

## KENT COUNTY COUNCIL

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### ENVIRONMENT & TRANSPORT CABINET COMMITTEE

MINUTES of A meeting of the Environment & Transport Cabinet Committee held virtually on Tuesday, 15 September 2020.

PRESENT: Mr S Holden (Chairman), Mr R C Love, OBE (Vice-Chairman), Mr M A C Balfour, Mr A Booth, Mr D L Brazier, Mr I S Chittenden, Mr N J Collor, Mr A Cook, Mr G Cooke (Substitute for Mr A H T Bowles), Ms S Hamilton (Substitute for Mr T Bond), Mr A R Hills, Mr A J Hook, Mr B H Lewis, Mr J M Ozog, Mr H Rayner and Mr M E Whybrow

ALSO PRESENT: Miss S J Carey and Mr M D Payne

IN ATTENDANCE: Mrs B Cooper (Corporate Director of Growth, Environment and Transport), Mr S Jones (Director of Highways, Transportation and Waste) and Mrs A Hunter (Principal Democratic Services Officer)

#### UNRESTRICTED ITEMS

**273. Apologies and Substitutes**  
*(Item 2)*

Apologies for absence were received from Mr Bond and Mr Bowles. Mrs Hamilton and Mr Cooke attended as their substitutes respectively.

**274. Declarations of Interest by Members in items on the Agenda**  
*(Item 3)*

- (1) Mr Balfour said declared an interest in item 10 of the agenda (Ebbsfleet Development Corporation Funded Programme – Green Corridors Programme Phase 3) as he was a trustee of Huggens College (Alms Houses) located adjoining Northfleet High Street and College Road which were the "green routes" 25 and 26 referred to in the report. He also declared an interest in item 23 (Review of the Kent Downs Area of Outstanding Natural Beauty (AONB) Management Plan - proposed consultation response) as he was vice-chairman of a Kent AONB group. As these were not pecuniary interests, he said he would participate in the discussion of the items.
- (2) Mr Collor declared an interest in item 19 (20/00088 - Waste performance payments for Dover District Council and Folkestone and Hythe District Council) as he was a portfolio holder at Dover District Council. As his portfolio did not include waste, he said he would participate in the discussion of the item.
- (3) Before the discussion on Item 10 of the agenda (Ebbsfleet Development Corporation Funded Programme – Green Corridors Programme Phase 3) commenced, Mr Rayner said he had a declarable pecuniary interest and did not take part in the discussion of the item.

**275. Minutes of the meeting held on 17 July 2020**

*(Item 4)*

RESOLVED that the minutes of the meeting held on 17 July 2020 be approved as a correct record and that they be signed by the chairman.

**276. Verbal Update by Cabinet Members and Corporate Director**

*(Item 5)*

- (1) Mr Payne (Cabinet Member for Highways and Transport) paid tribute to the work being done by Kent Highways officers despite Covid-19. He said they had continued to work, throughout the pandemic, in a way that put many similar highways authorities in the shade. Their continued efforts were evidenced by the performance report being discussed later on the agenda but officers had also engaged in additional work at the behest of the Government and on behalf of the Department of Transport on matters including Active Travel and the design and build of the M20 Mojo site in Ashford in preparation for the ending of the transition arrangements with the European Union. Work on the Mojo site followed the successful delivery of the Manston site, in readiness for Brexit, last year.
- (2) Mr Payne said he had embraced the opportunity created by the Government's Emergency Active Travel Fund by encouraging a successful bid to the DfT for funding from the first tranche, and by making it clear that the schemes should not disadvantage other road users, including public transport, any more than they should encourage pedestrians and cyclists. Many of the schemes had been put in place quickly to meet the Government's timelines and to capture the benefits of less congestion, reduced air pollution, and increased walking and cycling, seen during lockdown. This meant that schemes were implemented using the Government's emergency Traffic Regulation Order process without the normal consultation with residents and businesses. He said all schemes would be reviewed, and had to stand on their own merits, however, they needed to be supported by the communities involved if they were to have any chance of success. He referred to town-wide trials of 20mph zones in Tonbridge and Faversham, and to other smaller 20mph schemes such as the one in Margate. He said they required a mindset change and a shift in thinking for them to work, and paid tribute to the Police who enforced traffic regulations.
- (3) Mr Payne concluded his update by reporting that the restoration of the West Kingsdown windmill was nearly complete and included repairing and re-boarding the smock tower and cap roof and restoring the fan stage. He said the work had been carried out with great attention to detail and had included re-painting the rear wall of the cap white, as it had been during the mill's working days.
- (4) In response to comments, Mr Payne said that communication about new Active Travel schemes was key to their success and that prior to the implementation of the Margate 20 mph scheme, meetings had been held with the Leader of Thanet District Council, the divisional members and the local MP. He also said that all schemes were subjected to a road safety

audit from the viewpoints of motorists, pedestrians, and other road users. If schemes did not achieve their objectives, they would be removed.

- (5) Miss Carey (Cabinet Member for Environment) said that despite the long agenda for the meeting it only covered a fraction of the activity in her portfolio. She had, therefore, provided briefings for all members on waste and on the environment last week. As much information had been shared in that way, she said she would focus on just two items in her update. She continued to be impressed with the pace of work and the willingness of staff across the whole organisation to help deliver the Net Zero targets and thanked them for their efforts. She also said that the number of slots at the household waste recycling centres had been increased from 22,000 a week to 32,000 per week and households could book up to four slots each month instead of the previous maximum of two.
- (6) Miss Carey said that members had already received notice of the Solar Together project aimed at making solar panels and battery storage more affordable. Social media had already resulted in 351 registrations and a targeted direct mail campaign to 100,000 Kent households was expected to boost that number before the registration period closed on 5 October. A reverse auction would take place on 6 October and it was only after that date that Kent householders would be asked to commit to the scheme. Miss Carey concluded by saying there was more good news on the way about an environment project, but that she was unable to say more at this time as there were still legal agreements to sign.
- (7) RESOLVED that the verbal updates be noted.

## **277. Kent Flood Defence Infrastructure**

*(Item 6)*

*(Max Tant, Flood and Water Manager, and James Kennedy and Richard Oakes from the Environment Agency were in attendance for this item)*

- (1) Miss Carey (Cabinet Member for the Environment) said that KCC worked in partnership with residents and agencies to mitigate and manage floods. She was pleased that James Kennedy and Richard Oakes, from the Environment Agency, were in attendance to present a summary report of the flooding over the winter of 2019-20, an update on the delivery of the Leigh Flood Storage Area scheme and an overview of the future pipeline of flood defence investment in Kent. A copy of the presentation is attached as an appendix to these minutes.
- (2) In response to questions, the representatives from the Environment Agency said: the planned increase in storage would be more than able to cope with displacement of water by the Hildenborough Dam; it was not possible to prevent gardens flooding in the surrounding area, however, engagement would take place with residents to demonstrate that the risk of their homes flooding would not increase; it was proposed to have both a master and standby pump; and as the dam would be critical infrastructure it would receive on-going revenue funding for maintenance. Mr Oakes said the Environment Agency worked with local authorities and other agencies on shoreline management to agree the protection appropriate and possible for

individual areas. He also said work was underway to understand the impact of extreme rainfalls on rivers and catchments; the Flood and Coastal Erosion Risk Grant in Aid Programme was reviewed after every extreme rainfall event and bids were made for government funding. Mr Kennedy said the Environment Agency was in the final year of a six-year investment programme worth £6billion and further government funding of £2.6billion would be spent in the next six-year period. Details of further schemes would be reported to the Southern Regional Flood and Coastal Committee and the Kent Flood Risk Management Committee. He also said that funding from central government was subject to the guidance for appraising projects and programme set out in Treasury's Green Book, however, other projects such as the Leigh scheme, which was part-funded by SELEP and KCC, were subject to their own funding rules.

- (3) Mr Tant said KCC worked in conjunction with the Environment Agency, to manage floods and their impact on roads. He also said there had been good co-operation between KCC, the Environment Agency and parish councils around Yalding to initiate road closures and other activities during the flood incidents last winter.
- (4) Mr Rayner suggested an amendment to the summary paragraph on the first page of the report to make it clear that the update on the delivery of the Leigh Flood Storage Area scheme also referred to the Leigh Expansion and Hildenborough Embankment Schemes.
- (5) The chairman thanked the representatives for their presentation.
- (6) RESOLVED to note the report and presentation from the Environment Agency.

**278. 20/00077 - Gravesend Bus Hub (Barrack Row and Garrick Street)**

*(Item 7)*

*(Lee Burchill, Major Capital Programme Manager, and Graham Killick, Project Manager were in attendance for this item)*

- (1) Mr Payne (Cabinet Member for Highways and Transport) introduced the report which asked the cabinet committee to consider and endorse or make recommendations on his proposed decision to enter into funding agreements, design, and enter construction contracts to develop the Gravesend Bus Hub.
- (2) Mr Brazier said the proposed bus hub would contribute to the regeneration of the town and to the improvement of its infrastructure.
- (3) RESOLVED to endorse the proposed decision by the Cabinet Member for Highways and Transport to:
  - i. enter into the Local Growth Fund and Ebbsfleet Development Corporation (EDC) grant funding agreements subject to the approval of the Corporate Director of Finance;

- ii. undertake the detailed design and surveys for the project, including development control and land charge disclosures. This work to be undertaken by appointing a consultant through the KCC professional services framework contract;
- iii. progress all statutory approvals or consents required for the scheme, including transfer of land and rights;
- iv. carry out any additional consultation required for the scheme;
- v. enter into construction contracts, as necessary, for the delivery of the scheme subject to the approval of the Capital Officer Group to the recommended procurement strategy;
- vi. approve any further decisions required to allow the scheme to proceed through to delivery to be taken by the Corporate Director of Growth, Environment and Transport under the Officer Scheme of Delegations following prior consultation with the cabinet member.

**279. 20/00079 - Road Asset Renewal Contract 2021**  
*(Item 8)*

*(Andrew Loosemore, Head of Highway Asset Management and Robert Clark, Contract and Commissioning Support Manager, were in attendance for this item)*

- (1) Mr Payne (Cabinet Member for Highways and Transport) introduced the report which asked the cabinet committee to consider and endorse or make recommendations on a proposed decision to procure a new contract for road asset renewal services.
- (2) RESOLVED to endorse the proposed decision of the Cabinet Member for Highways and Transport to procure and to delegate authority to the Corporate Director for Growth, Environment and Transport to award and enter into appropriate contractual arrangements for the provision of road asset renewal services including any potential extension periods in accordance with the expectations set out in the report.

**280. 20/00081 - Procurement and award of contract/s for Soft Landscape Urban Grass, Shrubs & Hedges**  
*(Item 9)*

*(Andrew Loosemore, Head of Highway Asset Management, Robert Clark, Contract and Commissioning Support Manager and Robin Hadley, Soft Landscape Asset Manager, were in attendance for this item)*

- (1) Mr Payne (Cabinet Member for Highways and Transport) introduced the report which asked the cabinet committee to consider and endorse or make recommendations on a proposed decision to procure, and to delegate authority to the Corporate Director for Growth, Environment and Transport to award and enter into appropriate contractual arrangements for the provision of urban grass, shrubs, hedges and rose bed maintenance services. In response to a question, Mr Jones said the proposed contract took the conversation about the environment into account, and engagement about wildlife reserves on the roadside was already underway with the Kent

Wildlife Trust and residents. Miss Carey said it was important to acknowledge Mr Holden's role as chairman of the Plan Bee group and said the Highways team had sourced bus shelters which were both affordable and bee friendly.

- (2) RESOLVED to endorse the proposed to decision of the Cabinet Member for Highways and Transport to procure and to delegate authority to the Corporate Director for Growth, Environment and Transport to award and enter into appropriate contractual arrangements for the provision of urban grass, shrubs, hedges and rose bed maintenance services including any potential extension periods in accordance with the proposals set out in the report.

**281. 20/00082 - Ebbsfleet Development Corporation Funded Programme – Green Corridors Programme Phase 3**  
*(Item 10)*

*Lee Burchill, Local Growth Fund Programme Manager and Christopher Seamark, Local Growth Fund Programme Manager, were in attendance for this item)*

- (1) Mr Payne (Cabinet Member for Highways and Transport) introduced the report which asked the cabinet committee to consider and endorse or make recommendations on a proposed decision to accept a capital grant from the Ebbsfleet Development Company (EDC) and to take the Green Corridors Phase 3 Programme through the next stages of development and delivery. He said this scheme was fully funded EDC and that KCC had been asked to manage the scheme.
- (2) RESOLVED to endorse the proposed decision of the Cabinet Member for Highways and Transport to give approval for KCC to accept a capital grant from the EDC and to take the Green Corridors Phase 3 Programme through the next stages of development and delivery and specifically to give approval:
  - i. to enter into a funding agreement with EDC subject to the approval of the Corporate Director of Finance,
  - ii. for KCC to appoint a project manager to deliver the programme;
  - iii. to undertake the design and surveys for the project. This work will be undertaken by appointing a consultant through the KCC professional services framework contract;
  - iv. to progress all statutory approvals or consents required for the schemes, including transfer of land and rights;
  - v. to carry out any additional consultation required for the schemes;
  - vi. to enter into construction contracts as necessary for the delivery of the schemes;
  - vii. for any further decisions required to allow the schemes to proceed through to delivery to be taken by the Corporate Director of Growth, Environment and Transport under the Officer Scheme of Delegations following prior consultation with the Cabinet Member.

**282. Winter Service Policy for 2020/21**

*(Item 11)*

*(Carol Valentine, Highway Manager and Andrew Loosemore, Head of Highway Asset Management were in attendance for this item)*

- (1) Mr Payne, Cabinet Member for Highways and Transport, introduced the report which set out revisions to the winter service policy for 2020/21 and asked the cabinet committee to note the changes proposed.
- (2) Ms Valentine drew the cabinet committee's attention to paragraph 8 of the report which set out the additions proposed for inclusion in this year's policy. Members welcomed the use of technology to improve services and emphasised the value and impact of 'Navtrak' in-cab technology in reducing grit wastage and the length of journeys to grit roads. Attention was also drawn to the important role of shopkeepers, residents, and parish councils in keeping pavements free of ice and snow, and it was suggested that their contribution should be acknowledged in the Winter Service Policy. It was noted that, although no new salt bins would be provided, existing bins would be replenished, and damaged ones replaced. It was also suggested that communications about winter service should include an exhortation to residents to think about those who were less able and who might need some assistance. In response to comments, Mr Payne said that communication with residents and with farmers, who kept the rural roads clear, was key to the success of the policy. He also said that any disruption to the flow of traffic at Dover, arising from the ending of transition arrangements with the European Union, would be considered in planning and risk management.
- (3) Mr Payne undertook to respond to a request for reassurance that the link road (Lower Church Road, Eastchurch), which joins the A2500 and the HMP Swaleside Prison cluster, would be kept clear of snow and ice, particularly as the last snowfall had made the road unpassable resulting in traffic chaos in the surrounding area.
- (4) Resolved that the proposed changes to the Winter Service Policy for 2020/2 set out in paragraph 8.1 of the report be endorsed.

**283. Kent Rail Strategy 2021**

*(Item 12)*

*(Stephanie Holt-Castle, Interim Director of Environment, Planning and Enforcement, and Stephen Gasche, Rail Project Manager, were in attendance for this item)*

- (1) Mr Payne (Cabinet Member for Highways and Transport) introduced the draft Kent Rail Strategy 2021 which set out Kent County Council's ambitions for the next South Eastern agreement and included a desire for a shift of passengers and freight from road to rail. He said the proposed strategy would replace the 2011 Rail Action Plan for Kent which had been developed to ensure the new South Eastern franchise scheduled to commence in April 2014 delivered a rail service that met the needs of Kent's residents, businesses and visitors. He also said it had informed KCC's response to the

Department for Transport's (DfT) public consultation on the then proposed franchise and had been drawn on to respond to the call for evidence by the Williams review into the structure and organisation of the rail industry in the UK.

- (2) Mr Gasche said the proposed strategy set out KCC's strategic goals for rail transport over the next 10 years and that it would provide a plan that had been subjected to wide public consultation that could be drawn on to respond to any DfT consultations associated with the concession or contract for rail services in Kent.
- (3) In response to questions, Mr Gasche said the principle of High-Speed services to East Kent in 2009 had been predicated on the use of both the new High Speed 1 route and the existing mainline route. The fastest journey time from London St Pancras to Ramsgate was currently 70 minutes and the journey time from London St Pancras to the new Thanet Parkway station was estimated to be about 69 minutes which was a very good time for the length of the journey. He also said that, while Thanet Parkway and other stations would be designed to encourage easy interchange with other sustainable transport, any decision about the provision of a bus service rested with commercial bus operators.
- (4) Mr Gasche said that section 11 of the proposed rail strategy, which referred to international rail service, would be re-drafted in the light of recent announcements from Eurostar about the temporary suspension of services at Ebbsfleet and Ashford until 2022. He said the Leader of KCC, the Leader of Ashford Borough Council and the chief executive of the South East Local Economic Partnership had met with the chairman of Eurostar who had given assurance that the service would be re-instated when the commercial conditions were right. He also said that the strategy could be amended to include reference to the need for charging points for electric cars at railway station carparks.
- (5) In response to further questions, Mr Gasche said a case had previously been made to the DfT for a direct rail service from Ashford to Gatwick Airport via Tonbridge, however, there was little appetite for it at that time. Such a service might become viable in the future and had been included in the proposed strategy on that basis. He also said the cost of upgrading freight lines to facilitate passenger traffic was prohibitively expensive and it was, therefore, unlikely that a passenger service could be instigated on the Lydd branch line without significant funding from a developer.
- (6) In response to comments that the strategy contained both vision and common sense, Mr Gasche said the strategy anticipated a post-Covid world and assumed that people would return to using the railway. He also said it was important that the strategy maximised the freedom of the train operating companies as this would drive innovation, including flexible ticketing and bring the benefits of improved High Speed and Metro travel to Kent. He welcomed the suggestion that the proposed strategy be amended to include reference to the need for electric cars charging points at railway station carparks. He also referred to Rail for Folkestone and said it was a good example of effective campaigning to change the Government's policy and resulted in getting a High-Speed service from London to Folkestone.



- (7) Mr Gasche said the proposed Thameslink service from Maidstone had been delayed several times despite assurance from the relevant government minister, however, the latest understanding was that there would be a service from Maidstone to the City at least as far as Blackfriars. There were concerns about the capacity to run more trains through the central operating core between St Pancras and Blackfriars. He also confirmed that it was capacity in this core rather than the signalling infrastructure at St Mary Cray or the Catford Loop which influenced the number of Thameslink services able to operate through the central core referred to in table 10 of the strategy. He also undertook to find out whether freight wagons originating elsewhere in Europe were transferred directly onto High Speed 1 or whether they were re-loaded onto national gauge wagons at the Barking terminal.
- (8) Members commented on the need to make the time taken to complete journeys by train comparable with car journey times and on the poor connectivity between the north and south of the county. The inclusion of a reference to the need to strengthen the High-Speed fleet serving North and East Kent to meet the ever-increasing demand was welcomed. The need to improve services between Dover Priory and St Pancras, and for improved parking at Dover was emphasised, and it was suggested that the proposed strategy be amended to include the wording 'KCC supports the ongoing efforts of Dover District Council in securing a journey time between St Pancras and Dover Priory of under 60 minutes and their efforts with Network Rail to increase car parking capacity at Dover Priory'. This was agreed by the cabinet committee. Mr Gasche also referred to: the discussion underway with the High Speed 1 operator about a proposal for a crossover on Dollands Moore which would shorten journey times from Dover and Folkestone to St Pancras; and proposals to develop Westenhanger station to support the new garden town at Otterpool Park.
- (9) RESOLVED to endorse the draft Kent Rail Strategy 2021, and t the proposals set out in the strategy's summary of recommended actions for public consultation in Autumn 2020 subject to updating the section on Eurostar services to reflect the current situation at Kent stations, the inclusion of a reference to the need for charging points for electric cars at railway station car parks and the addition of the words 'KCC supports the ongoing efforts of Dover District Council in securing a journey time between St Pancras and Dover Priory of under 60 minutes and their efforts with Network Rail to increase car parking capacity at Dover Priory'.

*Mr Lewis requested that his abstention from voting on this item be recorded in the minutes.*

**284. Decisions taken between Cabinet Committee meetings**  
(Item 13)

- (1) Mr Payne introduced the report which provided a summary of the decisions taken or in progress by the Cabinet Member for Environment and the Cabinet Member for Highways and Transport.
- (2) RESOLVED that the report be noted.

**285. Performance Dashboard**

*(Item 14)*

*(Rachel Kennard, Chief Analyst, Strategic Commissioning Analytics, David Beaver, Head of Network Management and Performance and Deborah Kapaj, Sustainable Estates Programme Manager were in attendance for this item)*

- (1) Ms Kennard introduced the report which set out progress made against targets set for Key Performance Indicators (KPIs) up to June 2020. She said: twelve of the eighteen KPIs achieved target and were RAG rated green; five were below target but had achieved the floor standard and were RAG rated amber; and one was below target and RAG rated red.
- (2) RESOLVED that the report be noted.

**286. 2019/20 Equality and Diversity Review of Growth, Environment and Transport Directorate**

*(Item 15)*

*(Stephanie Holt-Castle, Interim Director of Environment, Planning and Enforcement, Sarah Bedingfield Service Manager - Innovation, Digital and Libraries, were in attendance for this item)*

- (1) Miss Carey (Cabinet Member for the Environment) said she had contributed to the drafting of the report to make it more readable. Miss Bedingfield said that equality and diversity was embedded in the directorate's customer focus and responded to needs based on data relating to ten protected characteristics specified in the Equality Duty of 2010 and the six domains identified by the Equality and Human Rights Commission.
- (2) In response to a question about the accessibility of buses, she said that all Highways and Transport division's schemes were subjected to screening for equality issues and issues relating to accessibility were considered at strategic, procurement and operational levels.
- (3) RESOLVED that the current performance be noted and that a report be received annually to comply with the Public Sector Equality Duty 2010.

**287. Risk Management: Growth, Environment and Transport Directorate**

*(Item 16)*

*(Barbara Cooper, Corporate Director, Growth, Environment and Transport Mark Scrivener, Corporate Risk Manager and Jody Caterall, Risk Manager were in attendance for this item)*

- (1) Mr Payne (Cabinet Member for Highways and Transport) introduced the paper which presented the three strategic risks identified on the corporate risk register relating to the Environment and Transport Cabinet Committee, and for which the Corporate Director of Growth, Environment and Transport was the designated 'Risk Owner' on behalf of the Corporate Management Team; plus a summary of key risks from within the directorate.

- (2) Miss Carey (Cabinet Member for the Environment) referred to Risk GT0008-Ash Dieback. Destruction of the ash species and associated costs to KCC - and the impact of Ash Dieback on trees within the county. She said that KCC, in collaboration with other councils, had successfully bid for £2.25million government funding to deal with the matter.
- (3) RESOLVED that the report be noted.

**288. 20/00080 - KCC Environment Policy revision**

*(Item 17)*

*(Stephanie Holt-Castle, Interim Director of Environment, Planning and Enforcement, and Deborah Kapaj, Sustainable Estates Programme Manager, were in attendance for this item)*

- (1) Miss Carey (Cabinet Member for the Environment) introduced the report which asked the cabinet committee to consider and endorse or make recommendations on a proposed decision to revise the Council's Environment Policy.
- (2) Miss Kapaj said the purpose of the policy was to make a clear public commitment to implementing a programme of environmental improvement which included: reducing the environmental impact of the Council's operations and services; considering climate risk when planning services and taking decisions; as well as working with partners, businesses and communities to address Kent's environmental issues and priorities. She said much had changed since 2017, when the current Environment Policy had been adopted, and that having an Environmental Policy was required for successful assessment against the ISO14001 International Standard for Environmental Management.
- (3) Members said the fact that KCC had been recognised nationally as a front runner in environmental matters should be celebrated. Members also reflected on the change in public attitudes and media coverage since the adoption of the 2017 Environment Policy and welcomed efforts to minimise waste from the authority's own estate. In response to a question, Miss Kapaj said that Kent's country parks were using compostable packaging; Skanska had started using dissolvable tablets supplied in cardboard boxes instead of cleaning fluids in plastic containers, and further work was underway to further reduce the use of single use plastics.
- (4) Resolved to endorse the proposed decision of the Cabinet Member for the Environment to:
  - (a) approve the revised Policy for adoption and implementation through the ISO14001 Environmental Management Standard framework; and
  - (b) delegate authority to the Corporate Director for Growth, Environment and Transport to take relevant actions, including but not limited to entering into contracts or other legal agreements, as necessary to implement this decision.

**289. 20/00078 - Kent County Council approach to Net Zero**  
(Item 18)

*(Stephanie Holt-Castle, Interim Director of Environment, Planning and Enforcement, Deborah Kapaj, Sustainable Estates Programme Manager, and Christine Wissink, Head of Sustainable Business and Communities, were in attendance for this item)*

- (1) Miss Carey (Cabinet Member for the Environment) introduced the report which asked the cabinet committee to consider and endorse, or make recommendations on a proposed decision to accelerate the net-zero emissions target to be achieved by Kent County Council by 2030 for its own estate and operations (excluding schools) and those of its traded companies; and to note the funding required to achieve this target. She said that KCC was a front runner nationally in developing an evidence-based, data driven, adaptable approach to net zero and it was significant that targets were based on empirical data from a range of technologies and energy programmes including LED street lighting and solar energy schemes. She further said that the authority would actively seek opportunities arising from innovation and new technology to achieve the emissions reduction targets.
- (2) Miss Wissink drew the cabinet committee's attention to the information set out in paragraphs 1.2, 1.3, 1.4, 2.2 and 2.3 of the report. Members welcomed the recognition that KCC had received nationally for innovation in this area.
- (3) In response to questions and comments, Miss Carey and the officers provided the following information.
  - A case study on the approach and some of the methodology used by Laser Energy to model scenarios to achieve net zero was being developed and would be made available on the Kent Environment Hub which would be on KCC's website.
  - Information and data for the modelling came from services across KCC.
  - It was intended to extend the data and expand the baseline to include outsourced services and the initial focus would be on waste and recycling services.
  - Monitoring KCC's impact on the environment was not new but it had been given a greater emphasis recently.
  - The UK government required the country to achieve net zero by 2050, however the report and indicative expenditure referred only to the achievement of a target of net zero by 2030 for KCC's own estate (excluding schools) and services and did not seek to cover how Kent and Medway would achieve the Government's target.
- (4) The cabinet committee welcomed the report; however, Miss Carey urged members not to under-estimate the scale of the task and commended the Environment team for their work and, in particular, for their success bidding

for grants for projects that contributed to the achievement of the challenging targets.

(5) RESOLVED that:

- (a) the proposed decision to accelerate the net-zero emissions target to be achieved by Kent County Council by 2030 for its own estate and operations (excluding schools) and those of its traded companies be endorsed; and
- (b) the indicative level of funding that will need to be secured to achieve this target be noted.

**290. 20/00088 - Waste Performance Payments for Dover District Council & Folkestone and Hythe District Council**

*(Item 19)*

*(David Beaver, Head of Waste Management and Business Services was in attendance for this item)*

- (1) Miss Carey (Cabinet Member for the Environment) introduced the report which asked the cabinet committee to consider and endorse, or make recommendations on a proposed decision to enter into an inter-authority agreement with Dover District Council and Folkestone and Hythe District Council to make performance payments to increase levels of recycling and reduce disposal costs for KCC. She praised the two district councils for their efforts and success in increasing their recycling rates and for continuing to take on additional subscriptions for garden waste collection during the lockdown period.
- (2) In response to questions, Miss Carey said KCC would like to enter into similar agreements with other district, borough, and city councils, but that this could only be rolled out when existing contracts between local councils and waste contractors were due for renewal. She also said that less than 1% of Kent's waste went to landfill, 50% was recycled and the balance was converted to energy. A significant proportion of the 1% that went to landfill was asbestos which was subject to stringent deep landfill requirements. In response to a further question she said the opportunities for moving recycle by boat could be considered. It was, however, also suggested that the tidal conditions at Folkestone Harbour, and the fact it was no longer registered as port, meant that it could not accept vessels.
- (3) Mr Beaver said discussions about the financial and environmental advantages of similar agreements were already underway with other local councils. He also said there was a risk that increased recycling rates might have an impact on the amount of material sent to Allington for conversion to energy; however, it might be possible to re-negotiate some contracts with partners to mitigate the risk of incurring penalties by not reaching the target of sending a minimum of 310,000 tonnes annually.
- (4) RESOLVED that the proposed decision of the Cabinet Member for the Environment to approve KCC entering into an inter authority agreement with Dover District Council and Folkestone and Hythe District Council to make

performance payments to increase levels of recycling and reduce disposal costs for KCC be endorsed.

**291. 20/00090 - Approval to Commission and Award a New Contractual Arrangement for the Collection and Processing of Textiles and Shoes - (SS19066)**  
*(Item 20)*

*(David Beaver, Head of Waste Management and Business Services was in attendance for this item)*

- (1) Miss Carey (Cabinet Member for the Environment) introduced the report which asked the cabinet committee to consider and endorse or make recommendations on a proposed decision to enter into a new contractual arrangement for the collection and processing of textiles and shoes disposed of at Kent's household waste recycling centres (HWRCs). She said the commodity market for textiles had collapsed and the authority had a choice, which was reflected in the cost of the contract, to take a risk that the market would recover, or pay for certainty. She was proposing to take a risk in anticipation that the market would recover. Mr Beaver said figures published in September indicated that textiles were now fetching £40 per tonne and that the market was beginning to recover.
- (2) RESOLVED that the proposed decision of the Cabinet Member for the Environment to delegate authority to the Director of Highways, Transportation and Waste to enter into a new four-year contractual arrangement (with a one-year extension) for the collection and processing of textiles and shoes collected at the HWRCs across the county to cover KCC's requirement as the waste disposal authority be endorsed.

**292. 20/00091 - Approval to Commission and Award a Contract for the Provision of Waste Compactors**  
*(Item 21)*

*(David Beaver, Head of Waste Management and Business Services was in attendance for this item)*

- (1) Miss Carey (Cabinet Member for the Environment) introduced the report which asked the cabinet committee to consider and endorse, or make recommendations on a proposed decision to give authority to the Corporate Director for Growth, Environment and Transport to approve expenditure for the replacement of waste compactors, with a service and maintenance contract, at Kent's household waste recycling centres (HWRCs). She said the current compactors were old and many were beyond economic repair. A programme had begun to replace the compactors where failure was imminent; however, a commissioning exercise alongside a repairs and maintenance schedule was required to ensure their continued operation.
- (2) In response to a question, Mr Beaver said different waste streams were compacted separately and were, typically, condensed by 70% which allowed more waste to be brought into the HWRCs by householders and resulted in a financially efficient and cost-effective onward haulage solution. He also said most of the waste produced in Kent was re-processed in Kent with only

small amounts being processed outside the county, and that the obsolete compactors would be recycled.

- (3) RESOLVED that the proposed decision to be taken by the Cabinet Member for the Environment to give authority to the Corporate Director for Growth, Environment and Transport to approve expenditure for the replacement of waste compactors, with a service and maintenance contract at Kent's household waste recycling centres be endorsed.

**293. Waste Management - Requests for Developer Contribution Funding**  
(Item 22)

*(Hannah Allard, Waste Business Development Manager and Charlotte Beck, Senior Environmental Compliance Officer were in attendance for this item)*

- (1) Miss Carey (Cabinet Member for Environment) introduced the report which provided an update on the actions taken to develop the 'Case for Waste' document, and, in particular, on the early engagement with the district and borough councils for inclusion in the 'Developer Contribution Guide' consultation to be undertaken by KCC's Economic Development team in the coming months. She said waste management was an essential part of the infrastructure required to support the population growth forecast for Kent.
- (2) RESOLVED that the actions being undertaken to develop the 'Case for Waste' and the approach to engagement with the district and borough councils be endorsed.

**294. Review of the Kent Downs Area of Outstanding Natural Beauty (AONB) Management Plan - proposed consultation response**  
(Item 23)

*(Stephanie Holt-Castle, Interim Director of Environment, Planning and Enforcement, and Sarah Platts, Strategic Planning and Infrastructure Manager, were in attendance for this item)*

- (1) Miss Carey (Cabinet Member for the Environment) introduced the report which set out the context and details of the Kent Downs Area of Outstanding Natural Beauty (AONB) draft Management Plan 2020-2025 and the draft KCC response to the consultation. It also asked the cabinet committee to consider and endorse or make recommendations on the proposed response to the Kent Downs AONB draft Management Plan consultation. Miss Carey said that the recent lockdown had emphasised the value of the countryside and drew attention to supplementary report which had been published.
- (2) In response to a question about the possibility of extending the boundary of the AONB to include an area near Maidstone, Miss Platts said that the process for reviewing the boundary was separate from the consultation response considered in the report, however, the issue could be explored with Maidstone Borough Council.
- (3) RESOLVED that proposed Kent County Council response to the Kent Downs AONB draft Management Plan consultation be endorsed

**295. Work Programme 2020 -2021**

*(Item. 24)*

- (1) The report asked the cabinet committee to agree its work programme for 2020/21. Miss Carey suggested that a report on the authority's pollinator plan be included in the work programme.
- (2) RESOLVED that the work programme for 2020-21 be agreed subject to the inclusion of a report on the authority's pollination plan.