

ENVIRONMENT & TRANSPORT CABINET COMMITTEE

Thursday, 19th May, 2022

9.30 am

Council Chamber



AGENDA

ENVIRONMENT & TRANSPORT CABINET COMMITTEE

Thursday, 19 May 2022 at 9.30 am
Council Chamber, Sessions House, County Hall,
Maidstone.

Ask for: **Matt Dentten**
Telephone: **03000 414534**

Membership (16)

Conservative (12):	Mr S Holden (Chairman), Mr N J Collor (Vice-Chairman), Mr N Baker, Mr C Beart, Mr T Bond, Mr D Crow-Brown, Mr M Dendor, Mr A R Hills, Mrs S Hudson, Mrs L Parfitt-Reid, Mr A Sandhu, MBE and Mr D Watkins
Labour (2):	Ms M Dawkins and Mr B H Lewis
Liberal Democrat (1):	Mr I S Chittenden
Green and Independent (1):	Mr M Baldock

UNRESTRICTED ITEMS

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

- 1 Introduction/Webcast announcement
- 2 Apologies and Substitutes
To receive apologies for absence and notification of any substitutes present
- 3 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.
- 4 Minutes of the meeting held on 17 March 2022 (Pages 1 - 8)
To consider and approve the minutes as a correct record.
- 5 Verbal Updates by Cabinet Members and Corporate Director
- 6 Traffic Management Act Part 6 Verbal Update
- 7 Buglife and Kent Wildlife Trust Bugs Matter Report (Pages 9 - 14)
- 8 Plan Sea (Pages 15 - 20)

- 9 Environment, Net Zero and Section 31 Public Sector Decarbonisation Scheme Update (Pages 21 - 40)
- 10 Electric Vehicle Charging Infrastructure in Kent (Pages 41 - 46)
- 11 22/00039 - Pothole Programme (Pages 47 - 52)
- 12 Supported Buses Consultation Update (Pages 53 - 68)
- 13 22/00046 - Environmental Remediation Works at North Farm Closed Landfill Site (Pages 69 - 76)
- 14 Performance Dashboard (Pages 77 - 92)
- 15 Work Programme (Pages 93 - 96)
- 16 Future meeting dates

All meetings will begin at 10am and be held in the Council Chamber.

Wednesday 6 July 2022

Thursday 8 September 2022

Tuesday 8 November 2022

Thursday 19 January 2023

Tuesday 7 March 2023

Tuesday 9 May 2023

Wednesday 5 July 2023

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

Wednesday, 11 May 2022

rt.

KENT COUNTY COUNCIL

ENVIRONMENT & TRANSPORT CABINET COMMITTEE

MINUTES of a meeting of the Environment & Transport Cabinet Committee held in the Council Chamber, Sessions House, County Hall, Maidstone. on Thursday, 17 March 2022.

PRESENT: Mr S Holden (Chairman), Mr C Beart, Mr I S Chittenden, Mr N J Collor, Mr D Crow-Brown, Ms M Dawkins, Mr M Dendor, Mr A R Hills, Mr M Hood, Mrs S Hudson, Mr D Jeffrey, Mr B H Lewis, Mr H Rayner, Mr A Sandhu, MBE, Mr D Watkins and Mr A Weatherhead

ALSO PRESENT: Mr D L Brazier (Cabinet Member for Highways and Transport) and Miss S J Carey (Cabinet Member for Environment)

IN ATTENDANCE: Mr S Jones (Corporate Director of Growth, Environment and Transport), Mrs S Holt-Castle (Director of Growth and Communities), Mr P Lightowler (Interim Director of Transportation) and Ms E Kennedy (Democratic Services Officer)

UNRESTRICTED ITEMS

62. Election of Vice Chairman

(Item 2)

1. The chairman proposed and Mr Hills seconded that Mr Collor be elected vice-chairman of the committee.
2. Ms Dawkins proposed and Mr Hood seconded that Mr Lewis be elected vice-chairman of the committee.
3. Members voted on the election of vice-chairman.
4. It was agreed by majority vote that Mr Collor be elected vice-chairman of the committee.

RESOLVED that Mr Collor be elected vice-chairman of the committee.

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

(Item 5)

1. Mr Jeffrey declared, in relation to Item 9 (22/00022 - Active Travel Funding Tranche 2), that he had been employed by a business on one of the proposed active travel routes and that this had been disclosed in his Register of Interests.
2. No other declarations were received.

64. Minutes of the meetings held on 18 January and 18 February 2022

(Item 6)

RESOLVED that the minutes of the meetings held on 18 January and 18 February 2022 were an accurate record and that they be signed by the Chairman.

65. Verbal Updates by Cabinet Members and Corporate Director

(Item 7)

1. Miss Carey gave a verbal update. She reminded the committee that her quarterly waste management briefing had recently been circulated to all members and noted that her environment briefing would be circulated soon, including a summary of Lord Deben's (Chairman of the Climate Change Committee) visit to Kent on 8 March. She highlighted the public response to the Solar Together collective buying scheme, which was open to households, small businesses and community groups, with almost 10,000 people registering interest in the scheme. She explained the scheme's benefits, which included reduced individual unit costs as a result of the collective buying model.
2. Mr Brazier gave a verbal update. He shared the intention to permit one day conditional road closures, for the purpose of street parties to celebrate the Platinum Jubilee. He noted that he had recently visited, with the Leader and Deputy Leader, the Thanet Parkway station which was under construction and is due to open in May 2023. He informed members that he had visited Dover for the ground-breaking of Dover Fastrack, Kent's first zero-emission bus service, which when complete in 2023 will connect Whitfield, White Cliffs Business Park, the town centre and Port. He concluded that he had attended the Prince Michael International Road Safety Awards in London.
3. Mr Jones gave a verbal update. He detailed the schemes delivered by KCC and financed through the Department for Transport's Safer Roads Fund. He confirmed that the A290 scheme in Ashford had received an award from Prince Michael of Kent for its contribution to road safety. He addressed the operational response to Storms Eunice and Franklin and noted that in excess of 1200 public enquires were received and responded to over the period. He reminded members that the public consultation for Plan Tree was open and that the Kent Minerals and Waste Local Plan consultation had concluded, with officers subsequently analysing the feedback.

RESOLVED that the verbal updates be noted.

66. Decisions taken between Cabinet Committee Meetings

(Item 8)

1. Mr Brazier explained that he had taken key decision 22/00018 (Highway Rural Swathe Contract Maintenance Frequencies), which permitted two swathe cuts with tiered conservation cuts, between Cabinet Committee meetings in order to allow for a 1 April 2022 contract start date and contractors the time to mobilise.

RESOLVED to note that decision 22/00018: Highway Rural Swathe Contract - Maintenance Frequencies was taken between meetings of the Cabinet Committee in accordance with the process set out in the Council's constitution.

67. 22/00022 - Active Travel Funding Tranche 2
(Item 9)

RESOLVED to endorse the proposed decision of the Cabinet Member for Highways and Transport to proceed to consideration of alternative options for Thanet, Gravesend, and Folkestone Active Travel Schemes.

68. 22/00023 - Transport for the South East continuation of voluntary participation
(Item 10)

Mark Welch (Principal Transport Planner) was in attendance for this item.

1. Mr Brazier explained the proposed decision, the role of Transport for the South East and that the participant councils provided match funding, with the Department for Transport providing the main portion of funding. He informed the committee that the Leader of the Council would be the decision taker as Strategic Partnerships fell within his portfolio.
2. Mr Rayner asked how KCC ensured that it received representation proportionate to its large road network. Mr Welch confirmed that in addition to the main body, that KCC was part of a subregion study group alongside Medway Council and East Sussex County Council, which gave the Council further input into area specific investigations.
3. Mr Lewis asked whether the Council's financial contributions to Transport for the South East had improved transport outcomes for Kent and if it presented good value for money. Mr Watkins, as KCC's board member on Transport for the South East, reassured the committee that Kent's voice was heard and that the authority was appropriately represented. He explained the importance of the body's studies and stated that it proved good value for money. He noted the Department for Transport's preference for working with subregional transport bodies when building multi-authority encompassing infrastructure.
4. Mr Lewis moved and Ms Dawkins seconded an amendment to add "and at the same time investigate the setting up of a Transport for Kent body" to the recommendation.
5. Mr Rayner moved and Mrs Hudson seconded that the amendment be put. This was carried.
6. Members voted on the amendment. The amendment was lost.

RESOLVED to endorse the proposed decision of the Leader of the Council to agree to:

1. Kent County Council continuing to participate in a non-statutory voluntary Sub National Transport Body (SNTB) for the South East, known as Transport for the South East (TfSE), at the cost, for the purposes, and with the membership, set out in the accompanying report; and

2. Delegate to the Corporate Director Growth, Environment and Transport to take, in consultation with the Cabinet Member for Highways and Transport, the actions necessary to implement the decision subject to the Council's decision-making procedures.

69. 22/00025 - Bearsted Road Improvement Scheme

(Item 11)

Lee Burchill (Major Capital Programme Manager) and Barry Stiff (Senior Project Manager) were in attendance for this item.

1. Mr Burchill gave a technical overview of the Road Improvement Scheme and confirmed that funding from the Department for Transport's National Productivity Investment Fund (NPIF) would cover a significant portion of the scheme's costs.
2. Mr Chittenden described his monitoring of the scheme's development, in his capacity as a local member. He raised concerns that there had been inadequate public notice that the plan for the scheme had changed, from a three-lane highway with a low retaining wall to a four-lane dual carriageway with a four-metre-high wall. He stated that there had been a lack of consultation on scheme, as it was proposed, and that the scheme as it stood would negatively impact the rural landscape adjacent to the road.
3. Mr Burchill confirmed that the proposed four-lane dual carriageway would ease future maintenance and ensured less disruption to traffic. Mr Stiff reassured members that extensive ecology surveys had been carried out and that the dual carriageway and three lane options were similar in overall footprint.
4. Mr Brazier and Mr Jones confirmed that they were satisfied with professional assurance received in relation to the scheme.
5. Mr Chittenden asked that further information related to the professional assurance received in relation to the scheme be shared with members and published. Mr Stiff agreed to share the scheme's ecology and other advisory reports with members following the meeting.
6. Mr Chittenden moved and Mr Lewis seconded a motion "that the Environment and Transport Cabinet Committee recommend that the Corporate Director of Growth, Environment and Transport investigate and ensure that all investigations, consultations and reports including landscaping and planning in relation to biodiversity are in place and prior to proceeding with the work it is brought back to this committee for final recommendation."

7. Members voted on the motion. The motion was lost.
8. The chairman moved “that the Environment and Transport Cabinet Committee endorse the proposed decision of the Cabinet Member for Highways and Transport to give approval to:
- i) Adopt The Bearsted Road dualling scheme shown on Drg. No. 70040984-SK-0086 for development control, land charge disclosures and implementation;
 - ii) Retain the current scheme for widening Bearsted Road to three lanes scheme shown on Drg. No. 70040984-SK-0087;
 - iii) Delegate the decision to decide which of the two scheme options (Drg. No. 70040984-SK-0086 or Drg. No.70040984-SK-0087) is delivered to the Corporate Director of Growth, Environment & Transport under the Officer Scheme of Delegations following the views of this Committee and after prior consultation with the Cabinet Member;
 - iv) Give authority to enter into the appropriate land, development and funding agreements and the award of the construction contract, and all other acts and consents and any subsidiary contracts required to allow the scheme to be implemented;
 - v) Delegate to the Corporate Director of Growth, Environment & Transport under the Officer Scheme of Delegations following prior consultation with the Cabinet Member, any further or other decisions as may be appropriate to deliver the Bearsted Road scheme;
 - vi) Confirm that other decisions in Record of Decision 18/00026 remain extant.”
9. Members voted on the motion. The motion was carried.

RESOLVED to endorse the proposed decision of the Cabinet Member for Highways and Transport to give approval to:

- i) Adopt The Bearsted Road dualling scheme shown on Drg. No. 70040984-SK-0086 for development control, land charge disclosures and implementation;
- ii) Retain the current scheme for widening Bearsted Road to three lanes scheme shown on Drg. No. 70040984-SK-0087;
- iii) Delegate the decision to decide which of the two scheme options (Drg. No. 70040984-SK-0086 or Drg. No.70040984-SK-0087) is delivered to the Corporate Director of Growth, Environment & Transport under the Officer Scheme of Delegations following the views of this Committee and after prior consultation with the Cabinet Member;
- iv) Give authority to enter into the appropriate land, development and funding agreements and the award of the construction contract, and all other acts and consents and any subsidiary contracts required to allow the scheme to be implemented;
- v) Delegate to the Corporate Director of Growth, Environment & Transport under the Officer Scheme of Delegations following prior consultation with the Cabinet Member,

any further or other decisions as may be appropriate to deliver the Bearsted Road scheme; and

vi) Confirm that other decisions in Record of Decision 18/00026 remain extant.

70. 22/00026 - Heritage Conservation Strategy
(Item 12)

Lis Dyson (Heritage Conservation Manager) was in attendance for this item.

1. Miss Carey gave a verbal overview of the key decision and read a statement prepared by Mr Ridgers, KCC's heritage champion and chairman of the Heritage Member Working Group, which spoke of the importance of protecting Kent's historical artefacts and infrastructure, with the strategy acting as the Council's guide in this regard.
2. Ms Dyson addressed the response to the public consultation, which had been overwhelmingly positive. She noted that whilst still positive, the policies relating to metal detecting on the KCC estate aspect of the strategy were less popular. She confirmed that a new strategic aim had been added in relation to climate change, as a result of the consultation.
3. The chairman emphasised the importance of strengthening planning in relation to heritage buildings.
4. Mr Lewis asked whether there were any plans to involve school children in heritage. Ms Dyson confirmed that many of KCC's heritage sites had school visits, which were impacted by the pandemic. She confirmed that a full range of school visits would be facilitated from April 2022.

RESOLVED to endorse the proposed decision of the Cabinet Member for Environment to agree to adopt the revised Heritage Conservation Strategy.

71. 22/00029 - Solar Farm
(Item 13)

Jonathan White (Project and Operations Manager) was in attendance for this item.

1. Miss Carey explained the purpose of the key decision and reminded members that it would be funded through the Public Sector Decarbonisation Scheme. She highlighted the tight timescale of the proposed decision, which was a result of contractual and funding deadlines. She confirmed that the solar farm would save KCC more than £760,000 a year in energy costs. Reassurance was given that a report would be brought to the committee, addressing the spending of KCC's £20.6m Public Sector Decarbonisation Scheme grant, including the net impact on carbon reduction and energy use.
2. Mr Rayner asked whether there was flooding mitigation on the solar farm. Mr White confirmed that flooding mitigations were in place, with the panels 1.2m above ground level.

3. Mr Chittenden asked if the solar farm had been connected to the national grid and why some warranties were only 2 years. Mr White confirmed that the solar farm was connected to the national grid, that all panels and inverters were new, and that warranties were dependent on specific pieces of equipment, with the contactor warranty period lasting for 2 years followed by the manufacturer warranty.
4. Mr Hood asked whether the Council could renew the lease on the solar farm's land. Mr White confirmed that there was the potential to renew the lease at the appropriate time.
5. Mrs Hudson asked whether the solar panels were sourced from ethical suppliers. Mr White confirmed that whilst the panels were produced in China, due diligence had been carried out to ensure that the manufacturer was not involved in forced labour practices in Xinjiang.

RESOLVED to endorse the proposed decision of the Cabinet Member for Environment to:

1. Support the purchase, by Commercial Services Kent Limited, of the Special Purpose Vehicle (SPV), via the deployment of £14.415M of Public Sector Decarbonisation Scheme (PSDS) Funding (see decision 21/00034 for further details on PSDS Funding).
2. For the Corporate Director of Growth, Environment and Transport in consultation with the Director of Infrastructure and the Corporate Director of Finance, to transfer the necessary PSDS funding to Commercial Services Kent Limited for the purchase of the SPV, subject to:
 - the terms and conditions of the PSDS grant being met;
 - the technical, legal, and due diligence conclusions being acceptable to KCC;
 - and that the remaining funding for the project can be secured.
3. Delegate authority to the Corporate Director of Growth, Environment and Transport to take relevant actions, including, but not limited to, entering into contract and other legal agreements as required to arrange and deliver this project.

72. Green Economy - Prospects and Opportunities

(Item 14)

1. Miss Carey introduced the report and welcomed the committee's steer on further areas for consideration within the scope of the green economy.
2. Mrs Holt-Castle detailed the existing support and advice services that KCC offered to small to medium-sized enterprises. She confirmed that the 3 key carbon areas under investigation were: domestic housing; institutional buildings; and transport. She noted that the report would also be discussed by the Growth, Economic Development and Communities Cabinet Committee.

3. Members highlighted the following areas for further investigation and consideration by the Cabinet Member and Cabinet Committee:
 - a. The chairman suggested green energy storage and security
 - b. Mr Hood suggested sustainable mass transport solutions
 - c. Mr Watkins suggested green skills, supply chains and housing
 - d. Mr Hills suggested green power solutions for the fishing industry
 - e. Ms Dawkins suggested green manufacturing and tidal energy
 - f. Mr Lewis suggested green food production
 - g. Mr Collor suggested high paid green job creation

RESOLVED that the current and planned activity to support the development of the green economy in Kent be noted.

73. Risk Register

(Item 15)

Jody Catterall (Risk Manager) was in attendance for this item.

1. Ms Catterall gave a verbal overview of the Risk Register, including Growth, Environment and Transport's two corporate and eleven directorate risks. She asked the committee for suggestions or amendments to the Register.
2. Mr Jeffrey asked that transport risks and the impact of significant public transport disruption be incorporated into the Risk Register.
3. Ms Dawkins asked that the cost of living be factored into the Risk Register.

RESOLVED to note and comment on the risks presented.

74. Performance Dashboard

(Item 16)

Rachel Kennard (Chief Analyst) was in attendance for this item.

1. Ms Kennard gave a verbal summary of the fourth performance dashboard of the 2021/22 financial year, which included the period up to December 2021. She confirmed that of the 19 key performance indicators within the remit of environment and transport, 15 had been RAG rated green, 3 amber and 1 red. She stated that this reflected good overall performance and that recruitment challenges, vacancies and staff sickness had been notable factors in the red rating.

RESOLVED that the report be noted.

75. Work Programme

(Item 17)

RESOLVED that the work programme be noted.

To: **Environment and Transport Cabinet Committee – 19 May 2022**

Subject: **Buglife and Kent Wildlife Trust Bugs Matter Report**

Classification: **Unrestricted**

Past Pathway of report: n/a

Future Pathway of report: n/a

Summary:

On 5 May Buglife and Kent Wildlife Trust published their Bugs Matter report, a citizen-science survey that found that the abundance of flying insects in the UK had plummeted by nearly 60% over the last 17 years; highlighting a worrying trend and the crucial need for insect-focussed conservation research, nationwide. The Chairman of the Cabinet Committee has requested that the summary report be shared with the committee in order that the key findings may be discussed by Members.

Recommendation(s):

The Cabinet Committee is asked to comment on and note the contents of the report.

Background Documents

Appendix - Bugs Matter Summary Report

<https://www.kentwildlifetrust.org.uk/sites/default/files/2022-05/Bugs%20Matter%202021%20National%20Report%20Summary.pdf>

Bugs Matter Technical Report

<https://www.kentwildlifetrust.org.uk/sites/default/files/2022-05/Bugs%20Matter%202021%20National%20Report.pdf>

Contact details

Report Author:

Matthew Dentten

Democratic Services Officer

Telephone: 03000 414534

Email: matthew.dentten@kent.gov.uk

This page is intentionally left blank



Summary Report

The Bugs Matter Citizen Science Survey: counting insect ‘splats’ on vehicle number plates reveals a 58.5% reduction in the abundance of actively flying insects in the UK between 2004 and 2021.

Lawrence Ball, Robbie Still, Alison Riggs, Alana Skilbeck, Matt Shardlow, Andrew Whitehouse & Paul Tinsley-Marshall

A citizen-science survey, led by Kent Wildlife Trust and Buglife, has found that over the last 17 years the abundance of flying insects in the countryside that get hit by cars has plummeted by almost 60%.

Background

There is a growing amount of evidence of widespread insect population decline. These declines could have catastrophic impacts on the earth’s natural environment and our ability to survive on the planet. However, there has not been enough data to draw robust conclusions about trends in insect populations in the UK, because standardised surveys are not used for all insect groups or at a national scale. Our study demonstrates the use of an innovative method for widespread monitoring of insect ‘splat rate’, to investigate changes in insect populations in the UK over a 17 year timeframe.

The Bugs Matter survey was undertaken in the summer of 2021, and compared results with a similar survey in 2004. The survey took place across the UK and found that overall, the number of insects recorded had reduced by 58.5%. There were differences between each country. England suffered the greatest decline with 65.0% fewer insects recorded in 2021 than in 2004, Wales had 55.0% fewer, and Scotland 27.9% fewer.

Without the help of hundreds of citizen scientists Bugs Matter would not be possible, and we thank everyone who has taken part.

What is the Bugs Matter survey?

Bugs Matter enlists the help of volunteer citizen scientists to monitor the health of the UK’s insect populations by recording the numbers of insects that become accidentally squashed on vehicle number plates during a journey. Insects were counted using a ‘splatometer’ – a standard-sized grid, to ensure counts were made consistently (Figure 1), and number plates are cleaned prior to the journey starting to make sure counts don’t include insects from previous journeys. Data about journeys, vehicle types and numbers of insects are collected using the specially designed Bugs Matter smartphone app.:

- [Bugs Matter – Apps on Google Play](#)
- [Bugs Matter on the App Store \(apple.com\)](#)

The Bugs Matter survey takes place from the start of June to the end of August. It was first run by the RSPB in 2004, repeated by Kent Wildlife Trust in Kent in 2019, and then repeated again nationally by Kent Wildlife Trust and Buglife in 2021.

- In 2004, 196,448 insects were sampled over 14,466 journeys comprising 867,595 miles, a splat rate of 0.238 splats per mile.
- In 2019, 1,063 insects were sampled over 599 journeys comprising 9,960 miles, a splat rate of 0.098 splats per mile.
- In 2021, 11,712 insects were sampled over 3,348 journeys comprising 121,641 miles, a splat rate of 0.104 splats per mile.

Using a statistical model, we compared the number of insects sampled by vehicles in 2019 and 2021 with the data collected by the RSPB in 2004.

Why count squashed insects?

Bugs Matter is based on the ‘windscreen phenomenon’, a name for the observation that people tend to find fewer insects on car windscreens now compared to several decades ago. Taking the ‘windscreen phenomenon’ as inspiration, we can use cars as a sampling tool. Cars are useful, as they are used by lots of people, travel around the country, and as they do so, they ‘sample’ insects. And, if we use cars as our sampling tool, we can turn the ‘windscreen phenomenon’ observation or anecdote, into useful data. By using a simple and easily repeatable method, we can compare ‘splat rate’ between years, and over time build a better understanding of any trends in insect populations. It is therefore essential that the survey is repeated regularly so that a trend can be established.

Insects are critical to a healthy functioning environment. They pollinate most of the world’s crops, provide natural pest control, decompose organic matter and recycle nutrients into the soil. Without them we could not grow onions, cabbages, broccoli, chillies, tomatoes, coffee, cocoa, most fruits, sunflowers, and rapeseed, and demand for synthetic fibres would surge because bees pollinate cotton and flax. Insects underpin food chains, providing food for larger animals including birds, bats, reptiles, amphibians, fish and terrestrial mammals. Almost all birds eat insects - many of those that eat seeds and other food as adults must feed insects to their young – it is thought to take 200,000 insects to raise a single swallow chick. Quite simply, without insects, life on earth would collapse.

Counting insects not only gives an estimate of the abundance of insect life in our towns and countryside, but also a measure of the health of our environment. When insect numbers fall this is an indication that nature is in trouble. Insect numbers can also show where wildlife is recovering, and so Bugs Matter can be used to measure how the work of conservation organisations and others is helping nature’s recovery.

What did we find out?

Our results show that the number of insects sampled on vehicle number plates in the UK decreased by 58.5% between 2004 and 2021 (34.4%/decade), and that this difference was statistically significant. The greatest decreases in splat rate occurred in England (65% between 2004 and 2021 or 38.2%/decade), whilst journeys in Scotland recorded a comparably smaller decrease in splat rate (27.9% between 2004 and 2021 or 16.4%/decade), and splat rates in Wales were intermediate (55% between 2004 and 2021 or 32.3%/decade). Unfortunately there were too few surveys in Northern Ireland to draw conclusions. Figure 2 shows the journeys made by citizen scientists, Figure 3 shows the change in ‘splat rate’ each year, and Figure 4 shows a heat map of splat rate of insects on car number plates for each UK country.



Figure 1. Photograph showing the splatometer positioned over a number plate.

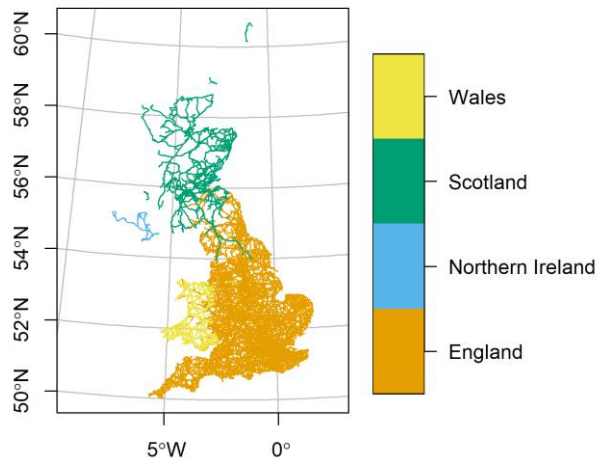


Figure 2. A map showing the distribution and extent of journeys in 2004, 2019 and 2021 included in this

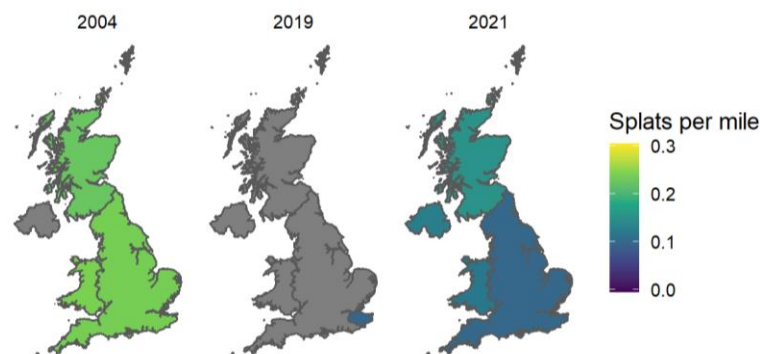


Figure 4. Heat map of the UK showing splat rate of insects on car number plates from the Bugs Matter survey in the UK in each of the survey years, 2004, 2019 and 2021.

analysis of Bugs Matter survey data on insect numbers sampled by vehicle number plates in the UK.

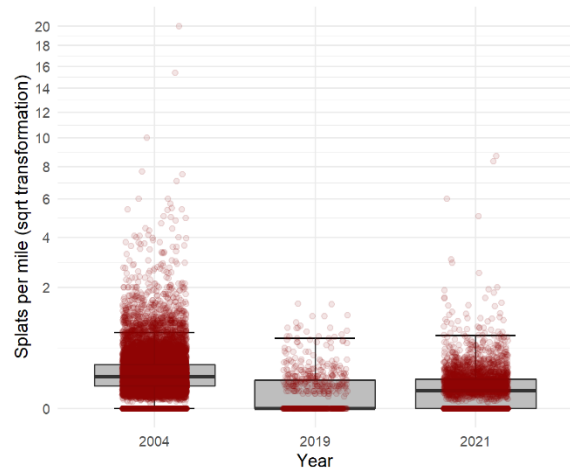


Figure 3. Box and whisker plot showing insect splat rate (splats per mile) in each year. The boxes indicate the central 50% of the data, either side of the median splat rate which is shown by the horizontal line inside the box. The vertical lines extend to 1.5 times the central 50% of the data and the data points 'jittered' so they do not overlap. The thick line at $y = 0$ for each year are data points for journeys with a count of zero splats per mile.

What do the results mean?

Our results are consistent with declining trends in insect populations reported by many other scientific studies from around the world which have found declines in populations of many different types of insect. In particular, the apparent national rate of decline in flying insect abundance of 34.4%/decade in our data is comparable to similar data from Denmark, showing 38.0% and 46.0%/decade declines, and are slightly higher than the 28.0% decadal decline in the biomass of flying insects observed in a widely reported German study.

There were also significantly different changes in splat rates between 2004 and 2021 for the different countries of the UK. The splat rate was 27.9% lower in Scotland in 2021, but had reduced by 65.0% in England. Annual counts of moths have previously recorded a reduction of 22.0% in northern Britain compared with 39.0% in southern Britain between 1968 and 2017. Our data therefore reinforces concerns that the factors responsible for insect declines are acting more strongly on populations in England or Southern Britain than in Scotland or Northern Britain.

However, our data only represent snapshots of insect populations from years at widely spaced intervals over a 17-year period. Furthermore, insect populations and activity fluctuate from year to year for many reasons such as the weather, so we must treat our results with some caution. There is not yet enough data from the Bugs Matter survey to establish a long-term trend, however, our analysis adds weight to concerns that populations of flying insects are disappearing at an alarming rate. The data collected was investigated using a model that included real world data on other landscape, weather, vehicle type and time variables that can affect insect numbers, and has shown that Bugs Matter is a robust data collection methodology that can be used to generate new data and to establish a long-term flying insect monitoring metric.

What needs to happen?

It is increasingly clear that our planet's ecological balance is breaking and there is an urgent need for an intense and global effort to avert these trends. Allowing insect declines to continue is not a rational option for anyone. Insects make up over half the species on Earth, our planet's health depends on them, so their disappearance is intensely concerning. The rate of loss of insects is much faster than that of higher profile wildlife like birds and mammals; local extinction rate for insects is eight times higher!

There are many causes, and they all need to be addressed, but the evidence is clear, we will not avert the crisis without urgently reversing habitat loss and degradation, preventing and mitigating climate change, reconnecting flower-rich habitats, cleaning-up polluted waters, and replacing pesticide dependency with sustainable farming methods.

We can restore nature, and we can reverse the declines in our insects, but we must all work together, we must work at scale, and we must work with urgency. And, we need to continue to monitor the health of our insect populations – Bugs Matter will continue in 2022, we hope that those who took part in 2021 will be joined by hundreds more citizen scientists this year! A particular effort will be made to increase the number of journeys in Northern Ireland.

To draw robust conclusions about long-term trends in insect abundance in the UK, scientists require data from many years, over long time periods, and over large areas – the Bugs Matter citizen science survey will continue to generate such data.

The full technical report for the 2021 Bugs Matter survey containing detailed analysis and references to other studies mentioned here is available here <https://www.kentwildlifetrust.org.uk/get-involved/our-projects/bugs-matter> and enquiries can be directed to info@bugsmatter.app.

From: Susan Carey, Cabinet Member for Environment
Simon Jones, Corporate Director, Growth, Environment and Transport

To: Environment and Transport Cabinet Committee, 19 May 2022

Subject: Plan Sea – scoping out the potential for a coastal and marine strategy in Kent

Classification: Unrestricted

Past Pathway of report: n/a

Future Pathway of report: n/a

Electoral Division: Kent wide

Summary: This discussion paper reviews the potential for the development of a coastal and marine strategy for Kent – “Plan Sea” – and outlines the considerations for taking this work forward.

Recommendation(s):

The Cabinet Committee is asked to comment on the considerations laid out by this paper in respect of Kent County Council taking forward a coastal and marine strategy.

1. Introduction

1.1 With over 350 miles, Kent has one of the longest county coastlines in England and our identity is strongly linked to our coastal and marine borders.

1.2 The coastal and marine environment faces many pressures:

- water quality degradation from land-based and sea-based activities and development
- climate change impacts, such as warming waters and coastal squeeze¹
- coastal erosion and flooding
- habitat damage and loss
- over exploitation
- impacts of resource extraction
- recreational disturbance

¹ Coastal squeeze is when natural habitats are lost or degraded because hard structures prevent their landward migration in response to sea level rise.

For example, as the sea level rises and water encroaches further inland across the intertidal area, saltmarsh will be lost under that water but naturally the saltmarsh would migrate landwards so the area of saltmarsh would not be lost, it would just extend further inland. However, when there is a sea wall, say, that migration is prevented and the area of saltmarsh is “squeezed” or in other words reduced. Over time this area will be completely lost.

- invasive species
- damage to cultural and heritage sites

1.3 But the coastal and marine environment also presents opportunities that we are possibly not fully realising, such as:

- food production
- energy generation
- recreation (and associated physical and mental health benefits)
- carbon capture
- tourism
- other economic benefits, associated with its natural capital

1.4 There are a number of stakeholders with an interest in a clean, productive, and biologically diverse coastal and marine environment and a number of bodies with statutory responsibility for various aspects of its management.

1.5 Despite the stakeholders with an interest or responsibility, our coastal and marine habitats do not provide the healthy and productive environment we might aspire to and there is a lack of join-up across this strategic agenda.

2. Strategic approach for the coastal and marine environment

2.1 In 2020 the Kent Biodiversity Strategy was adopted with the goal that, by 2045, Kent is making its contribution to reversing the loss of marine biodiversity and delivering clean, productive, and biologically diverse oceans and seas through good management.

2.2 After two years since its publication, we are not in a position to confidently assess progress on this as there is no clear lead or champion within the county coordinating or monitoring efforts on this and no resources to dedicate to this.

2.3 This is not to say that there is not work ongoing, nationally and within Kent, by agencies with a responsibility, such as Natural England, Environment Agency, Marine Management Organisation and the Fisheries and Conservation Authority. However much of this work is seemingly done in isolation and with disparate engagement of ourselves and other bodies.

2.4 The 2021 Environment Act requires the development of a Local Nature Recovery Strategy for Kent and Medway. Once secondary legislation is in place, Kent County Council will be responsible for developing this spatial strategy that will establish priorities and map proposals for specific actions to drive nature's recovery and provide wider environmental benefits. This work is expected to commence summer 2022. The extent to how much of the intertidal area will be included is currently unknown, but we understand that marine environments will not be a statutory requirement of the Local Nature Recovery Strategy and a notable proportion of intertidal area is also expected to be excluded. The Local Nature Recovery Strategy is expected to supersede the Kent Biodiversity Strategy and consequently this has the potential to leave a further strategic gap for the marine and coastal environment in Kent. However, we understand that responsible authorities for the Local Nature Recovery Strategy may have the autonomy to include marine and coastal areas in the

Local Nature Recovery Strategy; but this work will not be supported by Defra with resources or data.

- 2.5 KCC previously (over 10 years ago) sought to develop various coastal strategies, including an integrated coastal zone management plan and coastal economic development plans, but establishing a strategy for the coastal and marine environment is challenging. The plethora of influencing factors, stakeholders, and statutory bodies, with different degrees of influence and responsibility, make it difficult to pull together a comprehensive strategy for this broad agenda.
- 2.6 We also don't want to duplicate the efforts of the agencies already operating in this area nor cross the lines of their statutory responsibilities.
- 2.7 It may therefore be sensible to have a narrow and carefully defined focus for any strategic efforts, based on risk and opportunity, which helps to join up agendas, and address any gaps of action, and develop this with the relevant stakeholders to deliver change where its most needed.
- 2.8 And whilst such a narrowly focussed strategy may not, for example, cover the further development of the county's thriving coastal-based social and cultural reputations and its economic development, the opportunities to support such agendas through the delivery of a healthy and rich coastal and marine environment could still be considered.
- 2.9 The development of a "Plan Sea" would have to secure not just the buy-in and support of all relevant agencies and stakeholders but their active engagement, in order to effect change. The implementation of the Strategy would heavily rely on these partners' statutory powers and resources, given the county council's lack of both.

3. Defining the focus of a coastal and marine strategy

- 3.1 To define what a coastal and marine strategy may address, and shape ambitions to what it may achieve, we need to:
 - Identify the key challenges for Kent's coastal and marine environment, the partners involved and the opportunities to influence.
 - Better understand the work and priorities for strategic partners and identify what's already being done.
 - Undertake analysis to identify the opportunities being missed.
 - Undertake analysis of the risks to the coastal and marine environment because of a lack of a strategic framework.
 - Analyse the external factors influencing this agenda.
 - Review what others have done elsewhere in UK.
- 3.2 As well defining the scope of Plan Sea, this work will enable us to identify wider strategies that relate to our coast and present opportunities for collaborative work in pursuit of shared outcomes.

3.3 This analysis will also help us to determine whether inclusion of the coastal and marine environment in the Local Nature Recovery Strategy will give us the strategic framework we need or whether a stand-alone strategy is required.

4. Financial and resource implications

4.1 Kent County Council's Coastal Officer role was deleted in 2016/17 as a result of efficiency savings, on the basis that the authority lacked any statutory responsibilities or role within this area. Owing to personnel changes, Kent Wildlife Trust no longer has its Marine Officer. The County is therefore currently without a dedicated resource with oversight of this agenda nor any resource to take this work forward. From a KCC perspective, development of this agenda will need to be identified as a future budgetary pressure.

4.2 Over 2022 and 2023, the Local Nature Recovery Strategy will be developed which presents a sizeable strategic task not just for Kent County Council but also our partners, who will need to be engaged in its development. In planning the development of Plan Sea, we need to be mindful of our strategic partner's capacity to fully engage in this work and the fact that priority will be given to the statutory Local Nature Recovery Strategy.

4.3 Preliminary discussions have been held with Kent Wildlife Trust about the potential to share the cost burdens of a marine and coastal officer role and work collaboratively on driving this agenda forward.

4.4 In the interim, the work outlined in section 3 to define the scope of any strategic approach could be commissioned. Although this would not likely be a costly commission, there still is no allocated budget for this initial work, but we anticipate would be in the region of £40k.

5. Legal implications

5.1 There are no legal implications.

6. Equalities implications

6.1 An Equalities Impact Assessment is not required at this stage. Should a Strategy be developed, an assessment will be undertaken.

7. Other corporate implications

7.1 The development of specific action for the coastal and marine environment would be in support of the Kent Biodiversity Strategy, adopted by Kent County Council in 2020.

8. Governance

8.1 There are no governance issues.

9. Conclusions

- 9.1 A coastal and marine strategy for Kent will need to be carefully defined – both in terms of purpose and scope. But such a framework does present opportunities to drive forward elements of this agenda that have previously not benefited from strategic or collaborative action.
- 9.2 Should such a strategy be endorsed, resources will need to be secured to take the work forward. It will also need to be coordinated with other KCC strategic work and the development of the statutory Local Nature Recovery Strategy.

10. Recommendation(s)

Recommendation(s):

The Cabinet Committee is asked to comment on the considerations laid out by this paper in respect of Kent County Council taking forward a coastal and marine strategy.

11. Background Documents

- 11.1 Kent Biodiversity Strategy
<https://kentnature.org.uk/wp-content/uploads/2022/01/Kent-Biodiversity-Strategy-2020.pdf>

12. Contact details

Report Author:

Elizabeth Milne
Natural Environment & Coast Manager
03000 413950
elizabeth.milne@kent.gov.uk

Relevant Director:

Stephanie Holt-Castle
Director for Growth and Communities
03000 412064
stephanie.Holt-Castle@kent.gov.uk

This page is intentionally left blank

From: Susan Carey, Cabinet Member for Environment
Stephanie Holt-Castle, Director, Growth and Communities

To: Environment and Transport Cabinet Committee – 19 May 2022

Subject: Environment, Net Zero and Section 31 Public Sector Decarbonisation Scheme Update

Classification: Unrestricted

Past Pathway of Paper: n/a

Future Pathway of Paper: n/a

Electoral Division: County-wide

Summary: This paper is a summary of progress during 2021-22 towards the Kent wide and KCC environmental and net-zero targets and plans. It proposes an approach to re-evaluate the environmental priorities within the scope of the Strategic Reset Programme, recognising that access to finance is changing significantly and will start to impact on ‘environment’ staff resources in the medium term.

This paper also provides an update on the Public Sector Decarbonisation Scheme (PSDS) agreement with the Department of Business, Energy, and Industrial Strategy (BEIS) for a Section 31 grant of £20.6m to deliver a number of energy projects within the KCC estate and a further £1.2m for school site energy projects that was accepted in March 2021 and which will help KCC meet its target of achieving net-zero carbon emissions by 2030.

Recommendation(s):

- 1) The Cabinet Committee is asked to note the considerable progress towards KCC net-zero 2030 target achieved in 2021 despite the challenging operating environment.
- 2) The Cabinet Committee is asked to discuss the changes to external funding that impacts KCC’s ability to deliver the Net Zero by 2030 ambition and wider programme beyond 2023/24.
- 3) The Cabinet Committee is asked to note the risks associated with the Net Zero and Public Sector Decarbonisation Scheme Programmes as outlined in section 6.

1. Introduction to KCC Net Zero 2030

- 1.1 KCC has a long-established environmental improvement programme, certified to the International Standard for Environmental Management ISO14001, which continues to demonstrate year-on-year progress in reducing KCC’s environmental impacts and most significantly reducing greenhouse gas (GHG) emissions by 73% since 2010. This lends credibility to KCC’s role as leader of the delivery of the Kent wide

environmental and climate change strategies and plans, which requires significant partnership support to be successful.

- 1.2 Recognising the Climate Emergency, in September 2020, the Cabinet Member for the Environment took the decision to set an ambitious target to reduce the direct emissions from KCC's estate and operations to Net Zero by 2030, 20 years ahead of the UK Government's target, delivered through a mix of KCC actions and offsetting. This is KCC's organisational target and does not include emissions from commissioned and outsourced services (known as scope 3 emissions). An expanded baseline, which includes emissions data from KCC's traded companies was established for 2019-20 and monitoring against this target is included in [KCC's published quarterly performance report](#).
- 1.3 In addition to the monitoring of emissions from KCC's estate and operations, the KCC environment programme seeks to ensure delivery of the commitments detailed in KCC's Environment Policy and relevant aspects of the Kent wide strategies and plans that need to be taken account of or delivered by KCC services (see Appendix 1 for a full list). This ensures the programme reflects both the climate and ecological emergency, statutory requirements, pollution, and health concerns and seeks to address both climate mitigation and adaptation actions.

2. Policy Framework for KCC Net Zero 2030

- 2.1 The environment is one of the five main Challenges set out in the Interim Strategic Plan which remains in place until May 2022. Tackling the climate emergency is identified as an urgent priority. 'KCC's role in achieving Kent's environmental ambitions' was additionally identified as one of four Strategic Policy Challenges in the December 2021 County Council Strategic Statement development update paper.
- 2.2 In response to the UK Climate Emergency, KCC has committed to reducing carbon emissions to Net Zero from its own estate and traded companies (excluding schools) by 2030.
- 2.3 The Net Zero activity and the specific projects which will be supported by the Public Sector Decarbonisation Scheme grant will help deliver against this challenge and underline KCC's leadership role in tackling climate change.

3. Strategic Context and Governance

- 3.1 Strong governance and financial support is required for such a broad programme of activity for KCC Net Zero 2030, the success of which is reliant on the involvement of all KCC services, many working in partnership with public and private sector organisations to achieve county wide sustainable environmental change.
- 3.2 For Kent and Medway Net Zero 2050 target, services within the Environment and Waste division of GET Directorate lead or work collaboratively through several county wide partnerships, such as the Kent Resource Partnership (Circular Economy/waste), Kent Nature Partnership, Kent and Medway Environment Group, Kent Climate Change Network and with KCC Transportation and Public Health to support the Kent & Medway Air Quality Partnership.

- 3.3 Under the framework of the Kent Environment Strategy (KES) and the Energy and Low Emissions Strategy (ELES), the KCC Sustainable Business and Communities Team (SBC) has been leading KCC's response to achieving the net-zero targets (both 2030 and 2050) providing expert advice and guidance and co-ordinating both the county wide Net Zero 2050 programme overseen by the Kent and Medway Environment Group, reporting to Kent Chief Executives and Leaders and the KCC Net Zero 2030 Organisation Programme reporting to the KCC Environment Board. The KCC Environment Board is chaired by the Corporate Director for Growth, Environment and Transport and is attended by senior officers across all four directorates. The Public Sector Decarbonisation Scheme grant has its own officer steering group chaired by the Director for Growth and Communities which has in addition been regularly reporting to the KCC Major Energy Project Board and the KCC Capital Officers Group.
- 3.4 It has been recognised that the environment and the response to climate change requires the highest level of strategic oversight within the organisation to ensure 'environment' is taken account of throughout all decision making and delivery. As such the KCC Environment Programme including Net Zero (both 2030 and 2050 targets) is being supported as one of only thirteen key priorities within KCC's Strategic Reset Programme.

4 Progress Update 2021-22

County Wide Progress towards Net Zero 2050

- 4.1 The Kent-wide Net Zero 2050 programme continued with the following achievements in 2021-22:
- £70.5million of external funding secured to deliver Kent-wide Net Zero targets (see section 5 for further detail)
 - The Kent & Medway Energy & Low Emissions Strategy implementation plan reached the end of its first year and monitoring is now in progress, a full annual report is due to be reported to the cross-party members' group in May 2022 before being reported to Environment and Transport Cabinet Committee in July 2022.
 - The KCC waste management team and District partners continue the 'Keep Kent Clean' campaign targeting litter and flytipping and raising awareness on how residents can reduce, re-use and recycle both at home and at the Household Waste Recycling Centres with consideration to full product life cycle. Consideration of reduce first, but then reusing and recycling next rather than disposal is a key Net Zero consideration. Household Waste Recycling Centres continue to offer booking slots to better manage demand and help minimise queuing traffic therefore reducing emissions and the impact on air quality around the centres.
 - The KCC Natural Environment team continues to implement The Kent Biodiversity Strategy and Kent's Plan Bee pollinator action plan and works to establish more trees across the county in line with a Kent Tree Strategy currently out for consultation. Work continues to develop the approach to Nature Based Solutions. Work to align with the anticipated Kent Nature Recovery Strategy following the release of the Environment Act in late 2021, is also underway.
 - Kent's Climate Adaptation action plan is due to be published in Autumn 2022 with the draft currently undergoing internal consultation.

- Contracts have been agreed to deliver the EV600 project which will see over 600 electric vehicle charging points being installed across the county, in addition to 23 double-socket chargers being established at 19 Parish and Town Hall locations alongside those being funded directly by District or Borough Councils.
- KCC secured £1.2 million of Public Sector Decarbonisation Scheme grant funding for school energy projects to deliver heat pumps, solar panels or double glazing and insulation upgrades in eight schools by June 2022.
- Folkestone and Hythe District Council secured £2million and Gravesham Borough Council secured £800,000 of Social Housing Decarbonisation Fund grant funding which targets retrofitting social housing properties with an Energy Performance Certificate (EPC) rating of below C through a range of energy efficiency upgrades.
- KCC has completed the first year of a two-year scheme to loan electric vans to businesses and other organisations across the county. Over 160 loans have been completed with six organisations already switching to electric vehicles after their trial. At the end of the scheme the 48 electric vans will be available to replace KCC and other public sector fleet vehicles at no cost.
- A Heritage Strategy is being recommended for adoption by KCC Cabinet Member for Environment. Following public consultation over the winter, the strategy's response to climate emergency has been added as an explicit fifth Strategic Aim within that Heritage Strategy.

KCC Progress Towards Net Zero 2030

- 4.2 The KCC Environment Policy is still valid, the current version was issued September 2020.
- 4.3 Good progress has been made towards Net Zero 2030, and KCC is currently ahead of target for 2021-22 with 16,774 tonnes of carbon dioxide equivalent (CO₂e) emitted up to December 2021 vs the target of 20,788 tonnes CO₂e for the year. (The final 21/22 position will be confirmed in May 2022 when the remaining data is received and analysed). This has been achieved in part by the significant reduction in transport and travel due to COVID-19 restrictions. Whilst an upturn in transport and travel is expected once restrictions end fully it is not expected to return to pre-COVID levels following the adoption of flexible working arrangements.
- 4.4 KCC's Net Zero 2030 programme continues with the following achievements:
- KCC's Net Zero road map has been mapped see Appendix 2 for full details
 - Year one of the initial 3-year Net Zero action plan has been completed and reviewed (Appendix 3 including progress updates)
 - Established a new greenhouse gas emissions baseline (2019-20) and a more comprehensive data gathering and reporting process to monitor Net Zero by 2030 and provided a briefing on this for KCC Members.
 - Secured £20.6 million of Public Sector Decarbonisation Scheme Government grant funding for corporate estate energy projects, delivering within a particularly challenging timeframe and with added supply chain delays. The majority of projects are now complete or nearing completion including the acquisition of the Special Purpose Vehicle (SPV) to operate a 23MW Solar Park in Somerset. The second of the large solar and heat pump projects along with the upgrades to Oakwood House are due to be completed by mid-2022.

- Included Net Zero within the Strategic Commissioning Framework and related guidance and established a Kent wide public sector Market Position Statement.
- Worked with infrastructure to include Net Zero and other environmental requirements within the Hard Facilities Management services contract specification, with Soft Facilities Management services in progress.
- Contributed to the evaluation of two phases of KCC Community Wellbeing Services contracts, to support KCC supply chains to maximise their contribution to achieving Net Zero.
- Started to explore the emissions impact of our contracted services and what impact this might have on county-wide 2050 Net Zero ambitions. As an example, one Highways contract alone is equivalent to one fifth of KCC's total organisational carbon footprint.
- Established a fleet vehicle working group to plan the transition of 400 vehicles to electric or other low carbon fuels.
- Planned the rebrand and launch of the Environmental Champions network aligned with Kent Green Action, launching in January 2022 with 180 staff recruited by mid-February.
- Continued successful ISO14001 assessments reducing frequency from 6-monthly to annual reflecting the excellent management practices that are in place and subsequently reducing the annual cost and resource impact on services that more frequent audit requirements would require.
- Supported The Education People to achieve ISO14001 in early 2021 followed by an excellent result in their first assessment in November 2021 with no non-conformances recorded.

4.4 Public Sector Decarbonisation Scheme Progress

- In Autumn 2020, the Department of Business, Energy, and Industrial Strategy and Salix¹ announced £1bn of grant funding which aligned with the Department of Business, Energy and Industrial Strategy's new mission and priorities including tackling climate change. In December 2020, KCC applied for £20.6m of projects for its own estate, plus a further £1.2m for schools-based projects and were awarded both grants under a Section 31 agreement in March 2021.
- Susan Carey, Cabinet Member for Environment took Key Decision (decision number 21/00034) –to accept both of the Section 31 Grants and on 18th March 2021, the Environment and Transport Cabinet Committee resolved that the decision to accept the Section 31 Grant be noted and the full Grant funds were subsequently received. An update was provided to the Environment and Transport Cabinet Committee in June 2021 confirming the projects being developed to utilise the full Section 31 grant funding that had been allocated.
- A funding deadline extension was granted from March 2022 to June 2022 to allow schemes across the UK more time to complete. KCC was a key lobbyist for this.
- Cross authority officer level support, risk mitigation and problem solving enabling the projects and programme teams to mobilise with unprecedented agility whilst remaining within agreed governance routes and authorisation parameters.

¹ Salix is a non-departmental body owned by the Government who provide funding to the public sector to improve energy efficiency, reduce carbon emissions and lower energy bills

- Final deliverable project list and grant funding contributions allocated and where needed additional KCC funding allocated to ensure project completion secured (see table 1 below for full details)

5. Finance

- 5.1 A total of £91.7m of external grants and funding has been secured since 2021 to deliver projects and activity that contribute to Net Zero.
- 5.2 Of the £91.7m County wide Net Zero 2050 measures have been awarded £70.5m of this total as follows:
- £35.1m Department for Transport grant to deliver the Bus Service Improvement Plan including supporting the transition to electric buses and tackling air quality hotspots.
 - £21m Low Carbon Across the South East (LoCASE) Small and Medium Enterprise (SME) business support
 - £9.5m Department for Transport grant for electric buses on Kent Thameside and Dover Fast-track
 - £2.8m Social Housing Decarbonisation Fund grant for retrofitting social housing properties in Folkestone and Hythe and Gravesham
 - £1.2m Public Sector Decarbonisation Scheme grant for school energy projects
 - £387k Department for Transport grant for active travel and modal shift initiatives
 - £218k Department for Transport grant for Parish Hall electric vehicle charge-points
 - £118k South East New Energy community energy and renewables
- 5.3 Of the £91.7m KCC organisational Net Zero 2030 measures have been awarded £21.2m of this total as follows:
- £20.6m Public Sector Decarbonisation Scheme grant for energy projects
 - £400k Heat Network Implementation Plan (HNIP) grant for Maidstone Heat Network commercialisation
 - £235k National Highways grant for electric vehicle charge-points
- 5.4 Plus £1.3m annually:
- £1m Environment Net Zero reserve (previously known as the Climate Change Fund)
 - ~£340k Salix energy efficiency fund supplemented by a further £300k KCC fund (£640k total on a loan recycling basis, Salix funding retained until 2025)
- 5.5 New funding bids are continuing to be developed and there a further Public Sector Decarbonisation Fund bid for heat pump upgrades and retrofitting KCC buildings and schools to improve building fabric and insulation bid currently submitted which is pending a decision.
- 5.6 Cumulatively, it is anticipated that the projects being funded by the Public Sector Decarbonisation Scheme grant will reduce carbon emissions from KCC's estate by 40% from the 2020/21 baseline, some 7,097 tonnes of CO₂ and enable significant

contribution towards KCCs net-zero carbon emissions target. Alongside delivery of the net-zero target, the proposed projects will reduce KCC's direct energy costs by £225,948 and also provide an additional income of upwards of £760k per annum to KCC from two solar parks that can be used to further offset KCC's ongoing energy costs or other County Council activity. Similarly, the in-county solar park will also help stimulate the low carbon economy in Kent and create local jobs as well as set up key development infrastructure to meet future energy challenges such as security of supply.

Table 1: Workstream, Project Detail and Associated Funding Allocations for the BEIS Public Sector Decarbonisation Section 31 Grants

Workstream	Total Workstream Value	Project	PSDS Grant Contribution	KCC Contribution
1: SPV Purchase for Bowerhouse Solar Park ²	£16.3million	Construction of a 21MW solar farm	£14.5million	KCC Investment and Match Funding £1.8m
2: Kings Hill Solar Park	£4.2million	Construction of a 3MW solar farm	£3.5million	Up to £300k
3: Digital Autopsy Building	£88k	Purchase of an air source heat pump and solar PV to supply DA building	£88k	KCC Funding the main build scheme
4: Turner Contemporary	£164.5k	LED Lighting (Phase 1 and Phase 2)	£164.5k	£0.00
6: Paddock Wood Community Centre	£97.5k	Installation of an air source heat pump	£65.5k	KCC Funding the main build scheme
		Installation of solar PV	£30.7k	
7: Oakwood House	£1.49million	Ground source heat pump	£235.5k	KCC Funding the main build scheme
		Energy upgrade works	£35k	
		Building management system	£202.5k	
		Hot water distribution improvements	£125k	
		Pipe insulation	£78k	
		Purchase of ventilation fans	£135k	
		Ventilation distribution system	£333k	
		Electricity supply	£250k	

² Out of county location

		upgrade		
		LED lighting	£96k	
8: LED Lighting in KCC buildings	£96k	Ashford Highways Depot	£96k	£0.00
9: Installation of Heat Pumps in KCC buildings	£580k	Air source heat pump at Ashford Highways Depot	£260k	£0.00
		Ground source heat pump at the Swattenden Outdoor Centre (Tunbridge Wells)	£155k	£165k
10: Installation of Solar PV on 6 KCC buildings	£341k	Brook House (Whitstable), Ashford MASH Swanley Link The Sunrise Centre (Tunbridge Wells) Kent Scientific Services (West Malling) St Peter's House (Broadstairs)	£341k	£0.00
Total			£20.6million	£2.265million
11. Schools Programme	£147k	Cobham Primary air source heat pump	£105k	£42k
	£169.5k	Southborough Primary air source heat pump	£169.5k	£0
	£140k	Palace Wood Primary (Maidstone) air source heat pump	£140k	£0
	£50k	Wickhambreaux Primary double glazing	£50k	£0
	£371.5k	The Archbishops School (Canterbury) double glazing	£250k	£121.5k
	£316k	West Kingsdown air source heat pump	£316k	£0
	£153k	West Kingsdown Primary insulation and double glazing	£75k	£78k
	£35k	Kemsing Primary insulation and double glazing	£35k	£0
	£77k	Herne Bay High solar PV	£77k	£0
Total			£1.2million	£241.5k

5.7 In summary:

- To deliver Net Zero 2030 for KCC, significant further future investment will be required. It should be noted that there is currently no funding allocated within KCC's capital programme to deliver Net Zero and the current Net Zero Reserve of £1m per annum will not be sufficient given the breadth of activity that still needs to be undertaken.
- Public Sector Decarbonisation Funding of £20.6m has contributed to a 40% reduction in KCC's emissions. Whilst this is considerable progress there is still a considerable challenge ahead to make progress on the remaining reductions required to reach Net Zero 2030.
- Government is moving away from 100% grant funding for decarbonisation and require much higher match funding percentages than has been seen previously
- Timing and conditions attached to future government grant funding may mean we are not always be able to secure or deliver additional external funding to support Net Zero activity
- Modelling is underway to determine the full investment picture required for KCC but this is a complex process and reliant on KCC's appetite or not to include indirect emissions that are attributed to its supply chain (known as scope 3 emissions) as well as emissions from its direct operation and activity (known as scope 1 and scope 2 emissions). It is anticipated that a full discussion will be able to take place with the cross-party members group in the Autumn of 2022.

6. Risks and Opportunities

Continued Compliance with ISO14001

6.1 The most recent assessment was completed 9-11 February 2022 achieving an excellent result with just a single minor non-conformance recorded. COVID 19 restrictions continue to reduce our ability to conduct audits, with only some able to be completed online. We continue to work with Internal Audit and Health & Safety to integrate audit needs and make better use of all KCC auditor resources.

Requirements of Interested parties

6.2 There is continued interest from lobbying groups and members of the public regarding the Council's plans and actions to address the Climate and Ecological Emergency. Some of these groups have conducted and published local authority benchmarking and whilst KCC has scored favourably so far in these assessments the ability and resourcing required to respond to multiple and complex requests for information is clearly unsustainable. All council strategies, performance indicators and reports such as this one are on our website and the Council is not required to present information already available in customised formats.

Future Funding

6.3.1 There continue to be several grant funding streams available for low carbon transport and electric vehicle charging infrastructure. Crucially though, access to future energy projects funding is changing significantly. Government grants in preference to loan funding is moving away from 100% funding and towards an average of 50% match funding being required from the grant recipient. Funding is also moving away from LED lighting and solar panels to predominantly low carbon

heating solutions such as heat pumps replacing oil and gas fired boilers. This provides a much narrower scope for funding compared to the previous wider range of carbon saving initiatives that would be considered for funding.

- 6.3.2 Direct loans from Salix have been withdrawn and the Salix recycling fund managed by KCC will be terminated by 2025. All of these changes will make it harder to secure external funding to invest in the corporate estate at the levels necessary to meet the Net Zero 2030 commitments. These changes are also likely to result in fewer new school energy projects as schools are more likely to require specialist energy support to bid for new grants themselves rather than being able to access grants through the KCC umbrella approach.
- 6.3.3 The current Net Zero 2030 plan requires the development of three KCC owned and operated solar farms in order to meet the energy requirements of the estate. Two of these solar farms are being financed by the Public Sector Decarbonisation Fund with KCC providing match funding to cover the increase in costs for materials due to significant price rises in the post Covid marketplace. No future government funding opportunities currently exist to fund the third required solar farm and therefore this will require either direct KCC investment or new and innovative approaches to funding to become a reality.
- 6.3.4 Investment in energy reduction/energy generation provides a long-term return so options such as bonds or other investment vehicles could provide the necessary initial capital investment.
- 6.4 **Operational improvements**
- Single use plastic and other disposables used in catering and cleaning supplies across the estate has been reduced.
 - Country Parks continue to use compostable packaging at Shorne Woods, Lullingstone, Trosley and Manor Park cafes and offer discounts for re-usable hot drinks cups.
 - Cleaning contractors operating in West and East Kent areas have switched from bottled cleaning products to soluble sachets reducing single-use plastic waste. Mid Kent area is reducing their use of plastic containers as well.

Staff resources

- 6.5.1 The new post of Director for Environment and Waste was taken up on May 3rd, 2022.
- 6.5.2 Resourcing for the Sustainable Business and Communities team continues to be an issue with several key staff moving on to both internal and external roles. The future resource requirements need to correlate with KCC's updated environmental priorities within the emerging Strategic Plan to continue to make the required progress towards Net Zero 2030 and 2050.
- 6.5.3 The ending of EU funding and the subsequent government announcements relating to the Shared Prosperity Fund being managed and distributed by Districts and Boroughs rather than the County means we will no longer have direct funding for several existing posts. This uncertainty is felt across all fully or partly funded EU projects and may result in a loss of staffing resource prior to project completion as

individuals look to secure their future employment outside of KCC prior to the end of their fixed term contracts.

Communications & engagement

- 6.6 The Green Guardian staff scheme has been rebranded as Environmental Champions with 196 staff across KCC signed up by mid-April. The Microsoft Teams area is established, introductory training was completed during February and March, and the first of the Green Lunch sessions have taken place. Work on the full year of activities and support is also well underway. With staff now working flexibly, the focus has shifted towards community leadership alongside staff and KCC building projects with a view to inspiring and supporting community action to support the environment both internally and externally to KCC.

Public Sector Decarbonisation Scheme (PSDS) Project Delivery

- 6.7 The timescale for delivery of PSDS projects is still ambitious. The funding must be spent by 30th June 2022 and some of the larger or more complex projects are on very tight timelines for this to be met and there is very little 'slack' if further events, such as significant weather and global market challenges, impact further on construction. Whilst this has been de-risked as much as possible due to a considerable number of projects already completing, delivery of the second larger solar scheme, the second heat pump project, the works at Oakwood House and some of the school energy projects are scheduled to complete close to the June 2022 funding deadline.

7. Equality and data protection implications

- 7.1 Equality Impact Assessments and Data Protection Impact assessments have been or will be undertaken against all projects and activity towards the Net Zero target and updated as required throughout.

8. Legal Implications

- 8.1 The Environment Act is bringing forward changes for waste management, natural environment, management of wastewater and sustainable drainage and air quality. Secondary legislation is awaited to provide the detail around targets and compliance activity.
- 8.2 The UK Government's Future Buildings Standard and Future Homes standard will mean that from 2025 no new fossil fuel boilers will be allowed to be installed in both domestic and non-domestic buildings
- 8.3 The UK Government's Heat and Buildings Strategy 2021 has focused on local authorities producing heat decarbonisation plans to reduce fossil fuel use and get buildings Net Zero ready.

- 8.4 The UK Government's Single Use Carrier Bags Charges (England) (Amendment) Order came into force on 21 May 2021 increasing the minimum charge for each single use carrier bag from 5p to 10p. This is enforceable by Trading Standards.
- 8.5 The KCC Health & Safety schools audit programme now includes more specific oil storage and waste-water treatment/storage questions and requirements.
- 8.6 Legal Agreements for specific individual projects will also be needed and will be subject to the review and agreement as part of the project management governance arrangements. Legal work has been progressed for all projects with known legal implications.

9. Conclusion

- 9.1 There has been continued good progress to deliver Kent wide activity supporting both KCC and county wide Net Zero 2030 and Net Zero 2050 strategies and plans.
- 9.2 KCC Net Zero 2030 monitoring has established the expanded data collection and monitoring process from April 2021.
- 9.3 KCC Net Zero 2030 plan has made good progress in year one and Greenhouse Gas (GHG) emission reductions are ahead of target at the latest full data monitoring point at the end of quarter 3.
- 9.4 Although there continue to be opportunities to secure new funding from external sources, the grant criteria are becoming more challenging and the match funding required is increasing. It is important to continue to review the availability of external funding and identify new opportunities for the future as without this, or the availability of KCC funds as an alternative, it will be impossible to meet the Net Zero 2030 commitments.
- 9.5 It is important to recognise the growth in the environmental sector and the availability of flexible working is bringing forward new job opportunities; KCC needs to find ways to attract and retain experienced and talented staff both in the short term and beyond 2023/2024, when EU funding ends.
- 9.6 Against the backdrop of the reducing resources for Environment work, KCC will require to prioritise which Environment activity strands it pursues. This will be principally taken forward through the Strategic Reset Programme, following Members' comments today
- 9.7 As detailed throughout this paper, KCC has received Section 31 funding of £20.6m for energy projects within the KCC estate plus a further £1.2m for school site energy projects from BEIS Public Sector Decarbonisation Scheme. This funding will provide a significant investment in tackling climate change and reducing carbon emissions across KCC's estate as well as providing additional benefits to the economy by creating new jobs and infrastructure. The project and programme teams are working at pace to ensure these schemes are delivered within the grant conditions specified and have made good progress to ensure that all grant funds allocated are retained and spent.

10. Recommendation(s)

- 1) The Cabinet Committee is asked to note the considerable progress towards KCC Net Zero 2030 target achieved in 2021 despite the challenging operating environment.
- 2) The Cabinet Committee is asked to discuss the changes to external funding that impacts on KCC's ability to deliver the Net Zero by 2030 ambition and wider programme beyond 2023/24.
- 3) The Cabinet Committee is asked to note the risks associated with the Net Zero and Public Sector Decarbonisation Scheme Programmes as outlined in section 6.

11. Contact details

Report Author:

Helen Shulver,
Interim Head of Sustainable Business and Communities and Programme Manager for the
Public Sector Decarbonisation Scheme
Phone: 03000 417711
Email: helen.shulver@kent.gov.uk

Relevant Director:

Stephanie Holt-Castle
Director for Growth and Communities
Phone: 03000 412064
Email : stephanie.holt-castle@kent.gov.uk

This page is intentionally left blank

Appendix 1 Environment and Climate Change Strategies and Plans

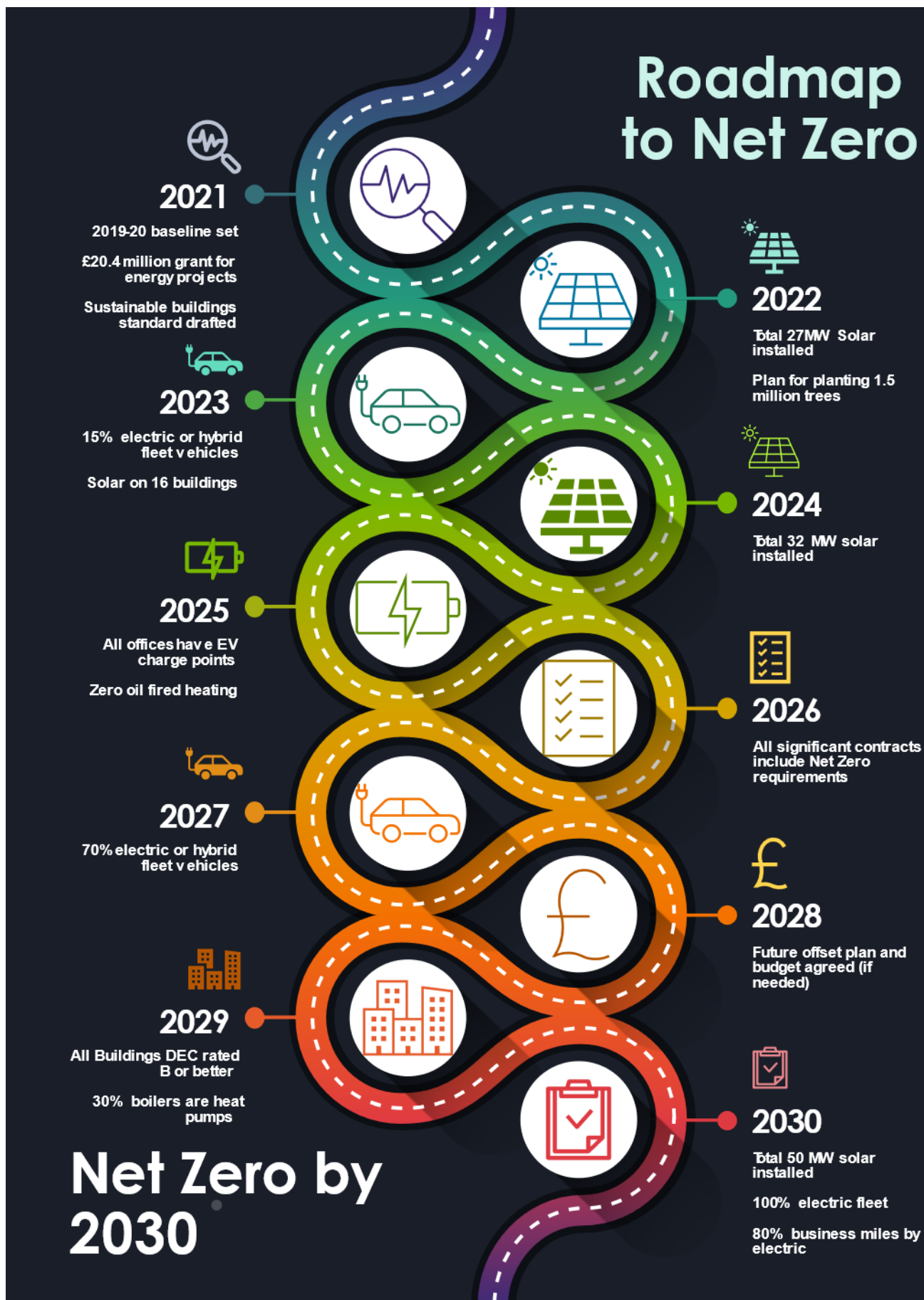
Developed in partnership and published by KCC:

- [Kent Environment Strategy](#) issued 2016
- [Kent & Medway Energy & Low Emissions Strategy](#) issued 2020
- [Kent Climate Risks and Impact Assessment](#) issued 2020
- Kent Adaptation action plan (draft)
- [Kent Waste Disposal Strategy](#) issued 2017
- [Kent's Plan Bee pollinator action plan](#) issued 2019
- Kent Tree Strategy (draft) – [tree planting statement](#)
- [KCC Active Travel Strategy](#) issued 2016
- Heritage Strategy (draft)

Developed in partnership and published by others:

- [Joint Municipal Waste Management Strategy](#) issued 2019 by Kent Resource Partnership
- [Kent Biodiversity Strategy](#) issued 2020 by Kent Nature Partnership

This page is intentionally left blank



This page is intentionally left blank

Appendix 3 KCC Net Zero plan progress update

KCC Net Zero Action Plan	Target completion	Progress up to February 2022
Policy Actions		
Develop, test, and implement an Environment & Climate Change Impacts Assessment	March 2022	Outline process developed and guidance drafted. Working group being refreshed.
Embed net-zero targets within appropriate procurement contracts	As contracts renew	Requirements included in KCC Strategic Commissioning framework and some new contracts e.g., Hard FM services Market Position Statement drafted for use by all Kent & Medway Local Authorities
Develop net-zero design checklist for new build and significant redevelopment schemes	March 2022	Design statement being submitted for each new application
Develop minimum design standards for KCC new build and retrofit projects and additional funding mechanisms that make this achievable (corporate estate and schools)	March 2022	Standards drafted, to be tested on live projects to confirm financial impacts. School new build standards pending Department for Education report on Net Zero schools.
Transport Actions		
Reduce Business miles travelled by 33% by 2030	2030	Business miles have reduced significantly due to COVID and are not returning to previous higher levels At Sept 2021, 55% reduction vs 2019-20
80% of Business miles to be via electric vehicle by 2030 - scope out opportunity for electric only salary sacrifice car scheme	2030 Scheme assessed by March 2022	Pilot scheme implemented by Cantium Business Solutions to be reviewed by KCC by March 2022

This page is intentionally left blank

From: **David Brazier, Cabinet Member for Highways & Transport**
Simon Jones, Corporate Director for Growth, Environment & Transport

To: **Environment and Transport Cabinet Committee - 19 May 2022**

Subject: **Electric Vehicle Charging Infrastructure in Kent**

Classification: **Unrestricted**

Past Pathway of report: NA

Future Pathway of report: NA

Electoral Division: All

Summary: This report provides an update regarding the current position of Electric Vehicle (EV) Charging Infrastructure across Kent. It follows up on the report brought to ETCC in November 2021.

Recommendation(s):

The Cabinet Committee is asked to comment on and note the contents of the report.

1. Introduction

1.1 This report gives a broad overview of the projects being delivered in Kent and outlines the next steps in response to the Government's published UK electric vehicle infrastructure strategy that has been published at the end of March 2022.

2. Electric Vehicles Charging Infrastructure

- 2.1 In March 2022, the Government published *Taking Charge: Electric Vehicle (EV) infrastructure strategy*. It sets out the vision for public charging across the UK and the role that they anticipate public and private sector partners to play in delivering this.
- 2.2 The strategy looks ahead to 2030 and the planned ban on sales of new petrol and diesel vehicles. They state: *By 2030, we expect there to be around 300,000 public chargepoints as a minimum in the UK, but there could potentially be more than double that number. (p4, Taking charge: the electric vehicle infrastructure strategy)*
- 2.3 The strategy acknowledges that the exact charging mix between high powered and slower chargers is unclear as the market is still developing. However, the Government intends to influence chargers where demand is highest and where it is difficult to install, such as on-street.
- 2.4 *We will transform local on-street charging by putting an obligation on local authorities (subject to consultation) to develop and implement local charging strategies to plan for the transition to a zero-emission vehicle fleet. These strategies should identify how to*

provide affordable, convenient charging for residents, businesses including fleets, and visitors without causing pavement disruptions that could discourage walking and cycling. (p8, Taking charge: the electric vehicle infrastructure strategy)

- 2.5 There will likely be an obligation on Local Authorities (at Highway Authority Level) to publish a clear strategy as to how they intend to help meet the wider aims of the Government’s strategy for their areas.

Organisation	Summary of role and responsibilities
<p>Local and Mayoral authorities</p>	<ul style="list-style-type: none"> • Develop and deliver ambitious tailored local EV charging infrastructure strategies that provide scaled, commercially sustainable public charging provision. They should align with wider local transport and energy decarbonisation policies. • Ensure clear ownership and resourcing of the planning and delivery of EV charging infrastructure rollout. • Ensure local chargepoints are inclusively designed and accessible for residents, businesses, and visitors, and in line with local authorities’ legal obligations. • Ensure internal processes for the installation of chargepoints (for example grant permissions) are efficient, fast and easy to navigate for those working with local authorities.

Annex 1. Roles and responsibilities, Taking charge: the electric vehicle infrastructure strategy

- 2.6 Alongside the publication of the strategy the Government has announced new funding that will be made available to Local Authorities to support this work including £500m Local EV Infrastructure Fund (LEVI).
- 2.7 KCC is already doing a lot of work to provide public charging infrastructure and will be well placed to publish an official strategy when required. The programme of works being delivered currently is encompassed in the Kent & Medway Energy and Low Emission Strategy.
- 2.8 All the projects in development and mentioned in this report leverage external funding, grants, and private sector investment – often giving an income back to the Local Authorities as landowners. This minimises up front financial risk and allows a long-term income generation while the technology and market develop.
- 2.9 Anticipating EV Charger socket requirements in Kent. In 2018 KCC commissioned CENEX, a leading not for profit consultancy in the clean transport space, to forecast EV charger demand across Kent until 2028 for passenger vehicles. In light of recent technological advances, the 2030 ban on new petrol and diesel vehicles and the new companies moving into this space; KCC asked CENEX to update this report in 2021.
- 2.10 Cenex produced a number of scenarios, including those in line with the government’s ban on new petrol and diesel vehicles from 2030 onwards, and proposed a number of

chargers, categorised by speed, which have to be installed to meet that target. The data is presented here:

Table 8: 2030 Ban Scenario chargepoint requirements.

	2021	2025	2030
7 kW	253	1,551	5,982
22 kW	58	372	1,121
50 kW	15	88	328
150 kW	1	3	56
Total	327	2,014	7,487

Figure 1 – Charger socket numbers required by 2030 in Kent

- 2.11 Figure 1 shows that by 2030 Kent will need to have 7,487 public chargers (of varying speeds) installed to meet demand.
- 2.12 In light of the publication of the recent publication of *Taking charge: the electric vehicle infrastructure strategy*, officers have calculated Kent’s share of the proposed 300,000 public chargers required nationally, outlined in that strategy.
- 2.13 Based on population and vehicle ownership figures for Kent, the share of chargers that Kent would likely need is almost exactly the same as that forecast by Cenex at around 7,000. This shows that KCC’s projects in development are on track to meet the wider national aims. It should be noted that the Government has not suggested what speed the 300,000 chargers should be although it can be assumed that 7kwh is likely to have been the speed suggested. All projections will need revisiting annually to ensure they stay at pace with technological change, user patterns and the market trends.
- 2.14 The current list of projects being delivered aims to deliver over 700 chargers, of varying speeds by the end of 2024. As previously presented to ETCC in November 2021, this puts KCC on track to delivering our required ratio of chargers in all 4 scenario forecasts (5,10,20 or 40% of chargers to be delivered by Local Authorities) to 2024. Any future strategy will seek to incorporate this ongoing work and include additional projects to ensure we meet the requirements set out by the Government and ensure all areas of Kent are catered for.

Project Name	Completion year	Target charger sockets per annum	Progress to date	Notes
Parish Charger network phase 2	2022	56	NA	24 delivered to date
District Charger Network phase 2	2022	300 (250 in Kent CC area)	NA	14 delivered to date
Rapid Taxi and Private Hire Vehicle Chargers	2022	8	NA	16 delivered to date
Parish Charger network phase 3	2023	50	NA	Predicted
District Charger Network phase 2	2023	280 (250 in Kent CC area)	NA	Predicted

Ultra-Rapid charger network	2023	20	NA	Predicted
Parish Charger Network phase 4	2024	50	NA	Predicted
Ultra-Rapid charger network	2024	20	NA	Predicted

TOTAL = 734 new charger sockets

2.15 This shows that the projects being delivered are likely to be on track and allows some flexibility if the numbers of chargers cannot be fully realised or are delayed. However, it should be noted that a certain number of charger sockets on the ground does not ensure the chargers are installed in the most optimum locations, are maintained, or are well used. Therefore, projects must be well designed, costed and planned to ensure targets are met while considering good placement.

2.16 KCC EV charger Mapping. To ensure KCC looks at the network on a strategic level and places investment and efforts in the areas where it will have the largest impact, officers in Transport Innovations are developing a mapping system. This is taking datasets such as existing charger locations, population density, off street parking capability, known future charger locations, land use and power availability to highlight those areas in Kent that are not likely to be catered for adequately. It will enable officers to understand where project development may be required and look for solutions to address the challenges in those areas. This will help provide area specific strategies where needed.

2.17 It is anticipated that localised charging in areas with little off street parking will be a particular challenge and new projects will need to be developed to address this gap.

2.18 In March 2022 it was announced that KCC, along with 9 other Local Authorities, are a named partner in the Geospatial Commissions project to understand how location data can be better utilised to support planning and delivery of electric vehicle charge points by local authorities. This work will hopefully lead to nationally available mapping tools that all Local Authorities can access.



A screenshot from the Charger map showing 5 minutes walking distance to Fast charger sockets and a 10 minutes' drive to rapid and ultra-rapid charging locations.

- 2.19 On Street Charging – It is now clear that the Government intends for Local Authorities to play a role in unlocking on-street chargers for those without off street parking. This is an area that officers are looking to address and have set up a working group to consider the approach that can be taken and included in the strategy. Officers are considering the role of public and private sector funding, practical and resource constraints and will reach out to other Local Authorities to help KCC develop an approach. Trial installations may be required to understand all aspects of on street installations in Kent.
- 2.20 To enable on street charger installations now, officers have published guidance for District Councils to follow to enable and promote safe installations on the highway. This guidance is not yet formally adopted KCC policy but could be brought forward in the coming months. Officers understand it is being used to inform central government advice on the matter.
- 2.21 There are growing numbers of “peer to peer” EV chargers being offered by private individuals and businesses who rent out their charger on their private driveway or business premises. Services such as *Zaphome*, *Co-charger* and *Book my charge* are available within Kent and an estimated 50-100 chargers are currently listed to use. These can be used by those locally who do not have access to off street parking.
- 2.22 Available Grid Power In Kent – A fundamental challenge that presents itself when seeking to install new charging infrastructure is availability of grid connections. This is not unique to Kent and Ofgem are looking into this issue. Some areas of the county are quite well equipped to accommodate new chargers while others are severely constrained and require high capital investments.
- 2.23 Officers are meeting with UK Power Networks to discuss forward planning of the EV infrastructure roll out and to enable closer working between the two organisations
- 2.24 The Government is aware of the issue and officers understand this may be changed in the future.

3. Financial Implications

- 3.1 At this stage all projects, except the Parish Charger Network and Ultra Rapid Charger hubs project, are costed, operating, and funded up to 2024. The Parish Charger Network has funding allocated to deliver Phase 1 and Phase 2 but not Phase 3 or 4. It is expected that grants will continue to be sought and no base funding will be required for that project.
- 3.2 To support the ultra-rapid charge point project it is intended to seek LEVI funding and partner with a private sector operator - this could bring forward commercially viable clean charging hubs for public use on KCC land.
- 3.3 Where possible, private sector investment will be utilised with Revenue return back to the Local Authority Landowners

4. Legal implications

- 4.1 All legal implications have been addressed on a project basis with legal advice sought as required.

5. Equalities implications

- 5.1 All charging infrastructure needs to be installed to be accessible and with equality in mind. The industry is working with Government on this topic and the findings are yet to be published. All installations partners are and will continue to be expected to ensure their equipment and installations are available for all users.

6. Other corporate implications

- 6.1 There are added health benefits to be gained from improving electric vehicle infrastructure and supporting the transition to electric vehicles. The resulting reduction in tailpipe emissions will reduce harmful air pollutants, which contribute to both acute and chronic health conditions affecting all ages.

7. Governance

- 7.1 NA

8. Conclusions

- 8.1 The report shows that KCC is well placed to respond to the Government's strategy when required and will be in a position to publish its own strategy setting out how KCC will meet the charging targets across all areas of the county. Officers will keep Councillors informed of progress, guidance, and decisions as appropriate.

9. Recommendation(s)

Recommendation(s):

The Cabinet Committee is asked to comment on and note the contents of the report.

10. Contact details

Report Author:
Tim Middleton, Transport Innovations
Programme Manager, Highways &
Transport
Telephone number:
03000 412457
Email:
tim.middleton@kent.gov.uk

Relevant Director:
Phil Lightowler, Director Highways &
Transportation

From: David Brazier Cabinet Member for Highways and Transport
Phillip Lightowler – Interim Director Transportation

To: Environment & Transport Cabinet Committee Meeting – 19 May 2022

Subject: To approve funding for a county-wide pothole repair and patching programme.

Key decision: 22/00039

Classification: Unrestricted

Past Pathway of Paper: N/A

Future Pathway of Paper: Cabinet Member Decision

Electoral Division: All Districts.

Summary:

Highways & Transport has a duty to ensure the effective discharge of the Council's statutory duties and powers as Local Transport & Highway Authority, in particular its duty of care to help ensure safe passage for all road users. The Department for Transport (DfT) highways grant has been reduced by £9m impacting the budget available for asset management of all highway's assets, including an allocation for pothole and patching work. To ensure this work can continue Members asked officers in Highways Asset Management and Corporate Finance to consider funding options to support a annual pothole programme without increasing the council's financial borrowing commitments

Recommendation(s):

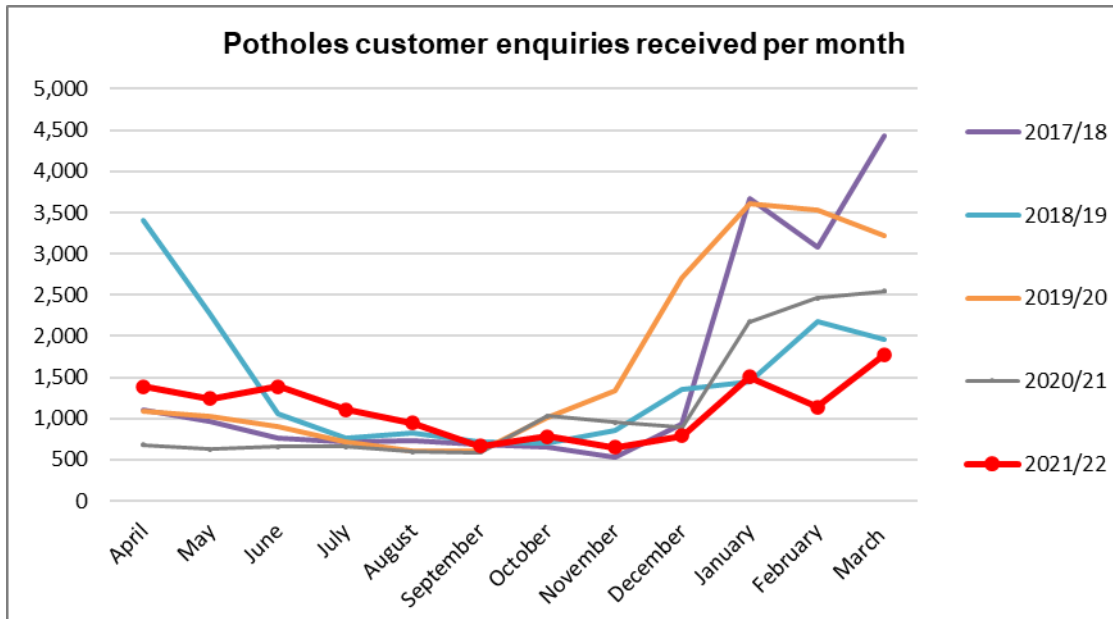
The Cabinet Committee is asked to consider and endorse or make recommendations to the Cabinet Member for Highways and Transport on the:

1. proposed decision to fund an annual pothole and patching programme (Pothole Blitz) of £7m per annum totalling £21m over 3 years;
2. delegation of authority to the Corporate Director of Growth Environment and Transport and the Corporate Director of Finance to agree funding mechanisms to support the programmes; and
3. delegation of authority to the Director of Highways and Transportation to award and enter appropriate contractual arrangements for the provision of the Pothole and Patching programme (Pothole Blitz) contracts as shown at Appendix A.

1. Introduction

- 1.1 The pothole blitz programmes over recent years have proven to be successful in terms of delivering local highway repairs. This was in addition to the ongoing maintenance, major resurfacing and surface treatments programmes delivered in line with the authorities published approach to Asset Management

1.2 This additional work has contributed towards the reduction in customer pothole related enquires received over the past 5 years. The graph below details and highlights the lower numbers particularly over the winter period.



1.3 Additional capital grant funding for potholes received from DfT alongside additional KCC capital borrowing has enabled a Pothole Blitz programme to be delivered over the previous 2 financial years without adversely affecting any other highways asset capital budget.

1.4 The capital grant funding for highway maintenance has been reduced significantly by the DfT for 2022/23 and this will continue for the next 3 years. This 20% reduction amounts to £9m per annum and £27m over the 3-year period.

1.5 This has placed a pressure on the capital budgets for management and maintenance of highways assets. It was not possible to sustain funding for critical assets such as drainage, footways, structures, and highway inspectors repairs whilst also funding a Pothole Blitz campaign fully.

1.6 Officers were requested to examine options to facilitate the delivery of a pothole blitz campaign and without increasing in year capital borrowing.

1.7 This will most likely be achieved by a re-profiling of existing borrowing as the short-term funding route, however the full details of this are yet to be agreed by the relevant Corporate Directors.

2. Contract and Procurement

2.1 The existing pothole blitz contracts have been extended to deliver this year's programme however this is the final allowable extension under the contract.

2.2 A commissioning and procurement exercise will be undertaken later this year and will seek to review the optimum number of contracts required to deliver the most efficient and effective future programmes of the pothole blitz.

3. Financial Implications

3.1 Options to provide the £7m funding for 2022/23 programme are currently being considered and will be agreed between relevant Corporate Directors without impacting on existing asset management funding needed to ensure compliance with the risk-based approach in the Asset Management Strategy.

3.2 The method to be adopted will not increase capital borrowing for the current financial year. In all likelihood this will entail a re-profiling of existing borrowing or a revenue growth pressure/similar. Future years funding of programmes will be decided on an annual basis in a timely manner in order to ensure efficient delivery.

4. Legal implications

4.1 The Council has a legal duty to maintain the highway network for which it is responsible. This work substantially contributes that duty.

4.2 All relevant procurements will be carried out in full compliance with the mandatory rules and processes that must be complied with when spending money on behalf of the council.

5. Equalities implications

5.1 It is not expected that there will be any negative equalities impacts that could be reasonably anticipated from this decision.

6. Recommendations

6.1 The Cabinet Committee is asked to consider and endorse or make recommendations to the Cabinet Member for Highways and Transport on the:

1. proposed decision to fund an annual pothole and patching programme (Pothole Blitz) of £7m per annum totalling £21m over 3 years;
2. delegation of authority to the Corporate Director of Growth Environment and Transport and the Corporate Director of Finance to agree funding mechanisms to support the programmes; and
3. delegation of authority to the Director of Highways and Transportation to award and enter into appropriate contractual arrangements for the provision of the Pothole and Patching programme (Pothole Blitz) contract as shown at Appendix A.

7. Background documents

Appendix A – Proposed Record of Decision

Equality Impact Statement;
<https://democracy.kent.gov.uk/documents/s111863/EqIAPotholepatchingprogramme.doc.pdf>

8. Contact details

Report Author: Andrew Loosemore Head of Highways Asset Management 03000 4116532 andrew.loosemore@kent.gov.uk	Relevant Director: Phillip Lightowler Interim Director Transportation 03000 414073 phillip.lightowler@kent.gov.uk
--	---

KENT COUNTY COUNCIL – PROPOSED RECORD OF DECISION

DECISION TO BE TAKEN BY

David Brazier, Cabinet Member for Highways and Transport

DECISION NO:

22/00039

For publication

Key decision*

Yes –

Subject: County-wide pothole repair and patching programme.

Decision:

As Cabinet Member for Highways and Transport I agree the

1. proposed decision to fund an annual pothole and patching programme (Pothole Blitz) of £7m per annum totalling £21m over 3 years;
2. delegation of authority to the Corporate Director of Growth Environment and Transport and the Corporate Director of Finance to agree funding mechanisms to support the programmes; and
3. delegation of authority to the Director of Highways and Transportation to award and enter appropriate contractual arrangements for the provision of the Pothole and Patching programme (Pothole Blitz) contracts.

Reason(s) for decision:

Highways & Transport has a duty to ensure the effective discharge of the Council's statutory duties and powers as Local Transport & Highway Authority, in particular its duty of care to help ensure safe passage for all road users. The DfT highways grant has been reduced by £9m impacting the budget available for asset management of all highways assets, including an allocation for pothole and patching work. To ensure this work can continue, Members asked officers in Highways Asset Maintenance and Corporate Finance to consider funding options to support a 3-year pothole programme without increasing the council's financial borrowing commitments.

Cabinet Committee recommendations and other consultation:

The proposal is being considered by Members of Environment & Transport Cabinet Committee at their meeting on 19 May.

Any alternatives considered:

Reduce expenditure on pothole programme

Any interest declared when the decision was taken and any dispensation granted by the Proper Officer:

.....
signed

.....
date

Name:

From: David Brazier, Cabinet Member for Highways and Transport
Phil Lightowler, Interim Director of Highways and Transportation

To: **Environment and Transport Cabinet Committee – 19 May 2022**

Subject: **Supported Buses – Consultation Update**

Classification: **Unrestricted**

Past Pathway of Paper: N/A

Future Pathway of Paper: N/A

Electoral Division: Countywide

Summary:

For the financial year 22/23 to support the council achieve a balanced budget, the net budget for supported bus services is proposed to decrease by £2.2M.

In order to inform final decisions, an eight-week public consultation was conducted from 24th February. This closed on 20th April attracting 2,562 responses. Officers are continuing to analyse responses and this paper provides an update on current findings. A fuller report will come to a later meeting of this Cabinet Committee.

Recommendation:

The Cabinet Committee is asked to note the paper and initial consultation outcomes.

1. Introduction

- 1.1 The financial support of public bus services is a discretionary activity with the only obligation on Local Transport Authorities to consider funding (but not to actually fund) bus services in this way. In response to austerity and reduced funding from Central Government, a number of authorities have reduced or completely ceased to fund public bus services.
- 1.2 The pandemic has had a profound impact on the use of buses in Kent and across the UK. Government advice to avoid the use of public transport during the pandemic plus changes to lifestyle and working patterns have contributed to a sharp decline in the use of services, particularly at off-peak times. In 2019/20 over 3.7m journeys were completed on KCC subsidised bus services. In 2021/22, this figure was 2.3m, so increasing the £ per passenger journey subsidy provided to all services by KCC.
- 1.3 From April 2022, the net budget for supported bus services has reduced from £6M to £3.8M to support the council achieve a balanced budget in 22/23.
- 1.4 This paper summarises the outcomes from the associated public consultation, highlighting impacts and considerations to inform final decisions.

2. Background and approach to prioritising services for consultation

- 2.1 There are currently 129 contracts supported by the Council, including those for the Kent Karrier Dial-a-Ride services. These contracts cover a range of service types including support for specific journeys, journeys on specific days i.e., Sundays, funding for whole services and journeys which provide journeys to and from school.
- 2.2 In response to previous needs to reduce the spend on public bus services but where the saving required has been smaller, the approach adopted has been to focus resulting changes on frequency reductions, sharing resource and other more solutions designed to limit the impacts on passengers.
- 2.3 The saving required in this instance is too great as a proportion of the overall budget to allow for this approach and the opportunities for savings have largely been deployed and are now extremely limited.
- 2.4 For this reason, the approach to identifying the potential saving required has been to apply KCC's Criteria for the Support of Public Bus Services to identify contracts for potential withdrawal. The criteria prioritises services taking account of the days and times of use and the performance of the contract in value for money terms, calculated as a £ per passenger journey figure. **

** Calculated as the annual cost of the contract divided by the number of journeys made on it. 2019/20 journey numbers have been used in order to consider pre-pandemic / steady state usage.

- 2.5 The criterion for prioritising services is shown below and a full list of the services identified for consultation is attached as Appendix C of this report.

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

- 2.6 By applying the criteria, 48 contracts up to the total value of £3m have been identified for potential withdrawal. It should be noted that these include all contracts in categories 8 through to 2 and some of the more poorly performing contracts in Category 1.
- 2.7 As a consequence, the contracts identified include services and journeys of all types including journeys used by school children, services which represent the only public transport for some rural communities and all of KCC's Kent Karrier Dial-a-Ride services.

3. Consultation

- 3.1 In order to fully understand equality and other impacts and to inform final decisions a public consultation ran for eight weeks from 24 February to 20 April 2022. The consultation asked for a range of feedback to understand user characteristics, journeys purposes, user impacts and equalities implications.
- 3.2 To support the consultation comprehensive advertising and promotion was undertaken consisting of; mailshots to Kent Karrier Members and Travel Saver customers, social and other media releases, advertisement in the Kent Messenger, posters displayed on buses and literature being available in all libraries and gateways.
- 3.3 As a consequence, 2,562 responses were received along with 55 letters and emails sent to the Public Transport team. In addition, the Council has also received three petitions, focussed surveys conducted by Kent Karrier operators and a Parish Council, four MPs letters and a focussed report by Compaid the operator of west Kent Karrier schemes regarding the impacts of the withdrawal of these services.
- 3.4 Analysis of responses in terms of user characteristics, geographic distribution and the services attracting a response together with the overall number of responses provides an assurance that the outputs from the consultation are representative and provide a robust basis on which to understand impacts and make final decisions.

4. Key Considerations

- 4.1 Often the number of residents using these services are quite limited and have fallen during and since the pandemic.
- 4.2 The proportion of respondents unable to identify an alternative travel option is notable and this increases amongst the elderly and disabled aged groups and also 27% claim they have no alternative to any services they use. Consideration of services as a lifeline and a route to independence is high amongst residents aged 75 & over and residents with a disability. Fears of isolation and impact on mental wellbeing are key concerns.
- 4.3 It is important to consider the context of the wider commercially provided bus network which faces its own challenges. Use of buses across the County is struggling to recover from the impacts of the pandemic and when coupled with rising costs, this is already leading to the withdrawal of services by bus operators. This will make the likelihood of providing alternative solutions more limited and there is a concern that the further withdrawal of significant funding from the network could prompt further commercial service cancellations and may jeopardise the viability of some smaller transport businesses.
- 4.4 17 contracts included for consideration are identified as meeting a school transport need. 50 children using these services have a legal entitlement to free transport to school and will need to be provided with an alternative solution. However, there will be many others for whom no solution is available.

- 4.5 It is important to note that children currently travelling will have predicated their choice of school on the presence of a bus service and whilst no service is “guaranteed” it is clear from the consultation responses that users and their parents will have organised domestic arrangements around the current network and alternative travel options are identified as limited amongst this group.
- 4.6 Related to the above, the impacts on traffic congestion at peak times and on-air quality should also be considered. Contracts with a school’s transport element are not concentrated on any particular parts of the County but do include services taking scholars to schools in Tonbridge, Tunbridge Wells and Sittingbourne all of which have existing issues with congestion on certain corridors. Although it is not possible to reliably quantify the air quality implications, assessment of the carbon impact relating to one of the school days only services has estimated that 21 tonnes of carbon per annum would be generated should all bus journeys be made by car compared to 2.7 tonnes on the current bus service.
- 4.7 Although many of the bus services operating at off peak times will cater for the same group of users and carry many of the same impacts, because of it being more focussed on elderly and disabled members and those living in the most rural areas, the impacts on Kent Karrier members should be given particular consideration.
- 4.8 Kent Karrier is a demand responsive transport scheme with eligibility for membership orientated towards those who cannot use or do not have access to conventional public transport. It is therefore important to consider the presence of Kent Karrier as a form of “safety net” offering limited access to essential services for anyone meeting the criteria. Therefore, whilst the nature of these services means that these contracts perform poorly in value for money terms, they offer a different value to the user as is identified in the consultation outputs.
- 4.9 Through the conducting of their own survey and the submission of a more focussed report, the operators of the Kent Karrier service have highlighted their concern about the particular impacts on services users whilst also raising the risk of knock-on impacts on other Council services in respect of SEN Transport costs and on Adult Social Care.

5. Financial Implications

- 5.1 From April 2022, the budget for socially necessary bus services has been reduced from £6M to £3.8M. Not withdrawing services to the value of £3m will require for the budget to be increased if not to produce an overspend.
- 5.2 KCC has been provisionally awarded £35m funding from Government to support delivery of Kent’s Bus Service Improvement Plan. The BSIP funding conditions preclude us from using the revenue funding element to support existing commercial/supported services, its focus is on future developments.
- 5.3 A condition of the funding is to “lock in” spend on bus services in 2022 / 23 levels for three years and so the outcomes in this instance will inform funding levels over this period.

6. Legal implications

- 6.1 The Transport Act 1985 requires that Local Transport Authorities (LTAs) are required to consider the support of socially necessary bus services. However, expenditure in this area is a discretionary activity with LTA’s being under no obligation to provide subsidy for this purpose. Therefore, the Council can reduce or stop the funding to support bus services.
- 6.2 Services carrying children with a statutory entitlement to free transport to school under the education act are unaffected by these proposals, as where required alternative provision will be provided through dedicated contracted provision not open to the public.
- 6.3 A failure to manage the process of change robustly in terms of demonstrating a consideration of the implications from Equalities and other perspectives carries a risk of decisions being subject to judicial review.

7. Equalities implications

- 7.1 An Equalities Impact Assessment was completed prior to the consultation identified more significant and adverse impacts users with the protected characteristics of; Age (the elderly), Sex (Females, Disability, and those with carer responsibilities).
- 7.2 The outcomes of the consultation re-enforce this understanding in identifying that these groups are more likely to be reliant on these services for their journey purpose and less likely to have access to alternative transport solutions. In addition, Age in respect of Younger Persons has also been identified as being more adversely impacted for the same reason and notably that these users are unable to legally drive as an alternative.
- 7.3 Opportunities to mitigate the impacts for any of these groups are extremely limited.

8. Recommendation(s):

The Cabinet Committee is asked to note the paper and initial consultation outcomes.

9. Background Documents

- Appendix A – Full list of services consulted on for withdrawal

10. Contact details

Report Author: Phil Lightowler Interim Director of Highways and Transportation	Relevant Director: Simon Jones, Corporate Director of Growth Environment and Transport
Telephone number : 03000 414073 Email : philip.ligtowler@kent.gov.uk	Telephone number : 03000 413479 Email : simon.jones@kent.gov.uk

This page is intentionally left blank

Summary of services proposed to be withdrawn

Timetables for the journeys that are affected, and a full list of all subsidised services are available from the consultation webpage or on request.

Service No.	Operator	Route	Summary of contract / service and impact of withdrawing subsidy	Estimated saving
5	Arriva	Maidstone to Sandhurst	Withdrawal of Monday to Saturday evening service between Maidstone and Sandhurst. The 18:44 from Sandhurst and all later journeys would be cancelled. Day time services are not covered by this contract.	£59,601
6	Arriva	East Peckham to Tunbridge Wells	This contract provides for the diversion of the Sunday 6 service through Pembury, the remainder of the service operates on a commercial basis.	£11,700
6/645	Stagecoach	Herne and Broomfield in to Hillborough School	The 08:19 journey from Herne to Hillborough School via Broomfield and the return journey in the afternoon would be withdrawn.	£27,659
8	Chalkwell	Sittingbourne to Kenilworth Court / Conyer	Withdrawal of six off peak journeys, Monday to Friday operating between Sittingbourne, Borden, Kenilworth Court, Bapchild and Teynham plus the 15:20 from Sittingbourne Community College to Teynham.	£313,698
9	Chalkwell	Sittingbourne Town service	Withdrawal of the whole service, which operates on Mondays to Saturdays for Kenilworth Court, Bell Road and Northwood Avenue.	Included above

343/344/345	Chalkwell	Newnham, Doddington, Lynsted, Teynham, Bapchild and Conyer to Sittingbourne	Withdrawal of all three services in their entirety. The service operates Monday to Saturday providing the only public transport for rural parts of Sittingbourne including journeys for schoolchildren.	Included above
13	Nu-Venture	Hollingbourne to Maidstone	Withdrawal of the current Saturday service operating between Hollingbourne and Park Wood (for connections to Maidstone) via Leeds and Langley. Monday to Friday service continues unchanged.	£25,391
17	Stagecoach	Folkestone to Canterbury	Withdrawal of four journeys operating Monday to Saturday evening between Folkestone and Canterbury starting with the 19:40 from Folkestone. Daytime services not covered by this contract.	£46,613
24	Autocar	Sandhurst to Maidstone	Withdrawal of Tuesday only 09:30 journey from Sandhurst to Maidstone and the return journey at 13:20 from Maidstone.	£15,469
58	Nu-Venture	Addington, Ryarsh, Trottiscliffe, Birling to Maidstone (Mondays to Saturdays)	Withdrawal of the whole Monday to Saturday service which provides the only public transport for villages to the west of West Malling, including journeys for schoolchildren.	£84,915
59	Nu-Venture	Grafty Green, Ulcombe, Kingswood, Chart Sutton to Maidstone	Withdrawal of the whole service which operates Monday to Saturday between Grafty Green and Park Wood (for connections to Maidstone). Service 89 School journeys from the same area are not covered by this contract.	£126,000

61/61A	Stagecoach	Aycliffe, Dover Town Centre, River to Whitfield	Withdrawal of three Monday to Saturday evening journeys starting with the 18:18 from Whitfield. Daytime service not included as part of this contract.	£33,477
70	Nu-Venture	Borough Green, Platt, Offham to Larkfield	Withdrawal of all journeys on service 70 which provides eight off peak journeys for Borough Green, Platt and Offham.	£61,851
502	Nu-Venture	West Malling to Wrotham School	Withdrawal of the 502 service from West Malling to Wrotham School.	Included above
88	Nu-Venture	Maidstone to Kings Hill	Withdrawal of the commuter service operating Monday to Friday from Maidstone to Kings Hill via Barming and Watlington providing one journey in the morning and two journeys in the afternoon.	£30,444
90/61/61A	Stagecoach	Aycliffe, Dover Town Centre, River to Whitfield	Withdrawal of Sunday evening service including the 18:28 journey from Aycliffe and all later journeys. The rest of this service before this time and other days of the week is not covered by this contract.	£10,296
111	Stagecoach	Ashford to Folkestone	Withdrawal of Thursday only service also operating via Mersham, Aldington, Lympne, West Hythe and Burmarsh.	£13,007
123	Stagecoach	Biddenden to Ashford	Withdrawal of the whole service operating Monday to Friday to Ashford from Smarden, Pluckley, Egerton and Hothfield, including journeys to and from Ashford schools.	£85,627

208	Go-Coach	East Peckham, Tonbridge to Pembury	Withdrawal of all Monday to Saturday Go Coach journeys on the 208 service. However, a parallel 208 service on this route will continue to be provided by Autocar.	£182,767
222	Autocar	Wrotham, Ightham, Borough Green, Shipbourne to Tonbridge	Withdrawal of four journeys Monday to Friday and all Saturday journeys. Other Monday to Friday journeys, including those at school times will continue.	£40,500
255	Autocar	Benenden to Tunbridge Wells	Withdrawal of three day a week (Wednesday, Friday and Saturday) service between Benenden and Tunbridge Wells via Hawkhurst, Flimwell and Lamberhurst.	£23,034
266	Autocar	Kilndown to Maidstone	Withdrawal of Tuesday only service between Kilndown and Maidstone via Horsemonden, Claygate, Laddingford and Nettlestead.	£11,115
277	Arriva	Henwood Green to Tunbridge Wells	Withdrawal of one early morning journey operating Monday to Friday leaving Stone Court Lane at 06:37.	£6,281
292/299	Autocar	Tenterden to Sandhurst and Tonbridge to Tenterden	Withdrawal of the 292 Tenterden to Sandhurst and 299 Tonbridge to Tenterden services which provide one return journey each operating on Fridays only.	£14,498
293	Autocar	Tunbridge Wells to Rye	Withdrawal of Thursday only bus service to Rye operating via; Lamberhurst, Kilndown, Flimwell, Hawkhurst, Benenden, Rolvenden and Appledore.	£15,498

296	Autocar	Paddock Wood to Tunbridge Wells	Withdrawal of the 296 service which operates on Monday, Thursday and Saturday between Paddock Wood and Tunbridge Wells via Horsmonden, Brenchley and Kippings Cross.	£25,720
332	Chalkwell	Stockbury, Yelsted to Sittingbourne schools	Withdrawal of school day only service to Sittingbourne schools.	£43,055
360	Chalkwell	Leysdown to Sheerness and Queenborough	Withdrawal of the whole Sunday service operating between Leysdown and Sheerness. The Monday to Saturday service is not covered by this contract.	£31,779
433	Arriva	Bluewater, Longfield, Hartley to New Ash Green	Withdrawal of the whole Sunday service. The Monday to Saturday service is not covered by this contract.	£34,005
489	Arriva	New Ash Green, Southfleet, Longfield, Gravesend	Withdrawal of the whole Sunday service. The Monday to Saturday service is not covered by this contract.	Included above
474/5	Go Coach	Bluewater to Longfield	Withdrawal of the whole service which runs Monday to Saturday, operating a circular service between Bluewater and Longfield via Bean, Betsham, Southfleet and New Barn.	£114,847
541/542/544	Regent's Coaches	Dover, Deal, Sandwich to Canterbury	Withdrawal of all 541, 542 and 544 journeys which operate on different days from Monday to Saturday for these rural parts of Dover. This includes the cancellation of the 541 journey to Adisham Primary School.	£81,270

662	Chalkwell	Teynham to Faversham schools	Withdrawal of school day only service.	£62,069
664	Chalkwell	Conyer to Lynstead Primary School	Withdrawal of school day only service.	Included above
666	Chalkwell	Faversham to Sheldwich School	Withdrawal of school day only service.	Included above
634	Regents Coaches	Studd Hill to Beltinge	Withdrawal of shopper service which operates between Studd Hill and Beltinge on a Thursday only.	£14,281
954	Regents Coaches	Birchington to Sandwich schools	Withdrawal of school day only service.	£47,500
Detling Shopper	Compaid	Detling to Maidstone	Withdrawal of Monday to Friday shopper bus from Detling Village to Maidstone.	£37,469
E1	Go Coach	Edenbridge Town Service	Withdrawal of the whole Monday to Friday circular service around Edenbridge.	£141,363
HC3	Clarks Minibuses	Dunton Green to Hugh Christie	Withdrawal of school day only service.	£43,700
HS7/HS8	Chalkwell	Charing to Homewood School	Withdrawal of school services from Charing, Pluckley, Smarden and Biddenden into Homewood School.	£121,450

Sandwich Connect	Britannia	Staple, Sandwich, Northbourne	Withdrawal of the Sandwich Connect service which operates Monday to Friday to Sandwich from Northbourne, Staple and Ash.	£51,657
S4	Go Coach	Wrotham to Sevenoaks Schools	Withdrawal of school day only service.	£81,686
Tenterden Hopper Service	Tenterden Social Hub	Tenterden Village service	Withdrawal of the Tenterden Hopper Service which operates Monday to Friday and on four different routes to various villages just outside of Tenterden.	£50,934
TW9	Go Coach	Langton Green to Tunbridge Wells	Withdrawal of school day only service.	£38,170
X1/X2	Arriva	Kings Hill to Maidstone	Withdrawal of the whole Monday to Friday service linking Kings Hill with Maidstone and West Malling Station including an express link for students attending Maidstone schools.	£207,721
Ashford Kent Karrier	Compaid	Kent Karrier for the Ashford District	Withdrawal of Kent Karrier. It is a membership-based dial-a-ride service offering transport for those in isolated rural areas or who because of age or disability cannot use buses and trains.	£59,138
Maidstone Kent Karrier	Compaid	Kent Karrier for the Maidstone District	Withdrawal of Kent Karrier. It is a membership-based dial-a-ride service offering transport for those in isolated rural areas or who because of age or disability cannot use buses and trains.	£83,853

North West Kent Karrier	Compaid	Kent Karrier for Dartford and Gravesham Districts	Withdrawal of Kent Karrier. It is a membership-based dial-a-ride service offering transport for those in isolated rural areas or who because of age or disability cannot use buses and trains.	£64,439
Sevenoaks Kent Karrier	Compaid	Kent Karrier for the Sevenoaks District	Withdrawal of Kent Karrier. It is a membership-based dial-a-ride service offering transport for those in isolated rural areas or who because of age or disability cannot use buses and trains.	£39,045
South East Kent Karrier	Britannia	Kent Karrier for the Canterbury, Dover, and Folkestone and Hythe Districts	Withdrawal of Kent Karrier. It is a membership-based dial-a-ride service offering transport for those in isolated rural areas or who because of age or disability cannot use buses and trains.	£184,964
Swale Kent Karrier	Compaid	Kent Karrier for the Swale District	Withdrawal of Kent Karrier. It is a membership-based dial-a-ride service offering transport for those in isolated rural areas or who because of age or disability cannot use buses and trains.	£81,220
Tonbridge and Mailing Kent Karrier	Compaid	Kent Karrier for the Tonbridge and Malling District	Withdrawal of Kent Karrier. It is a membership-based dial-a-ride service offering transport for those in isolated rural areas or who because of age or disability cannot use buses and trains.	£26,524
Tunbridge Wells Kent Karrier	Compaid	Kent Karrier for the Tunbridge Wells District	Withdrawal of Kent Karrier. It is a membership-based dial-a-ride service offering transport for those in isolated rural areas or who because of age or disability cannot use buses and trains.	£28,818

This page is intentionally left blank

From: Susan Carey, Cabinet Member for Environment
Simon Jones, Corporate Director for Growth, Environment & Transport

To: Environment and Transport Cabinet Committee - 19 May 2022

Subject: Approval to award a Contract for environmental remediation works at North Farm closed landfill site

Key decision: 22/00046

Classification: Unrestricted

Past Pathway of report: None

Future Pathway of report: Cabinet Member Decision

Electoral Division: Tunbridge Wells East

Summary: To seek Member approval to award a Contract for environmental remediation works at North Farm Closed Landfill Site. Works encompass installation of a geosynthetic clay liner (GCL) and associated drainage to reduce leachate generation plus works to upgrade the existing landfill gas collection system to prevent harm to human health and to the environment.

Recommendation(s): The Environment and Transport Cabinet Committee is asked to consider and endorse or make recommendations to the Cabinet Member for Environment to provide approval to spend and award a Contract for environmental remediation works at North Farm Closed Landfill Site.

1. Introduction

- 1.1 This report provides information concerning the need to undertake remediation works at North Farm Closed Landfill site, Tunbridge Wells to address environmental issues.
- 1.2 KCC has a statutory obligation under the Environmental Protection Act 1990 to manage and maintain its closed landfill sites such that environmental harm does not occur.
- 1.3 Management of the site has noted a number of environmental issues that need to be addressed through a package of remediation works in order to prevent harm from occurring. These include:
 - High volumes of leachate are produced by the site, which if not managed effectively could result in pollution of nearby watercourses.
 - Landfill gas which predominantly comprises methane gas is produced by the site. The existing gas extraction and collection system has

- significant age-related faults which in turn limits the performance of the gas flare to burn the gas efficiently.
- Surface emission surveys have recorded persistent areas of elevated landfill gas emissions. This is venting greenhouse gases to the atmosphere.

2. The report

- 2.1 Historically the site was a landfill operating from the early 1960's, taking predominately domestic waste from the Tunbridge Wells area. The landfill site was closed in the early 1990's, and a gas extraction system and flare stack was installed in 1995. The landfill was constructed as a land raise operation, with tipping undertaken to form a domed structure.
- 2.2 Under the Environmental Protection Act 1990, Kent County Council (KCC) is responsible for managing the impact of its closed landfill sites on both the environment and human health. KCC Waste Management undertakes a programme of monitoring of gas and waters (leachate) at the North Farm closed landfill site with subsequent reporting defining risks and identifying remediation works necessary.
- 2.3 Active ongoing assessments have highlighted several continuing environmental issues which KCC needs to resolve.
- 2.4 Identified environmental issues are:

High volumes of leachate

Leachate is produced when rainfall permeates through the landfill capping materials and into the waste. This emerges in the leachate collection drainage ditches around the perimeter of the site, where it is collected and subsequently pumped to Southern Water's Wastewater Treatment Works (WWTW).

The current system results in significant quantities of leachate being generated as any rain falling across the whole site is collected by the same drainage system and is pumped off site for treatment. A discharge consent permits this activity, which is at risk of being breached following periods of heavy rainfall. KCC is coming under increasing pressure to reduce these volumes, as the WWTW cannot cope with the high demand. Breaches could lead to the discharge consent being withdrawn.

During extreme weather events there is also the risk of the system being overwhelmed, resulting in leachate overtopping the drainage system and being discharged directly into nearby watercourses.

Release of landfill gas to atmosphere

Landfill gas comprises predominantly methane and carbon dioxide, which are powerful greenhouse gases and under certain conditions it is explosive and an asphyxiant. In order to control the migration of this gas, a series of wells and pipework, known as a gas collection system, is in place at the site, connected to a gas flare, which safely burns the gas. A recent audit of the system by a specialist Contractor has identified a number of age-

related issues with the collection system. These are such that it is becoming harder to maintain a fully functioning system. In addition, the capping soils laid when the site was closed are not able to prevent surface emissions to atmosphere across the entire site.

2.5 Options for achieving outcomes are:

Option 1 – Do nothing

This is not considered to be a viable option, as there are environmental issues that need addressing. Doing nothing has the potential for harm to the environment or human health to be realised. In this instance, the site may then be officially classified as Contaminated Land and remediation costs imposed upon KCC.

Option 2 – Install GCL across the top of the site to minimise leachate generation and upgrade gas collection system to reduce emissions

This is the preferred option as it sustainably manages leachate generation in the future and also addresses the poor performance of the existing gas collection system. The project requires investment, due to the cost of the Geosynthetic Clay Liner installation but will result in lower revenue costs for the discharge of leachate. Alternative liner systems were appraised; however, they were not deemed suitable due to availability or level of resource needed for installation. This option will also decrease the risk of KCC breaching its discharge consent limits on daily leachate volumes. By upgrading the gas collection system will include drilling of replacement wells and laying new pipework to connect to the existing gas flare – this will reduce the discharge of greenhouse gases.

Option 3 – Install storage to attenuate leachate on site during heavy periods of rainfall and upgrade gas collection system

This option will also decrease the risk of KCC breaching its discharge consent, but it will not reduce revenue costs or offer a sustainable solution. Optioneering to determine the feasibility of this option noted that there is insufficient space on site to locate the required size tank without significant earthworks including removal of landfilled wastes (a costly undertaking). As with Option 2, upgrade works to the gas collection system will include drilling of replacement wells and laying new pipework to connect to the existing gas flare.

Overall **Option 2** has been determined to be the most cost effective and will address the environmental issues identified, protect the biodiversity at the site whilst reducing emissions.

If daily discharged volume limits are breached as a consequence of no action being taken, there is a risk that Southern Water would withdraw the discharge consent for the site. This would result in many litres of leachate having to be transported off site for disposal at very significant unbudgeted cost. In order for this to occur a large holding pond/tank would still need to be provided. This would be a wholly unsustainable situation both financially and environmentally and must be avoided.

3. Financial Implications

- 3.1 Works to place a GCL liner are estimated to be in the region of £1.1m, subject to no soil import required.
- 3.2 There is currently a committed budget allocation of £1.007m for the project, the tender process will be designed to drive value, bringing the cost as low as possible
- 3.3 The upgrade works to the gas collection system, is costed at £102k, additional funding is available from an established renewals reserve and the general aftercare budget to meet this environmental priority.

4. Legal implications

- 4.1 Under the Environmental Protection Act 1990, Kent County Council (KCC) is responsible for managing the impact of its closed landfill sites on both the environment and human health.
- 4.2 If the decision is taken to not approve this tender award, then there is a risk that environmental harm may occur as noted in the above option – do nothing. In this instance, the site may then be officially classified as Contaminated Land and remediation costs imposed upon KCC.

5. Equalities implications

- 5.1 The Equality Impact Assessment undertaken concluded there is no detriment identified for any group with protected characteristics.

6. Other corporate implications

- 6.1 This project will subsequently unlock the site for potential further development. Colleagues in Sustainable Business & Communities have secured a grid connection for the development of a potential solar array on the site. Subject to further Authority approvals this could generate green electricity for import to the grid and could become a community project.

7. Governance

- 7.1 The Service Director for Environment & Waste will inherit the main delegations via the Officer Scheme of Delegation due to the potential financial value of this contract.

8. Conclusions

- 8.1 Environmental remedial works as outlined in this report are required to prevent harm to the environment and human health from occurring. Feasibility and optioneering reports have determined Option 2 - install GCL across the top of the site to minimise leachate generation and upgrade gas collection system, to be the preferred option.

9. Recommendation(s):

9.1 The Environment and Transport Cabinet Committee is asked to consider and endorse or make recommendations to the Cabinet Member for Environment to provide approval to spend and award a Contract for environmental remediation works at North Farm Closed Landfill Site.

10. Background Documents

10.1 Equality Impact Assessment

10.2 Appendix A – Proposed Record of Decision Sheet

11. Contact details

Report Author:

Relevant Director:

Charlotte Beck, Infrastructure Project
Coordinator

Simon Jones, Corporate Director,
Growth, Environment & Transport

03000 413388

03000 411683

Charlotte.beck@kent.gov.uk

Simon.jones@kent.gov.uk

This page is intentionally left blank

KENT COUNTY COUNCIL – PROPOSED RECORD OF DECISION

DECISION TO BE TAKEN BY:

Susan Carey, Cabinet Member for Environment

DECISION NO:

22/00046

For publication

Key decision: YES

Subject Matter / Title of Decision

Approval to award a Contract for environmental remediation works at North Farm Closed Landfill Site.

Decision:

As Cabinet Member for Environment, I agree to approve the proposed decision and provide delegated authority to the Director of Highways, Transportation and Waste to award a Contract for environmental remediation works at North Farm Closed Landfill Site.

Reason(s) for decision:

KCC has a statutory obligation under the Environmental Protection Act 1990 to manage and maintain its closed landfill sites such that environmental harm does not occur. Management of the site has noted a number of environmental issues that need to be addressed through a package of remediation works in order to prevent harm from occurring.

Cabinet Committee recommendations and other consultation:**Any alternatives considered and rejected:**

1. Do nothing. This is not considered to be a viable option, as there are environmental issues that need addressing. Doing nothing has the potential for harm to the environment or human health to be realised. In this instance, the site may then be officially classified as Contaminated Land and remediation costs imposed upon KCC.
2. Install GCL across the top of the site to minimise leachate generation and upgrade gas collection system which reduce levels of carbon dioxide and methane.
3. Install storage to attenuate leachate on site during heavy periods of rainfall and upgrade gas collection system.

The recommended Preferred Option is to progress with option 2 at a pre-tender cost estimate of £1-1m, of which a roll forward commitment of £1m will be available in 22/23. The tender process will be designed to drive value, bringing the cost as low as possible, additional funding is available from an established renewals reserve and the general aftercare budget to meet this environmental priority.

Any interest declared when the decision was taken and any dispensation granted by the Proper Officer:

.....
signed

.....
date

From: David Brazier, Cabinet Member for Highways and Transportation
Susan Carey, Cabinet Member for Environment
Simon Jones, Corporate Director for Growth, Environment and Transport

To: Environment & Transport Cabinet Committee – 19 May 2022

Subject: Performance Dashboard

Classification: Unrestricted

Summary:

The Environment and Transport Cabinet Committee Performance Dashboard shows progress made against targets set for Key Performance Indicators (KPIs). The latest Dashboard includes data up to February/March 2022.

Fifteen of the nineteen KPIs achieved target and are RAG rated Green. Three KPIs were below target but did achieve the floor standard and are RAG rated Amber. One KPI was below floor standard and is RAG rated Red.

Proposed indicators and targets for the Performance Dashboard in 2022/23 are included with this report.

Recommendation(s):

The Environment and Transport Cabinet Committee is asked to NOTE the Performance Dashboard and DISCUSS proposed indicators and targets for 2022/23.

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. To support this role, Performance Dashboards are regularly reported to each Cabinet Committee throughout the year, and this is the fifth report for the 2021/22 financial year.

2. Performance Dashboard

- 2.1. The Dashboard provides a progress report on performance against target for the Key Performance Indicators (KPIs) for 2021/22. These KPIs, activity indicators and targets came before the Cabinet Committee for comment in June 2021. The current Environment and Transport Cabinet Committee Performance Dashboard is attached at Appendix 1.
- 2.2. The current Dashboard provides results up to the end of February/March 2022.
- 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. Four out of five KPIs in Highways & Transportation achieved or exceeded target for latest month performance and were RAG rated Green. Streetlights, illuminated signs and bollards repaired in 28 calendar days was below its target for the year to date figure following staffing issues (vacancies, sickness and self-isolation) between November and January, but recovery to above target performance has been achieved for the month of February.
- 2.5. Five of the six digital take-up indicators in Highways and Transportation were RAG rated Green, with Concessionary bus passes missing target by 1 percentage point.
- 2.6. Six of the eight indicators for Environment and Waste were above target, leaving two that were below. Municipal waste recycled and composted achieved floor standard but was below target; HWRC recycling and composting is now below floor standard, following implementation of an Environment Agency directive that waste wood can no longer be recycled.
- 2.7. Proposed indicators and targets for 2022/23 are attached in Appendix 2.

3. Recommendation(s):

The Environment and Transport Cabinet Committee is asked to NOTE the Performance Dashboard and DISCUSS proposed indicators and targets for 2022/23.

4. Contact details

Report Author: Rachel Kennard
Chief Analyst
Strategic and Corporate Services - Analytics
03000 414527
Rachel.Kennard@kent.gov.uk

Relevant Director: Simon Jones
Corporate Director, Growth, Environment and Transport
03000 411683
Simon.Jones@kent.gov.uk

Environment and Transport Performance Dashboard

Financial Year 2021/22

Results up to February/March 2022

Page 79

Produced by Kent Analytics

Publication Date: April 2022

Guidance Notes

Data is provided with monthly frequency except for Waste Management and Greenhouse Gases where indicators are reported with quarterly frequency and as 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 the minimum performance expected 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 within their expected range or not. Results can either be within their expected range (**Yes**), or **Above** or **Below** their expected range

Key Performance Indicators Summary

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

Digital Take up	RAG
DT01 : Percentage of public enquiries for Highways Maintenance completed online	GREEN
DT03 : Percentage of concessionary bus pass applications completed online	AMBER
DT04 : Percentage of speed awareness courses booking completed online	GREEN
DT06 : Percentage of Highway Licence applications completed online	GREEN
DT15 : Percentage of KCC travel Saver applications completed online	GREEN
DT16 : Percentage of 16+ Travel Saver applications completed online	GREEN

Environment & Waste	RAG
WM01 : Municipal waste recycled and composted	AMBER
WM02 : Municipal waste converted to energy	GREEN
WM01 + WM02 : Municipal waste diverted from landfill	GREEN
WM03 : Waste recycled and composted at HWRCs	RED
WM04 : Percentage of customers satisfied with HWRC services	GREEN
EPE14 : Greenhouse Gas emissions from KCC estate (excluding schools)	GREEN
EW1: Percentage of statutory planning consultee responses submitted within 21 days	GREEN
DT05 : Percentage of HWRC voucher applications completed online	GREEN

Division	Corporate Director	Cabinet Member
Highways & Transportation	Simon Jones	David Brazier

Key Performance Indicators

Ref	Indicator description	Nov-21	Dec-21	Jan-22	Feb-22	Month RAG	Year to Date	YTD RAG	Target	Floor	Prev. Yr
HT01	Potholes repaired in 28 calendar days (routine works not programmed)	98%	98%	98%	98%	GREEN	95%	GREEN	90%	80%	94%
HT02	Faults reported by the public completed in 28 calendar days	91%	91%	91%	91%	GREEN	90%	GREEN	90%	80%	92%
HT04	Customer satisfaction with service delivery (100 Call Back)	98%	98%	99%	99%	GREEN	96%	GREEN	85%	70%	95%
HT08	Emergency incidents attended to within 2 hours	99%	98%	99%	99%	GREEN	98%	GREEN	98%	95%	97%
HT12	Streetlights, illuminated signs and bollards repaired in 28 calendar days	82%	67%	81%	96%	GREEN	88%	AMBER	90%	80%	86%

HT12 – The below year to date target performance in streetlights, illuminated signs and bollards repaired in 28 calendar days was due to several factors – an inability to recruit to vacancies, sickness, and staff having to self-isolate due to Covid in December particularly. This was discussed with Bouygues who put in place an improvement plan which proved to be successful and performance is back on track.

Division	Corporate Director	Cabinet Member
Highways & Transportation	Simon Jones	David Brazier

Activity Indicators

Ref	Indicator description	Oct-21	Nov-21	Dec-21	Jan-22	Feb-22	Year to Date	In expected range?	Expected Range Upper Lower	
HT01b	Potholes repaired (as routine works and not programmed)	766	1,020	1,053	409	949	11,530	Yes	12,150	7,750
HT02b	Routine faults reported by the public completed	3,919	3,909	3,621	2,680	4,299	47,392	Yes	54,600	43,600
HT06	Number of new enquiries requiring further action (total new faults)	6,767	5,700	4,729	6,462	7,456	73,905	Below	102,900	84,600
HT07	Work in Progress (active enquiries/jobs) - end of month snapshot	6,884	5,828	5,535	5,626	5,902	N/a	Below	8,400	7,400
HT13	Streetwork permits issued	12,474	13,697	11,024	12,761	13,151	139,070	Above	131,800	109,900

HT06 – Whilst the routine faults requiring action in 28 days (drains blocked and potholes etc), have been at expected levels, overall enquiries including longer term repairs, streetlighting queries and pavement issues, have been lower than expected mainly due to a drier winter and no extended periods of low temperatures.

HT07 – Work in progress was impacted by higher demand in the summer from drainage and pothole enquiries, but due to a milder and drier late autumn which continued into winter, work volumes have reduced below expectations at this time of year.

HT13 – The demand from utility companies, developers and our own works to access road space in 2021/22 has exceeded expectations. This includes fibre optic companies who are working on high-speed broadband. This demand for road space and managing the Kent network continues to put significant pressure on the team and does not show any signs of letting up. Recruitment for additional resource in the team remains ongoing.

Division	Corporate Director	Cabinet Member
Highways and Transportation	Simon Jones	David Brazier

Digital Take-up indicators

Ref	Indicator description	Nov-21	Dec-21	Jan-22	Feb-22	Year to Date	YTD RAG	Target	Floor	Prev. Year
DT01	Percentage of public enquiries for Highways Maintenance completed online	55%	57%	60%	54%	59%	GREEN	55%	45%	57%
DT03	Percentage of concessionary bus pass applications completed online	65%	69%	73%	70%	69%	AMBER	70%	60%	72%
DT04	Percentage of speed awareness courses bookings completed online	87%	84%	89%	89%	87%	GREEN	85%	75%	84%
DT06	Percentage of Highway Licence applications completed online	100%	100%	100%	100%	99%	GREEN	90%	75%	95%
DT15	Percentage of KCC Travel Saver applications completed online (Rolling 12 months)	100%	100%	100%	100%	#N/A	GREEN	95%	85%	99%
DT16	Percentage of 16+ Travel Saver applications completed online (Rolling 12 months)	100%	100%	100%	100%	#N/A	GREEN	95%	85%	100%

DT03 - There has been some monthly variation and options remain to apply over the phone, by post and in libraries. It has been challenging to meet the target in the past few months as more face-to-face options have fully reopened following the lifting of final Covid restrictions. The current quarter Jan to March saw an average of 70% which is back on target.

DT06 – All highway licences are now completed online since a new back-office system went live in August 2021.

DT15 and DT16 - All Travel Saver and 16+ Travel Saver applications are now completed online.

Division	Corporate Director	Cabinet Members
Environment & Waste	Simon Jones	Susan Carey

Key Performance Indicators (Rolling 12 months except WM08)

Ref	Indicator description	Mar-21	Jun-21	Sep-21	Dec-21	Mar-22	RAG	Target	Floor
WM01	Municipal waste* recycled and composted	46%	47%	46%	46%	45%	AMBER	50%	45%
WM02	Municipal waste* converted to energy	52%	51%	53%	54%	55%	GREEN	49%	44%
01+02	Municipal waste diverted from landfill	98.1%	98.1%	99.0%	99.8%	99.8%	GREEN	99%	95%
WM03	Waste recycled and composted at Household Waste Recycling Centres (HWRCs)	70%	69%	68%	66%	62%	RED	70%	65%
WM08	Overall score for mystery shopper assessment of Household Waste Recycling Centres	N/a	97%	96%	96%	97%	GREEN	96%	85%

* This is waste collected by Districts, and by KCC via HWRCs.

WM01 – Overall recycling and composting is comparable with previous years but remains behind the aspirational target of 50%. Kerbside recycling and composting has dropped slightly to 43%.

WM03 – This remains below the 70% target. There was less recycling and more non-recycling taken to HWRCs in Quarter 3 this year compared to Quarter 3 last year, largely due to an Environment Agency directive that household waste wood can no longer be recycled.

Division	Corporate Director	Cabinet Members
Environment & Waste	Simon Jones	Susan Carey

Activity Indicators (Rolling 12 months)

Ref	Indicator description	Mar-21	Jun-21	Sep-21	Dec-21	Mar-22	In expected range?	Expected Range	
								Upper	Lower
WM05	Waste tonnage collected by District Councils	602,744	601,274	599,294	592,614	587,288	Above	550,000	530,000
WM06	Waste tonnage collected at HWRCs	73,002	89,405	96,438	95,721	95,073	Below	150,000	130,000
05+06	Total waste tonnage collected	675,746	690,680	695,731	687,522	679,606	Yes	700,000	660,000
WM07	Waste tonnage converted to energy at Allington Waste to Energy Plant	327,984	329,380	341,831	343,989	343,845	Above	340,000	320,000

WM05 – Volumes of kerbside waste remain above expected levels, although they are on a reducing trend now. Most collection authorities continue to collect side waste, which is waste presented by residents next to their containers. Certain Districts have struggled to maintain collection schedules due to personnel shortages and sickness.

WM06 – The volume of waste taken to HWRCs did not increase on the last Quarter, being around 70% of expected levels. There are reports of residents continuing to attempt to re-use their waste in communities before attending the HWRC. When residents visit, they tend to visit less frequently but bring a larger load. Good levels of booking capacity exist which is spread evenly through the day.

WM07 – Overall kerbside volumes taken to Allington Waste to Energy plant remain above budget, but this, however, is necessary to avoid residual waste being disposed of via landfill. Kerbside tonnage is showing signs of reducing but is still 10% higher than pre-pandemic levels, resulting in an increase in waste being taken to Allington Waste to Energy Plant compared to budgeted levels.

Division	Corporate Director	Cabinet Member
Environment & Waste	Simon Jones	Susan Carey

Key Performance Indicator (reported quarterly in arrears, rolling 12-month total)

Ref	Indicator description	Sep-20	Dec-20	Mar-21	Jun-21	Sep-21	Dec-21	RAG	Target	Floor
EW2	Greenhouse Gas emissions from KCC estate (excluding schools) in tonnes	18,235	16,940	16,251	16,519	16,601	16,774	GREEN	20,079	22,086

EW2 - Greenhouse gas emissions were slightly higher than the previous quarter. The increase has not been as great as expected as Covid restrictions eased over the last 12 months and emissions are well ahead of target, placing us in a strong position to deliver the KCC Net Zero by 2030 target.

Key Performance Indicators (monthly)

Ref	Indicator description	Oct-21	Nov-21	Dec-21	Jan-22	Feb-22	Year to Date	YTD RAG	Target	Floor
EW1	Percentage of statutory planning consultee responses submitted within 21 days	97%	85%	100%	81%	80%	89%	GREEN	85%	76%
DT05	Percentage of HWRC voucher applications completed online	99%	99%	100%	99%	99%	99%	GREEN	95%	85%

This page is intentionally left blank

Proposed KPIs and Activity indicators for 2022/2023

Highways and Transportation

Key Performance Indicators

Ref	Indicator description	2021/22 Latest	2022/23 Target	2022/23 Floor
HT01	Potholes repaired in 28 calendar days	95%	90%	80%
HT02	Routine faults/enquiries reported by the public completed in 28 calendar days	90%	90%	80%
HT04	Customer satisfaction with routine Highways' service delivery (100 Call back survey)	96%	95%	85%
HT08	Emergency incidents attended to within 2 hours	98%	98%	95%
HT12	Streetlights/illuminated signs/bollards repaired in 28 calendar days	88%	90%	80%

Activity indicators

Ref	Indicator description	Threshold	Q1	Q2	Q3	Q4
HT01b	Potholes repaired (as routine works and not programmed)	Upper	4,600	2,700	3,050	4,300
		Lower	3,400	1,500	1,850	3,100
HT02b	Routine faults reported by the public completed	Upper	13,900	14,000	14,500	18,800
		Lower	10,900	11,000	11,500	15,800
HT06	Number of new enquiries requiring further action (faults)	Upper	26,000	26,000	27,000	34,000
		Lower	21,000	21,000	22,000	29,000
HT07	Work in Progress (outstanding enquiries waiting action)	Upper	7,100	6,900	7,200	8,300
		Lower	6,100	5,900	6,200	7,300
HT13	Number of Street Work permits	Upper	37,700	36,500	36,100	38,600
		Lower	30,900	29,800	29,600	31,700

Digital Take-up

Ref	Indicator description	2021/22 Latest	2022/23 Target	2022/23 Floor
DT01	Percentage of public enquiries for Highways' maintenance reported online	59%	60%	50%
DT03	Percentage of concessionary bus pass applications completed online	69%	70%	60%
DT04	Percentage of speed awareness courses bookings completed online	87%	90%	80%

Ref	Indicator description	2021/22 Latest	2022/23 Target	2022/23 Floor
DT06	Percentage of Highway Licence applications completed online	99%	95%	85%

Environment and Waste

Key Performance Indicators – rolling 12 months

Ref	Indicator Description	2021/22 Latest	2022/23 Target	2022/23 Floor
WM01	Municipal waste recycled and composted	45%	50%	45%
WM02	Municipal waste converted to energy (including conversion to refuse derived fuel)	55%	49%	44%
WM01+2	Diversion from landfill	99.8%	99%	95%
WM03	Percentage of waste recycled and composted at HWRCs	62%	50%*	45%*
WM04	Percentage HWRC waste recycled & wood converted to energy at biomass facility	New Indicator	70%	65%
WM08	Overall score for mystery shopper assessment of Household Waste Recycling Centres	97%	97%	90%

* Reduced targets due to forecast reductions in recycling rates, following Environment Agency Directive now in place which restricts the recycling of waste wood.

Other Key Performance Indicators

Ref	Indicator description	2021/22 Latest	2022/23 Target	2022/23 Floor
EPE14	GHG emissions (KCC estate/services and Traded Companies) in tonnes, to measure progress towards Net Zero by 2030	16,774	15,000	16,500
EW1	Percentage of statutory planning consultee responses submitted to the local planning authority within 21 days: <ul style="list-style-type: none"> • surface water drainage in major developments • ecology in new developments • mineral and waste safeguarding matters 	89%	85%	76%
DT05	Percentage of HWRC voucher applications completed online	99%	98%	90%

Activity indicators (rolling 12 months)

Ref	Indicator description	Threshold	Annual
WM05	Waste tonnage collected by district councils	Upper	570,000
		Lower	550,000
WM06	Tonnage managed through HWRC	Upper	120,000
		Lower	100,000
WM05+ 06	Total Waste Tonnage	Upper	690,000
		Lower	650,000
WM07	Waste tonnage converted to energy at Allington Waste to Energy Plant	Upper	347,250
		Lower	327,250
WM09	Wood Tonnage converted to energy at Biomass Facility	Upper	23,250
		Lower	20,250

This page is intentionally left blank

From: Benjamin Watts, General Counsel

To: Environment and Transport Cabinet Committee – 19 May 2022

Subject: Work Programme

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.

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

- 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 consider 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.

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.

<p>4. Recommendation: The Environment and Transport Cabinet Committee is asked to consider and agree its Work Programme.</p>

5. Background Documents: None

6. Contact details

Report Author:
Matthew Dentten
Democratic Services Officer
03000 414534
matthew.dentten@kent.gov.uk

Lead Officer:
Benjamin Watts
General Counsel
03000 410466
benjamin.watts@kent.gov.uk

Environment and Transport Cabinet Committee – Work Programme 2022

Item	Cabinet Committee to receive item
Verbal Updates by Cabinet Members and Corporate Director	At each meeting
Performance Dashboard	At each meeting
Work Programme	At each meeting
Budget Consultation	Annually (November/December)
Final Draft Budget	Annually (January)
Strategic Risk Register	Annually (March)
Annual Equality and Diversity Report	Annually (June/July)
Winter Service Policy	Annually (September)
Bus Feedback Portal	Bi-Annual (every six months)

6 July 2022

No	Item	Additional Comments
Page 95	Annual Equality and Diversity Report	Annual
	Traffic Management Act Part 6 – Written Update	
	Sturry Link Road - Key decision TBC	
	Fastrack Service, including ZEBRA (Zero Emission Bus Regional Areas)	
	Plan Tree Consultation Evaluation	
	Adaptation Programme Implementation	
	Bus Feedback Portal	Bi-Annual (every six months)

8 September 2022

No.	Item	Additional Comments
	Winter Service Policy	Annual

8 November 2022

Item	Additional Comments
Budget Consultation	Annual
Southern Water - Update	Requested at E&T Cabinet Committee on 18 January 2022

Items for Consideration that have not yet been allocated to a meeting	
North West Maidstone Transfer Station	Requested at E&T Cabinet Committee on 16 July 2019
Cycle Network - Update	Requested at E&T Cabinet Committee on 18 January 2022
Kent and Medway Energy and Low Emissions Strategy - Annual update	Summer/Autumn 2022
Minerals and Waste Consultation Outcomes	Summer/Autumn 2022
Local Transport Plan 5 - Update	Summer/Autumn 2022