant opportunity for Kent and Medway. Measures to tackle poor air quality and lower emissions will have multiple benefits. For instance, promoting active travel especially walking and cycling improves health and reduces congestion; and supporting a switch to more efficient, low carbon energy use creates jobs and new market

opportunities.

By tackling poor air quality, energy and carbon constraints in parallel, and by working closely across the public sector, business and communities to scale up action, we can protect health, the environment and be a significant player in the low carbon environmental goods and services sector (LCEGS) both in the UK and internationally.

² Department for Business, Energy and Industrial Strategy "Quarterly energy prices", December 2018.

³ Department for Business, Energy & Industrial Strategy, "Helping businesses to improve the way they use energy: call for evidence," 18th July 2018 [online]

PURPOSE OF THIS STRATEGY

The Kent and Medway Energy and Low Emissions Strategy (ELES) is a sub strategy of the Kent Environment Strategy. The purpose of the ELES is to identify an evidence-based approach to deliver clean growth. This includes strategies and actions to eliminate poor air quality, reduce fuel poverty and deliver an affordable, clean and secure energy supply.

The Strategy makes the link between supply of energy for housing, industry and transport and air quality, recognising that by reducing the negative emissions from the former, will lead to improvements in the latter. It seeks to take an integrated approach, identifying measures that will support growth, promote the development of and deliver an affordable, clean and secure energy supply for residents, business and the public sector and improve the quality of the air we breathe.

The ELES has four strategic aims:

- 1. EVIDENCE:** Provide an ongoing evidence and intelligence base; linking data sets to identify hot spots and opportunities, and to build the business case for action across Kent and Medway
- 2. POLICY AND STRATEGY:** Facilitate the development of evidence-based policy and strategy to future proof growth, tackle emerging issues and realise opportunities
- 3. LEADERSHIP:** Support the public sector across Kent and Medway to play a strong leadership role with regards to challenges and opportunities
- 4. ACTION:** Facilitate increased and accelerated action and implementation across Kent and Medway

Priority actions to deliver these four aims over the next five years have been identified (see pages 15-23) and follow the three Kent Environment Strategy themes:

THEME 1: BUILDING THE FOUNDATIONS FOR DELIVERY – where decisions makers have an evidence-based understanding of the risks and opportunities relating to energy and emissions and are incorporating them into strategies, plans and actions

THEME2: MAKING THE BEST USE OF EXISTING RESOURCES, AVOIDING OR MINIMISING NEGATIVE IMPACTS – where existing infrastructure, assets and resources across the public, private and domestic sector are managed to reduce emissions and build a clean future energy supply

THEME 3: TOWARDS A SUSTAINABLE FUTURE – where Kent and Medway's communities, businesses and public sector have embraced clean growth and are working towards developing a clean, affordable and secure local energy future

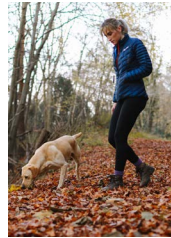
POLICY DRIVERS

Climate change, energy and air quality issues are high on the national agenda. The Government has set a clear policy direction with the Climate Change Act 2008, the Home Energy Conservation Act 1995, the 25 Year Environment Plan 2018, the Clean Growth Strategy (2017) and the Clean Air Strategy (2019) to protect and enhance the environment, mitigate climate change, support clean, low carbon economic growth and address the negative impacts on health from a poor environment.

Local action will play a significant role in achieving these ambitions and therefore local policy must reflect these priorities. The key national strategies that have influenced the development of the Energy and Low Emissions Strategy are summarised in Figure 1. Further detail on the policies driving action are outlined in the supporting *Kent and Medway Energy and Low Emissions Strategy Evidence Base*.

FIGURE 1: Key national and regional strategies influencing the development of the Kent and Medway Energy and Low Emissions Strategy.

CHALLENGES



25 YEAR ENVIRONMENT PLAN

Aims to deliver cleaner air and water; thriving plants and animals; connect people with the environment; and secure the environment for future generations.



CLEAN AIR STRATEGY

Focuses on reducing industrial and transport emissions. It also aims to reduce particulate matter emissions from solid fuel used in homes. It also aims to tackle rising agricultural emissions.



THE ROAD TO ZERO

Aims to ensure almost every car and van is zero emission by 2050. It supports delivery of both the Industrial and Clean Growth Strategies.



LOCAL TRANSPORT PLAN 4: DELIVERING GROWTH WITHOUT GRIDLOCK (2016-2031)



SUSTAINABLE DEVELOPMENT GOALS

Adopted by all United Nations Member States, the goals provide a shared blueprint for peace and prosperity for people and the planet, now and into the future.



INDUSTRIAL STRATEGY

Aims to boost productivity, create good jobs and position the UK as a leader in low cost, low carbon innovation.



THE CLEAN GROWTH STRATEGY

Aims to achieve nearly zero emissions from buildings and transport by 2050.



LOCAL ENERGY STRATEGY: ENERGY SOUTH 2 EAST

Provides an analysis of the opportunities and challenges across heat, transport and power in South East England.

OPPORTUNITIES

EXAMPLES OF ACTIVITY AND ACHIEVEMENTS IN KENT AND MEDWAY

Carbon dioxide emissions in Kent and Medway fell 36% between 2005 and 2016, hitting our 2020 Kent Environment Strategy target two years early.



Low Carbon Across the South East (LoCASE) has been identified in the Tri-LEP Energy Strategy as an exemplar project for replication across the south-east region. Supported by European funding, LoCASE provides free support to help businesses become more competitive and profitable while protecting the environment and encouraging low carbon solutions. Since LoCASE began in 2016, £3.5m has been awarded to 425 Kent and Medway businesses.



The installed capacity of solar, wind, waste and Combined Heat and Power (CHP) has increased by 726% in five years, from 230MW in 2012 to 1,900MW in 2017.

Kent and Medway's non-domestic gas consumption decreased by 60% between 2005 and 2016, whilst domestic gas consumption fell by 23% over the same period.

The number of days of moderate or high air pollution in Kent and Medway fell between 2012 and 2016 and there have been positive improvements in some Air Quality Management Areas.



Since the Warm Homes Scheme began in 2014, over 2,400 energy efficiency measures have been installed in over 2,300 homes in Kent and Medway.

The use of gas and electricity in Kent and Medway fell by 32% between 2005 and 2016, with the carbon intensity of electricity also dropping by almost 30%.



As of December 2018, 3,850 ultra-low emission vehicles (ULEVs) are registered in Kent. In February 2019, Kent Kent Council was awarded £180,000 from the Government's Office of Low Emission Vehicles to install 8 rapid chargers for use by taxis in 6 Kent Districts.

In a 2018 survey of Kent residents, 85% reported that they have fitted energy efficiency measures, such as loft or cavity wall insulations, and 40% have fitted energy monitoring equipment.

There has been a 42% increase in people using train stations in Kent in the past ten years. In 2016/17, 1.8 million people used Ebbsfleet International Station.

89% of newly built homes in Kent and Medway had an Energy Performance Certificate rating of A or B in 2017, meaning they have the highest energy performance, up from 62% in 2011.

KENT AND MEDWAY KEY FACTS AND FIGURES

54%

of total fuel consumption is from gas and electricity



Heat networks⁴ currently provide 2% of the UK heat demand, but this is estimated to rise to 43% by 2050.

EFG RATING

23% of homes and 19% of public buildings are E, F or G rated meaning they have poor energy performance and therefore have higher energy costs and make a bigger contribution to carbon and air pollution emissions.



11% of residents have reported⁵ that they struggle to pay their energy bills. 41% of those, live in rented accommodation.

BY 2031 KENT AND MEDWAY ARE EXPECTING TO SEE⁶



178,600
additional homes
(24% growth)



396,300
additional people
(23% growth)



170,300
additional jobs
(21% growth)

This predicted population and economic growth will require a higher demand for energy.

It is likely that domestic gas and electricity sales will rise by 23% and 19% respectively from 2014/15 to 2030/31.



14.3% increase in the number of vehicles on major roads in Kent between 2006 and 2016.



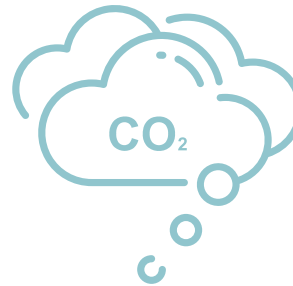
9.2M

vehicle movements at port of Dover and Channel Tunnel every year.



72,000

households in Kent and Medway are in fuel poverty.

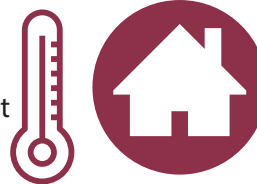


Carbon emissions from transport are increasing and are now at their highest since 2007.

40 AIR QUALITY

Management Areas, where air pollutants have been known to exceed government objectives

The rate of Excess Winter Deaths is higher in Kent than for both the south-east and the whole of England.



Kent and Medway's mortality rate associated with poor air quality is worse than the national average

⁴ Heat networks supply heat from a central source to consumers.

⁵ Kent Environment Strategy resident survey, July 2018

⁶ Figures identified by the Growth and Infrastructure Framework for Kent and Medway

OUR CHALLENGES

Despite the many successes and opportunities, Kent continues to face many significant challenges. These will need to be addressed in the short to medium-term if the environmental condition of the county is not to see considerable deterioration. The Kent and Medway Energy and Low Emissions Strategy Evidence Base identifies a number of key issues which are summarised here:

EMBRACING CLEAN GROWTH

Accommodating significant levels of housing and economic growth will be a major challenge for the county and is an influencing factor in all the key issues identified. Principles of Clean Growth must be mainstreamed into planning and development, whilst not becoming a barrier to sustainable growth.



TACKLING HOT-SPOTS OF POOR AIR QUALITY

Poor air quality is a major health challenge for the UK causing both short and long-term effects on health. Long-term exposure to air pollution can impact on all stages of life; from asthma in children, to emerging evidence linking fine particulate matter (PM2.5) to the progression of Alzheimer's and Parkinson's.

The associated economic costs through healthcare and lost productivity are estimated to be £20 billion annually (Holland, 2016). Poor air quality also has adverse impacts on the natural environment through damage to vegetation, soils rivers and lakes (EEA, 2016).

Whilst the numbers of days of moderate or high air pollution in the county fell between 2012 and 2016, there are still 40 Air Quality Management Areas and significant pockets of poor air quality along the major road networks under local authority control. Kent and Medway's position between London and the continent brings air quality challenges associated with cross-channel traffic, including a disproportionately large number of HGVs, with their associated diesel emissions. Around the coast and ports, shipping brings additional impacts from the use of marine diesel. Even air pollution sources from outside Kent and Medway impact the population; with easterly winds bringing pollution from continental sources and westerly winds bringing urban pollution from London.

PROTECTING THE VULNERABLE

Whilst air pollution is harmful to everyone, some people are at greater risk due to

- living in areas with high levels of air pollution
- learning or working near busy roads
- age; in the womb, infancy, early childhood and the elderly
- existing medical conditions, such as lung and heart disease and asthma.

These vulnerabilities are heightened among those living in the most deprived communities. This is due to poor housing and indoor air quality, the stress of living on a low income, and limited access to healthy food and/or green spaces (RCP, 2016).

ACHIEVING A STEP CHANGE IN THE REDUCTION OF CARBON DIOXIDE EMISSIONS

The Kent Environment Strategy makes a commitment to reduce carbon dioxide emissions by 34% by 2020 and 60% by 2030, from a 2005 baseline. Our current progress is a 36% reduction since 2005, meaning that we have already achieved our 2020 emissions reduction target, but meeting our 2030 target will be challenging.

Whilst emissions from the industry and commercial sector and domestic sector have fallen significantly over the period (falling 55% and 32% respectively), the transport sector has not followed this trend (see Figure 2). The transport sector now accounts for 41% of Kent and Medway emissions, and these emissions are rising; now at their highest level since 2007.

To date, much of the reduction in emissions has been due to a national decrease in the use of coal for electricity generation and the closure of a small number of energy-intensive industrial plants. However, it has been estimated that proposed housing growth within the county will generate a likely 25% increase in domestic emissions compared to current levels, coupled with a potentially even greater rise in transport emissions if current trends are not reversed. Tackling carbon emissions over the next target period to 2030 will be a fundamental challenge without significant changes to how we travel and the way we generate and use energy.

ENABLING INTEGRATED AND CONNECTED MOBILITY – GROWTH WITHOUT GRIDLOCK

A convenient, affordable and reliable transport network is vital for providing access to facilities and services, connecting businesses and communities and reducing social isolation. However, transport contributes over 40% of the county's carbon emissions and pollutants from road vehicles have a negative impact on air quality and human health.

Kent is already experiencing increased congestion on its road and rail network. The average delay on Kent's 'A' roads have increased 6% since 2015 and average

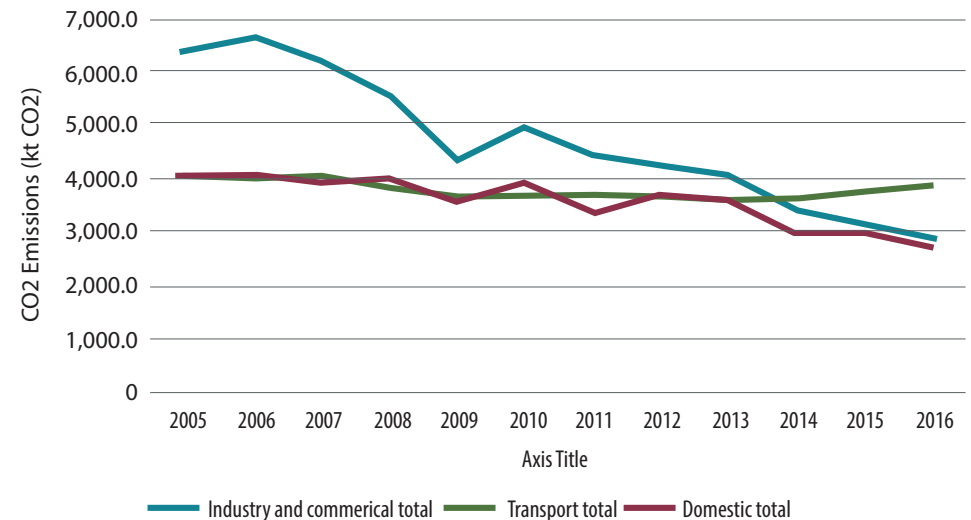


FIGURE 2: CO₂ emissions profile for Kent and Medway; this data includes estimated emissions for the industrial and commercial, transport and domestic sectors. Note: kt refers to kilotons

speed has dropped 1% over the same period. With severe congestion on the highway network, particularly in major town centres, growth across the county will be constrained without investment and increased capacity.

The ambition for Kent County Council's Local Transport Plan: Growth Without Gridlock, is 'To deliver safe and effective transport, ensuring that all of Kent's communities and businesses benefit, the environment is enhanced, and economic growth supported'. To achieve this, we must not only focus on clean road transport such as electric vehicles, but also promote smarter driving and traffic management; maximise integration of alternative forms of transport such as walking and cycling; ensure convenient connections to clean public transport; and support new transport models such as car clubs, car sharing and automated vehicles through the use of smart technology.

At the same time, we need to support smarter working practices. Better broadband services and enhanced access to digital services will help prevent the need to travel in the first place. 95% of Kent and Medway's homes and businesses now have access to superfast broadband, but there are still significant challenges to get 100% consistent coverage and service across the county and ensure the full benefits of digitalisation are realised.

ENSURING A SUSTAINABLE, SECURE AND AFFORDABLE ENERGY SUPPLY

Energy demand, together with generation and supply is intrinsically linked to carbon dioxide emissions. It is therefore essential to understand how much energy is used, by whom, how and for what, and how this might change in the future. This will allow us to identify the most appropriate and cost-effective interventions that will continue to drive down emissions.

Energy prices are increasing again. Government data shows that average household expenditure on energy rose 5.6% between 2017 and 2018; with the average annual household electricity and gas bills in the south east now costing £670 and £661 respectively. Higher energy prices have an impact on both economic growth and residents' wellbeing. Although fuel poverty levels vary across the county; from 11.4% in Thanet, to 8.1% in Tonbridge and Malling, eight council areas record fuel poverty rates higher than the South East average of 9%.

Transport is the largest consumer of energy in Kent and Medway, followed by the domestic and industrial and commercial sectors. Fuel consumption is exacerbated by the fact that large amounts are wasted, such as heat in the industrial sector and due to the UK having some of the least energy efficient housing stock in the world. Continued economic growth means that our energy consumption is set to rise. A study commissioned by Kent County Council revealed that between 2014/15 and 2030/31, gas demand in Kent and Medway is expected to increase by approximately 23% and electricity demand is expected to increase by 19%.

As the achievement of our Kent Environment Strategy carbon reduction target of 60% by 2030 will not be met by reduced demand, we must instead transition to a low or zero carbon clean energy system.

The challenge of decarbonising energy at the local level will be threefold:

- Increase the supply of local, low carbon energy generation, at or near the point of use, whether domestic or industrial.
- Significantly cut consumption from greenhouse gas-intensive sources; for example, transitioning away from petrol and diesel to electric transportation (cars, buses, autonomous vehicles), facilitating more sustainable energy connections for properties that are not connected to the gas network and still heated by coal or oil.
- Eliminate wasted energy through greater efficiency, targeting industrial processes and buildings.

OVERCOMING ENERGY GRID CONSTRAINTS

Energy security is vital to the development and growth of Kent and Medway in the coming years. However, the energy system in the UK and Kent is changing. Two-thirds of the UK's existing coal, gas and nuclear power stations are set to close by 2030 and any future power stations must be largely decarbonised, if the UK is to achieve its legally binding targets of cutting carbon emissions by 80% by 2050.

Much of the county is already subject to electricity grid network constraints, which can inhibit supply and demand. In the future, there will be increased demand on the electricity grid as a result of the push to decarbonise energy, which will require heating systems to be switched from coal, oil and gas, to low-carbon electricity. Demand for electricity will be further increased with greater numbers of electric vehicles and the associated charging infrastructure. A drive towards locally generated renewable energy, often from smaller, more dispersed sources, will further ramp up pressure on the grid network.

Changing supply and demand, though an enormous opportunity, also presents significant challenges to our existing system nationally and locally. It will require large amounts of investment in infrastructure and the transmission and distribution networks. It will be essential to map existing electricity and gas grid constraints against future development, to identify potential issues early and to identify any opportunities for local generation solutions, such as district heating systems.

HOW WE DEVELOPED THE ENERGY AND LOW EMISSIONS STRATEGY

Underpinning the Energy and Low Emissions Strategy is an evidence and intelligence base, which is drawn from a wide range of sources:

- Government strategies, plans, reports and national data sets
- The Tri-LEP Energy Strategy and Evidence Base
- The Kent and Medway State of the Environment Report and annual monitoring report
- AECOM Renewable Energy for Kent 2017 Update
- Public health indicators and evidence covering national and local area data
- Home energy conservation and fuel poverty action plans and reports
- District council's and Medway Council's air quality monitoring, plans and reports
- Public and private sector research and current activity on the topics of energy, fuel poverty, transport, air quality, growth and planning and the impacts on public health
- The 2018 Kent Environment Strategy Public Perception Survey

The evidence base is issued as a supporting document to this Strategy.

Central to the development of this strategy has been stakeholder engagement, through a dedicated cross sector working group, workshops and consultations. Organisations and partners involved in the development of the strategy include, amongst others, all Local Authorities in Kent & Medway, Joint Chief Executives, Joint

Kent Leaders, NHS, Kent Fire and Rescue Service, South East Local Enterprise Partnership, Kent and Medway Economic Partnership, Public Health, Kent Housing Group, Kent and Medway Air Quality Partnership, Kent and Medway Sustainable Energy Partnership, Kent Energy Efficiency Partnership, Kent Planning Officers Group and Kent Health and Wellbeing Board. A summary of the review process is shown in Figure 3.

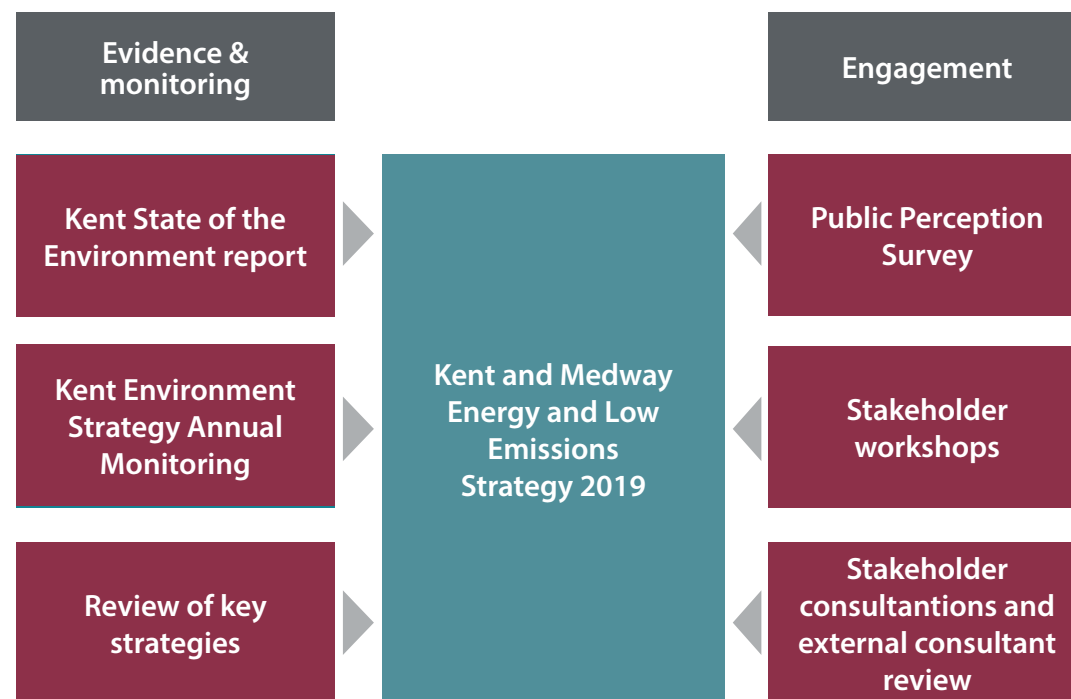


Figure 3: Summary of the review process used to develop the Kent and Medway Low Emissions Strategy

ENERGY SOUTH TO EAST: TOWARDS A LOW CARBON ECONOMY - THE TRI-LEP ENERGY STRATEGY

The Government's Department for Business, Energy and Industrial Strategy (BEIS) has requested and provided the funding to all Local Enterprise Partnerships (LEPs) to produce regional Local Energy Strategies, which should provide a clear analysis of the local opportunities and challenges across heat, transport and power.

In response to this request, the South East Local Enterprise Partnership (SELEP) has partnered with Coast to Capital and Enterprise M3, to develop an ambitious regional Local Energy Strategy, which aims to reduce emissions from energy and transport and support clean growth.

The strategy has identified five themes and 18 potential technological project model interventions, which are shown in Figure 4. These interventions will be scalable across the geography to increase impact and investment and develop partnership working across Local Enterprise Partnerships, including Kent and Medway. Where project models are relevant for Kent and Medway, suitable actions will be reflected in the Kent and Medway Low Emissions Strategy.

The full strategy can be found at www.southeastlep.com/our-strategy/energy-south2east/.

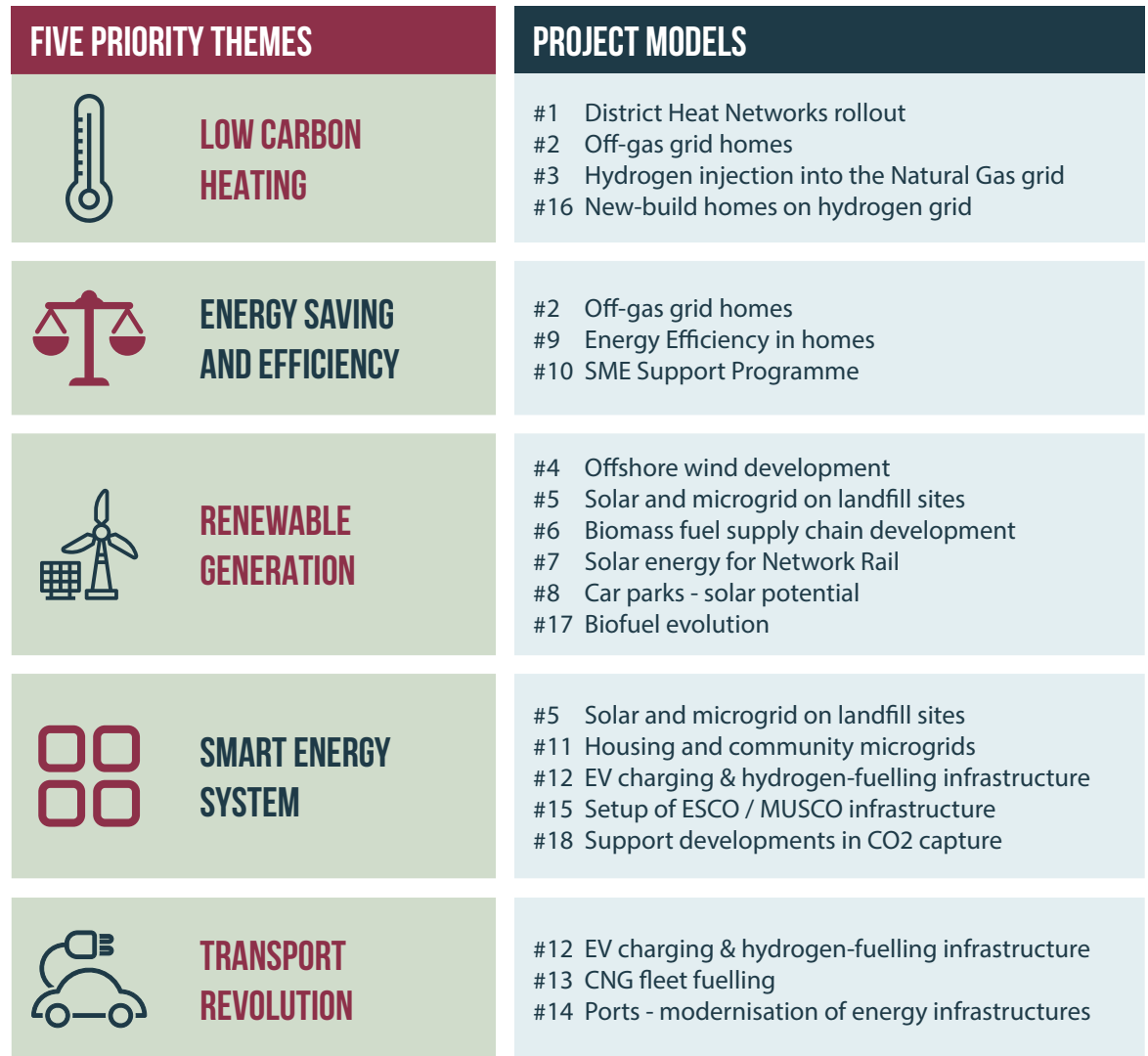


Figure 4: The 5 themes and 18 project models in the Energy South To East Action Plan.

PRIORITIES OF THE KENT AND MEDWAY ENERGY AND LOW EMISSIONS STRATEGY

The Kent and Medway Energy and Low Emissions Strategy is informed by, but does not duplicate, the priorities and actions from other strategies related to energy and the environment. It also builds on and strengthens the activities of other partner organisations. The focus of this strategy is to draw together the priorities that need to be addressed in partnership and implemented strategically across Kent and Medway. Underpinning the strategy will be the Kent and Medway Energy and Low Emissions Strategy Implementation Plan, which will provide the detailed actions (and other information such as timescales, outputs and lead partners), for achieving our priorities. These actions have been identified through stakeholder engagement, workshops and reviews.

The strategy is split into three themes:

THEME 1 – Building the foundations for delivery aims to ensure decision makers have an evidence-based understanding of our risks and opportunities relating to energy and emissions and are incorporating these into appropriate policies, plans and actions.

THEME 2 – Making the best use of existing resources, avoiding or minimising negative impacts aims to ensure existing infrastructure, assets and resources across public, private and domestic sectors are managed in a way that reduces emissions and builds a clean future energy supply.

THEME 3 – Towards a sustainable future aims to ensure that the decisions and plans we make today address future energy challenges and opportunities. In doing so, our communities, businesses and public sector will have embraced clean growth and be working towards developing a clean, affordable and secure local energy future.

EVIDENCE

THEME 1: BUILDING THE FOUNDATIONS FOR DELIVERY

- 1 Bridging gaps in understanding
- 2 Influencing strategy and policy
- 3 Building resources, capabilities and changing behaviour
- 4 Monitoring and evaluation

DELIVERY

THEME 2: MAKING THE BEST USE OF RESOURCES, AVOIDING OR MINIMISING NEGATIVE IMPACTS

- 5 Improve our resource efficiency
- 6 Support sustainable access and connectivity for business and communities

THEME 3: TOWARDS A SUSTAINABLE FUTURE

- 7 Influence future sustainable growth for the county of Kent

1

THEME 1 BUILDING THE FOUNDATIONS FOR DELIVERY

Theme 1 aims to ensure decision makers have an evidenced-based understanding of our risks and opportunities relating to energy and emissions and are incorporating these into appropriate policies, plans and actions.



THEME 1 PRIORITIES

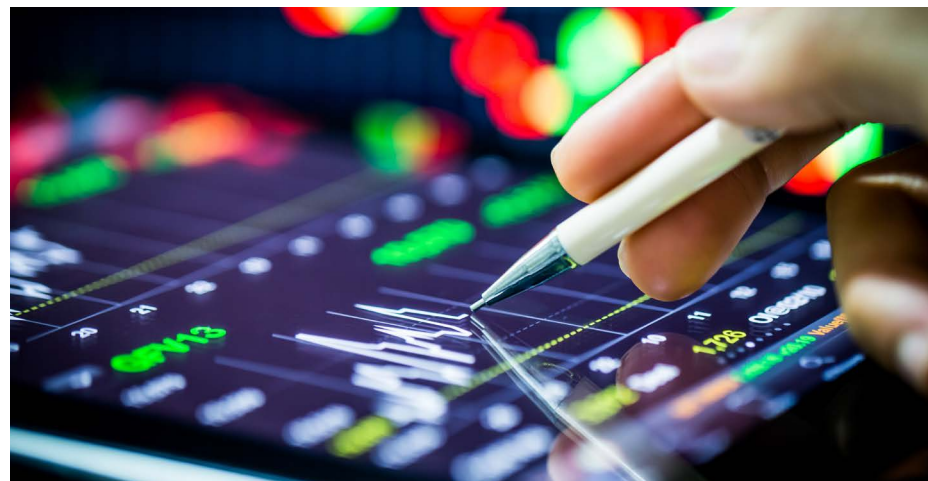
In developing the evidence base underpinning this Strategy, we have drawn upon a broad range of evidence and data, which has identified many opportunities. It is important that we continue to build on this work, creating an integrated evidence base that can inform other strategies, such as the Kent and Medway Growth and Infrastructure Framework. Our evidence base must make better use of technologies such as GIS mapping, to overlay datasets and visually show countywide opportunities. There also remain gaps in our knowledge base where we need to do more to support evidence-based decisions; such as improving the extent of our air quality data, or where new data is required to track emerging trends; such as the uptake of electric vehicles and the extent of charging infrastructure. This is the focus of **priority 1: bridging gaps in understanding.**

A stronger evidence base will allow for better targeting of activities and will support more collaborative working with partners across the county, region and nationally. It will also highlight where appropriate engagement is needed to influence aspects outside local authorities' control.

Future growth and fundamental changes to the way we generate and consume energy have been highlighted as key challenges for Kent and Medway. To successfully manage these risks and to realise the opportunities, public sector, business and industry needs to continue to work together to influence policy and deliver activity that ensure our continued economic growth is clean and sustainable. Partners must be given the tools to more strongly influence sustainable development through planning policy and Local Plans, by developing shared clean growth policies for planning, licensing and public sector estates and supply chain. Developing such policies and position statements is the focus of **priority 2: influencing strategy and policy.**

There are still gaps in our knowledge, where more research in partnership with universities and other partners would be beneficial and where new case studies would provide a stronger evidence-based business case for action. Continuing to develop a more robust evidence base will help support the business case for new clean growth project opportunities and will also lead to the development of stronger partnership bids to access a range of funding sources. We must also look to secure long term behaviour change across all sectors, including the general public, through tailored and targeted communications that raise awareness and change perceptions. These aspects are the focus of **priority 3: building resources, capabilities and changing behaviour.**

To ensure our activities remain effective, it is essential that we monitor and evaluate progress against our priorities. To do this we will establish and monitor key indicators; ensuring that they remain measurable over the lifetime of this strategy. We must also continue to monitor future risks and opportunities that may impact how we deliver this strategy, for example new technological developments or changes to national policy. This ongoing assessment is the focus of **priority 4: monitoring and evaluation.**



THEME 1 BUILDING THE FOUNDATIONS FOR DELIVERY

PRIORITIES	1 BRIDGING GAPS IN UNDERSTANDING		2 INFLUENCING STRATEGY AND POLICY		3 BUILDING RESOURCES, CAPABILITIES AND CHANGING BEHAVIOUR		4 MONITORING AND EVALUATION	
HIGH LEVEL ACTIVITIES	1.1	Further develop Kent Environment Strategy intelligence hub and emissions inventory to inform decision making	2.1	Develop targeted, evidence-based clean growth and planning policies, for example electric vehicle infrastructure, to address significant challenges and opportunities	3.1	Identify, support and promote the business case for specific clean growth projects across KMED, SELEP and Greater South East Energy Hub areas	4.1	Establish and monitor key performance indicators
	1.2	Utilise intelligence hub evidence to develop an Integrated Heat and Opportunities Map (GIS), linked to key strategies	2.2	Develop response to the Industrial Strategy's Clean Growth Grand Challenge to influence the SELEP's local industrial strategy	3.2	Support clean growth advocacy and cross border collaboration throughout the south east , specifically the SELEP and sub national transport boards	4.2	Evaluate progress and identify future risks, opportunities and actions
	1.3	Understand where new charging points need to be, to inform the discussion	2.3	Develop position statements for lobbying government on areas outside of Kent and Medway's control	3.3	Develop a more sustained collaboration with Kent Universities to enable more effective decision making		
					3.4	Review existing and/or establish new funding mechanisms to deliver the Energy and Low Emissions Strategy		
					3.5	Develop targeted communications and behaviour change initiatives to support strategy priorities, focusing on hot spot areas		

CASE STUDY: WORKING WITH SCHOOLS TO TACKLE AIR POLLUTION

In 2018, Maidstone Borough Council and Tunbridge Wells Borough Council environmental health teams worked with local schools to tackle local air pollution. Schools who signed up to the Clean Air for Schools Scheme were helped to undertake an engaging class experiment. Schools were provided with two free air monitoring tubes per month, along with guidance on how to record data and report the results back to the council.

This hands-on approach allowed students to analyse the direct relationship between the volume of traffic outside their school and its impact on air pollution within the school grounds. The objective was to encourage a reduction in car journeys made by parents and to highlight the effects of leaving engines idling while dropping off and collecting children.

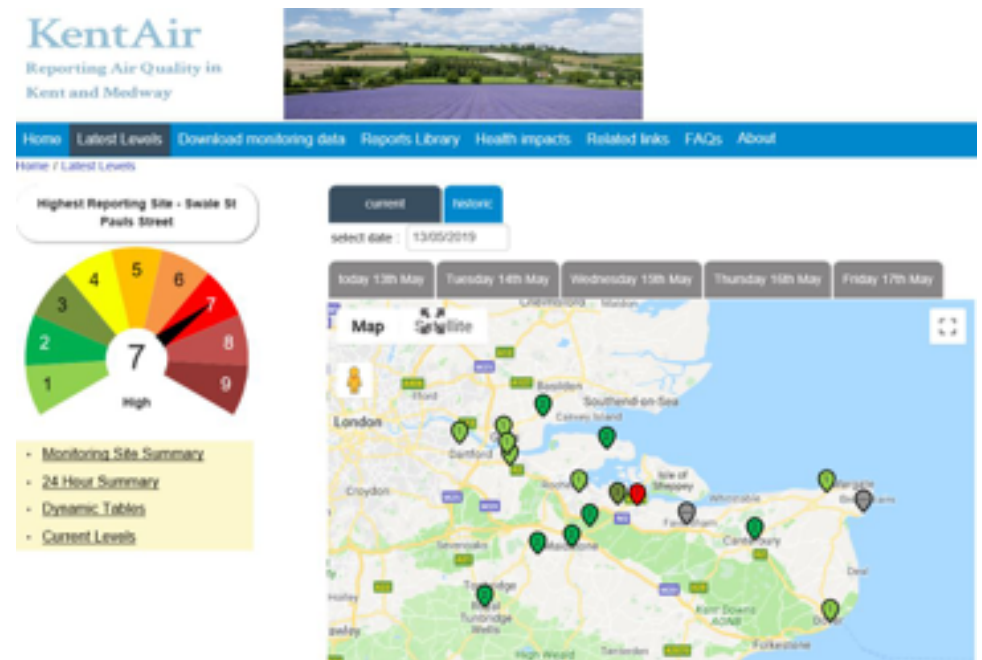
The project was launched in conjunction with the KM Charity Team's Green Champions and is sponsored by the Mid-Kent Environmental Health Team, with no funding required from the schools. For more information, or to register, visit: www.maidstone.gov.uk/cleanairforschools



CASE STUDY: KENT AIR WEBSITE

The Kent and Medway Air Quality Monitoring Network is funded by the district and borough councils within the county, Medway Council and Kent County Council. The network aims to promote the improvement of air quality within the region, to help local authorities to meet their obligations under environmental regulations and to maintain an accessible database of robust measurements for public reporting, research and development.

The Kent Air website has been developed by the network to provide easy public access to live air quality levels, historic data measured from automatic monitoring and NO₂ diffusion tubes, and published data and reports for Medway and all district and borough councils except for Dartford and Sevenoaks (whose data is hosted on the London Air Quality Network website: www.londonair.org.uk). The website also provides information about the health impacts of air pollution and recommended health advice for the forecast level of pollution.



2

THEME 2 MAKING BEST USE OF EXISTING RESOURCES, AVOIDING OR MINIMISING NEGATIVE IMPACTS

Theme 2 aims to ensure existing infrastructure, assets and resources across public, private and domestic sectors are managed in a way that reduces emissions and builds a clean future energy supply.



THEME 2 PRIORITIES

Many partners and sectors are already taking action to reduce their impact on the environment, but our evidence shows that this activity needs to be joined-up, expanded and accelerated. This theme therefore focuses on enhancing actions to improve energy efficiency, reduce emissions and support sustainable access and digital connectivity.

Our evidence has shown that a sustainable, secure and affordable energy supply will only be possible if we significantly cut consumption of carbon-intensive energy sources, eliminate energy waste and increase the supply of local, low carbon energy generation. It has also revealed that some of our most vulnerable residents living in the most deprived communities are often at a dual risk from poor air quality and fuel poverty. For the domestic sector, our priorities therefore focus on continuing to support vulnerable and fuel poor residents through existing home energy efficiency and fuel poverty initiatives. This includes providing a trusted route to access grant funding, energy switching programmes and targeting hard-to-treat homes; such as those off the gas network or with solid walls, to ensure our most vulnerable residents benefit the most. We will also investigate options to support able-to-pay, high energy use residents to install low carbon technology and support private landlords to make energy efficiency improvements.

For business and the public sector, our activities will ensure a stronger focus on delivering more efficient and lower carbon heat energy, by reducing or recovering wasted heat and introducing newer heat technologies or alternative fuel sources. We will also continue to provide support to businesses and influence public sector supply-chains; building upon the success of programmes such as LoCASE and broadband rollout. These activities across domestic, public and business sectors are the focus of **priority 5: improve our resource efficiency.**

Enabling growth without gridlock has been highlighted as a key challenge for Kent and Medway, and one that will only be achieved through a combination of measures that influence behaviour and improve infrastructure. We will therefore look to support the development of traffic free commuter routes; provide infrastructure and facilities to encourage active travel; support investment in digital technologies to encourage flexible or remote working; and work with public transport providers to support the transition to lower emission vehicles. Providing good quality integrated transport infrastructure that supports connected communities and mobility is also a priority. We must also continue to tackle poor air quality hotspots, through the implementation of Air Quality Management Plans. The way residents, businesses and public sector travel, access and provide services is the focus of **priority 6: support sustainable access and connectivity for business and communities.**



THEME 2 MAKING BEST USE OF EXISTING RESOURCES, AVOIDING OR MINIMISING NEGATIVE IMPACTS

PRIORITIES	5 IMPROVE OUR RESOURCE EFFICIENCY		6 SUPPORT SUSTAINABLE ACCESS AND CONNECTIVITY FOR BUSINESS AND COMMUNITIES	
HIGH LEVEL ACTIVITIES	5.1	Sign up to the BEIS Emissions Pledge at a Kent and Medway level, focusing on actions that can be delivered in partnership	6.1	Support the development of traffic-free commuter routes for walking and cycling
	5.2	Develop a Cross Kent and Medway Public Sector Energy and Emissions Programme, highlighting areas where action can be taken jointly at scale	6.2	Promote active travel through the provision of facilities and promoting the benefits to public and private sector
	5.3	Develop tailored Kent and Medway public sector buildings design guidance for new build, refurbishment and ongoing maintenance	6.3	Promote smarter working by supporting investment in digital technologies that enable flexible working and workspaces
	5.4	Identify and support vulnerable and fuel poor residents through delivery of the Kent Fuel Poverty Strategy	6.4	Support public transport providers, including school transport providers, to use lower emission vehicles
	5.5	Review the Warm Homes programme and develop targeted action to support improvements in the domestic housing sector; specifically difficult to treat, private rented and fuel poor	6.5	Support development and expansion of the electric vehicle uptake and charging infrastructure for residents, businesses and the public sector.
	5.6	Review current SME support programmes in Kent and develop a Kent and Medway Clean Growth Programme		

CASE STUDY: PARK AND PEDAL IN CANTERBURY

In June 2018, Canterbury City Council launched its Park and Pedal scheme at Wincheap Park and Ride. Over 1,200 journeys were recorded between July 2018 and January 2019. Of these journeys, 87% were by customers who were not regular users of the Wincheap Park and Ride, and would normally have driven into the city centre.

Cyclists who sign-up to the scheme pay a £15 deposit for a key card that allows them to leave their bike in a high security compound. They are then able to drive to the car park each morning and park for free, before grabbing their bike and heading into the city, helping to cut the queues and improving air quality in the town centre.

The scheme was largely funded by a £21,300 grant from Kent County Council. The Park and Pedal map can be viewed on Canterbury City Council website and shows bike routes from Wincheap Park and Ride into the city, cycle racks and places to refill your water bottle.

CASE STUDY: MAKING KENT HOMES WARMER

Through a combination of schemes and initiatives, local authorities in Kent and Medway have been able to maximise funding and signpost residents to initiatives that make homes warmer, reduce health inequalities and lower carbon emissions.

Since 2013, five Kent councils have offered a Collective Energy Switching scheme, called Energy Deal. Residents can register for free to take part in energy auctions (held 3 times a year), to identify lower energy tariffs without any obligation to switch. Since 2013, the Energy Deal has helped residents save £804,632 on their energy bills collectively.

Kent and Medway partners are also working together to promote the Warm Homes scheme that helps residents identify energy efficiency measures that will help lower their energy bills and make their homes feel warmer. Since the Warm Homes scheme began in 2014, over 2,400 energy efficiency measures have been installed in over 2,300 homes. In total, the measures are expected to save an estimated 39,000 tonnes of carbon and save residents £8.8 million over the course of the measures' life.

For more information visit www.energydealswitch.com and www.kent.gov.uk/warmhomes



3

THEME 3 TOWARD A SUSTAINABLE FUTURE

Theme 3 aims to ensure that the decisions and plans we make today address future energy challenges and opportunities. In doing so, our communities, businesses and public sector will have embraced clean growth and be working towards developing a clean, affordable and secure local energy future.



THEME 3 PRIORITIES

Where theme two focused on the impact and efficiency of our current assets and resources, theme three seeks to ensure that the decisions and plans we make for the future embrace clean growth and allow us to develop a clean, affordable and secure energy future.

Ensuring sustainable, secure and affordable energy supplies, which overcome the current energy grid constraints can only be achieved through:

- informed planning decisions
- good quality sustainable design
- investment in new technologies
- cleaner fuels
- and adoption of smarter ways of working.

Together, this will bring about a step change in the reduction of harmful greenhouse gas emissions.

To support good quality, sustainable design we will refresh the Kent Design Guide and explore the feasibility of developing a Kent Design kitemark. An updated Design Guide could promote important clean growth concepts such as resource efficient housing and decentralised energy. The Guide would also promote infrastructure that encourages active travel, public transport and electric and alternative fuelled vehicles. It could also include air quality criteria such as anti-idling zones.



Embracing clean growth also requires us to transform the way we generate energy. Whilst some of this will be done at the national level, we will also progress future new low carbon energy infrastructure opportunities presented in the Tri-LEP energy strategy. We will focus on supporting opportunities that allow more of our energy to be produced locally and from renewable sources and increasing the number of new developments supplied by local energy centres and district heating schemes.

Ensuring that future decisions on services, developments and planning are embracing clean growth is the focus of **priority 7: influence future sustainable growth for the county of Kent.**

THEME 3 TOWARD A SUSTAINABLE FUTURE

PRIORITIES	<p style="text-align: center;">7</p> <p style="text-align: center;">INFLUENCE FUTURE SUSTAINABLE GROWTH FOR THE COUNTY OF KENT</p>	
HIGH LEVEL ACTIVITIES	7.1	Using evidence from theme 1 and the Tri-LEP Energy Strategy, continue to identify and progress future new low carbon energy infrastructure opportunities for Kent and Medway
	7.2	Refresh the Kent Design Guide and develop guidance to future-proof development to 2050, for example electric vehicles
	7.3	Test new charging technologies on the highway as they become available
	7.4	Support the development and roll out of District Heat Networks and low carbon heating options for off-gas grid homes
	7.5	Support continued development of offshore wind and biomass fuel sectors and supply chains
	7.6	Support the development of renewable energy projects on former landfill sites and potential solar car parks
	7.7	Support feasibility studies looking at future housing micro-grids , new-build homes on hydrogen, biofuel development and Compressed Natural Gas fleet fueling

CASE STUDY: **ELECTRIC BUS TRIAL**

In March 2018, Kent took part in an eight-week electric bus demonstrator trial commissioned by Volvo Bus UK and ABB UK. The trial aimed to demonstrate to Kent County Council, Prologis and Arriva (the bus operators), that electric buses can be operational without disrupting current schedules, whilst also improving air quality, energy efficiency, noise and passenger comfort, as well as providing financial benefits. The trial was conducted along the 23.6km-long 'Fastrack Route A', operating 20 hours daily between Dartford and Bluewater.

Data gathered from the trial showed that an energy saving of 69.3% could be realised on the Fastrack Route A (based on the annual energy use of current diesel buses; 2,063MW, versus the energy used by the bus on the trial; 634MW). Feedback from Arriva was positive, with the electric bus outperforming expectations and the drivers reporting that they preferred the electric vehicles. The public were also complimentary, with 70% of Twitter comments being neutral or positive.

The demonstration proved that the vehicle operated within Fastrack's operational requirements. It also helped promote the drive towards zero emissions technology and whilst the vehicle itself drew attention, the visual element of the charging infrastructure proved to be much more effective and thought provoking for the general public and stakeholders alike.

CASE STUDY: **LOW CARBON ACROSS THE SOUTH EAST**

The Low Carbon Across the South East (LoCASE) project provides free support to help businesses become more competitive and profitable, by reducing environmental impacts through resource efficiencies and encouraging low carbon innovation. It does this through a three-pronged approach of stimulating demand, supporting supply and transferring knowledge. The scheme is administered by Kent County Council and supports businesses in Kent and Medway, Essex, Thurrock, Southend-on-Sea and East Sussex.

The project has seen nearly £3.5 million of EU grant funding approved for 425 Kent and Medway Small and Medium Sized Enterprises (SMEs), towards a huge range of purposes. This investment is set to deliver over 4,000 tonnes of CO₂ equivalent of savings through 250 energy and resource efficiency projects; from simple lighting, heating and insulation works, to investing in more effective and sustainable business practices. This support has helped create 160 jobs, launch 45 new products or services and support 31 business start-ups in Kent and Medway's burgeoning Low Carbon Environmental Goods and Services sector.

LoCASE was identified as an exemplar project for replication across the south east in the Energy South2East regional local energy strategy. It was also selected as a runner-up by the President of the Association of Directors of Environment, Economy, Planning and Transport (ADEPT) Awards in 2018.

HOW WE WILL DELIVER THE ENERGY AND LOW EMISSIONS STRATEGY

The Energy and Low Emissions Strategy provides an evidence based 'Pathway for Clean Growth' across Kent and Medway. It identifies high level priorities for action in the short, medium and long term.



All actions are partnership-based and will be integrated into the Kent Environment Strategy Implementation Plan. Monitoring of the Implementation Plan and associated indicators and will take place annually through Kent Leaders and Chief Executives and appropriate partnerships. See Figure 6. All the latest monitoring reports, indicators and state of the environment report can be found online at www.kent.gov.uk/environmentstrategy

The Energy and Low Emissions Strategy is a sub-strategy of the Kent Environment Strategy and as with the Kent Environment Strategy, it is intrinsically linked to several other strategic documents and policies across Kent. These are shown in Figure 5.

- **GROWTH AND INFRASTRUCTURE FRAMEWORK**
- **LOCAL TRANSPORT PLAN 4 – GROWTH WITHOUT GRIDLOCK**
- **ACTIVE TRAVEL STRATEGY**
- **HEALTH AND WELL BEING STRATEGY**
- **JOINT STRATEGIC NEEDS ASSESSMENT**
- **FUEL POVERTY STRATEGY**
- **HOUSING STRATEGY**
- **PROSPERITY AND PRODUCTIVITY STRATEGY**
- **STRATEGIC ECONOMIC STATEMENT (LEP)**
- **LOCAL INDUSTRIAL STRATEGY**
- **LOCAL AIR QUALITY MANAGEMENT AREA STRATEGIES**
- **SUSTAINABLE TRANSFORMATION PLAN STRATEGY**

Figure 5: Key strategies linked to the Energy and Low Emissions Strategy

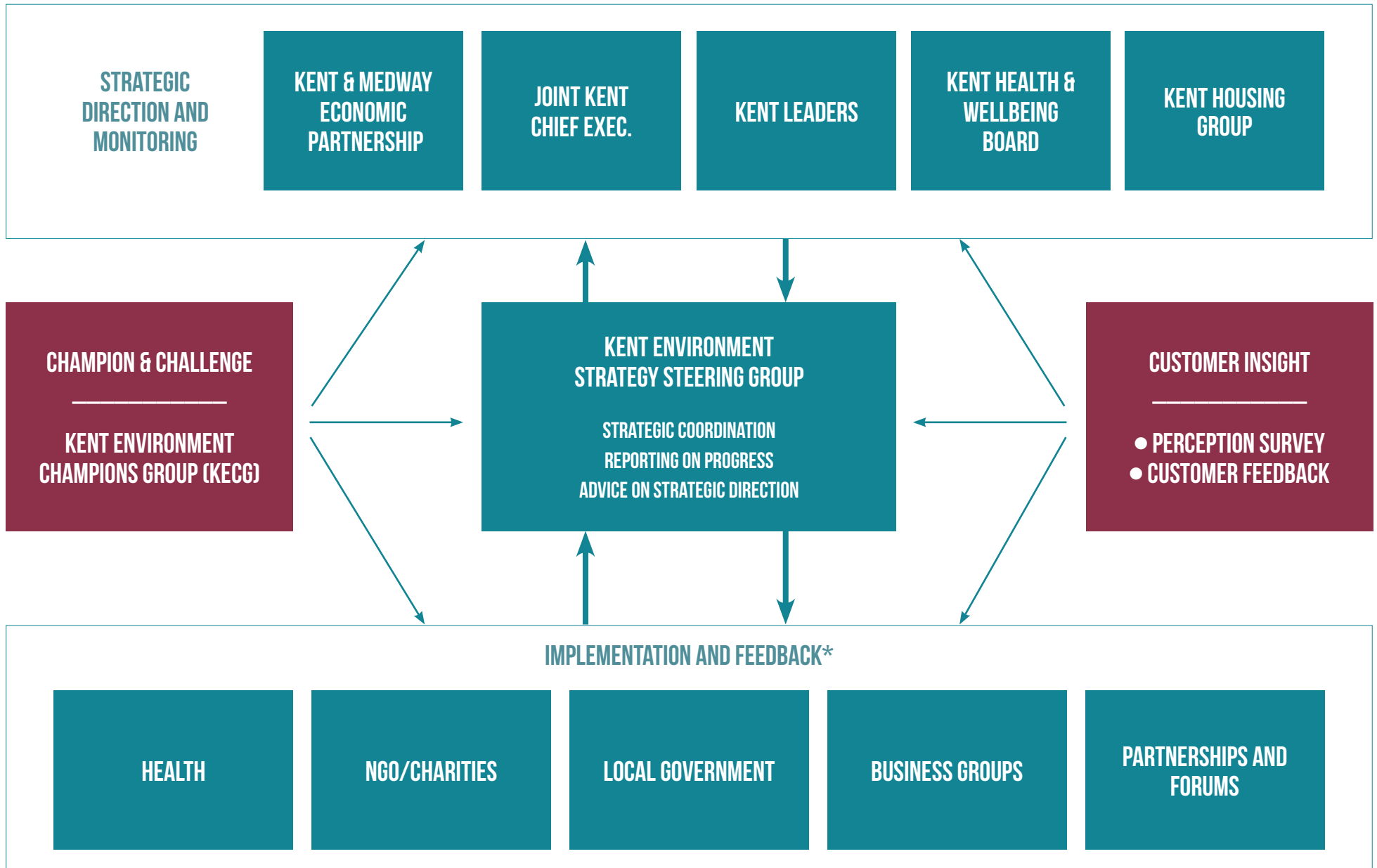







Figure 4: Relationship of partner groups in the delivery of the Kent and Energy Low Emissions Strategy

*The main reporting line will be to Kent Leaders and Joint Chief Execs

MEASURING SUCCESS – OUR INDICATORS ON A PAGE

	Emissions	Total carbon dioxide (CO ₂) emissions
		Total carbon dioxide emissions by sector
		Number of authorities signed up to the Emissions Reduction Pledge
	Air Quality	Concentrations of particulate matter (PM2.5, PM10 and secondary PM), nitrogen oxides (NO _x – made up of NO and NO ₂), ozone (O ₃), sulphur dioxide (SO ₂) and carbon monoxide (CO).
		Number of days of moderate or higher energy pollution
		Number and size of Air Quality Management Areas
	Energy	Annual energy consumption of the Kent and Medway local authority estate
		Average gas and electricity consumption per domestic and non-domestic customer
		Renewable energy capacity
	Transport	Number of journeys to school and work using active travel
		Number of cycling trips recorded by KCC cycle counters on key routes
		Journey delays on local A-roads
		Number of Ultra Low Emission Vehicle registrations
	Housing and fuel poverty	Number of households in fuel poverty
		Number of excess winter deaths
		Energy Performance Certificates of homes (existing and new build)
		Number of ECO (energy efficiency) measures installed

Baselines and target setting will be monitored through the Kent Environment Strategy annual monitoring

GLOSSARY

Active travel - Travel and transport by physically active modes of transport such as cycling, walking or scooting.

Air quality - The composition of the air in terms of how much pollution it contains.

Air Quality Management Areas (AQMAs) – Where Local Authorities have found that air pollution objectives have been exceeded or are not likely to be achieved, an Air Quality Management Area must be declared. The size of these areas is not predefined and can vary.

Department for Business, Energy and Industrial Strategy (BEIS) – Formed in 2016 The Department for Business, Energy and Industrial strategy is a government department responsible for business, industrial strategy, science and innovation and energy and climate change policy.

Car club – Car clubs allow you to rent a car by the hour. Car clubs offer the benefits of using a car without the expense or inconvenience of maintaining and running your own car.

Clean energy – Energy that is not produced from fossil fuels (coal, oil or natural gas)

Clean growth – set out in the Government’s Clean Growth Strategy, the concept aims to lower carbon emissions, protecting the environment and meeting our climate change obligations, whilst stimulating growth and prosperity, increasing earning power and creating and supporting thousands of jobs.

Combined Heat and Power (CHP) - When electricity is generated, up to 60% of the energy can be wasted as lost heat. Combined Heat and Power schemes are designed to recover most of this waste heat and use it to power a turbine and generate more electricity.

Department for Environment, Farming and Rural Affairs (DEFRA) – Formed in 2001, the Department for Environment, Food and Rural Affairs is the government department responsible for environmental protection, food production and standards, agriculture, fisheries and rural communities in England.

District heating - A district heating system is a network of insulated pipes, which delivers heat (or chilled water) from a centralised energy centre to multiple end users.

Energy Performance Certificate (EPC) - EPCs are intended to inform potential buyers or tenants about the energy performance of a building, so they can consider energy efficiency as part of their investment or business decision. The scale is from A-G, A being the most efficient.

Energy switching – a process carried out by consumers aiming to reduce their energy bills by changing their energy provider.

Excess Winter Deaths – is defined as the difference between the number of deaths which occurred in winter (December to March) and the average number of deaths during the preceding months (August to November) and the subsequent four months (April to July).

Flexible working - Flexible working is a way of working that suits an employee’s needs, for example having flexible start and finish times, or working from home.

Fuel poverty - Fuel poverty in England is measured by the Low Income High Costs definition, which considers a household to be in fuel poverty if they have fuel costs that are above average (the national median level) and where if they were to spend that amount, they would be left with a residual income below the official poverty line.

Geographic Information Systems (GIS) – A computer system that allows analysis of spatial data by organising layers of information into visual maps and 3D scenes. Commonly used GIS applications are ArcGIS and MapInfo.

Greenhouse gases - As defined under the Kyoto Protocol, these include:

Carbon dioxide (CO₂)
Methane (CH₄)
Nitrous oxide (N₂O)
Hydrofluorocarbons (HFCs)
Perfluorocarbons (PFCs)
Sulphur hexafluoride (SF₆)

Green infrastructure - Green infrastructure is a network of multi-functional green space, both new and existing, both rural and urban, which supports the natural and ecological processes and is integral to the health and quality of life of sustainable communities.

Growth and Infrastructure Framework – prepared by Kent County Council to provide a view of emerging development and infrastructure requirements to support growth across Kent and Medway. It provides a strategic framework across the County, for identifying and prioritising investment across a range of infrastructure, for planned growth up to 2031.

Hard-to-treat homes – homes that cannot accommodate routine, cost-effective energy efficiency measures. Homes considered hard-to-treat are often not connected to the gas network or are built with solid walls (without a cavity); this includes older properties and park homes.

Heat networks - A heat network, sometimes called district heating, is a distribution system of insulated pipes that takes heat from a central source and delivers it to a number of domestic or non-domestic buildings. The heat source might be a facility that provides a dedicated supply to the heat network, such as a combined heat and power plant; or heat recovered from industry and urban infrastructure, canals and rivers, or energy from waste plants.

Local Enterprise Partnership (LEP) – LEPs are locally-owned partnerships between local authorities and businesses. They play a central role in determining local economic priorities and undertaking activities to drive economic growth and the creation of local jobs.

Low Carbon Across the South East (LoCASE) – An EU funded project set up to help businesses tackle and adapt to climate change, by aiming to reduce costs by cutting emissions and promoting the opportunities of the low carbon and environmental goods and services market.

Low carbon economy - An economy which has a minimal output of greenhouse gas emissions.

Mega Watt (MW) - a measure of power, one million watts.

Net Zero – Achieving net-zero carbon emissions by deeply cutting emissions, with remaining emissions offset by removal from the atmosphere (eg. by trees or technology).

Renewable energy - Energy produced using naturally replenishing resources. This includes solar power, wind, wave, tide and hydroelectricity. Wood, straw and waste are often called solid renewable energy, while landfill gas and sewerage gas can be described as gaseous renewables.

Small and Medium Sized Enterprises (SMEs) - Micro, small and medium-sized enterprises who employ fewer than 250 people and which have an annual turnover of less than £25 million.

Superfast broadband - In the UK, 'superfast' broadband is defined as a connection with download speeds of 24Mb or above.

Sustainable development - Development that meets the needs of the present without compromising the ability of future generations to meet their own needs. It is central to the economic, environmental and social success of the country and is the core principle underpinning the National Planning Policy Framework.

Tri-LEP – A term used to describe collaboration between the South East, Coast to Capital and Enterprise M3 Local Economic Partnerships. The Tri-LEP area covers much of south east England including Kent, Sussex, Surrey, Hampshire and Essex.

Ultra-Low Emission Vehicles (ULEVs) – Ultra low emission vehicles (ULEVs), also known as plug-in vehicles, emit extremely low levels of motor vehicle emissions compared to traditional petrol or diesel vehicles.

Vulnerable resident – term for an individual who is at risk of abuse or harm due to life circumstances such as underage, homeless, physical and mental illness, frailty or elderly.

KENT AND MEDWAY ENERGY AND LOW EMISSIONS STRATEGY

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This document is available in alternative formats and can be explained in a range of languages. Please contact alternativeformats@kent.gov.uk



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Proposed Consultation Activities and Promotion

Activities

- Publish the consultation draft strategy and evidence base in accessible word and pdf formats
- Capture feedback via a questionnaire (online and hard copies)
- Letter or email providing feedback will be analysed and considered alongside the questionnaire responses.
- Entry on Consultation Directory www.kent.gov.uk/consultations and information available at all KCC buildings.
- Consultation responses will be reviewed throughout. If more targeted work is needed further additional activities will be considered for example, telephone / face-to-face survey, focus groups or deliberative workshops.
- Attendance at Kent Youth County Council
- Attendance at Kent County Show (Year of Green Action)

Agreed consultation promotion:

- Email to extensive stakeholder list and promotion through networks
- E-mail to Equality distribution lists and invite to those registered with the Consultation Directory who have expressed an interest in General interest, Environment and Countryside.
- Poster, postcards and copies of strategy displayed in selected Libraries, Gateways, Country Parks as well as all key KCC offices and Sessions House reception
- Feature on library computer welcome screens
- Promotion at Kent County Show and any other relevant Year of Green Action events
- Tweeted on KCC Corporate and Explore Kent and KES Twitter feeds, Facebook entry, blog.
- Promotion via Kent Year of Green Action page
- Link to consultation directory page from service page on Kent.gov
- Promotional banner on kent.gov homepage
- Internal staff comms channels: KNet, KMail, directorate newsletters, KCC building television screens, polls on KNet,
- Kelsi Schools e-bulletin
- Written briefing for all KCC Members
- Submit article for KALC newsletter (need to email the KALC Secretary (secretary@kentalc.gov.uk). They accept short articles, adverts, images etc.
- Press release / briefing

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KCC - Growth, Environment and Transport Directorate (GET).

Equality Analysis / Impact Assessment (EqIA) template

Name of decision, policy, procedure, project or service:

Kent & Medway Energy and Low Emissions Strategy

Brief description of policy, procedure, project or service

To co-ordinate the development of an Energy and Low Emissions Strategy for Kent & Medway. This identifies and prioritises action to reduce harmful emissions that contribute to climate change and poor air quality leading to impacts on people's health. The Strategy will also incorporate the strategic approach to energy across the County as there is significant overlap in activity and the resources that are delivering actions.

This Strategy will strengthen and support the UK government's Clean Air Strategy (under consultation), Kent Environment Strategy implementation plan and District Councils' air quality action plans.

It will also take into account the Government's Industrial Strategy, Clean Growth Strategy, the 25 Year Environment Plan and Road to Zero.

Aims and Objectives

Objectives of group

- **To oversee the development of a Strategy and Action Plan for Kent & Medway that provides a comprehensive and cohesive framework, to set out the ambition and challenge for a step change in action.**
- **To seek out relevant data and information to ensure a robust evidence-based approach.**
- **Identify individuals, groups and organisations that have a key role to play in this agenda and ensure effective engagement and consultation to obtain their contributions and support.**
- **To identify the areas requiring a partnership approach to be most effective, opportunities for quick wins, synergies between KCC and District Councils.**
- **Promote increased partnership action and information sharing.**

- **Take individual responsibility to promote opportunities, align action and foster a wider awareness of the development of the strategy and the challenges faced from this agenda through our own roles and interactions.**

Outcomes

- **Support the delivery of Kent & Medway air quality objectives, as defined by EU Directives and the UK's Air Quality Strategy to reduce the level of air pollutants**
- **To focus local authority action where it can positively influence more secure, sustainable and affordable energy (the energy trilemma) to benefit Kent residents and businesses**
- **Deliver a joined-up approach to tackling the challenges of climate change and air quality**
- **Demonstrate tangible improvements in tackling air pollution through more partnership activity**
- **Ensure actions and resources are focused where they are needed most and to benefit the most vulnerable residents**

Outputs

- **Strategy and Action plan**
- **Comprehensive evidence base and identified gaps, where more research is required**
- **Identify policies required to influence local planning/local plans**
- **Develop simple messages for the public, for partners to use in communications**
- **Develop Kent & Medway case studies**
- **Develop a knowledge hub of current/planned actions**
- **Joint funding opportunities**

JUDGEMENT

- Adjust and continue - adjust to remove barriers or better promote equality

The initial screening did not identify any significant negative impacts, instead some low negative impacts are most likely to be outweighed by the wider positive benefits from the strategy and action plan.

During the development of the Strategy through 2018 and into 2019, further evidence was sought on the previously assumed negative impact for disabled access to hybrid and electric vehicles. This proved to be unfounded and has further identified the potential for barriers to parking bays with electric charge points due to location or design.

One Medium negative impact identified related to parking location and/or design with associated electric vehicle charging point, where access barriers could arise for disabled drivers and carers.

Equalities impacts evidence has been sought throughout the development of the Strategy and this impacts assessment supports the final version of the Strategy pre-public consultation.

The evidence obtained will be used to determine communications and engagement messages and channels to be used, as well as informing the resulting action plan.

This will aim to ensure that any negative impacts for specific protected characteristics are minimised or addressed as far as reasonably practicable.

I have found the Adverse Equality Impact Rating to be **Low**

GET Document Control

Revision History

Version	Date	Authors	Comment
V0.1	13/11/2017	D Kapaj	Initial screening grid completed by Sustainable Business & Communities team (team meeting)
V0.2	23/11/2017	D Kapaj	Review and development of first draft by first meeting of K&M energy and low emissions working group
V0.3	31/01/2018	D Kapaj	Further feedback from K&M energy and low emissions working group and EPE E&D groep
V0.4	19/02/2018	D Kapaj	Refined further based on additional feedback and evidence obtained
V0.5	28/03/2018	D Kapaj	Refined further based on additional feedback and evidence obtained
V0.6	05/04/2018	D Kapaj	Formatted into GET template and feedback from A Agyepong
V1	29/08/2018	D Kapaj	Finalised content to support Environment & Transport Cabinet Committee paper
V2	08/05/2019	D Kapaj	<p>Additional evidence obtained:</p> <ul style="list-style-type: none"> - availability of electric/hybrids on Motability Scheme - barriers to walking for over 65s - benefits of 20mph zones - DfT report – disabled people behavioiurs and attitudes to travel - additional impacts identified by HTW EV Strategy EqIA <p>Revised impacts accordingly – risk level unchanged and no new significant negative impacts</p>

Document Sign-Off (this must be both the relevant Head of Service and the relevant Director)

Attestation

I have read and paid due regard to the Equality Analysis/Impact Assessment. I agree with the actions to mitigate any adverse impact(s) that has /have been identified.

Name	Signature	Title	Date of Issue
Carolyn McKenzie	<i>C McKenzie</i>	Head of Sustainable Business & Communities	13/05/2019
Stephanie Holt-Castle	<i>S Holt-Castle</i>	Interim Director of Environment Planning & Enforcement	15/05/2019

Part 1 - Screening

Regarding the decision, policy, procedure, project or service under consideration,

Could this policy, procedure, project or service, or any proposed changes to it, affect any Protected Group (listed below) less favourably (negatively) than others in Kent?

Could this policy, procedure, project or service promote equal opportunities for this group?

Please note that **there is no justification for direct discrimination; and indirect discrimination will need to be justified according to the legal requirements**

Page 136	You MUST provide a brief commentary as to your findings, or this EqIA will be returned to you unsigned				
	Protected Group	High Negative Impact	Medium Negative Impact	Low Negative Impact	High/Medium/Low Favourable Impact
	Age			<p>Encouraging public transport over car potentially gives rise to personal safety concerns ie vulnerable to abuse/forced home. Those with memory problems feel particularly vulnerable. (although road safety stats show public transport is safer than cars ie fewer accidents)</p> <p>Evidence 5</p>	<p>High – children/young people due to evidence of air quality impact on lung development (up to age 9) and long-term effect on health into adulthood</p> <p>Medium – improving air quality and home energy efficiency will reduce risks of illness and/or early</p>

death particularly linked to conditions mainly affecting young children or older people or due to living in colder homes. (ie heart disease, stroke, COPD)

Medium - Young people (aged 18-29) – 25% less likely to own a car, so reliant on public transport/ lift-share and active travel and this age group will benefit from improvements to this infrastructure and availability of pay-as-you-go car clubs.

Medium – Young and older people are less likely to be injured or die where 20mph zones are in force (improved safety and reduced air pollution). Over 65s are more likely to walk in places where there are lower speed limits or where footpaths are well

				maintained. Evidence 3 & Evidence 6
Disability		Physical ability to access suitable parking with electric vehicle charging points could inhibit take up by this group. Evidence 4	<p>Encouraging public transport over car potentially gives rise to personal safety/access concerns (DfT report confirms safety related incidents on and around transport are more likely for disabled people)</p> <p>Avoid excluding from active travel opportunities as far as reasonably practicable, although disabled are less likely to walk or cycle compared to non-disabled.</p>	<p>Low - Improving air quality may reduce symptoms of some disabling health conditions</p> <p>Low – Some energy efficiency improvements such as boilers are linked to disabled adaptations which can benefit those with a disability (e.g. disabled facilities grant)</p> <p>Low – disabled people are less likely to travel and when they do more likely to use buses and taxis compared to cars – improved access to and reducing emissions from these modes will benefit this group Evidence 5</p>
Gender			Encouraging public transport over car potentially gives rise to a personal safety concern (perception by women that personally safer using own car – no recent evidence	

			found for UK/Kent) (although road safety stats show public transport is safer than cars ie fewer accidents)	
Gender identity/ Transgender			Ensure inclusive promotions/communications Encouraging public transport over car potentially gives rise to a personal safety concern (although road safety stats show public transport is safer than cars ie fewer accidents)	
Race			Encouraging public transport over car potentially gives rise to a personal safety concern (although road safety stats show public transport is safer than cars ie fewer accidents) Using more reflective images of population in campaigns and promotions. Ensuring clear language is used and language barriers are reduced where possible in the promotion of schemes and projects under this strategy (inclusive promotions and schemes)	
Religion and Belief			Ensure inclusive promotions	
Sexual Orientation			Ensure inclusive promotions	

Pregnancy and Maternity			Encouraging public transport over car potentially a personal safety concern (although road safety stats show public transport is safer than cars ie fewer accidents)	Poor air quality impacts lung development of growing foetus (Evidence 1 Evidence 2) and young children. Improving air quality benefits this group
Marriage and Civil Partnerships			N/A	
Carer's Responsibilities		Physical ability to access suitable parking with electric vehicle charging points could inhibit take up by this group.	Carers may be more likely to need a car due to transporting children or cared for individuals, some with specific needs requiring larger (and potentially more polluting) vehicles Need for careful communications in encouraging less polluting transport modes.	

Conclusion: **Overall no significant negative impacts identified, there is potentially one Medium impact for disabled people and carers, which requires the consideration of the selection of locations and design of parking spaces allocated for electric vehicle charging.**

More positive benefits will be delivered for the young, old, disabled and maternity (unborn foetus).

Part 2 - Full Equality Analysis /Impact Assessment

From the screening grid, identify the Protected Groups impacted

Disabled

Information and Data used to carry out your assessment

Evidence 1 Impacts of poor air quality on unborn foetus <https://www.bmj.com/content/359/bmj.j5299>

Evidence 2 Lifelong impact of air quality <https://www.rcplondon.ac.uk/projects/outputs/every-breath-we-take-lifelong-impact-air-pollution>

Evidence 3 Barriers to walking for over 65's <https://www.ciht.org.uk/news/uneven-footways-prevent-older-people-from-walking/>

Evidence 4 Availability of electric and hybrid vehicles for disabled people eligible under the UK motability scheme <https://www.motability.co.uk/>

Evidence 5 DfT report - Disabled peoples travel behaviour and attitudes to travel

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/647703/disabled-peoples-travel-behaviour-and-attitudes-to-travel.pdf

Evidence 6 Impact of 20mph zones <http://eprints.uwe.ac.uk/34851/>

Who have you involved consulted and engaged with?

Sustainable Business and Communities team

Kent & Medway Energy & Low Emissions Working group

GET E&D group

A Agyepong, corporate E&D lead

Analysis

Benefits have been identified for Age (both young and old), disabled, gender, race and pregnancy (unborn foetus)

Adverse Impact:

Version 1 - Assumed that disabled (specifically physical) may be at a disadvantage when using an Electric Vehicle

This assumption has been further investigated and found that there are 72 hybrid and electric vehicle options available via the Motability scheme. Therefore, access to low emissions vehicles is not seen as a barrier for disabled drivers.

There is still potential for barriers to access to parking bays with electric charge points for disabled and also carers. This needs to be considered when determining EV charge point locations and associated parking design for individual schemes. This information has been passed on for consideration in the revision of parking standards for Kent Design.

Positive Impact:

The provision of cleaner vehicles and access to improved walking, cycling and public transport has positive advantages for the characteristics age, disability and pregnancy (unborn foetus).

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Part 3 - Action Plan

Protected Characteristic	Issues identified	Action to be taken	Expected outcomes	Owner	Timescale	Resource implications
Disability Pregnancy and Maternity	Potential barrier to take up of electric vehicles due to inadequate parking design	Take into account when revising the parking standards under Kent Design	This will need to be taken account of by KCC and District partners when securing funding and establishing actions to expand EV infrastructure across Kent	S Benge	October 2019	None

Have the actions been included in your business/ service plan?

The action is part of Economic Development's business plan 2019-20 – Kent Design refresh

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From: Mike Whiting, Cabinet Member for Planning, Highways, Transport and Waste
Barbara Cooper, Corporate Director of Growth, Environment and Transport

To: Environment and Transport Cabinet Committee – 24 May 2019

Subject: Kent's Plan Bee - (Kent County Council Pollinator Action Plan)

Classification: Unrestricted

Past Pathway of Paper: N/A

Future Pathway of Paper: County Council in July 2019

Electoral Division: All – Action Plan is County-wide

Summary: To provide an overview of the Kent County Council Pollinator Action Plan "Kent's Plan Bee".

Recommendation(s):

The Environment and Transport Cabinet Committee is asked to recommend that the Cabinet Member for Planning, Highways, Transport and Waste approve the draft Pollinator Action Plan before it is taken to County Council.

1. Introduction

1.1 In May 2018 Mr Martin Whybrow, seconded by Mr Sean Holden, tabled a motion at Full Council calling for the establishment of a cross-party working group to produce a Pollinator Action Plan. The motion was unanimously carried and resolved that the County Council agreed:

- To produce a Pollinator Action Plan that would be produced and submitted to County Council for approval.
- To recognise the vital importance to Kent's rural economy of pollinators and the fact that local authorities are well placed to make a significant contribution to reversing their decline, including through land and verge management, development control, and leadership and education across local communities; and
- To use the planning system to protect and increase pollinator-friendly habitat; managing council-owned and council-managed land to benefit bees and other pollinators including more pollinator-friendly cutting cycles; reduced use of bee-harming pesticides; and planting more wildflowers and other bee-friendly plants in our country parks and community spaces.

1.2 This motion built on the previous work undertaken by the Member-led Kent's Plan Bee, and thus the Pollinator Action Plan has adopted this title.

1.3 Over the past 12 months a draft Action Plan has been developed by the following Members:

- Sean Holden (Chair)
- Andrew Bowles
- Sue Chandler
- Ian Chittenden
- Tony Hills
- Derek Murphy
- Lauren Sullivan
- Martyn Whybrow

1.4 This report provides an overview of the draft Action Plan “Kent’s Plan Bee”. A copy of the draft Action Plan is appended to this report.

2. Scope Kent’s Plan Bee and the need for action

2.1 Kent’s Plan Bee is an action plan that sets out how the County Council can make a greater contribution to slowing and reversing the decline of pollinators in Kent.

2.2 The Plan’s development responds to the National Pollinator Strategy for England and the call to local authorities to use their regulatory powers and other functions to deliver, inform and engage others to participate in work that will benefit pollinators. The Plan recognises that KCC, with its wide-ranging responsibilities, services and land holdings, is well placed to make a significant contribution directly through, for example, land management, but also provide leadership on this issue within the county in order to safeguard our native pollinators.

2.3 Pollinators are essential but are in serious decline. Many plants rely on insects to pollinate their flowers and to complete their reproductive cycle – most plants cannot set seed without being pollinated (receiving the pollen, usually from another flower). It has been calculated that one out of every three mouthfuls of the food we eat depends on pollination and the annual benefits of insect pollinators to the British economy have been valued at £691 million (Living with Environmental Change, 2014).

2.4 Habitat loss, pesticides and climate change have all contributed to the decline in pollinators:

- Half of the UK’s 27 bumblebee species are in decline.
- Three of the UK’s bumblebee species have already gone extinct.
- Across Europe, 38% of bee and hoverfly species are in decline.
- Two-thirds of the UK’s moths are in long term decline.
- 71% of the UK’s butterflies are also in decline.

3. Kent's Plan Bee – action for pollinators

3.1 The purpose of Kent's Plan Bee is to:

- Make the County Council a community leader in action for pollinators, showing the way in its own operations and property and by supporting others
- Ensure that pollinators' needs are always considered throughout Kent County Council's work and services
- Put the conservation of pollinators and their habitats at the heart of the council's land management and planning
- Make Kent County Council a significant contributor to the recovery of pollinator populations which will support biodiversity and the need of the county's agriculture.

3.2 The Plan will deliver these outcomes by taking action under the following objectives:

1. For Kent County Council to manage the land it owns or controls or can influence in a way which can benefit pollinators' forage and habitat.
2. For Kent County Council to use the planning system to protect pollinators and improve the habitats on which they rely.
3. For Kent County Council to deliver a campaign to encourage others to take action themselves, raising awareness of the importance of pollinators in our lives and everybody's potential role in protecting them.

3.3 High level actions that will deliver these objectives are identified within the plan, which is attached. These actions have been developed in discussion with the relevant services, including highways, Public Rights of Way, Country Parks, estates management and Countryside Management Partnerships.

3.4 It should be noted that changes to the way in which the County Council delivers our various functions cannot happen instantly. Kent's Plan Bee sets out an intention to incrementally make changes for the benefit of pollinators as service delivery and associated contracts allow. There is already good practice in place in areas of our estate – in particular the approach to land management in our Country Parks – from which we can learn and that we can build on.

4. Policy Framework

4.1 The Plan supports the Council's second Strategic Outcome of "Kent communities feel the benefits of economic growth by being in-work, healthy and enjoying a good quality of life" by helping to support:

- Kent business growth (much of Kent's agriculture, fruit farming especially, relies on pollinators).
- A physical and natural environment that is protected, enhanced and can be enjoyed.
- A good quality of life.

5. Financial implications

- 5.1 As noted above, Kent's Plan Bee sets out the County Council's intentions for how services and functions can be delivered for the benefit of pollinators. It is recognised that any changes must not place undue or new financial burdens on the authority.
- 5.2 Although a number of elements of this Action Plan can be absorbed by existing staff, opportunities for some of the work to be taken forward by undergraduate trainees to be hosted by the Heritage Lottery Funded project, Old Chalks New Down, are being explored. In the long term, there is the potential for other externally funded projects to provide additional resource for the County Council to maximise delivery against this Action Plan.

6. Equality Impact Assessment

- 6.1 An Equality Impact Assessment (EqIA) has been completed (see appendix 2).
- 6.2 There will be limited negative impact from the Pollinator Action Plan and these impacts can be reduced or avoided all together with appropriate management.
- 6.3 The main potential impact will be where new land management practices could cause access issues for those with a disability or age protected characteristic. Changes (irrespective of protected characteristic) will need to be considered within the auspices of the Public Sector Equality Duty and appropriately managed. It is anticipated that land management changes will first be introduced at locations where impacts on any users are minimal.
- 6.4 The other potential impact will be where public facing/engagement material is developed. For all public facing work, design and accessibility standards will be followed to ensure these materials are appropriately accessible.
- 6.5 There are also opportunities to have a positive impact by considering how land management practices for pollinators may also deliver enhanced visitor/resident experiences for people within the age and disability protected groups – for example by designing pollinator friendly habitat to also provide sensory experiences.

7. General Data Protection Regulation Considerations

- 7.1 A DPIA is not required as this Plan does not require the processing of personal data. The only exception to this is the schools' competition for which a DPIA will be undertaken.

8. Recommendations

Recommendation(s):

The Environment and Transport Cabinet Committee is asked to recommend that the Cabinet Member for Planning, Highways, Transport and Waste approve the draft Pollinator Action Plan before it is taken to County Council.

9. Background documents

National pollinator strategy: for bees and other pollinators in England
<https://www.gov.uk/government/publications/national-pollinator-strategy-for-bees-and-other-pollinators-in-england>

Helping pollinators locally: developing a local pollinator action plan or strategy (Buglife and FoE guide)
<https://www.buglife.org.uk/sites/default/files/Helping%20Pollinators%20Locally.pdf>

Living with Environment Change
<https://epsrc.ukri.org/research/ourportfolio/themes/livingwithenvironmentalchange/>

10. Contact details

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Relevant Director
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Appendix 1 – Kent’s Plan Bee (Kent County Council Pollinator Action Plan)

Kent’s Plan Bee – An Introduction to the County Council’s Action Plan

Kent’s Plan Bee is a pollinator action plan developed after a unanimous vote of the county council. It is designed to take a lead in mobilising the people, the businesses, the schools, the gardeners, the farmers, the old and the young - everybody who lives here - to act to improve the habitat and the food sources of these insects and to reverse their rapid decline. Pollinators are vital to our food, economy and environment. This action plan sets out what Kent County Council is doing. It began, in a small way, after a third of all Britain’s honey bees died because of bad weather through the autumn, winter and spring of 2012-13.

What is its purpose?

The purposes of Kent’s Plan Bee are to:

- make the county council a community leader in action for pollinators, showing the way in its own operations and property and by supporting others
- ensure that pollinators’ needs are always considered throughout Kent County Council’s work and services
- put the conservation of pollinators and their habitats at the heart of the council’s land management and planning
- make Kent County Council a significant contributor to the recovery of pollinator populations which will support biodiversity and the need of the county’s agriculture.

What is the plan doing?

1. It is consolidating positive land management in favour of pollinators within Kent County Council’s estate, which includes roadside verges and parks
2. It is establishing that the county council will work with local planning authorities to seek to use the planning system to benefit pollinator populations and their habitats and food sources.
3. It is encouraging the people of Kent generally, to take their own action, however big or small, in their communities, workplaces, schools and homes.
4. It is working continually to make people aware of the importance of safeguarding pollinators in their communities and how they can do it.

What’s the problem?

Pollinators are insects which are essential to our environment, and even to our lives and they are declining fast. They are so-called because they carry the reproductive dust, pollen, from flower to flower to grow the new generations of plants. Without them a significant number of plants, from trees to strawberries, could not reproduce. The environmental group Buglife identifies that every third mouthful of our food depends on insect pollinators.

These creatures have been in serious decline for many years and a loud and clear message is coming from scientists, wildlife organisations and the government that they need help and quickly otherwise all of us, plants, pollinators and people, face serious problems.

They are central to Kent's fruit farms – 40% of the county's agriculture. They serve crops like oil seed rape, clovers and other nitrogen fixing plants, important for livestock grazing and wild flowers. They add to the diversity of plant species, habitats and wildlife in Kent as well as its natural beauty - which also has an economic value. This provides food and makes Kent a better place to live, to enjoy and to visit. Losing our pollinators would be a major ecological and economic disaster.

What are pollinators?

The best loved of them are bees, among which are honey bees, the only pollinators kept by humans. Wild pollinators include bumblebees and solitary bees but also parasitic wasps, hoverflies, butterflies, moths, mosquitos, some beetles and even ants in small way. Many plants have evolved to offer nectar to attract insects to use them as part of their reproductive cycle. While they are at the flower, pollen inside it sticks to their bodies and transfers to the reproductive organs of the next one they visit.

Bees and wasps visit flowers to collect pollen and nectar to feed themselves and their young. Honey bees are the main managed pollinators of crops. Hives may be moved from crop to crop and harvested for honey and other products. Crops which benefit include orchards and soft fruits, (rose family), oilseed rape and other seed brassicas (cabbage family), peas and beans (legumes).

Bumblebees and solitary bees are essential to wild plant populations and to commercial crops in orchards, soft fruits and tomatoes.

Wasps often feed on nectar while they wait to ambush insect prey, many of which are crop pests.

Butterflies and moths feed on nectar. They are pollinators of many wild flowers though they are less significant among British food crops.

Hoverflies are abundant on flowers for much of the year and adults feed on nectar and pollen. They're particularly important to carrots and apples. Their larvae's diet includes other insects so some predatory hoverflies are used as biological control agents.

Mosquitos don't all bite. Females suck blood to develop eggs while males feed on nectar and so pollinate plants.

What's being done?

Kent's Plan Bee is part of a much wider movement. There are action plans around the country, which have helped inform Kent's Plan Bee. The government brought out the National Pollinator Strategy for England in 2014 which is a ten-year plan to rescue these insects and to help them to thrive. Other organisations, environmental groups such as Buglife and Friends of the Earth, and business have developed plans too.

What can local government do?

The National Pollinator Strategy lays great emphasis on local action and it does look to local authorities to take a leading role. Kent County Council (KCC) unanimously agreed in May 2018 to produce its own Pollinator Action Plan. Local authorities, from parish to county are seen as well placed to make a significant contribution. They can do it directly through land management and development control and by giving leadership in local communities and, of course among their

thousands of council staff. Kent County Council is responsible for verges on 5,000 miles of road, it has numerous other sites, parks and buildings where it can and does take a lead in action.

What difference can an action plan make?

The environmental groups Buglife and Friends of the Earth say that a pollinator action plan like Kent's Plan Bee can:

- ensure pollinators' needs are taken into account across a local authority's work;
- raise the awareness of pollinators' needs across all of a local authority's staff, contracts and networks;
- do the same in local communities through its staff and elected members;
- help to identify previously unrecognised ways to help pollinators;
- ensure the wellbeing of pollinators is a principal consideration in land management;
- help pollinator populations to recover to the benefit of farming and food production;
- identify chances to set up local initiatives within communities.

What do pollinators need?

Like all animals, pollinators need food which for them is nectar and pollen foraged from a variety of flowering plants.

Shelter

They also need to be able to shelter, nest and overwinter in diverse habitats such as hedgerows, scrub and tall grass, burrows and holes in tree trunks. Many have different needs again in their larval (young) stages. Honey bees have their shelter (hives) provided but they still have problems in common with other pollinators.

Forage

Their foraging grounds have been steadily eroded. All pollinators need flowering, semi-natural habitats like wildflower meadows, hedgerows and woodland edges. They need agricultural landscapes which have unimproved grassland, hay meadows, clover-rich grassland, orchards and arable crops. In Kent many of these are declining and are in short supply.

Beyond the countryside

It's not only the countryside where pollinators' needs can be better met. They can find food and shelter in gardens, parks, roadside verges and any other open area. It's quite easy to provide for pollinators by making sure they have the right plants. They include common knapweed in wildflower meadows, red clover in pasture, hawthorn and bramble in hedgerows and woodland, and cosmos in bedding areas.

What are the threats?

The main threat to pollinators are: the intensive use of farmland which often destroys or fragments their habitats; disease; pesticides; invasive species like Asian hornets; and climate change. The threats are complex, involving interactions between different pollinators, and the environmental pressures, pests and disease that affect them.

The loss of pollinators is a direct threat to our ability to feed ourselves as numbers on Earth grow towards nine billion by 2050. Without bees, hoverflies and other insects visiting flowers there would

be no strawberries, apples, avocados, chocolate, cherries, olives, blueberries, carrots, grapes, pumpkins, pears, cotton, plums or peanuts. And that's just the first course. There would also be fewer flowers in our gardens or countryside.

Decline

Half our 27 bumblebee species are in decline; three of them are already extinct. Across Europe 38% of bee and hoverfly species are declining along with two-thirds of our moths and nearly three-quarters of our butterflies. There are three main reasons for this which have already been touched upon and which are habitat loss, pesticides, and climate change.

Habitat loss

The most significant cause of pollinator decline and the one which Kent's Plan Bee can most immediately address is the loss and degradation of habitats. The loss of wildflower-rich grasslands is one of the most important issues, with over three million hectares lost in England since the 1930s, through modern farming and urban or industrial development. Many wildflower-rich habitats are now small areas separated by hostile (to pollinators) land uses, making it difficult for insects to move around our landscapes.

Pesticides

Increased use of pesticides has had a major impact on pollinators and the plants on which they depend. The increased use of¹ pesticides has had a major impact on pollinators and the plants on which they depend. Restrictions on use of pesticides in consideration of these impacts is a government level matter albeit one that the County Council may choose to engage in through consultation and/or lobbying. .

Climate Change

By disrupting seasonal patterns and flowering periods of plants, climate change can take away pollinators' food, especially if they depend on one, or very few, species of plant. Extreme weather bringing floods or droughts is a threat as are any changes in microclimates in which some insects thrive. Again, this is a subject of direct concern to Kent's Plan Bee and the Kent Environment Strategy must take account of pollinators.

What's being done in Kent now?

Kent is an important county for bees. Six of the seven rarest species of bumblebee live here. Most, like the shrill carder bee, are now found only in coastal areas.

There is already a lot of good work in the county.

Kent's Plan Bee

Kent County Council, through **Kent's Plan Bee**, has run two school competitions and held an introductory summit and two further summits for parks and owners of linear features such as railways, canals and rivers. The new strategy revisits those and will follow on with others.

Making a Buzz for the Coast

A project to safeguard rare bees has been run by the Bumblebee Conservation Trust, of which Kent County Council is a partner. **Making a Buzz for the Coast** has created and restored habitats and linked isolated populations by creating flower-rich 'stepping stones' along 135 miles of the coast. It's

¹ **a systemic agricultural insecticide resembling nicotine; studies have found a link between neonicotinoids and declining bee populations.**

doing surveys of habitat and populations to build a better knowledge of the bees from Dartford to Deal. Apart from KCC, partners include the Kent Wildlife Trust, Natural England, the Royal Society for the Protection of Birds, Swale Borough Council, Thanet District Council and Thames Water.

Roadside Nature Reserves

Within **Buzz** Kent Wildlife Trust is setting up more **Roadside Nature Reserves**. These are ‘bee roads’ which aim to connect the rare bumblebee populations. The **Kent and Medway Road Verge Project** has been going since 1994, protecting threatened wildlife and habitats in roadside verges. It’s run by a team of voluntary road verge wardens and is a partnership between KCC and Kent Wildlife Trust.

Short-Haired Bumblebee Reintroduction

These bees went extinct in 2000 having been formerly widespread across England. They depended on the species-rich grassland which since the 1960s had become patchy and isolated. A partnership of the Bumblebee Conservation Trust, Natural England, Hymettus and the Royal Society for the Protection of Birds was set up in 2009 to bring them back to Dungeness and Romney Marsh in Kent, the place where they were last seen. The successful project brought in short-haired bumblebees from Sweden and is working with farmers, landowners and conservation groups to create flower-rich habitats to support the new bees.

Landscape scale projects

Some projects bring benefits to bees because they are working in a wider environmental context – two Heritage Lottery Fund projects working in the distinctive Kent landscapes of chalk grassland and marshland respectively are examples of this. The **Old Chalk New Downs** project looks to restore and connect remaining fragments of precious chalk downland for the benefit of both species and people. The **Fifth Continent Landscape Partnership Scheme** is bringing several projects to Romney Marsh, on the themes of restore, rediscover and reclaim.

Kent Environment Strategy

Kent’s Plan Bee has an important place in Kent’s Environment Strategy which is designed to protect our natural and historic environments while supporting economic growth within them.

The county council’s particular strength is in its networks and Kent’s Plan Bee uses those to bring people together from all directions, who may previously not have known of each other’s work or of opportunities to combine their efforts.

Working with facts

It’s important to measure how things have changed and the pollinator strategy will use research already in place to look at the numbers behind the stories. The nationwide **Pollinator Monitoring and Research Partnership** is using improved analysis of long-term records and new systematic surveys to find out how insect pollinator populations are changing. This gives us much needed data on pollinators, especially wild bees and hoverflies, and how they support farming and other wildlife.
<https://bit.ly/2eN7LKZ>

Also at national level, the UK biodiversity indicator D1C7 reports on the status of pollinating insects and there are volunteer groups such as **The British Wasps, Bees and Ants Recording Society**.
<http://www.bwars.com/> which works under the UK Biological Records Centre <http://www.brc.ac.uk/>

All the Kent projects mentioned above also carry out important data collection and analysis.

KENT'S PLAN BEE – the pollinator action plan

Kent's Plan Bee is an action plan. It sets out things which will actually be done to better the lot of pollinators. It is intended to mobilise the people of Kent in their homes, at work, at leisure and through organisations like local government, social groups and businesses to play their part in setting the right environment for these vital insects.

Objective 1

For Kent County Council to manage the land it owns or controls or can influence in a way which can benefit pollinators' forage and habitat.

The Council is:

- putting in place, where it can, revised grass-cutting and pollinator-friendly planting regimes. It is reviewing how it reinstates land and manages it generally on road verges, in maintained schools and parks and all other parts of its estate.
- reviewing the use of pesticides in its estate and reviewing the use of pesticides in its estate and considering ending the use of neonicotinoid²
- finding ways to create corridors for wildlife throughout the landscape within and adjacent to its estate.
- identifying, promoting and arranging where possible, appropriate training for staff involved in land management (including parks, highways, estate management and grounds maintenance) to better their understanding of the needs of pollinators and how they can help them in the course of their work (where they are not already doing that).
- looking at how it might develop a pollinator impact assessment tool for its land management.
- looking for opportunities to 'green' its buildings and assets with pollinator friendly planting and aspects such as space for solitary bees to nest.

Objective 2

For Kent County Council to use the planning system to protect pollinators and improve the habitats on which they rely.

The Council is:

- looking to support the mapping of linear connected natural landscapes and direct efforts to where it would have most effect.
- looking to develop approaches within KCC's planning services that will help to protect pollinator habitats.
- using the Kent Design Guide, Kent Planning Officers Group and other appropriate means to work with Kent's district planning authorities to encourage developments that improve pollinator habitats.
- working with community groups and through the Kent Association of Local Councils to map pollinator features at a community level in order to assist individuals and groups to take action.
- looking to understand and better articulate the economic value of pollinators to Kent.

² **A systemic agricultural insecticide resembling nicotine; studies have found a link between neonicotinoids and declining bee populations**

- looking at how it might develop a pollinator impact assessment tool to inform planning decisions.

Objective 3

For Kent County Council to deliver a campaign to encourage others to take action themselves, raising awareness of the importance of pollinators in our lives and everybody's potential role in protecting them.

A communications plan is essential because it is about telling the people (of Kent) the story of the dangers pollinators now face and how they can help to make their prospects much better. The communications plan will include:

- Signage explaining some aspects of land management such as why verges have not been cut
- on site and digital.
- encouragement for pollinator friendly gardening
- a Kent wildflower seed packet to be developed with an external sponsor
- a Kent Pollinators' Charter.
- **The school education plan** includes more competitions for bee/pollinator projects including a competition to design the Kent's Plan Bee logo.
- **The plan is building an expert network of advisors and mentors** to help to guide it and to come up with new ideas for taking it forward.
- **Kent's Plan Bee is always looking for sponsors** to support this important work, for instance by helping to fund the Kent Wild Flower Seeds packet

The Council is:

- as part of the Kent Year of Green Action, staging a general bee summit to launch the campaign
- Staging a rolling campaign to inform and influence wider stakeholders

The Perennial Plan

Kent's Plan Bee is a continuing plan which is intended to be long term. The many actions set out and the raising of understanding and determination to act among our one and a half million residents will necessarily take time.

It will come in phases. Clearly, for instance, not all the summits we hope to do can be done in a year, or even two. Some of the work, like changing grass cutting regimes, is dependent on contract renewals which are not yet due.

The need for this action plan for pollinators, Kent's Plan Bee, was agreed unanimously by Kent's County Council in May 2018, underlining the importance the elected members attach to the programme on behalf of the people they represent.

It is being overseen by a cross-party member group which reports to the Cabinet Member for Planning, Highways, Transport and Waste... and ultimately by millions, even billions, of tiny Kent residents on whom we depend, even as they depend on us.

Appendix 2 – Equality Impact Assessment

Name of decision, policy, procedure, project or service:
Ken's Plan Bee, Kent County Council Pollinator Action Plan

Brief description of policy, procedure, project or service

Currently KCC's services are undertaken with only some minimal consideration of how they may affect pollinators; and whilst there are some positive measures in place to conserve and enhance pollinators and the habitats that support them more could be done. Kent's Plan Bee, KCC's Pollinator Action Plan, sets the County Council's direction, and supporting actions, to further build on efforts to date and to assist in slowing/reversing the decline of pollinator numbers in Kent.

Aims and Objectives

The purpose of Kent's Plan Bee is to look to ensure that:

- **Make the county council a community leader in action for pollinators, showing the way in its own operations and property and by supporting others.**
- **Ensure that pollinators' needs are always considered throughout Kent County Council's work and services.**
- **Put the conservation of pollinators and their habitats at the heart of the council's land management and planning.**
- **Make Kent County Council a significant contributor to the recovery of pollinator populations which will support biodiversity and the need of the county's agriculture.**

This will be achieved by:

1. **For Kent County Council to manage the land it owns or controls or can influence in a way which can benefit pollinators' forage and habitat.**
2. **For Kent County Council to use the planning system to protect pollinators and improve the habitats on which they rely.**
3. **For Kent County Council to deliver a campaign to encourage others to take action themselves, raising awareness of the importance of pollinators in our lives and everybody's potential role in protecting them.**

JUDGEMENT

There will be limited negative impact from the Pollinator Action Plan and these impacts can be reduced or avoided all together with appropriate management.

The main potential impact will be where new land management practices could cause access issues for those with a disability or age protected characteristic. Changes (irrespective of protected characteristic) will need to be considered within the auspices of the Public Sector Equality Duty and appropriately managed. It is anticipated that land management changes will first be introduced at locations where impacts on any users are minimal.

The other potential impact will be where public facing/engagement material is developed. For all public facing work, design and accessibility standards will be followed to ensure these materials are appropriately accessible.

There are also opportunities to have a positive impact by considering how land management practices for pollinators may also deliver enhanced visitor/resident experiences for people within the age and disability protected groups – for example by designing pollinator friendly habitat to also provide sensory experiences.

Based on this assessment it is considered that the plan should go forward on the basis of Adjust and continue; that being to adjust to remove barriers and better promote equality.

I have found the Adverse Equality Impact Rating to be **Low**

GET Document Control

Revision History

Version	Date	Authors	Comment
V0.1	26.03.19	Liz Milne	First draft
V1 (this should be assigned to the version the Director signs off)	02.05.19	Liz Milne	Agreed

Document Sign-Off (this must be both the relevant Head of Service and the relevant Director)

Attestation

I have read and paid due regard to the Equality Analysis/Impact Assessment. I agree with the actions to mitigate any adverse impact(s) that has /have been identified.

Name	Signature	Title	Date of Issue
		Head of Service	
Stephanie Holt-Castle		Director	02.05.19

Part 1 - Screening

Regarding the decision, policy, procedure, project or service under consideration,

Could this policy, procedure, project or service, or any proposed changes to it, affect any Protected Group (listed below) less favourably (negatively) than others in Kent?

Could this policy, procedure, project or service promote equal opportunities for this group?

Please note that there is no justification for direct discrimination; and indirect discrimination will need to be justified according to the legal requirements

Protected Group	You <i>MUST</i> provide a brief commentary as to your findings, or this EqIA will be returned to you unsigned			High/Medium/Low Favourable Impact
	High Negative Impact	Medium Negative Impact	Low Negative Impact	
Age			<p>Land management practices for the benefit of pollinators (such as reduced cutting) may have an impact on the accessibility of sites which could have the potential to affect people within this protected group.</p> <p>There may be some limited impact in terms of accessibility to</p>	<p>Some land management practices for the benefit of pollinators (such as increasing wildflowers) could be developed to also provide opportunities for enhancing the experience of people within this protected group, such as the development of sensory gardens. The Pollinator Action Plan</p>

			public facing/engagement material.	could also be used to make facilities for those in this protected group (such as schools and elderly residential facilities) more engaging and pleasurable through a more interesting and vibrant estate.
Disability			Land management practices for the benefit of pollinators (such as reduced cutting) may have an impact on the accessibility of sites which could have the potential to affect people within this protected group. There may also be some impact in terms of accessibility to public facing/engagement material.	Some land management practices for the benefit of pollinators (such as increasing wildflowers) could be developed to also provide opportunities for enhancing the experience of people within this protected group, such as the development of sensory gardens.
Sex	n/a			
Gender identity/ Transgender	n/a			

Race			Where public facing/engagement material is developed there is a potential impact of this not being accessible to those for who English is not their first language	
Religion and Belief	n/a			
Sexual Orientation	n/a			
Pregnancy and Maternity			Land management practices for the benefit of pollinators (such as reduced cutting) may have an impact on the accessibility of sites which could have the potential to affect people within this protected group.	
Marriage and Civil Partnerships	n/a			
Carer's Responsibilities			Land management practices for the benefit of pollinators (such as reduced cutting) may have an	Some land management practices for the benefit of pollinators (such as increasing wildflowers)

			<p>impact on the accessibility of sites which could have the potential to affect people within this protected group.</p>	<p>could be developed to also provide opportunities for enhancing the experience of people within this protected group, such as the development of sensory gardens. The Pollinator Action Plan could also be used to make facilities for those in this protected group more engaging and pleasurable through a more interesting and vibrant estate.</p>
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Part 3 - Action Plan

Document the range of options and identify the effects of each. Identify the option(s) chosen and document the reasons for this.

Protected Characteristic	Issues identified	Action to be taken	Expected outcomes	Owner	Timescale	Resource implications
Age, Maternity, Carers	Land management practices for the benefit of pollinators (such as reduced cutting) may have an impact on the accessibility of sites which could have the potential to affect people within this protected group.	Conduct an EqIA screening grid before any land management change	Equality of opportunity of accessing land	Land owner	Ongoing	To be absorbed by land owner
Age	There may be some limited impact in terms of accessibility to public facing/engagement material.	Conduct an EqIA screening grid and follow design and accessibility standards to ensure these materials are accessible.	Equality of opportunity of accessing public facing/engagement material	Service developing material	Ongoing	To be absorbed by service
Disability	Land management	Conduct an EqIA	Equality of	Land	Ongoing	To be absorbed

	practices for the benefit of pollinators (such as reduced cutting) may have an impact on the accessibility of sites which could have the potential to affect people within this protected group.	screening grid before any land management change	opportunity of accessing land	owner		by land owner
Disability	There may also be some impact in terms of accessibility to public facing/engagement material.	Conduct an EqIA screening grid and follow design and accessibility standards to ensure these materials are accessible.	Equality of opportunity of accessing public facing/engagement material	Service developing material	Ongoing	To be absorbed by service
Race	Where public facing/engagement material is developed there is a potential impact of this not being accessible to those for who English is not their first language	Conduct an EqIA screening grid and follow design and accessibility standards to ensure these materials are accessible.	Equality of opportunity of accessing public facing/engagement material	Service developing material	Ongoing	To be absorbed by service

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From: Benjamin Watts, General Counsel

To: Environment and Transport Cabinet Committee on 24 May 2019

Subject: Work Programme 2019 -2020

Classification: Unrestricted

Past and Future Pathway of Paper: Standard agenda item

Summary: This report gives details of the proposed work programme for the Environment and Transport Cabinet Committee.

Recommendation: The Environment and Transport Cabinet Committee is asked to consider and agree its Work Programme for 2019/20.

1. Introduction

- 1.1 The proposed Work Programme, appended to the report, has been compiled from items in the Future Executive Decision List and from actions identified during the meetings and at agenda setting meetings, in accordance with the Constitution.
- 1.2 Whilst the Chairman, in consultation with the Cabinet Members, is responsible for the programme's fine tuning, this item gives all Members of this Cabinet Committee the opportunity to suggest amendments and additional agenda items where appropriate.

2. Work Programme 2019/20

- 2.1 The proposed Work Programme has been compiled from items in the Future Executive Decision List and from actions arising and from topics, within the remit of the functions of this Cabinet Committee, identified at the agenda setting meetings [Agenda setting meetings are held 6 weeks before a Cabinet Committee meeting, in accordance with the Constitution].
- 2.2 The Cabinet Committee is requested to consider and note the items within the proposed Work Programme, set out in appendix A to this report, and to suggest any additional topics to be considered at future meetings, where appropriate.
- 2.3 The schedule of commissioning activity which falls within the remit of this Cabinet Committee will be included in the Work Programme and considered at future agenda setting meetings to support more effective forward agenda planning and allow Members to have oversight of significant services delivery decisions in advance.
- 2.4 When selecting future items, the Cabinet Committee should give consideration to the contents of performance monitoring reports. Any 'for information' items

will be sent to Members of the Cabinet Committee separately to the agenda and will not be discussed at the Cabinet Committee meetings.

- 2.5 In addition to the formal work programme, the Cabinet Member for Economic Development, the Chairman of the Cabinet Committee and other interested Members are intending to visit all district councils over the next two years starting with Dover, Dartford, Swale and Thanet.

3. Conclusion

- 3.1 It is vital for the Cabinet Committee process that the Committee takes ownership of its work programme to deliver informed and considered decisions. A regular report will be submitted to each meeting of the Cabinet Committee to give updates of requested topics and to seek suggestions for future items to be considered. This does not preclude Members making requests to the Chairman or the Democratic Services Officer between meetings, for consideration.

5. Recommendation: The Environment and Transport Cabinet Committee is asked to consider and agree its Work Programme for 2019/20.

6. Background Documents: None

7. Contact details

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Environment and Transport Cabinet Committee - WORK PROGRAMME 2019/20
Updated – 08/04/2019

Item	Cabinet Committee to receive item
Portfolio Dashboard	At each meeting
Budget Consultation	Annually (November/December)
Final Draft Budget	Annually (January)
Annual Equality and Diversity Report	Annually (June/July)
Risk Register – Strategic Risk Register	Annually (March)
Winter Service Policy	Annually (September)
Work Programme	At each meeting

16 July 2019				
No.	Item	Key Decision	Date added to WP	Additional Comments
1	Intro/ Web announcement (Standing Item)			
2	Apologies and Subs (Standing Item)			
3	Declaration of Interest (Standing Item)			
4	Minutes (Standing Item)			
5	Verbal Update (Standing Item)			
6	Performance Dashboard			
7	Annual Equality and Diversity Report			
8	Tunbridge Wells Transport Strategy			
9	Response from Government following submission of the Sub-national Transport Body Proposal			
10	17/00135 - Pitch Allocation Policy for Gypsy and Traveller Service Charge	Yes	16/01/2018	Deferred from Jan to March Deferred from March to May Deferred from May to July Deferred from July to September Deferred from Sept to November Deferred from November to January Deferred from Jan to March Deferred from March to May
11	KCC approach to organised crime group management	No	16/02/2018	Deferred from March to May Deferred from May to July (05/04/18) Deferred from July to September Deferred from September to November

				Deferred from November to January Deferred from Jan to March Deferred from march to May
12	Work Programme (Standing Item)			
	EXEMPT			
13	Contract Management (Standing Item)			

10 October 2019				
No.	Item	Key Decision	Date added to WP	Additional Comments
1	Intro/ Web announcement (Standing Item)			
2	Apologies and Subs (Standing Item)			
3	Declaration of Interest (Standing Item)			
4	Minutes (Standing Item)			
5	Verbal Update (Standing Item)			
6	Performance Dashboard			
	Transport for South East (TfSE) - endorse TfSE proposal			
7	Work Programme (Standing Item)			
	EXEMPT			
8	Contract Management (Standing Item)			

29 November 2019				
No.	Item	Key Decision	Date added to WP	Additional Comments
1	Intro/ Web announcement (Standing Item)			
2	Apologies and Subs (Standing Item)			
3	Declaration of Interest (Standing Item)			
4	Minutes (Standing Item)			
5	Verbal Update (Standing Item)			
6	Performance Dashboard			
7	Work Programme (Standing Item)			
	EXEMPT			
8	Contract Management (Standing Item)			

24 January 2020				
No.	Item	Key Decision	Date added to WP	Additional Comments
1	Intro/ Web announcement (Standing Item)			
2	Apologies and Subs (Standing Item)			
3	Declaration of Interest (Standing Item)			
4	Minutes (Standing Item)			
5	Verbal Update (Standing Item)			
6	Performance Dashboard			
7	Work Programme (Standing Item)			
	EXEMPT			
8	Contract Management (Standing Item)			

24 March 2020				
No.	Item	Key Decision	Date added to WP	Additional Comments
1	Intro/ Web announcement (Standing Item)			
2	Apologies and Subs (Standing Item)			
3	Declaration of Interest (Standing Item)			
4	Minutes (Standing Item)			
5	Verbal Update (Standing Item)			
6	Performance Dashboard			
7	Work Programme (Standing Item)			
	EXEMPT			
8	Contract Management (Standing Item)			

15 May 2020				
No.	Item	Key Decision	Date added to WP	Additional Comments
1	Intro/ Web announcement (Standing Item)			
2	Apologies and Subs (Standing Item)			
3	Declaration of Interest (Standing Item)			
4	Minutes (Standing Item)			
5	Verbal Update (Standing Item)			
6	Performance Dashboard			
7	Work Programme (Standing Item)			
	EXEMPT			
8	Contract Management (Standing Item)			

Items for Consideration that have not yet been allocated to a meeting	
17/00084 – A247 Sutton Road, Maidstone at its junction with Willington street	
18/00037 - M2 Junction 5	
Thanet Parkway Commissioning Plan	

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