

ENVIRONMENT & TRANSPORT CABINET COMMITTEE

Tuesday, 8th November, 2022

10.00 am

Council Chamber





AGENDA

ENVIRONMENT & TRANSPORT CABINET COMMITTEE

Tuesday, 8 November 2022 at 10.00 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 T Bond, Mr D Crow-Brown, Mr M Dendor, Mr A R Hills, Mrs S Hudson, Mr H Rayner, Mr A Sandhu, MBE, Mr D Watkins and Mr A Weatherhead
- 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 8 September 2022 (Pages 1 - 12)
To consider and approve the minutes as a correct record.
- 5 Verbal Updates by Cabinet Members and Corporate Director
- 6 Active Travel and Cycling Networks Update (Pages 13 - 18)

- 7 Performance Dashboard (Pages 19 - 30)
- 8 Kent's Plan Bee Revision (Pages 31 - 60)
- 9 Kent Resource Partnership - Presentation
- 10 22/00095 - Highway Weed Control Contract (Pages 61 - 70)
- 11 22/00099 - Kings Hill Solar Park: Additional funding requirement - To follow
- 12 Road Closures Process (Pages 71 - 76)
- 13 Buses Update (Pages 77 - 120)
- 14 Work Programme (Pages 121 - 124)

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

Monday, 31 October 2022

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, 8 September 2022.

PRESENT: Mr S Holden (Chairman), Mr N J Collor (Vice-Chairman), Mr N Baker, Mr T Bond, Mr D Crow-Brown, Mr M Dendor, Mr A R Hills, Mrs S Hudson, Mr D Jeffrey, Mr A Sandhu, MBE, Mr D Watkins, Mr A Weatherhead, Ms M Dawkins, Mr B H Lewis, Mr I S Chittenden and Mr M Baldock.

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), Mr M Smyth (Director of Environment and Waste), Mr P Lightowler (Interim Director of Transportation) and Mr M Dentten (Democratic Services Officer).

UNRESTRICTED ITEMS

Minutes of the meeting held on 6 July 2022

(Item 4)

RESOLVED that the minutes of the meeting held on 6 July 2022 were an accurate record and that they be signed by the Chairman.

Verbal Updates by Cabinet Members and Corporate Director

(Item 5)

1. Miss Carey gave a verbal update. Members were reminded that quarterly environment and waste member briefings had been circulated in advance of the meeting and provided a broad overview of recent portfolio developments. She confirmed details that a conditional offer had been received for a grant of £98,500 to establish trees at 22 school sites and 2 NHS sites over the next two years.
2. Mr Brazier gave a verbal update. He noted the current situation involving bus service withdrawal, including those commercial services withdrawn by the bus operators. He noted that the council was not able to support all services but was working on abbreviated services with the priority of getting children into school. He informed the committee that after meeting with Eurostar representatives that a decision on international trains leaving Kent stations had not yet been decided. An update was provided on Millwall football club's option to purchase land near Brands Hatch Circuit. He informed members that he had authorised the Bird e-scooter trial in Canterbury to be immediately wound down due to misuse and concerns for public safety, after reports of injuries. He updated the committee on the progress of the cycling and walking plan infrastructure member working group, part of the authority's desire to work with districts and boroughs to make healthy emissions-free travel infrastructure attractive. He noted that he planned to set up an all member

briefing so their plans can be considered and debated by the wider membership.

3. In response to a question from Mr Baker, Mr Brazier clarified that the Bird e-scooter trial had now been limited to the corridor between the city centre and the university and will be in operation until the completion of the trial in November.
4. Mr Jones gave his verbal update. He noted that all services were very busy, with many at capacity. But the volume of work had remained high and all planned work programmes had continued unabated over the summer period. He stated that it was important to note however that many areas had been impacted by market scarcity and increased costs of delivery, this was not limited to highways as it affected numerous services across the county. He added that members should be aware that this would continue to be a risk for the rest of the year. He reiterated Mr Brazier's comment on the scale of work done by public transport officers in coordinating transport requests and in persuading and influencing service providers to vary and amend routes for the benefit of Kent residents and commuters. He provided an update on buses, additional funding had been made available for bus operators in the short term and a discussion with the Department for Transport about what this meant for Kent was ongoing, while work on the Bus Service Improvement Plan continued, with good progress being made. He stated that since the last meeting support had been provided to districts, boroughs and city councils for their levelling up bids. It was also explained that a county-wide application for Levelling Up funding had been made with news on this expected to arrive by the end of September or into October. He added that Operation Brock had been removed the previous weekend after being on operation for the full summer. He noted that discussions about alternatives to this challenging operation would continue to be held with the relevant government departments. He commented that over £200,000 of funding had been obtained from the Low Carbon Skills Fund to develop a heating decarbonisation plan, action plans would be identified for the top 35 energy-consuming sites on the estate and provide detailed feasibility studies on 16 buildings to ensure a coherent strategy is in place going forward with a view to getting further grant funding and make the most of potential decarbonisation opportunities. He highlighted that an extension had been granted to the Planning Performance Agreement with National Highways on the Lower Thames Crossing this had resulted in further funding which was used to hire an external consultant to investigate the impact of the Lower Thames Crossing on the local roads which left the county well positioned to secure future funding for the most adversely affected areas impacted by the opening of the crossing from 2030. He provided an update on the Pothole Blitz Framework, which had carried out over £4 million worth of work in all districts and would continue until November. He informed members that the team would present to the committee the case for recommissioning the framework at a later date. He noted that the Road Surfacing and Road Treatment Programme had a positive summer with over £30 million invested into roads and £2 million into footway works.

(At this point the chairman, Mr Holden, informed the committee that he was standing down for the remainder of the meeting. From this point on the vice-chairman, Mr Collor, was in the chair)

RESOLVED to note the update.

Performance Dashboard
(Item 6)

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

1. Mrs Kennard gave a verbal summary of the performance dashboard up to June 2022. She stated that 10 of the 17 Key Performance Indicators were rated green. While 5 were rated amber (with 2 of these due to raised targets), 2 were rated red. One of the red rated areas concerned pothole repairs, she added that data for July and August indicated improvements in this area. In summary, she stated that the results of the performance dashboard reflected a positive position overall.

RESOLVED to note the Performance Dashboard

Winter Service Policy for 2022/23
(Item 7)

Andrew Loosemore (Head of Highways) and Richard Emmett (Senior Highways Manager) in attendance.

1. Mr Brazier introduced the report. He noted that he was pleased with the report and stated that in years past the Winter Service Policy was carried out successfully and expects the same for 2022/23.
2. Mr Loosemore noted that some minor changes had been made to the plan for this year. Firstly, that 5000 tons of rock salt be held in reserve as an operational contingency, and secondly, created individual identification for each salt bin helping both residents to report their salt bin and allowing operators to respond.
3. Mr Emmett noted that improvements made on gritting routes, such as improvements to forecasting on specific routes, had meant that less rock salt was required.
4. Mr Emmett responded to a question from Mr Baldock regarding turnaround times for salt bin applications from member funds and reiterated the reporting process if salt bins were low or empty.
5. Mr Jones agreed to circulate last year's performance and budget to clarify any misunderstanding regarding spending in response to a question from Mr Bond.

6. Mr Jeffery sought clarification over why parish councils were required to pay to refill salt bins, the officers replied by stating that the costs were low with the refilling process much more efficient now than in years past. Mr Loosemore confirmed that at the current moment no electric gritters were available to be used on routes.

RESOLVED to note the report.

Levelling Up Fund - Update

(Item 8)

Lee Burchill (Head of Major Capital Programme Team) was in attendance.

1. Mr Brazier introduced the update. He provided a summary of how the process worked to secure funding from the fund.
2. Mr Burchill explained that Kent County Council's (KCC) role was largely focused on supporting district and borough councils and that time constraints and pressure had created difficulties in the first round. He noted that in the second round two bids had been submitted firstly, with KCC regarding access improvements in Dover, and secondly, with Maidstone Borough Council regarding M20 junction 7 improvements. News on the outcome of the bids was expected for the end of October or early November.
3. In response to a question from Mr Baker, Mr Jones confirmed that improvements to the Thanet Way A299 remained high on the agenda and other funding avenues were sought despite the bid from the Levelling Up Fund not being progressed.

RESOLVED to comment on and note the report.

Transport for the South East Strategic Investment Plan Consultation

(Item 9)

Joe Ratcliffe (Transport Strategy Manager) and Mark Welch (Principal Transport Planner)

1. Mr Brazier provided a verbal overview of the report and noted that Mr Watkins, in his capacity as Deputy Cabinet Member for Highways and Transport, was KCC's representative to Transport for the South East.
2. Joe Ratcliffe reiterated that KCC was a constituent member of Transport for the South East, a partnership of all the local highway and transport authorities in the South East and reminded members that a Leader Decision had been recently taken for KCC to enter and continue in the partnership following the unsuccessful bid to central government for statutory status. Consultation for Transport for the South East's Strategic Investment Plan closed the week of 12 September after which a revised document would be released to be brought back to the committee in early 2023 before a key decision from the Leader on whether or not to adopt it.

3. Mark Welch outlined KCC's proposed response to Transport for South East's Strategic Investment Plan. Firstly, the Strategic Investment Plan must ensure that the foundations of the local transport network were properly funded before further work was carried out. Long-term aspirational plans were welcomed however, halting the decline in the local transport network was an investment priority first and foremost as a prerequisite for KCC to accept the Plan in 2023. Secondly, the Plan's funding must be additional to, and not instead of, the funding that KCC is already calling for through various plans and strategies. Thirdly, the Plan must fully fund current transport plans and strategies, such as the Bus Service Improvement Plan. He noted that this was also a prerequisite.
4. Mr Baldock and Mr Lewis raised several concerns about both Transport for the South East and the Strategic Investment Plan. Mrs Hudson noted the need for further improvements. Joe Ratcliffe responded and clarified some of these points.
5. The vice chairman called for a recorded vote.
6. Members voted on the motion. The motion passed. The votes cast were as follows:

For:

Mr N Baker, Mr T Bond, Mr I Chittenden, Mr N Collor, Mr D Crow-Brown, Mr M Dendor, Mr T Hills, Mrs S Hudson, Mr D Jeffrey, Mr D Watkins and Mr A Weatherhead

Against:

Mr M Baldock, Ms M Dawkins and Mr B Lewis

RESOLVED to endorse the response to the consultation.

National Bus Strategy - Update

(Item 10)

Dan Bruce (Public Transport Policy, Infrastructure and Community Officer) was in attendance for this item.

1. Mr Brazier introduced the report. He confirmed that a Bus Service Improvement Plan (BSIP) had been created and submitted while the Council worked in an enhanced partnership with bus operators in the county. A bid of £213 million had been made but only £35.1 million had been received, he remarked that although this was disappointing it was more than other local authorities received.
2. Mr Bruce provided a technical update on the National Bus Strategy. He confirmed that all the aspirations of the BSIP could not be achieved due to the funding falling below the level bid for. He explained that the enhanced partnership aimed to achieve as much of the BSIP as possible and that a

further report would be brought back to the committee if further funding is received.

3. In response to a question from Mr Chittenden, Mr Bruce stated that the exact location of priority corridors was not yet known due to potential changes, however, an external consultant had been hired to investigate 9 possible corridors and recommend the 3 that would bring the most benefits to Kent residents.
4. Mr Chittenden asked about special passes for carers. Mr Lightowler said the matter was being explored and that further information on special passes would be forthcoming.
5. Mr Jeffrey asked about multi-operator ticketing, in response, Mr Lightowler confirmed that this was being investigated locally and in conjunction with the Department for Transport and the Competition and Markets Authority who were planning a possible national platform.
6. Mr Bruce confirmed that an aspect of the BSIP included the creation of an Interactive Transport Map, in response to Mr Bond's question about making it easier to access timetable information.

RESOLVED the report be noted.

22/00086 - Fastrack Electrification and ZEBRA Commission (Pages 63 - 70)
(Item 11)

Shane Hymers (Fastrack Development Manager) was in attendance for this item.

1. Mr Watkins, as Deputy Cabinet Member for Highways and Transport and chair of Fastrack Board Thameside and Dover, introduced the report. He stated that the bid to the Department for Transport, for electrification of both fleets, Thameside and Dover, had been successful. He reported that Thameside had been running a very successful service with the diesel buses being replaced by green electric buses. In Dover, in conjunction with Dover district council, routes were being planned and from day one the buses on this route will be electric.
2. Mr Hymers noted that bus passenger levels had returned to pre-Covid levels. The report set out a wish to procure 4 items, firstly, operating contracts for the Thameside and Dover schemes. Secondly, the charging infrastructure for the electric buses. Thirdly, a preferred supplier for the next generation of Fastrack bus stops, with living roofs. Finally, new real time information screens to display all key information for users.
3. Mr Jeffrey, Mrs Hudson and Mr Weatherhead all spoke in support of the report, especially the living roof bus stops. All called for an extension of the scheme across the county.

RESOLVED to endorse the Cabinet Member for Highways & Transport on the following proposed decisions in connection to Kent Fastrack services:

- (a) grant permission to procure contracts required to implement the electrification of Fastrack Bus Services in Kent, including the roll-out of environmentally friendly infrastructure across the Fastrack bus networks; and
- (b) grant permission for contract award decisions (including the award of any future contract extension(s)) relating to these contracts to be taken by the Corporate Director of Growth, Environment & Transport under the Officer Scheme of Delegations following prior consultation with the Cabinet Member insofar as:
 1. Electric Fastrack Bus Services to operate the future electric Fastrack bus networks:
 - a. Fastrack Kent Thameside network effective from 2024.
 - b. Dover Fastrack network (pending completion of infrastructure works).
 2. Electric Bus Charging Solutions to power the new zero emission electric bus fleet(s) including:
 - a. Electric Vehicle Charging Systems.
 - b. Electricity Supply.
 3. Environmentally focused Bus Shelter Services for the repair and maintenance of bus shelters including the phased replacement of existing bus shelters with pollinator-friendly living roof bus shelters.
 4. Real Time Information (RTI) Display Services providing real time passenger information and media advertising at bus shelters.

Presentation from Southern Water
(Item 12)

Dr Toby Willison (Director of Quality and Environment, Southern Water) was in virtual attendance for this item.

1. Dr Willison gave a presentation. Topics covered included: Environment Performance Assessment, Investment in Kent, Catchment Management, How Future Growth informs Southern Water, Storm Preparation, Customer Protection and Water Quality Testing Buoys.
2. Mr Baker asked whether Southern Water had planned further investment in its Public Relations capabilities. Dr Willison agreed to update the committee on the company's public relations and communications efforts when he next presents to the committee.

3. Dr Willison explained, following a further question from Mr Baker, that it was not always Southern Water assets that drained sewage onto beaches. He added that misconnections also had an impact and that Southern Water had a misconnections team, members were asked to pass on any reports of misconnections. He confirmed that a decision had been taken to block the emergency inshore overflow at Swalecliffe, in favour of out sea overflow. Members were told that overflows near beaches were being analysed, with commitment given that a list of outfalls would be provided as part of the next update.
4. Dr Willison clarified Southern Water's target for an 80% reduction in pollution by 2025 and confirms that they are on target to achieve this. A further target was to reduce spilling from overflows by 2030 and he confirmed that current spilling is permitted, moreover, he remains confident that this will be achieved. This was in response to a question by Mr Chittenden.
5. Mr Baldock raised concerns that Southern Water was not maintaining infrastructure to a sufficient standard. Dr Willison affirmed Southern Water's plan to accelerate work on two pipelines on the Isle of Sheppey.
6. Due to time constraints, the vice chairman informed Ms Dawkins and Mr Weatherhead that their questions could be submitted and answered by email.

RESOLVED to note the contents of the presentation and request that Southern Water update the committee at the appropriate time.

22/00085 - Moving Traffic Enforcement Contract (Traffic Management Act 2004: Part 6)
(Item 13)

Chris Beck (Network Manager) was in attendance for this item.

1. Mr Brazier introduced the proposed decision to enter into appropriate contractual arrangements for the provision of the Traffic Management Act 2004 Part 6 - Moving Traffic Enforcement contract.
2. Mr Beck confirmed that these powers to enforce against moving traffic offences had only previously been used by the London Boroughs and Welsh authorities. KCC has applied directly to the Department for Transport to acquire these powers. These powers were granted at the beginning of July and now procurement for a service provider had begun. This would begin with a trial in 7 sites, with a further 51 planned. The infrastructure required to implement the powers was shared and included cameras and an operating system so all of Kent could be monitored from one position, with a contract value of £4 million over 5 years. He informed the committee that any potential profits would be ringfenced to be reinvested highway improvements.
3. Mr Jeffrey asked how the measure was going to approach the issue of successfully enforcing penalty notices on vehicles registered overseas. Mr

Beck replied stating that measures were in place for enforcing penalty notices on European drivers with a debt recovery agency, however, there were difficulties and further means were being investigated.

RESOLVED to endorse the Cabinet Member for Highways & Transport on the proposed decision to provide the Corporate Director of Growth, Environment and Transport with the delegated authority to enter into appropriate contractual arrangements for the provision of the Traffic Management Act 2004 Part 6 - Moving Traffic Enforcement contract, including any possible future extensions as shown at Appendix A.

22/00087 - Kent Minerals and Waste Local Plan 2023-2038

(Item 14)

Sharon Thompson (Head of Planning Applications) was in attendance for this item.

1. Miss Carey introduced the report and gave an overview of her proposed decision. She confirms that members had been asked to endorse a further consultation to take place and to have sought potential site(s) for a further supply of ragstone. She stated that any action in this area must be permitted within the relevant legislation.
2. Mrs Thompson stated that the Local Plan had to be updated every five years in accordance with planning legislation and was an important strategy document against which planning applications are determined. She drew attention to the supporting evidence for the Local Plan work. She noted that the report outlined feedback on comments made during the recent public consultation and that most of the views received were supportive. She identified that as a result of the consultation, the new Plan horizon was now 2038, rather than 2030 and that the County Council needs to plan for additional hard rock (likely to be ragstone) capacity in the county. This requires an updated Mineral Sites Plan. The report has set out the process for achieving this.

RESOLVED to endorse the Cabinet Member responsible for the Minerals and Waste Local Plan in respect of her proposed decision to:

- (i) Approve and publish for public consultation a draft updated Kent Minerals and Waste Local Plan covering the period 2023 – 2038 and associated supporting evidence, for a minimum six-week period of public consultation in line with Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012;
- (ii) prepare an update of the Mineral Sites Plan for Kent in respect of (hard) rock;
- (iii) undertake a 'Call for Sites' to support the Minerals Sites Plan work;

(iv) agree timetables for preparation of the Kent Minerals and Waste Local Plan 2023-38 and updated Kent Minerals Sites Plan to be published in a revised Minerals and Waste Local Development Scheme;

(v) agree the draft Site Selection Methodology to be used in assessing the suitability of sites for publication for consultation; and

(vi) delegate to the Corporate Director of Growth, Environment and Transport the authority to approve any non-material changes to the draft Kent Minerals and Waste Local Plan 2023-2038 and the Site Selection Methodology in consultation with the Cabinet Member for Environment prior to their publication for consultation.

Plan Tree

(Item 15)

Elizabeth Milne (Natural Environment and Coast Manager) was in attendance for this item.

1. Miss Carey introduced the report. She confirmed that as part of the proposed Strategy KCC would be funding the member's tree scheme for the next three years, with a target of 350 trees per division. She also commended officers for their work on the project.
2. Ms Milne gave a verbal overview of the consultation. She stated that the 8-week consultation had received a good response with a strong level of support, and agreement with, the Strategy's ambitions. Based on the responses to the consultation the plan had been adapted to include affording better protections and restorations for already existing woodland and trees. Further clarification on the management of the new trees was offered based on concerns raised during the consultation. She clarified that there would be clearly defined targets, with a rigorous monitoring process in place which was in line with what respondents had called for. 45% of respondents were doubtful that KCC would remain committed to, and deliver on, the Strategy ambitions. In response to these concerns Ms Milne noted that KCC's good progress on the Strategy since 2019 and attainment of all necessary funding ought to reassure respondents on KCC's commitment to the ambitions. There have also been further changes made to the plan to make clear woodlands impact on biodiversity and what challenges face tree establishment.
3. In response to a question from Mr Jeffrey, Miss Carey stated that the removal of tree stumps would not be beneficial due to the environmental good that they produce, confirmation was given that the scheme was not designed to remove them.
4. In response to a question for Mr Chittenden, Miss Carey replied that the tree officer would spend any tree money which is not spent by members and a list of sites for potential tree establishment had been created to advise members on how best to use their funds.

5. Ms Milne responded to a question from Mr Dendor confirming that currently, no powers existed to stop developers from removing trees on private land, however, avenues to protect trees were under investigation.

RESOLVED to endorse the proposed decision to be taken by the Cabinet Member for Environment, to adopt Plan Tree as the Council's Tree Establishment Strategy.

Work Programme

(Item 16)

RESOLVED that the committee considered and endorsed the work programme.

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

To: Environment and Transport Cabinet Committee - 8 November 2022

Subject: Active Travel and Cycling Networks

Classification: Unrestricted

Past pathway of paper: N/A

Future pathway of paper: N/A

Summary: This paper provides an update on the work being carried out in the Active Travel arena.

Recommendation(s):

The Environment and Transport Cabinet Committee is asked to note the content of the report.

1 Context

- 1.1 In the summer of 2020 the Government released its new policy for Active Travel and set out the national vision. It set out the actions required at all levels of Government to make this a reality, grouped under four themes:
- better streets for cycling and people
 - cycling and walking at the heart of decision-making
 - empowering and encouraging local authorities
 - enabling people to cycle and protecting them when they do
- 1.2 Kent County Council has been working alongside the Department for Transport and subsequently Active Travel England (ATE), who have been created as an Executive Body to oversee walking and cycling activity.
- 1.3 ATE are responsible for apportioning funding to, and also overseeing the delivery of, active travel investment. This includes determining funding allocations and also carrying out an assurance function of the detailed design and delivery of active travel schemes. ATE have been established to ensure the highest possible standard is applied in the delivery of walking & cycling schemes with a view to reaching their overall aim; that 50% of all trips in urban centres and cities will be undertaken by foot or wheel. Local authority future funding (including maintenance grants) are likely to be affected by our approach to active travel and our capacity for delivery.

2 Background

- 2.1 Tranche 1 (£1.6m) was colloquially known as the Emergency Active Travel fund. The Government made some substantial changes to allow us to ensure Tranche 2 schemes (5 No.) could be delivered with proper consultation with our communities, which resulted in some delays as we establish detailed designs. Extensive consultation with affected communities is taking place to ensure support and adequacy of the schemes whilst still working within the confines of the Grant funding (£6.098m).
- 2.2 Tranche 2, Phase 5 of the Hythe to Dymchurch cycle improvements is nearing completion. The Canterbury scheme, Burgate to Longport, is at the final detailed design stage and has recently been reconsulted. A report recommending progression to construction is planned for the Joint Transportation Board (JTB) in November. Gravesham, Folkestone, and Thanet schemes were brought to the 17 March 2022 ETCC following two rounds of consultations and are being further investigated to see whether there is a route or elements of a route that can be supported by local members, councillors, residents, and businesses.
- 2.3 The Tranche 3 submission for funding had a very short application window during August 2021 but Kent was awarded a further £1.3m for two named schemes, one in Sevenoaks and the other in Herne Bay. We submitted bids for many more schemes but these were not taken forward at this time by ATE. Both schemes are now being developed with Herne Bay plans recently being consulted and a report is planned to go to the local JTB during November. Sevenoaks is a much larger scheme (£1.2m) and KCC is working in conjunction with Sevenoaks DC to further develop plans prior to consultation.

3 The Current Position

- 3.1 Following request from ATE we have undertaken a self-assessment of our capability and ambition. The purpose was to assist ATE in ensuring local authorities were best prepared to respond future funding tranches, recognise the scale and ambition of ATE, and are able to deliver multiyear capital and revenue projects.
- 3.2 There were 5 levels of assessment from 0 to 4:
 - Level 0: No local leadership or support for active travel, no plans in place, delivered lower complexity schemes only
 - Level 1: Some local leadership and support with basic plans and isolated interventions
 - Level 2: Strong local leadership and support, with strong plans and emerging network
 - Level 3: Very strong local leadership and support, comprehensive plans, and majority of network in place with increasing modal share
 - Level 4: Established culture of active travel with successive increases in cycling and walking, underpinned by dense integrated network and highly supportive policies to reduce the need for car trips.

- 3.3 Using results received from a Member survey, input from the Cross-Party working group and officers professional judgement, we self-assessed as a Level 1 authority.
- 3.4 ATE has confirmed they agree with our submission and noted that this was in line with how most other Local Authorities assessed themselves.
- 3.5 ATE focus at this time is around building capability and ambition as well as behaviour change schemes .
- 3.6 Building capability and ambition will require the development of Local Walking & Cycling Infrastructure Plans (LCWIPs), enhancing the design of operational networks, taking consistent approaches to scheme planning and delivery alongside comprehensive public engagement/consultation and the collection of comprehensive data and evidence. They are also intending to provide specialised training for officers and Members.
- 3.7 Behaviour change schemes will include cycle training, travel planning, cycle loan/hire schemes, active travel marketing and street audits.
- 3.8 Whilst we are awaiting for formal Tranche 4 guidance to be published and/or for a further funding announcement to be made, we have submitted a bid for circa £500,000 of revenue funding which is targeted at capability and ambition building activities as follows:
 - Development of Local Cycling and Walking Infrastructure Plans (LCWIPs)
 - Network design
 - Scheme planning and design
 - Public engagement/ consultation
 - Data & evidence collection
 - Bespoke training for LA officers and members
- 3.9. Noting that Kent has a diverse geography and we are keen to ensure future plans and schemes are able to extend across all communities we have been pursuing ATE guidance for rural areas.

Kent Cycling & Walking Infrastructure Plan (KCWIP)

- 3.10 To ensure Kent County Council has an overarching strategic plan with clear priorities regarding active travel infrastructure we are developing a county wide Kent Cycling and Walking Infrastructure Plan (KCWIP). This will also form part of our Local Transport Plan 5.
- 3.11 The objectives of a county wide KCWIP are to:
 - Build a complete picture of the walking and cycling infrastructure required for Kent. Identify active travel network gaps and propose interventions to close.
 - Improve urban and inter-urban strategic connections across Kent.
 - Develop cycling routes which support current demand and encourage future growth for predominantly commuting, but also non-commuting trips.
 - Improve walking accessibility within urban centres.

- Propose long and short-term high-level interventions to meet current walking and cycling demand and serve future demand. These improvements will aim to fit criteria around (a) attractive, (b) comfortable, (c) direct, (d) coherent and (e) accessible.
- Align walking and cycling interventions with local, regional, and national policies.

3.12 This work is being funded by the Department for Transport.

4 Tranche 4 funding and Next Steps

- 4.1 As highlighted previously, we are yet to receive formal guidance about Tranche 4 funding. Despite this, officers have been working with elected Members, Districts and Boroughs to ensure we are best prepared and hold a shared understanding of the various Local Walking & Cycling Plans priorities.
- 4.2 Any future funding bid will be done so in partnership with the Cabinet Member for Highways and Transport and the Cross-Party working group. The timescales for progressing any scheme with ATE remains very tight – 12 weeks from the guidance being published.
- 4.3 We were anticipating receipt of the guidance on 30 September, but we understand that this has been delayed whilst ATE/DfT/Treasury review available budgets. No revised date for publication has been provided.
- 4.4 We have contacted all the Districts and Boroughs requesting their top 3 schemes in priority order. These will be added to our existing list of schemes (circa 100) which also includes opportunities highlighted by the Public Rights of Way and other KCC departments.
- 4.5 It is important to note that the active travel agenda is closely linked to the development of our Local Transport Plan 5 and our obligations to Net Zero carbon.
- 4.6 This work also aligns with the priorities set out in Framing Kent's Future: Our Council Strategy 2022-25, whereby we support residents in being able to walk or wheel safely for short trips.

5 Finance and Risk

- 5.1 The Tranche 2 funding is external grant funding with and all design and delivery plans undertaken alongside regular reviews of costs to ensure that the projects will be deliverable within the original funding envelope.
- 5.2 Hyperinflation presents an ongoing financial risk. ATE have advised that a change control mechanism is available if minor adjustments within the programmes are required; i.e., if the budget for one scheme increases and the other reduces, this will potentially mitigate the cost risk to the authority.

5.3 Regular scheme monitoring will be undertaken throughout the programme to mitigate and manage these risks. Should market costs continue to rise beyond the programme forecasted budget these schemes will be value engineered back into budget.

6 Recommendation(s)

The Environment and Transport Committee is asked to note the content of the report.

Contact details

Report Author:

Lead officer: Jamie Watson/Nikola Floodgate

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Relevant Director:

- Lead Director: Haroona Chughtai
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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 – 8 November 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 August 2022.

Ten of the seventeen KPIs achieved target and are RAG rated Green. Six 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.

Recommendation(s):

The Environment and Transport Cabinet Committee is asked to note the Performance Dashboard.

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 third report for the 2022/23 financial year.

2. Performance Dashboard

2.1. The Dashboard provides a progress report on performance against target for the Key Performance Indicators (KPIs) for 2022/23. These KPIs, activity indicators and targets came before the Cabinet Committee for comment in May 2022. 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 August 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. Three out of the five KPIs in Highways & Transportation achieved or exceeded target for latest month performance and were RAG rated Green. Potholes repaired in 28 calendar days is below target but has moved above floor standard, and faults

reported by the public completed in 28 days remained below target but above the floor standard.

- 2.5. One of the three digital take-up indicators in Highways and Transportation was RAG rated Green, with online completion of public enquires for Highways Maintenance, and speed awareness course bookings, performing above the floor standard but not achieving their new higher targets, and so RAG rated Amber.
- 2.6. Six of the nine indicators for Environment and Waste were above target. Municipal waste recycled and composted is below its floor standard and is RAG rated Red. The new indicator for waste recycled and wood converted to energy at Household Waste Recycling Centres is below target but above floor standard, and so RAG rated Amber.

3. Recommendation(s):

The Environment and Transport Cabinet Committee is asked to note the Performance Dashboard.

4. Contact details

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Environment and Transport Performance Dashboard

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Results up to August 2022

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Produced by Kent Analytics

Publication Date: October 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)	AMBER	RED
HT02 : Faults reported by the public completed in 28 calendar days	AMBER	AMBER
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	GREEN

Digital Take up	RAG
DT01 : Percentage of public enquiries for Highways Maintenance completed online	AMBER
DT03 : Percentage of concessionary bus pass applications completed online	GREEN
DT04 : Percentage of speed awareness courses booking completed online	AMBER

Environment & Waste	RAG
WM01 : Municipal waste recycled and composted	RED
WM02 : Municipal waste converted to energy	GREEN
WM01 + WM02 : Municipal waste diverted from landfill	GREEN
WM03 : Waste recycled and composted at HWRCs	GREEN
WM04 : Percentage of HWRC waste recycled and wood converted to energy at biomass facility	AMBER
WM08 : Percentage of customers satisfied with HWRC services	AMBER
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	May-22	Jun-22	Jul-22	Aug-22	Month RAG	Year to Date	YTD RAG	Target	Floor	Prev. Yr
HT01	Potholes repaired in 28 calendar days (routine works not programmed)	67%	59%	88%	84%	AMBER	73%	RED	90%	80%	95%
HT02	Faults reported by the public completed in 28 calendar days	86%	85%	91%	88%	AMBER	88%	AMBER	90%	80%	90%
HT04	Customer satisfaction with service delivery (100 Call Back)	93%	99%	98%	*	GREEN	96%	GREEN	95%	85%	96%
HT08	Emergency incidents attended to within 2 hours	98%	98%	97%	98%	GREEN	98%	GREEN	98%	95%	98%
HT12	Streetlights, illuminated signs and bollards repaired in 28 calendar days	93%	91%	97%	93%	GREEN	94%	GREEN	90%	80%	89%

* No surveys in August as call back survey paused to assist in catch up of other work.

HT01 – We continue to challenge our contractor, Amey, regarding this performance issue, which they have put down to recruitment, resourcing and supply chain difficulties. In comparison to May and June, there was a significant improvement in performance in both July and August, and this indicator is now above the floor standard. We have also utilised the Pothole Blitz contractors to ensure timely completion of works. This situation continues to be closely monitored by Highways management team.

HT02 – The difficulties outlined in HT01 are also reflected in Amey’s performance in relation to all the other routine faults we are asking them to complete.

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

Activity Indicators

Ref	Indicator description	Apr-22	May-22	Jun-22	Jul-22	Aug-22	Year to Date	In expected range?	<u>Expected Range</u> Upper Lower	
HT01b	Potholes repaired (as routine works and not programmed)	1,495	1,191	882	460	389	4,417	Yes	6,400	4,400
HT02b	Routine faults reported by the public completed	4,127	3,589	3,638	3,839	3,947	19,140	Yes	23,600	18,600
HT06	Number of new enquiries requiring further action (total new faults)	5,493	5,878	6,058	5,713	5,951	29,093	Below	43,000	35,000
HT07	Work in Progress (active enquiries/jobs) - end of month snapshot	5,417	5,221	5,511	5,053	5,043	N/a	Below	7,000	6,000
HT13	Streetwork permits issued	12,432	13,685	11,963	12,493	12,724	63,297	Above	61,900	50,700

HT06 – Demand remains below previous years across all our key service areas (potholes, street lighting, insurance enquiries, drainage, trees, soft landscapes), mainly due to good weather over the Summer.

HT07 – As a result of lower demand over the last few months, staff continue to be able to focus on active enquiries and have managed to reduce current open enquiries to lower than expected levels.

HT13 - The high demand from utility companies to access their infrastructure under Kent roads continues to increase permit volumes. This continues to place pressure on the team and additional resources are being sourced.

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

Digital Take-up indicators

Ref	Indicator description	May-22	Jun-22	Jul-22	Aug-22	Year to Date	YTD RAG	Target	Floor	Prev. Year
DT01	Percentage of public enquiries for Highways Maintenance completed online	59%	58%	57%	56%	57%	AMBER	60%	50%	59%
DT03	Percentage of concessionary bus pass applications completed online	71%	72%	80%	73%	74%	GREEN	70%	60%	70%
DT04	Percentage of speed awareness courses bookings completed online	89%	84%	86%	86%	87%	AMBER	90%	80%	87%

DT01 – The target for this indicator was increased (from 55% last year to 60%) following above target performance during 2021/22 and performance remains slightly below the new higher target. Online reporting of faults tends to reduce slightly during Summer as less complex defects such as potholes and streetlights reduce and more complex defects such as vegetation (which can be harder to plot on the online map) increase. Work has begun to improve the fault reporting tool and a pilot called My Kent Highways is being scoped which aims to encourage more online reporting.

DT04 – As Kent have been increasing the number of courses in venues, we are also receiving more calls from clients who are unable to book a space on the booking system. This is because we have had to limit the spaces shown online to clients due to the increased demand for spaces from clients outside of Kent. Clients that live around the borders of Kent or in London areas who have received their driving offence from Police Forces other than Kent are taking up a large amount of our course spaces as their own police force course providers are not providing enough course availability themselves. To ensure that clients from Kent Police including Kent residents can be offered a space, our team reserve spaces specifically for them and so the clients must call or email in to book. This impacts on the proportion of bookings made online

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

Key Performance Indicators (Rolling 12 months except WM04 and WM08 which are Quarterly)

Ref	Indicator description	Jun-21	Sep-21	Dec-21	Mar-22	Jun-22	RAG	Target	Floor
WM01	Municipal waste* recycled and composted	47%	46%	46%	45%	44%	RED	50%	45%
WM02	Municipal waste* converted to energy	51%	53%	54%	54%	55%	GREEN	49%	44%
01+02	Municipal waste diverted from landfill	98.1%	99.0%	99.8%	99.2%	99.2%	GREEN	99%	95%
WM03	Waste recycled and composted at Household Waste Recycling Centres (HWRCs)	69%	68%	66%	61%	55%	GREEN	50%	45%
WM04	Percentage HWRC waste recycled & wood converted to energy at biomass facility	New indicator from Jun 22				67%	AMBER	70%	65%
WM08	Overall score for mystery shopper assessment of Household Waste Recycling Centres	97%	96%	96%	97%	93%	AMBER	97%	90%

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

WM01 – Recycling and composting is being negatively affected by the loss of wood recycling which is now being used as waste to energy. The regulatory position, whereby HWRC wood can no longer be recycled, will affect this measure throughout the year. The 50% target is within the Kent Joint Municipal Waste Strategy agreed by the Kent Resource Partnership and those Collection Authorities with Inter Authority Agreements with KCC tend to achieve better rates of recycling.

WM04 – Being a new indicator, the target has been set above current performance with the aim of achieving this by year end.

WM08 – Since April, a new contractor has been in place to conduct the mystery shopper exercise. Whilst the questions are substantially the same, a lower score was achieved in Quarter 1 due to name badges not being consistently worn at some sites. KCC Waste Services do highlight examples of excellent service as well as where improvements can be made.

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

Activity Indicators (Rolling 12 months)

Ref	Indicator description	Jun-21	Sep-21	Dec-21	Mar-22	Jun-22	In expected range?	Expected Range Upper Lower	
WM05	Waste tonnage collected by District Councils	601,274	599,294	591,800	584,371	575,765	Above	570,000	550,000
WM06	Waste tonnage collected at HWRCs	89,405	96,438	95,721	95,616	97,326	Below	120,000	100,000
05+06	Total waste tonnage collected	690,680	695,731	687,522	679,987	673,091	Yes	690,000	650,000
WM07	Waste tonnage converted to energy at Allington Waste to Energy Plant	329,380	341,831	343,989	334,601	330,283	Yes	347,250	327,250
WM09	Wood Tonnage converted to energy at Biomass Facility	New indicator from Jun 22				5,973	Yes	6,743	5,873

WM05 – Volumes of kerbside waste are on a reducing trend and moving back towards expected levels. Most collection authorities are no longer collecting side waste, which is waste presented by residents next to their containers. All Collection Authorities are providing full and consistent levels of service, however contaminated levels of recycling require improvement, as identified through targeted performance data.

WM06 – The volume of waste taken to HWRCs increased slightly in the last Quarter, to its highest since the pandemic. Cross border usage is at its lowest with less than 2% of visitors to HWRCs now living outside of Kent, compared with 6% in 2018. Good levels of booking capacity exist which is spread evenly through the day, with higher demand at weekends. On-the-day bookings remain popular.

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	Mar-21	Jun-21	Sep-21	Dec-21	Mar-22	Jun-22	RAG	Target	Floor
EW2	Greenhouse Gas emissions from KCC estate (excluding schools) in tonnes	16,251	16,519	16,601	16,774	17,353	15,605	GREEN	18,543	20,397

EW2 – There was a significant reduction in greenhouse gas emissions in the Quarter to June 2022 due to the addition of electricity generated by KCC’s new Bowerhouse II solar farm. Reductions in emissions remains ahead of target for the quarter, placing us in a strong position to deliver the KCC Net Zero by 2030.

Key Performance Indicators (monthly)

Ref	Indicator description	Apr-22	May-22	Jun-22	Jul-22	Aug-22	Year to Date	YTD RAG	Target	Floor
EW1	Percentage of statutory planning consultee responses submitted within 21 days	97%	94%	93%	92%	88%	93%	GREEN	85%	76%
DT05	Percentage of HWRC voucher applications completed online	100%	99%	99%	100%	99%	99%	GREEN	98%	90%

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

To: Environment and Transport Cabinet Committee – 8th November 2022

Subject: Kent's Plan Bee revision

Classification: Unrestricted

Past Pathway of report: n/a

Future Pathway of report: n/a

Electoral Division: All – countywide

Summary: Kent's Plan Bee is the County Council's pollinator action plan. It sets out the contribution we can make in helping to address the decline of pollinator species. This report outlines how the Plan has been refreshed and revised, building on the achievements of past two years.

Recommendation(s):

The Environment and Transport Cabinet Committee is asked to endorse the revisions made to the Plan Bee pollinator action plan.

1. Introduction to Kent's Plan Bee

- 1.1 In July 2019, Kent County Council adopted Kent's Plan Bee¹, our pollinator action plan, which sets out the contribution the County Council can make in helping to slow and reverse the decline of pollinators in Kent.
- 1.2 The Plan responded to the National Pollinator Strategy for England and the call to local authorities to use their regulatory powers and other functions to deliver, inform and engage others to participate in work that will benefit pollinators. The Plan recognised that the County Council, with its wide-ranging responsibilities, services and land holdings, was well placed to make a significant contribution directly through changes to its land management activities, but also provide leadership on this issue within the county in order to safeguard our native pollinators.
- 1.3 Consequently, Plan Bee set out to:
- Make the County Council a community leader in action for pollinators, leading the way in its own operations and property and by supporting others.
 - Ensure that pollinators' needs are always considered throughout Kent County Council's work and services.

¹ [Kent's Plan Bee pollinator action plan - Kent County Council](#)

- Put the conservation of pollinators and their habitats at the heart of the Council's land management and planning.
- Make Kent County Council a significant contributor to the recovery of pollinator populations which will support biodiversity and the need of the county's agriculture.

2. The need for Plan Bee

- 2.1 Many plants rely on insects to pollinate their flowers – most plants cannot set seed without being pollinated (receiving the pollen, usually from another flower). It has been calculated that one of every three mouthfuls of food we eat depends on pollination, with the annual benefits of insect pollinators to the British economy valued at £691 million (Living with Environmental Change, 2014).
- 2.2 Despite their importance, pollinators are in serious decline, as a result of habitat loss, pesticides and climate change. The Bumblebee Conservation Trust reports that two species of bumblebees went extinct in the past 80 years, with eight species, a third of those remaining, now endangered. Butterfly Conservation reports similar concerns, with over three-quarters of our butterfly species having declined since 1976² and two-thirds of our common and widespread moths declined between 1968 and 2007³.
- 2.3 As Environment and Transport Cabinet Committee members heard in May 2022, the citizen science survey Bugs Matter⁴ reported a decline in flying insects of 59% between 2004 and 2021. More worrying still was that in Kent this figure was 72%. They noted that these figures indicate a rapidly declining trend in insect abundance nationwide, which is consistent with research that has reported declining trends globally.
- 2.4 The 2021 State of Nature in Kent report⁵ has shown how action can bring about positive change for pollinators. Collaborative efforts across the county have resulted in increased numbers of the nationally scarce butterfly species Heath Fritillary and Duke of Burgundy, an expanded range of the Adonis Blue and an apparent increase in generalist species of ants, bees and wasps.
- 2.5 However, the report notes that whilst some specific species gains have been made, habitat loss, fragmentation, changes in land use and climate change all mean that it is likely that the broader trend of decline across this group of insects will continue.
- 2.6 Therefore, Plan Bee remains a vital part of action in efforts to tackle pollinator decline in Kent.
- 2.7 Kent's Plan Bee began as a member led initiative by Sean Holden who now chairs a cross party member group which, together with the Cabinet Member for Environment, oversees this work. The delivery of Plan Bee is supported by officers from the Natural Environment and Coast Team within the Environment

² <https://butterfly-conservation.org/sites/default/files/soukb-2015.pdf>

³ <https://butterfly-conservation.org/sites/default/files/2021-03/StateofMothsReport2021.pdf>

⁴ [Bugs Matter \(kentwildlifetrust.org.uk\)](https://bugs-matter.kentwildlifetrust.org.uk/)

⁵ <https://kentnature.org.uk/state-of-nature/>

and Waste Division (GET) and has specialised input from a part-time officer, seconded from the Bumblebee Conservation Trust.

- 2.8 However, Plan Bee is a whole authority plan, and its delivery relies upon the efforts of many services, not least of all the soft landscape teams of highways and infrastructure.
- 2.9 On 20th October 2022, County Council received an update on Kent's Plan Bee, which reflected on its achievements since work began in spring 2020. These achievements are noted again in appendix 1.

3. Review and refresh of Kent's Plan Bee

- 3.1 In 2022, the Plan Bee members group instructed a review and refresh of the action plan to ensure the plan remained current and reflected local priorities for action. Consequently, some changes have been made.
- 3.2 The original objectives have been slightly reworded, albeit delivering the same outcomes. A fourth objective has been added, to monitor and evaluate, so that we are able measure the actual impact of our action and the progress being made. The Plan's refreshed objectives are now for Kent County Council to:
1. Manage the land it owns, controls and influences in a way which benefits pollinators' habitat and forage.
 2. Work with partners across the county to better protect pollinators and improve the habitats on which they rely.
 3. Raise awareness of the importance of pollinators and the need to safeguard these vital insects, mobilising the people of Kent to take their own action within communities, workplaces, schools and homes.
 4. Monitor and evaluate its action for pollinators, so that we understand the impact of our efforts and direct continued action and resources to where they are most needed.
- 3.3 Actions within the plan have been updated and revised to reflect the next stage of our efforts to be delivered under Plan Bee and/or to better emphasise our priorities for action.
- 3.4 A new action for the Plan is the development of the "Kent Pollinator Pledge". Kent's Plan Bee is intended to be delivered 'with' residents, businesses and organisations in Kent and the Plan Bee officer resource is therefore directed where it can make the most impact, in sharing information on how people can make changes that will help pollinators. The Plan Bee Facebook page and newsletter addresses this in respect of individuals but there is potentially more that can be done with parish and town councils, community groups, schools and others that can affect land management on a larger scale.
- 3.5 Therefore, in 2023, Plan Bee will begin the development of the "Kent Pollinator Pledge", a self-guiding toolkit with advice that enables the development of action to support pollinators. It is intended that this will include a dedicated online resource, where the pledges can be made and those that have pledged, will be listed. In the first instance this will be designed for, and promoted to, the county's parish and town councils and community groups but over the years

specific guidance for new target audiences, such as schools, businesses, farmers etc, will be added.

- 3.6 It is hoped that this will create a network of activity across the county and, through the pledges, we can monitor what is actually being done at the local level.
- 3.7 The other notable addition to the plan is the actions that sit under the new monitor and evaluate objective. Action under this new objective will include the establishment of annual pollinator surveys, using the UK Pollinator Monitoring Scheme's flower insect timed count survey method (or something similar). Surveys will be set up at selected sites across County Council owned and managed land, to monitor the effect of land management practices on pollinator numbers and provide an indicator of the impact of Plan Bee.
- 3.8 This will not only boost the national survey effort but will also identify what of our own measures are most effective in boosting pollinator numbers. We will look to Kent County Council's Environmental Champions network and staff working at the chosen sites for volunteers in the first place and full training and support will be made available. We also hope Kent County Council's elected members will sign up to assist.
- 3.9 Other actions under this objective include:
- Contributing to the annual Bugs Matters survey through our own service fleet vehicles and encouragement of staff participation.
 - Publishing a set of Plan Bee performance measures and reporting progress against these, every two years. A draft set of monitoring measures are presented in appendix 2.
 - Keeping up to date on the latest scientific evidence on pollinator health and respond as appropriate in respect of decision-making, asset management and service delivery.
- 3.10 The Plan has also been updated to reflect the new understanding we have of pollinator numbers in the county, as a result of the two 2022 reports Bugs Matters and State of Nature in Kent. And further, the achievements of Plan Bee to date have been highlighted.
- 3.11 The draft Kent's Plan Bee pollinator action plan, refreshed for 2022, is appended to this report.

4. Priorities for next 12 months

- 4.1 There are a number of priorities for Plan Bee within the Council over the next year. The Kent County Council estate soft landscapes contract and pest control contract are both renewed this year (2022). The Plan Bee officer is engaged in this work and advising on how these new contracts could be designed, so that the management of our estate presents better opportunities to support pollinators and limit potential impacts on them from maintenance activities.
- 4.2 The Highways weed control contract renewal in 2023 will provide the flexibility to undertake trials of alternatives to traditional pesticide use and will allow small

scale experimental trials determine efficacy and cost implications of these alternatives. Environment and Transport Cabinet Committee are referred to the November 2022 meeting paper on this contract renewal.

- 4.3 On November 22nd, we'll be continuing the conversation about land management for pollinators by making this the topic of our annual Plan Bee Summit.
- 4.4 Work will continue with district and borough councils to work towards the adoption of local pollinator action plans and the delivery of improvements for pollinator habitats. To facilitate this, we intend to host a summit with our district partners in spring 2023.
- 4.5 We will continue our ongoing public engagement work and annual No Mow May campaign. Plus, as noted above, we will begin work on the development of the "Kent Pollinator Pledge" and establish our annual pollinator survey work.

5. Financial implications

- 5.1 Changes to the way we deliver our services may be cost neutral or beneficial, if made at an early stage in planning. Where there are financial implications, these will be considered as part of that service delivery review process.
- 5.2 Staff resources to support the delivery of Kent's Plan Bee will continue to be absorbed within the existing budgets, with the core Plan Bee staff resource provided by the Natural Environment and Coast team. There are no identified additional costs as a result of this action plan refresh.

6. Legal implications

- 6.1 There are no legal implications in relation to Kent's Plan Bee.

7. Equalities implications

- 7.1 A new Equality Impact Assessment (EqIA) has been completed for the refreshed Plan Bee. There will be limited negative impact from Plan Bee and these impacts can be reduced or avoided all together with appropriate management.
- 7.2 The main potential impact will be where new land management practices could cause access issues for those with a disability or age protected characteristic. These will need to be considered on a site-by-site basis and appropriately managed.
- 7.3 The other potential impact will be where public facing/engagement material is developed. For all public facing work, design and accessibility standards will be followed to ensure these materials are appropriately accessible.
- 7.4 There are also opportunities to have a positive impact by considering how land management practices for pollinators may also deliver enhanced visitor/resident experiences for people within the age and disability protected groups – for

example by designing pollinator friendly habitat to also provide sensory experiences.

8. Other corporate implications

- 8.1 Plan Bee supports the ambitions of the adopted Kent Biodiversity Strategy. It also has links to the Council's recently adopted tree establishment strategy Plan Tree, which, with considered planting and natural regeneration projects, has the potential to deliver forage, shelter and habitat corridors for pollinators.
- 8.2 In time Plan Bee will also be linked to the Kent Local Nature Recovery Strategy, required under the Environment Act, which will map priority areas for nature and recovery actions.

9. Governance

- 9.1 There are no governance issues in relation to Plan Bee.

10. Conclusions

- 10.1 Kent's Plan Bee has delivered significant progress against its four objectives over the past two years. As operations are largely tied into contracts, the rate of change in respect of the way we deliver our services and manage our estate is progressive and will continue to be delivered over time.
- 10.2 Good gains have already been made and the commitment of the Council to this agenda is well demonstrated, through both action and the additional budget secured to enable these actions.
- 10.3 The level of engagement with the Facebook platform, public campaigns and the two previous summits suggests this is a widely supported agenda. Therefore, the proposed development of a Kent Pollinator Pledge will help galvanise this support into measurable action on the ground.
- 10.4 The development of monitoring will help us more accurately measure what's being done, and its impact, so that we can direct resources to where they're most needed.
- 10.5 The refreshed Plan Bee pollinator action plan provides the framework for further work to build on the excellent foundations of the past two years and continue to deliver additional benefits for pollinators in Kent.

11. Recommendation(s)

Recommendation(s):

The Environment and Transport Cabinet Committee is asked to endorse the revisions made to the Plan Bee pollinator action plan.

12. Background Documents

- The impact of Kent's Plan Bee – appendix 1

- Draft Kent's Plan Bee monitoring measures – appendix 2
Draft Kent's Plan Bee pollinator action plan 2022 – appendix 3
Equality Impact Assessment for Kent's Plan Bee pollinator action plan 2022 –
<https://democracy.kent.gov.uk/ecSDDisplayClassic.aspx?NAME=SD7537&ID=7537&RPID=54103682&sch=doc&cat=14935&path=13335%2c14935>
- Kent's Plan Bee Kent County Council's Pollinator Action Plan
https://www.kent.gov.uk/_data/assets/pdf_file/0018/103905/Kents-Plan-Bee.pdf

13. Contact details

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Appendix 1 - The impact of Kent's Plan Bee

1. Kent's Plan Bee began as a member led initiative by Sean Holden who now chairs a cross party member group which together with the Cabinet Member for Environment oversees this work. The delivery of Plan Bee is supported by officers from the Natural Environment and Coast Team within the Environment and Waste Division (GET) and has specialised input from a part-time officer, seconded from the Bumblebee Conservation Trust.
2. However, Plan Bee is a whole authority plan, and its delivery relies upon the efforts of many services, not least of all highways' soft landscape team and infrastructure's soft landscape team. Work in earnest began in spring 2020 and the below summarises some of the Plan's achievements over the past two years.

Action against objective 1 – manage the land it owns or controls or can influence in a way which can benefit pollinators' forage and habitat

3. In February 2022, it was agreed that the existing rural swathe cut regime of one cut per year would be changed to provide much greater gains for pollinators. At an additional cost of £300k per annum, the swathe cut moves to two cuts each year running March to May and September to October, allowing for the key flowering period and optimum time for foraging pollinators to be free of cutting activity. In order to provide the most benefit to pollinators, the programme of cutting will be tiered so that the verges that present the most value to biodiversity (for example Sites of Special Scientific Interest, Roadside Nature Reserves, Bee Lines and Bee Roads) will be cut at the earliest and latest periods of March and late October.
4. This step change in approach means that much larger areas and lengths of the network are now managed for pollinators, providing greater opportunity for wildflowers and wildlife generally to be supported. By focussing on verges of higher value to pollinators (Bee Roads) or those verges in areas of known importance to pollinators (Beelines), we can ensure effort is targeted to where it is most needed and offer the greatest benefits. Consequently, over time, this new approach will create an extensive network of habitat mosaics across Kent which are interconnected and managed to optimise the range of habitats provided for pollinators across Kent's rural verge network.
5. Verge management along the Fastrack route in North Kent is being adapted specifically with pollinators in mind and, in particular, the rare Shrill Carder Bee whose residence in Kent Thameside is one of just three locations in England where this pollinator is found. Along Fastrack's dedicated and shared bus route in the Dartford area, 10 pollinator road verges have been established and more are planned in Ebbsfleet and Gravesend, in addition to the installation of green roof bus shelters. Further to this pollinator planting, is the creation of the bee bus, a double decker on the route featuring the Shrill Carder Bee and promoting the Kent's Plan Bee.
6. At Allington Household Waste Recycling Centre, species rich grassland and trees for the benefit of pollinators have been included in the landscaping and designed to provide forage and habitat throughout the whole year.

7. The land management plan for the closed landfill site, Shaw Grange (near Charing), has specifically included measures to provide for pollinators including only mowing parts of the meadow every two years to provide the structure needed by bees for sheltering and overwintering; and increasing the number of flowering, pollen rich plants by collecting arisings after the annual cut.
8. Kent County Council's country parks are managed for the benefit of biodiversity, and pollinators are an integral part of this activity. The grassland areas are managed to maintain flowering plants and grasses diversity, with cuts in late September/early October and cuttings removed to maintain optimum soil condition. The parks also provide extensive opportunities to engage with the public, with planted bee beds, interpretation and events dedicated to pollinators. At Brockhill Country Park (Hythe) habitat is specifically managed for the benefit of solitary bees to provide foraging and nesting opportunities.
9. Pesticide use is another aspect of land management to be considered. In 2021, the Council reviewed its pesticide use and found that there was no use of the damaging neonicotinoid. The Chairman of the Plan Bee member group and Cabinet Member for Environment also lobbied the UK, and other European Governments, to take a stand against permissions for emergency use of neonicotinoids and urged Kent MPs to take part in a debate about this pesticide.
10. The impact of the herbicide glyphosate on bee species remains under review. Despite the work of the Highways Soft Landscape Team in reviewing the industry and market and trialling weed control methods, no viable, effective, affordable and environmentally friendly alternatives have yet been found, and so it remains in use. Both the Kent County Council estate soft landscape contract renewal in 2022 and Highways weed control contract renewal in 2023 present opportunities to reduce the use of pesticides and further examine and trial alternatives to glyphosate.
11. Delivery of action under the land management objective does have its challenges, not least that existing contracts can limit the speed of change and that this change is often associated with an additional cost. The Kent County Council estate soft landscape contract renewal in autumn 2022 presents an opportunity to further extend action under this objective and ensure real changes across the county council's land for the benefit of pollinators.

Action against objective 2 – for Kent County Council to use the planning system to protect pollinators and improve the habitats on which they rely

12. In delivering against this objective, we have focussed on supporting districts and boroughs to adopt their own actions for pollinators. To assist this, the Plan Bee blueprint was developed, focussing on the range of opportunities that could be taken at the local level. The draft blueprint is currently being tested by working with Canterbury, Swale, Thanet and Gravesham Councils.

Action against objective 3 - to mobilise the people of Kent, to take action themselves; Kent's Plan Bee aims to help them to greater awareness of the importance of pollinators in all our lives and everybody's need and ability to act to protect them

13. To really deliver change for pollinators, we need action across the whole county not just on the land we own and manage. Therefore, mobilising the people of Kent has been a key focus of our work to date.
14. In 2021 we launched our Plan Bee Facebook page¹, which provides a direct means to connect with interested people all over the county. The page is followed by over 1,500 people; in the past month, posts reached over 18,000 people. A dedicated communications plan sets out a rolling campaign to inform and influence. In addition, we circulate a dedicated monthly newsletter, circulated to over 2,300, which summarises news and information and provides advice on what the reader can do and what they might see that month. Further information is also available from the County Council website².
15. Specific campaigns have included the 2021 public perception survey³, designed to help us understand what people understood about our pollinators and their thoughts on alternative approaches to green space management. This survey had over 5,000 responses plus returns and provided an interesting insight that has been used to influence future public engagement work.
16. In 2022, we launched a No Mow May pledge, where 336 individuals and 16 organisations across the county pledged to not cut their grass for the month of May. This amounts to a total area of land left uncut of 14 hectares/35 acres, which roughly equates to almost 500 tennis courts. Leaving grass uncut for this month allowed wild plants to grow and flower, providing forage, food plants and nesting areas for pollinating insects at a critical time of the year. The No Mow May pledge will be repeated annually and we hope that it will show an annual increase in participation and therefore gain for pollinators.
17. In January 2022, the Kent Children's University Pollinator Challenge⁴ was launched. This is a 12-month programme of pollinator themed activities and learning for children aged 5 to 14. Although designed for the Kent Children's University programme, this activity pack can stand alone and has been shared with Kent's schools and promoted via the Facebook page and newsletter.
18. Plan Bee has also engaged with stakeholder and businesses across the county. Two Plan Bee summits have been held, in 2020 and 2021. Both attracted large numbers of attendees – the 2020 event was one of the Council's best attended online events that year, with 240 people taking part – demonstrating the level of interest in this important agenda.
19. Kent Ambassadors have also supported the Plan's work. Penny Williams, from the Big Plan Group, designed Plan Bee's logo and brand and advised on the establishment of our Facebook site. Mike Bax hosted the Plan Bee Members Group at his farm in Shadoxhurst, so members could witness first-hand how land management can benefit pollinators.

¹ [Kent's Plan Bee \(facebook.com\)](https://www.facebook.com/kentplanbee)

² [Pollinators - Kent County Council](https://www.kent.gov.uk/pollinators)

³ [Pollinator public perception survey report - Kent County Council](https://www.kent.gov.uk/pollinator-public-perception-survey-report)

⁴ [Children's University \(kentchildrensuniversity.co.uk\)](https://www.kentchildrensuniversity.co.uk)

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Appendix 2 - Draft Kent's Plan Bee monitoring measures

The following are proposed monitoring measures that will be used to track the progress and impact of Kent's Plan Bee. A report will be published every two years.

<p>Objective 1 – For Kent County Council to manage the land it owns, controls and influences in a way which benefits pollinators' habitat and forage</p>	<ul style="list-style-type: none"> • Annual UKPoM FIT Count monitoring results. • Number (area) of KCC estate sites taking part in No Mow May. • Number (area/length) of rural verges with conservation cuts. • Pesticide/herbicide use on KCC managed highways and KCC estate. • Area of KCC estate in active management for pollinators.
<p>Objective 2 - For Kent County Council to work with partners across the county to better protect pollinators and improve the habitats on which they rely</p>	<ul style="list-style-type: none"> • Number of districts with a pollinator action plan. • Number of pollinator pledges by parish and town councils.
<p>Objective 3 – For Kent County Council to raise awareness of the importance of pollinators and the need to safeguard these vital insects, mobilising the people of Kent to take their own action within communities, workplaces, schools and homes</p>	<ul style="list-style-type: none"> • Number of No Mow May pledges across Kent. • Facebook engagement. • Number of pollinator pledges by community groups, schools, landowners, businesses etc.
<p>Objective 4 – For Kent County Council to monitor and evaluate its action for pollinators, so that we understand the impact of our efforts and direct continued action and resources to where they are most needed</p>	<ul style="list-style-type: none"> • Number of UKPoM FIT Count surveys completed. • Number of KCC staff and vehicles taking part in the Bugs Matters survey.

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*For a Pollinator Friendly
Garden of England*

**KENT COUNTY COUNCIL'S
POLLINATOR ACTION PLAN**

Updated November 2022

FOREWORD

To follow

KENT'S PLAN BEE AN INTRODUCTION TO THE COUNTY COUNCIL'S POLLINATOR ACTION PLAN

Kent's Plan Bee is the County Council's pollinator action plan, adopted in 2019 and now refreshed after the initial two years of action.

It is designed to take the lead in the county to mobilise the people, the businesses, the schools, the gardeners, the farmers, the old and the young - everybody who lives here - to act to improve the habitat and the food sources of these insects and to reverse their continuing decline. This action plan sets out what Kent County Council is doing to help these insects vital to our environment, food and economy.

The purposes of Kent's Plan Bee are to:

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

Kent's Plan Bee commits Kent County Council to:

1. Manage the land it owns, controls and influences in a way which benefits pollinators' habitat and forage.
2. Work with partners across the county to better protect pollinators and improve the habitats on which they rely.
3. Raise awareness of the importance of pollinators and the need to safeguard these vital insects, mobilising the people of Kent to take their own action within communities, workplaces, schools and homes.
4. Monitor and evaluate its action for pollinators, so that we understand the impact of our efforts and direct continued action and resources to where they are most needed.

WHAT ARE POLLINATORS?

Pollinators are essential to our environment, our food production and our lives. They are so-called because they carry the reproductive pollen grains from flower to flower, enabling fertilisation for seeds, nuts and fruit to be produced. Through pollination, new generations of plants grow, which in turn support wild habitats and other wildlife. Without pollination, most wild and cultivated plants, from trees to strawberries, could not reproduce. The conservation group Buglife says every third mouth of our food depends on insect pollinators.

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

Many different insect groups are excellent pollinators. The best known of them are bees, including bumblebees, solitary bees and the honey bee. But other wild insects are equally vital for pollination including wasps, hoverflies, moths and butterflies. And even some beetles, mosquitoes and ants have a pollinating role. Many plants have evolved to offer nectar to attract insects. Whilst insects are feeding on a flower's nectar or collecting pollen to feed to their young, pollen grains stick to the insects' bodies and transfer to the reproductive organs of the next flower they visit.

Bumblebees and Solitary Bees are vital to wild plant populations and to many commercial crops including orchards, soft fruit and tomatoes. Kent has over 170 wild bee species, including 22 of the UK's 24 bumblebee species, and many that are rare or scarce. Bee species of national priority in Kent include England's rarest bumblebee, the Shril Carder bee, which is only found in a handful of locations in south Wales and southern England and generally scarce even there. We also have the nationally restricted Brown-banded carder and Moss carder bees. These three are all long-tongued bumblebees that need a plentiful supply of deep-structured wildflowers and tussocky, long grass to nest in. Kent is also home to the nationally scarce solitary bee species of Reed Yellow-face bee, Sea Aster mining bee, which is found on the saltmarshes of north Kent, and the Long-horned bee.

There is just one species of **Honey Bee** the UK, and it is the only pollinator kept by humans, producing honey and other products. Honey bees can also be used to pollinate some crops such as soft and top fruit, in a managed way, with hives moved from crop to crop. Unfortunately, we cannot solve our pollinator decline by simply introducing more hives of honey bees – in fact this can actually have a negative impact on our wild bee and pollinator populations, by increasing competition for food.

Wasps are more numerous than bee species, with over 7,000 species of social and solitary wasps in the UK and over 200 species recorded in Kent. The adults often forage nectar for energy while they wait to ambush insect prey, many of which are crop pests, to feed to their young. Although wasps often have a bad reputation, particularly some social wasps that live in large nests, they are vital indicators of the health of ecosystems, and play essential roles in controlling other invertebrate

numbers, as well as carrying out pollination. Kent's wasps are diverse in size, shape and colour ranging from the large European Hornet to the metallic Ruby-tailed wasp. A number are nationally scarce, including the Four-banded Weevil wasp, found in soft rock cliffs and coastal habitats.

Hoverflies, and other fly species, can mimic bees and wasps in appearance as defence from predators. They also play a vital but often unsung role as pollinators, with many species feeding on the nectar and pollen of wildflowers and crops. In farming, they play an essential role in pollinating carrots and fruit crops. Their larvae's diet includes other insects, so some predatory hoverflies are also used as biological control agents. The enormous variety of hoverflies and flies in Kent range from the robust Hornet mimic hoverfly to the Ladybird fly, which mimics a ladybird and is only recorded nationally in Kent, Sussex and Surrey.

Butterflies and Moths species are also very diverse, with a number of declining and nationally rare or scarce species found in Kent. Many butterflies and moths have close associations with specific semi-natural habitats and wild plant species. Adults feed on nectar and are important pollinators of many wildflowers, though they are thought to be less significant pollinators for food crops. There are nationally notable populations amongst the 42 butterfly species in Kent including Heath Fritillary, Duke of Burgundy and Silver-spotted Skipper. Kent is also home to the greatest concentration of rare and threatened moth species in the UK, including Fisher's Estuarine moth, Black-veined moth, Fiery clearwing and Kentish Neb moth.

Beetles are the single largest group of insects and are found in a diverse range of habitats. A quarter of UK's many thousands of species are known to forage on nectar and pollen and, in the process, act as pollinators.

Beetles are the single largest group of insects globally and are found in a diverse range of habitats. A quarter of UK's many thousands of species are known to forage on nectar and pollen and, in the process, act as pollinators. Examples of pollinating beetles in Kent include Wasp beetle, Black-and-yellow longhorn beetle and the nationally rare Noble chafer, a beautiful metallic green beetle found in traditional orchards.

Mosquitoes can be overlooked as pollinating flies. Males, such as of the Banded mosquito found in Kent, can pollinate flowers whilst feeding on nectar.

WHAT'S THE PROBLEM?

The loss of pollinators is a direct threat to our ability to feed ourselves as human numbers globally increases towards nine billion by 2050. Without bees, hoverflies and other insects visiting flowers there would be no strawberries, apples, coffee, avocados, chocolate, cherries, olives, blueberries, carrots, grapes, pumpkins, pears, cotton, plums or peanuts. And that's just the first course. There would also be fewer flowers in our gardens or countryside.

Despite their importance, pollinators are in serious decline as a result of habitat loss, pesticides and climate change. The Bumblebee Conservation Trust reports that two species of bumblebees went extinct in the past 80 years, with eight species, a third of those remaining, now endangered. Butterfly Conservation reports similar concerns, with over three-quarters of our butterfly species having declined since 1976¹ and two-thirds of our common and widespread moths declined between 1968 and 2007².

In 2022, the citizen science survey Bugs Matter³ reported a decline in flying insects by 59% between 2004 and 2021. More worrying was that in Kent this figure was a staggering 72%. These figures indicated a rapidly declining trend in insect abundance nationwide, consistent with research that has shown declining trends globally.

The main threats to pollinators are habitat loss, climate change, pesticides, disease and invasive species.

Habitat loss

Changes in our land use, including insensitive urban development and intensive farming, have resulted in habitat loss and fragmentation, the most significant cause of pollinator decline.

Pollinators need flowers to forage and places to shelter, nest and overwinter, within vegetation, hedgerows and soil. But since the Second World War, we have lost 97% of our wildflower meadows as a result of modern farming practices and urban development. Where wildflower-rich habitats do still exist, these are often small, isolated areas separated by land uses hostile to pollinators, making it difficult for insects to move around our landscapes.

Climate change

By disrupting seasonal patterns and flowering periods of plants, climate change is impacting pollinators. It affects the timing of flowering plants that they rely on for food and disrupts nesting behaviours and emergence after winter. It is also thought that a warming climate could restrict or alter the range of pollinators.

Pesticides

The increased use of pesticides has adversely impacted pollinators and the plants on which they depend. Neonicotinoid pesticides are particularly harmful to bees,

¹ <https://butterfly-conservation.org/sites/default/files/soukb-2015.pdf>

² <https://butterfly-conservation.org/sites/default/files/2021-03/StateofMothsReport2021.pdf>

³ [Bugs Matter \(kentwildlifetrust.org.uk\)](https://kentwildlifetrust.org.uk)

affecting their central nervous system, and consequently are now under a general ban across the European Union. Furthermore, some routinely used herbicides have also been shown to affect pollinators and their use, of course, reduces the availability of food plants throughout the year.

Diseases and invasive species

Evidence suggests that some honeybee diseases can spread to our wild bumblebees. A further threat is invasive species such as the Asian hornet, which if allowed to take hold could devastate our native bee populations.

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

WHAT DO POLLINATORS NEED?

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

Shelter

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

Forage

Foraging grounds for all pollinators have been steadily eroded. All pollinators need flowering, semi-natural habitats like wildflower meadows, hedgerows and woodland edges. They need agricultural landscapes which have unimproved grassland, hay meadows, clover-rich grassland, orchards and arable crops. In Kent many of these are declining and are in short supply. Large fields of wind pollinated crops, like wheat, do not support pollinating insects.

Beyond the countryside

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

WHAT'S BEING DONE?

Kent's Plan Bee is part of a much wider movement. The government published the National Pollinator Strategy for England in 2014 which is a ten-year plan to rescue these insects and to help them to thrive and in 2022 publicised the associated three year Pollinator Action Plan. Buglife, Friends of the Earth and Bumblebee Conservation Trust have also published strategies and policies to address the decline of pollinators.

What can local government do?

The National Pollinator Strategy lays great emphasis on local action and looks to local authorities to take a leading role. Kent County Council (KCC) unanimously agreed in May 2018 to produce its own Pollinator Action Plan. Local authorities, from parish to district, borough and to county are well placed to make a significant contribution. They can do it directly through land management and development control and by giving leadership in local communities and, of course among their thousands of council staff. Kent County Council is responsible for 1320 acres of country park and verges along 5,000 miles of road, as well as numerous other sites and buildings where it can and does take a lead in action.

What difference can an action plan make?

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

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

ACTION IN KENT

KENT'S PLAN BEE – ACTION SINCE 2020

Changes to Kent County Council's rural swathe cut – in 2022, Kent Highways changed their rural swathe cut regime of one per annum to two, to provide greater gains for pollinators. At the additional cost of £300k per annum, two cuts each year (running March to May and September to October) will keep forage for pollinators free of cutting at an optimum flowering and feeding period. Over time, this new approach will create an extensive network of habitat mosaics, which are interconnected and managed to optimise the range of habitats provided for pollinators across Kent's rural verge network.

Urban verge management for pollinators - along Fastrack's dedicated and shared bus route in the Dartford area, 10 pollinator road verges have been established and more are planned in Ebbsfleet and Gravesend, in addition to the installation of green roof bus shelters. Further to this pollinator planting, is the creation of the bee bus, a double decker on the route featuring the Shril Carder Bee and promoting the county council's Plan Bee.

Supporting pollinators at our waste sites – species rich grassland and trees for the benefit of pollinators were included landscaping for the newly opened Allington Household Waste Recycling Centre (2022). And management for the closed landfill site, Shaw Grange (near Charing), will provide for pollinators by including sheltering and overwintering habitat and increasing the number of flowering, pollen rich plants.

Pollinator parks – Kent County Council's country parks are managed for the benefit of biodiversity, and pollinators are an integral part of this activity with grassland areas managed to maintain flowering plants and grasses diversity and optimum soil conditions. At Brockhill Country Park (Hythe) habitat is specifically managed for the benefit of solitary bees, providing foraging and nesting opportunities.

Insecticide action – review in 2021 confirmed no use of the damaging neonicotinoid. The Chair of the Plan Bee member group and Cabinet Member for Environment also lobbied the UK, and other European Governments, to take a stand against permissions for emergency use of neonicotinoids and urged Kent MPs to take part in a debate about this pesticide.

Trialling alternatives to herbicide use – Kent Highways have trialled alternatives for weed control however, no viable, effective, affordable and environmentally friendly alternatives have yet been found. Work continues on this and various contract renewals over the next two years present opportunities to further explore pesticide use reduction and trial alternatives.

Working with district and borough councils – a Plan Bee blueprint has been developed, focussing on the range of actions that could be taken at the local level by these authorities.

Raising awareness and mobilising the people of Kent – 1,500 people follow our Plan Bee Facebook page and 2,300 receive our monthly newsletter. Both provide advice on action to take and information of pollinator activities.

Over 5,000 people took part in our public perception survey in 2021 and we had 336 individuals and 16 organisations pledge to not cut their grass for the month of May, during the No Mow May campaign for Kent in 2022.

We have launched the Kent Children's University Pollinator Challenge, a 12-month programme of pollinator-themed activities and learning for children aged 5 to 14.

And we engaged with stakeholders and businesses across the county via two Plan Bee summits, in 2020 and 2021. Both attracted large numbers of attendees – the 2020 event was one of the County Council's best attended online events that year, with 240 people taking part – demonstrating the level of interest in this important agenda.

ROADSIDE NATURE RESERVES

The Kent and Medway Roadside Nature Reserves project has been going since 1994, protecting threatened wildlife and habitats in roadside verges with a network of sites now totalling 123. It's run by a team of voluntary road verge wardens and is a partnership between Kent County Council Highways and Kent Wildlife Trust.

MAKING A BUZZ FOR THE COAST

A partnership project to safeguard rare bees by the Bumblebee Conservation Trust, which created and restored habitats and linked isolated populations by creating flower-rich 'stepping stones' along 135 miles of the coast from Dartford to Deal.

SHORT-HAIRED BUMBLEBEE REINTRODUCTION

A partnership of the Bumblebee Conservation Trust, Natural England, Hymettus and the Royal Society for the Protection of Birds was set up in 2009 to bring back the short-haired bumblebee to Dungeness and Romney Marsh in Kent, the place where they were last seen before going extinct in 2000. The project brought in short-haired bumblebees from Sweden and worked with farmers, landowners and conservation groups to create flower-rich habitats to support the new bees. This work now continues and is expanding its area as the Bee Connected project.

A CONSERVATION STRATEGY FOR THE SHRILL CARDER BEE

Bumblebee Conservation Trust is also leading a national group of partners to deliver this strategy, which aims to increase habitat, connectivity, evidence data and have an increased understanding of the needs of this nationally rare bumblebee. The north Kent coast is part of the larger Thames Estuary focus area, one of only 4 areas in England and Wales where the species is still recorded.

KENT'S MAGNIFICENT MOTHS

A partnership project led by Butterfly Conservation is helping to save and celebrate some of the UK's rarest and most beautiful moths in East Kent. The project also offers opportunities for people to engage with these moths, help carry out recording work and become involved in vital habitat management work.

KENT'S PLAN BEE THE POLLINATOR ACTION PLAN

Objective 1 – For Kent County Council to manage the land it owns, controls and influences in a way which benefits pollinators' habitat and forage

The Council will:

- Continue to review its land management practices and put in place, where it can, revised grass-cutting and maintenance regimes and apply pollinator friendly planting. This applies to the highways network, country parks, schools and waste sites and our broader built estate.
- Introduce a dedicated policy to ensure that neonicotinoids are never used on County Council owned or managed land.
- Continue to lobby against any reintroduction or emergency use of neonicotinoids.
- Reduce the use of glyphosate across land owned or managed by the County Council, except where no viable alternative exists, and continue to review new methodologies as they become available.
- Identify ways to create corridors for wildlife throughout the landscape within and adjacent to the County Council's estate.
- Look for opportunities to 'green' its buildings and assets with pollinator friendly planting and such things as bee hotels.
- Ensure the needs of pollinators are recognised across the range of Council services and functions and are considered within all strategies and policies which may impact on, or present opportunities for, pollinators.
- Develop approaches within KCC's planning services that will help to protect pollinator habitats.
- Provide training, as required and appropriate, for staff involved in land management to increase their understanding of the needs of pollinators and how they can help them in the course of their work.

Objective 2 – For Kent County Council to work with partners across the county to better protect pollinators and improve the habitats on which they rely

The Council will:

- Promote and support landscape scale projects, that deliver habitat connectivity for pollinators.
- Work with Kent's planning authorities to deliver improvements for pollinator habitats at the local level through, for example, their management of greenspace, local plans and development management.
- Develop a countywide "*Kent Pollinator Pledge*", where, through a programme of work, parish and town councils, communities, landowners, businesses and schools will be supported to take action for pollinators.

Objective 3 – For Kent County Council to raise awareness of the importance of pollinators and the need to safeguard these vital insects, mobilising the people of Kent to take their own action within communities, workplaces, schools and homes.

The Council will:

- Host an annual Plan Bee summit, to bring together partners and interested parties to review, discuss and progress action for Kent's pollinators.
- Deliver a rolling communication campaign to inform and influence the people of Kent and engage them in action for pollinators.
- Encourage and support pollinator friendly gardening.
- Support schools in activities relating to pollinators through access to resources and activities.
- Build an expert network of advisors and mentors to help to guide and steer Plan Bee action across the county.

Objective 4 – For Kent County Council to monitor and evaluate its action for pollinators, so that we understand the impact of our efforts and direct continued action and resources to where they are most needed.

The Council will:

- Establish annual pollinator surveying (using the UK Pollinator Monitoring Scheme's flower insect timed count survey method or something similar) at selected sites across County Council owned and managed land, to monitor the effect of land management practices on pollinator numbers and provide an indicator of the impact of Plan Bee.
- Contribute to the annual Bugs Matters survey through our own service fleet vehicles and encouragement of staff participation.
- Publish a set of Plan Bee performance measures and report progress against these every two years.
- Keep up to date on the latest scientific evidence on pollinator health and respond as appropriate in respect of decision-making, asset management and service delivery.

KENT'S PLAN BEE MONITORING MEASURES

The following will be used to monitor and measure the progress and impact of Kent's Plan Bee. A report will be published every two years.

<p>Objective 1 – For Kent County Council to manage the land it owns, controls and influences in a way which benefits pollinators' habitat and forage</p>	<ul style="list-style-type: none"> • Annual UKPoM FIT Count monitoring results. • Number (area) of KCC estate sites taking part in No Mow May. • Number (area/length) of rural verges with conservation cuts. • Pesticide/herbicide use on KCC managed highways and KCC estate. • Area of KCC estate in active management for pollinators.
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<p>Objective 3 – For Kent County Council to raise awareness of the importance of pollinators and the need to safeguard these vital insects, mobilising the people of Kent to take their own action within communities, workplaces, schools and homes</p>	<ul style="list-style-type: none"> • Number of No Mow May pledges across Kent. • Facebook engagement. • Number of pollinator pledges by community groups, schools, landowners, businesses etc.
<p>Objective 4 – For Kent County Council to monitor and evaluate its action for pollinators, so that we understand the impact of our efforts and direct continued action and resources to where they are most needed</p>	<ul style="list-style-type: none"> • Number of UKPoM FIT Count surveys completed. • Number of KCC staff and vehicles taking part in the Bugs Matters survey.

THE LONG-TERM PLAN

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

It will come in phases; some of the work, like changing grass cutting regimes, is dependent on contract renewals which are not yet due.

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

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

From: David Brazier Cabinet Member for Highways and Transport
Haroona Chughtai Director of Highways and Transportation

To: Environment & Transport Cabinet Committee Meeting – 8 November 2022.

Subject: Procurement and award of contract/s for Highway Weed Control contract

Key decision: Yes

Classification: Unrestricted

Past Pathway of Paper: N/A

Future Pathway of Paper: Cabinet Member Decision

Electoral Division: All Districts.

Summary: The Highway Weed Control contract is currently delivered by three Contractors. These Contracts expire on 31st March 2023. There are no further extension options, and a new contract is therefore required to be in place for 1st April 2023.

The service is provided primarily through programmed work, with flexibility for additional ad-hoc provision. The contract has been designed to enable the additional provision of alternative methods to conventional weed control.

A Key Decision is required to award the contract/s for this service as the value exceeds £1m and the service will be countywide.

Recommendation(s):

The Cabinet Committee is asked to consider and endorse or make recommendations to the Cabinet Member for Highways and Transport on the proposed decision to procure and delegate authority to the Director of Highways and Transportation to award and enter into appropriate contractual arrangements for the provision of Highway Weed Control including any potential extension periods as shown at Appendix A.

1. Introduction

- 1.1 The existing contracts expire in March 2023 and as a statutory requirement they require a re-tendering exercise to continue service provision. Current provision is split between five lots and delivered by three contractors.
- 1.2 In order to ensure a seamless transition to new service arrangements, new contracts will need to be in place from 1st April 2023.
- 1.3 The Council has a legal duty to keep roads and pavements clear of vegetation for safe passage of highway users.

- 1.4 The main service areas comprise; highway weed control, provided primarily through programmed work with flexibility for additional ad-hoc provision. This contract will facilitate up to two programmed weed treatments per year to highway hard surfaces. The contract will also provide for the treatment of noxious weeds such as Japanese Knotweed and Giant Hogweed.
- 1.5 The contract will provide flexibility to allow trials of alternatives to glyphosate throughout the contract period, such as hot foam; manual clearance; acetic acid and walked applications.
- 1.6 The existing contract primarily serviced KCC Highways & Transport owned assets but also incorporated Public Rights of Way assets. There may also be a need to carry out works on privately owned assets to ensure highway safety.
- 1.7 Glyphosates licence is due to be reviewed by the HSE in 2025. It is worth noting that the current market consensus is that its licence will continue to be approved.
- 1.8 Due to the specialised nature of the works a standalone specialist contract is required.
- 1.9 It is anticipated that the service will be provided across twelve districts in Kent.

2. Market Engagement

2.1 The market is predominantly SME's; KCC has good industry knowledge of the size, scope, and locations of the primary suppliers in this industry. The use of industry specific vehicular and pedestrian weed control equipment on the highway favours smaller, local specialised SME suppliers.

2.2 A market engagement exercise was conducted in May 2022 and identified a number of risks to be considered:

- Lotting structure
- Contract Period
- Supply chain
- Specification

2.3 Lotting:

- Suppliers preferred smaller lots, enabling them the flexibility to bid for multiple lots to suit their business capacity and capability.

2.4 Contract Period:

- A contract term of up to four year was preferred to allow investment in machinery and staff.

2.5 Glyphosate alternatives:

- Glyphosate pricing has been unstable since the Covid19 pandemic. This has been due to supply chain problems with manufacturing. It is expected, and the

market agrees that prices will start to fall once supply chains are re-established in 2023.

- Alternative chemicals were discussed with the market, however, whilst some suppliers were trialling alternative solutions, none had yet identified an alternative which was environmentally friendly, economically viable, and as effective as glyphosate.
- The confidence to roll out alternatives such as hot foam, hot water, and brushing across the county was low, however it was considered suitable for trials in smaller inner-city areas. It was not considered appropriate for a rural county similar to Kent.

3. Delivery models

3.1 To date four options for the future provision of these works have been considered, as set out below.

Option 1 – Do Nothing

Discounted as The Council has a legal duty to keep roads and pavements clear of vegetation for safe passage of highway users.

Option 2 – Deliver in House

Discounted as this is not a core service to the authority. Due to the limited period to apply weed control, the staff would not be utilised all year round and this is of specialist nature.

Option 3 – Procure one provider to deliver the county

Discounted as unlikely to access SME providers and fails to provide resilience throughout the county. SME's usually have lower tender prices due to lower overheads compared to larger companies and therefore this option does not provide best value for money. It does not encourage local providers which is a priority for KCC.

Option 4 – Procure multiple providers across district grouped lots

Carried Forward This is a similar model to other landscape contracts. E.g. Rural Swathe and Urban Grass Contracts.

This paper will detail Option 4 and review the benefits and challenges facing the Council and its partners should it implement this strategy.

4. Procurement Strategy

4.1 Two separate procurement processes were undertaken previously with SC17035 covering Lots 1-3, and SC18036 covering lots 4-5 which co-terminate in March 2023. The proposal is to procure all lots within one competitive process. Taking into consideration the market engagement, the proposed lotting strategy is as follows:

- Lot 1 - Dartford & Gravesham
- Lot 2 – Sevenoaks & Tonbridge & Malling
- Lot 3 – Maidstone & Tunbridge Wells

- Lot 4 – Ashford & Swale
- Lot 5 – Canterbury & Thanet
- Lot 6 – Dover and Folkestone & Hythe

4.2 Historically Dover and Folkestone & Hythe have managed their own weed control contracts with funding based on KCC's average externally commissioned contract rates. However, these Districts have now decided to hand back these contracts due to increasing pressures on resource.

4.3 Splitting the service into six lots but allowing one provider to win up to three lots would give the flexibility needed to provide the market with the required appetite and receive good competition from a range of SMEs. This would also provide resilience should there be any issues with an individual provider's liquidity.

4.4 The proposed contract term is 3 years with the option to extend for a further 2 years. Any decision to extend the contract will be linked to performance and contract compliance. Allowing extensions incentivises contractors that deliver good performance.

4.5 The end of the initial 3-year term of the contract would coincide with the HSE licence review of glyphosate in November 2025. This would give KCC the opportunity to either extend or seek a further alternative contract.

4.6 Weed contractors have many contract commitments due to the short-term nature of the service and depreciation of equipment will be spread across all of these contracts. The proposed contract length will provide contractors the opportunity to invest in their workforce and equipment.

4.7 The procurement timetable is as follows:

Activity	Date
ITT Return	w/c 26 th October 2022
ITT Negotiation (if required)	w/c 25 th November 2022
Final ITT Evaluation and Governance	w/c 13 th December 2022
Issue Award Letter	w/c 31 st January 2023
Mobilisation Period	1st February 2023 – 1 st April
Service Commencement Date	April 1 st 2023

5. Specification

5.1 The primary aim of this service is to control weeds on the hard surfaces within the public highway.

5.2 The County Council has a statutory obligation to maintain the highway network, which includes the control of weeds in hard surfaces to a standard that ensures highway safety.

5.3 Weed Control also prevents damage to highway infrastructure by not allowing pernicious weeds to establish and aids District authorities in their street cleansing obligations.

- 5.4 The Contract will allow for up to two programmed herbicide treatments. These will be spot treatments once during May/June and again during September. The active ingredient for this will be the herbicide glyphosate.
- 5.5 Glyphosate is an approved herbicide by the Health and Safety Executive (HSE) for use on hard surfaces and amenity areas and the contract will follow the guidelines of the HSE when treating weeds.
- 5.6 In line with the Councils Plan Bee aspirations to minimise herbicide usage the contract will provide the flexibility to undertake trials of alternatives to glyphosate. This will allow small scale experimental trials to be undertaken to gain efficacy and cost information on a number of alternatives.

6. Financial Implications

- 6.1 The current annual cost for the Service is £227k per treatment giving an annual spend of £454k for both treatments. There is also a requirement to treat noxious weeds such as Japanese Knotweed and Giant Hogweed which currently costs a further £25k pa.
- 6.2 It is expected that any new procurement and delivery model could present a price increase which reflects changes in market prices and inflation since the contracts were let in 2018. A competitive procurement process will appoint the best value contractor from the tenders submitted.
- 6.3 The contracts will allow for an annual uplift based on GM87 the Ground Maintenance index for soft landscaping services.
- 6.4 The cost of glyphosate increased in 2022 in some instances to 300% of the 2021 prices. This was due to supply chain issues, and it is expected that costs will return to normal levels after 2023. KCC will negotiate how it will ensure it does not overpay once costs return. Current service budgets include the additional cost of glyphosate.
- 6.5 Kent County Council provides a minimum of two weed sprays per year as part of the programmed service. One weed spray is funded through the soft landscape revenue budget with the second weed spray currently being funded indirectly by any underspend obtained from the Winter Service. This approach was introduced in the 2017-2018 financial year.
- 6.6 To meet minimum statutory requirements and effective asset management a minimum of two weed treatments are necessary. If there is no winter underspend this puts a £227k pressure on the Highway budgets which is unfunded. The Head of Highways is currently re-profiling highways revenue budgets to mitigate this pressure.
- 6.7 The DEFRA funded Thanet Weed Trial carried out in 2015 concluded that a change from conventional glyphosate weed control techniques to herbicide free techniques could increase costs by eight times.

7. Legal implications

7.1 The Council has a legal duty to keep roads and pavements clear of vegetation for safe passage of highway users.

7.2 The award of any contracts will be in full compliance with all relevant procurement regulation.

8. Equalities implications

8.1 An Equalities Impact Assessment has been carried out and no implications have been identified at this early stage. This will be continually reviewed as the programme continues and has been attached in Appendix B.

8.2 The initial screening identified that a Data Projection Impact Assessment will not be necessary as no personal data is collected for this commission.

9. Policy Framework

9.1 This commission is detailed within the following plans:

- Highways and Transportation Divisional Business Plan 2022-23

10. Other corporate implications

10.1 The decision to award contracts for Highway Weed Control has no significant impact in other areas of the Council's work.

11. Conclusions

11.1 This service forms part of the Council's statutory duty to maintain the highway in a safe condition.

11.2 The Council has implemented Plan Bee as part of its environmental strategy to improve the biodiversity across its assets. This contract will incorporate alternative methods to conventional weed control to allow small scale trials to take place and to gather cost and efficacy information for future contracts.

11.3 The use of herbicide is currently the most cost effective and efficient method of controlling highway weeds.

12. Recommendation:

12.1 The Cabinet Committee is asked to consider and endorse or make recommendations to the Cabinet Member for Highways and Transport on the proposed decision to procure and delegate authority to the Director of Highways and Transportation to award and enter into appropriate contractual arrangements for the provision of Highway Weed Control including any potential extension periods as shown at Appendix A.

13. Background Documents

Appendix A – Proposed Record of Decision

Appendix B – Equalities Impact Assessment:

<https://democracy.kent.gov.uk/ecSDDisplayClassic.aspx?NAME=SD7538&ID=7538&RPID=54120773&sch=doc&cat=14935&path=13335%2c14935>

14. Contact details

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KENT COUNTY COUNCIL – PROPOSED RECORD OF DECISION

DECISION TO BE TAKEN BY:

David Brazier, Cabinet Member for Highways & Transport

DECISION NO:

22/00095

For publication

Key decision: YES

Subject Matter / Title of Decision: Procurement and award of contract/s for Highway Weed Control contract.

Decision: As Cabinet Member for Highways & Transport I agree to procure and delegate authority to the Director of Highways and Transportation to award and enter into appropriate contractual arrangements for the provision of Highway Weed Control including any potential extension periods.

Reason(s) for decision:

The existing contracts expire in March 2023 and as a statutory requirement they require a re-tendering exercise to continue service provision.

Cabinet Committee recommendations and other consultation:

The proposed decision is being considered at Environment and Transport Cabinet Committee on 8 November 2022.

Any alternatives considered and rejected:Option 1 – Do Nothing

Discounted as The Council has a legal duty to keep roads and pavements clear of vegetation for safe passage of highway users.

Option 2 – Deliver in House

Discounted as this is not a core service to the authority. Due to the limited period to apply weed control, the staff would not be utilised all year round and this is of specialist nature.

Option 3 – Procure one provider to deliver the county

Discounted as unlikely to access SME providers and fails to provide resilience throughout the county. SME's usually have lower tender prices due to lower overheads compared to larger companies and therefore this option does not provide best value for money. It does not encourage local providers which is a priority for KCC.

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

.....
signed

.....
date

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From: David Brazier Cabinet Member for Highways and Transport
Haroon Chughtai Director of Highways and Transportation

To: Environment & Transport Cabinet Committee Meeting – 8 November 2022

Subject: Road Closures Process

Key decision: No

Classification: Unrestricted

Past Pathway of Paper: N/A

Future Pathway of Paper: N/A

Electoral Division: All Districts.

Summary: Report detailing the Temporary Road Closure Application process and the statutory and associated regulatory process.

Recommendation:

The Cabinet Committee is asked to note the Temporary Road Closure Application Process and the Statutory and Legal requirements that KCC are bound to operate within.

1. Introduction

- 1.1 A Temporary Traffic Regulation Order (TTRO) or a Temporary Traffic Regulation Notice (TTRN) is made by KCC when it is necessary to temporarily stop or limit vehicular and/or pedestrian traffic along the highway.
- 1.2 Orders are made in accordance with the Road Traffic Regulation Act 1984 and The Road Traffic (Temporary Restrictions) Procedure Regulations 1992.
- 1.3 This is necessary when there is insufficient road width to accommodate the safe passage of road users and the safety of the workforce whilst undertaking the works.
- 1.4 There is mandatory guidance on residual road widths and safety zones that must be followed. It is an offence not to follow these guidelines. The Code of Practice can be found by following the link below:

[Safety at street works and road works - GOV.UK \(www.gov.uk\)](http://www.gov.uk)

1.5 Extract from the Code of Practice on minimum road widths.

Traffic control

Adequate unobstructed width is required to allow two-way traffic to flow safely past the work site. Where such widths cannot be provided, appropriate traffic control must be considered.

Unobstructed widths

The following table shows Standard and Restricted carriageway widths for different types of traffic. The standard widths are designed to maintain access for buses and heavy goods vehicles, and must be provided wherever practicable. Where this is not practicable and where your risk assessment concludes that it is appropriate to do so, restricted lane widths are permissible.

If you are intending to use restricted lane widths that will prevent the passage of HGVs and buses, a suitable diversion route for these vehicles will need to be agreed with the highway authority and bus operator. In these circumstances you must consult your [supervisor, manager or other competent person](#) who will advise the relevant highway authority to facilitate co-ordination of the works.

The desirable width for shuttle working with normal traffic (i.e. including buses and HGVs) lies between 3.25 and 3.5 m. This range avoids certain widths that create opportunities for unsafe overtaking of cyclists, and is based on Department for Transport guidance. (Research found that for

widths between 2.75 and 3.25 m, most cars could overtake cyclists, but with reduced safety. Similarly, it found that for widths between 3.5 and 3.75 m it was possible for HGVs to overtake cyclists, but again with reduced safety.)

Consideration must be given to this before deciding to use widths other than 3.25–3.50 m for normal traffic in shuttle working. Where shuttle working is restricted to cars and light vehicles only, the upper bound of 3.50 m (which is aimed at preventing HGVs from overtaking cyclists) is not relevant, and a desirable minimum only is given.

	Standard: Normal traffic including buses and HGVs	Restricted: Cars and light vehicles only
Two-way working	6.75 m minimum	5.5 m minimum
Shuttle working	3.25–3.50 m desirable width range 3.0 m absolute minimum	3.25 m desirable minimum width 2.5 m absolute minimum

2. KCC Application Process

- 2.1 Immediate/urgent Road Closures - Temporary Traffic Regulation Notice (TTRN) - Where works are of an urgent nature the overriding aim is for the works promoter to attend site and remedy the issue.
- 2.2 They are required to advise KCC within two hours of works commencing that the road is closed. The Street Works team will then issue notification to key stakeholders, emergency services and public transport providers. Due to the nature of emergency works KCC as highway authority is not able to prevent the works from commencing as the immediate priority is to remove the danger to public or restore essential services to customers. These include situations such as gas leaks, burst water mains, loss of communications / electricity supply or dangerous potholes / road collapses.
- 2.3 Whilst we are not able to prevent the works once we have received the permit, we can impose conditions such as extended working hours to expedite the works if achievable. Officers will challenge the duration of these works to ensure they are completed and cleared as soon as possible where it is deemed necessary. It must be noted that there is not a legal requirement for

KCC to attend every closure site; and it would not be an effective use of our limited resources to do so. We will however become involved in those locations that have potential to cause most disruption or where a problem has been identified.

- 2.4 It must be noted that utility companies have regulatory obligations and service standards that are monitored by their regulators and must be complied with to return essential services to customers.
- 2.5 Planned Road Closures – Temporary Traffic Regulation Order (TTRO)
Where works are of a planned nature then a minimum of 12 week's notice is required by the Street Works team to process the application and write the Legal Order.
- 2.6 The area coordinator will check the diversion to ensure this is suitable and will look to see the impact on local businesses and bus routes. Any alternative route must be of a class of road the same or higher than the one being closed.
- 2.7 Where works will have an impact on schools, the works promoter will be guided to carry out their works during school holidays to reduce the impact on school transport. Once works have been agreed the TTRO coordinator will process the legal aspect of the closure. All planned closures are required to be advertised in the local paper:
- Two Notices must be published in local newspaper(s); the first to notify the public of the intention to make an Order and a second to notify the public that the Order has been made.
 - Additionally, a copy of the Public Notice (as a poster) may be displayed in the street(s) concerned.
- 2.8 Details of all works requiring a road closure are also circulated to a wide list of stakeholders by way of Customer Information Bulletins. These are sent to
- Emergency Services
 - Other utility companies
 - Local District and Borough Councils
 - Transport providers and
 - Local media
 - Those directly affected by the closure i.e., premises at the location of the closure.

Additionally, road sign information boards will be placed on the highway up to two weeks in advance of the closure to advise motorists.

- 2.9 The information in relation to the works can also be found on www.one.network which is a public facing website providing information of all Street Works.
- 2.10 Road closure applications have grown year on year since 2017/18 and the table below details the number of applications received. Essentially the increases are due to utility companies' asset repair and maintenance,

development works due to growth and housing and indeed our own investment into Highway Asset repair and pothole blitz programme.

Year	Number of applications received: Yearly total
2017/18	4,833
2018/19	6,224
2019/20	7,284
2020/21	12,027
2021/22	15,751
2022/23 (YTD)	7,571
	53,690

3. Financial Implications

- 3.1 The charge for processing a TTRO to external organisations is £626 and this includes all legal administrative and advertising costs.

4. Legal implications

- 4.1 Temporary road closures require a legal notice to be published and these are done in accordance with the Road Traffic Regulation Act 1984 and The Road Traffic (Temporary Restrictions) Procedure Regulations 1992.
- 4.2 Statutory guidance on safety is published in the Safety at Street Works and Road Works Code of practice (follow earlier link).

5. Equalities implications

- 5.1 Not applicable as this report is for information and has no effect on policy or service standards.

6. Background Documents

- 6.1 Link to KCC web site for a Road Closure Application [Apply to close a road - Kent County Council](#)

7. Recommendation:

The Cabinet Committee is asked to note the Temporary Road Closure Application Process and the Statutory and Legal requirements that KCC are bound to operate within.

8. Contact details

Report Author: Andrew Loosemore Head of Highways Asset Management	Relevant Director: Haroon Chughtai Director Highways and Transportation
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From: David Brazier, Cabinet Member for Environment and Transportation
 Simon Jones, Corporate Director, Growth, Environment and Transport
 Phil Lightowler, Head of Public Transport

To: Environment and Transport Cabinet Committee – 8 Nov 2022

Subject: **Buses Update**

Key decision N/A

Classification: **Unrestricted**

Past Pathway of Paper: N/A

Future Pathway of Paper: N/A

Electoral Division: Countywide

Summary: Since the pandemic, the use of local bus services has not returned to levels seen pre pandemic. Use has at peak times returned to 80-90% of pre pandemic but off peak remains at circa 60%.

During and since the pandemic, Department for Transport (DfT) has provided financial support to the bus industry, both directly and through local authorities.

This funding was scheduled to come to an end in October 2022, with DfT encouraging operators to review the viability of their networks, with an aim to withdraw unviable services in October 2022.

The ending of funding comes at a time when the industry is facing a recruitment crisis and costs of operations have increased significantly.

The planned reduction in funding and the network review, has led to 100 changes to commercial services in Kent.

This paper outlines the changes and the work done by Public Transport, in protecting significant school links, until end July 2023.

Recommendation:

The Cabinet Committee is asked to note the report.

1. Introduction

1.1 This paper has been produced to provide members of this Cabinet Committee with an update on the changes to the commercial bus network of Kent, which have taken place over the period April to September.

- 1.2 The paper outlines the changes that have taken place, the background to these changes and the work completed by the Public Transport team in conjunction with Kent's operators to try to protect the most critical parts of the network.
- 1.3 The paper also acknowledges the challenges the commercial bus network will face in the coming months.

2. Background

- 2.1 The Covid pandemic started to affect bus services from late February of 2020, as people became ill, started to work from home and eventually the country was forced into a number of national lockdowns, except for essential workers.
- 2.2 Demand for local bus services from late February declined and dropped to single figures during lockdown. During the lockdown periods, people were advised to avoid the use of public transport, a message which has impacted both bus and rail.
- 2.3 To ensure that bus services continued to operate during the lockdowns and to ensure services would be available on return to normal, national government provided funding to both commercial bus operators and local authorities. During the first part of the pandemic, this funding came in the form of the Covid Bus Services Support Grant (CBSSG). This funding for operators was linked to mileage and was designed to enable operators to provide "normal" levels of service despite significantly reduced levels of patronage and therefore revenue.
- 2.4 In the case of the funding provided to KCC, it enabled us to maintain our Kent Travel Saver payments at 100% pre pandemic levels, again supporting the commercial bus market. As the impacts of the pandemic reduced and focus turned to recovery, CBSSG was replaced by the Bus Recovery Grant (BRG). Once again, in terms of operators BRG were linked to the mileage operated and recovery in passenger use.
- 2.5 BRG had a finite life and was originally intended to come to an end in October 2022. At that point in time, post pandemic, it was expected that use of bus would have returned to near pre pandemic levels, if not already done so.
- 2.6 The reality is that use of local bus has not returned to pre pandemic levels. Use of bus at peak times, depending on route and operator is running at circa 80-95%, but in the off-peak it can be as low as 50%. Evenings and some Sunday services are badly affected. In Kent, the use of the elderly/disabled bus pass (ENCTS) has returned to circa 60% of pre pandemic levels. Kent Travel Saver (KTS) has returned to 90% of pre pandemic levels.
- 2.7 For 2022/23, payment for ENCTS moved from 100% pre pandemic level to a level reflecting use, with a floor of 70%. This process was defined by DfT, and the phasing of payments was spread until October 2022, with the expectation that operators would not be at the base. In respect of KTS, payments went to 90% of pre pandemic level for the 1st quarter of 22/23 and to actual from September 2022 i.e., reflecting only the use actually being made of Travel Saver passes.

- 2.8 Since Autumn of 2021, operators have found it a major challenge to recruit/retain drivers/engineers, labour costs have risen, and consumable costs have soared. Supply chain difficulties have added to the pressure in respect to consumables.
- 2.9 In April, the DfT announced that BRG would come to an end in October 2022 and that as part of the process, they encouraged operators to work with their Local Transport Authority to re-base their networks, reflecting new levels of demand and in doing so determine services that would be retained, those that were marginal and those that were not viable and would therefore be reduced or withdrawn. The outputs from these network reviews were submitted to the Department for Transport and resulted in the significant changes to bus services that, in Kent, we started to see from this point. The level of turmoil to the network is not restricted to Kent where the challenges affecting the industry is the same across the UK.
- 2.10 Reflecting the impact of the complete loss of funding, in August Government announced extended funding for Local Transport Authorities and Operators designed to support the continuation of services otherwise proposed for withdrawal. For operators, the DfT announced extension of the BRG until January 2023, with selected operators getting continued support until March 2023 (criteria not defined).
- 2.11 KCC were provided with £1.5m of Local Transport Funding (LTF), which we are allowed to use for short term support to the commercial bus market, to cover additional costs for any short-term bus support taken on or for promotion of the bus network to drive demand. This funding has been used to provide support to commercial operators, for overall network delivery, it enabled the pump priming of the Summer Reconnect program and it will cover the additional cost to the Kent Travel Saver budget, for additional costs incurred in providing additional capacity on the network or underwriting some school services for the current academic year.

3. Commercial Changes

- 3.1 The full list of commercial changes are shown in appendix A together with updates which identify the instances where services have been retained or alternative solutions applied.
- 3.2 Not including changes linked to KCC Bus Subsidy withdrawals, over 100 service changes have been recorded. Working in conjunction with operators and using LTF, Public Transport have managed to secure some form of alternative provision in response to over 60 of these changes. The retention of a facility for all school children has been a priority and most areas who previously had a bus at school times continue to receive one. In some instances, the scarceness of drivers and funding has dictated that services are subject to change, and some are viewed as less desirable by users.
- 3.3 It should be noted that in the vast majority of instances, the funding available and the commitment of operators to retain services extends to the end of the current academic year only and Members should therefore be aware of the

prospect of the same and some additional services being exposed to withdrawal again in the future.

- 3.4 The most significant changes centre around Go Coach changes in Sevenoaks/Tonbridge & Malling, Stagecoach changes in Thanet/Dover/Canterbury and changes to services into Homewood School, Tenterden.

4. Sevenoaks/T&M Changes

- 4.1 The change in the Sevenoaks as, implemented by Go Coach, were undertaken in response to reduced demand, rising costs, the move to a sustainable network and in their case, a need to move depot from Otford to Swanley. This combination, saw them inform KCC that they would de-register a significant number of services, mostly school focused, which served Sevenoaks, Tonbridge, and Tunbridge Wells.
- 4.2 Initial indications were that the operator was not prepared to review its decisions, due to the depot move, although this position did change over time. Whilst Go Coach are the dominant operator in the Sevenoaks area, there are Arriva services, particularly trunk route 402 to Tonbridge/Tunbridge Wells.
- 4.3 Given the large number of users of the Kent Travel Saver and the impact that this could have on other services remaining, the Public Transport team secured the continued operation of a number of vehicles, to provide sufficient capacity to uplift current KTS users.
- 4.4 The focus was on those corridors, with large demand and where existing alternatives would be overwhelmed. Key corridors were Sevenoaks to Tonbridge/Tunbridge Wells. Services from Edenbridge/Kemsing to Sevenoaks. Wrotham to Tonbridge/Tunbridge Wells.
- 4.5 The Kent Travel Saver are funding these as additional capacity vehicles until the end of the academic year in July 2023. The operator has made a number of changes to these services, so that they replicate the services previously.
- 4.6 In respect of the withdrawn TW10/11/13, agreement was reached with Autocar, provider of the parallel service 222, to provide an additional 221 service, which would also serve Tunbridge Wells alongside Tonbridge. Services 221/222 to be operated by double decks, supplemented by the existing Reroute 233 service. These arrangements provide sufficient capacity, although the Public Transport team continue to work with Autocar to improve reliability of 221, which is currently affected by increased road congestion between Tonbridge and Tunbridge Wells.
- 4.7 It has not been possible to replace all the services that were withdrawn, as aside from Go Coach/Autocar, finding other operators prepared to provide replacement services was not possible.

5. Thanet/Dover/Canterbury Changes

- 5.1 Stagecoach made a number of changes from April to June, across the Canterbury/Thanet areas, aligning capacity with demand and in some cases removing some services that were no longer profitable to operate.
- 5.2 Appendix A shows the changes in detail and mitigations put in place, where possible.
- 5.3 During the same period, the Public Transport team worked closely with Stagecoach to protect the future of Dover depot and more importantly the network of services it provides. The depot, due to post pandemic demand, has become a significant concern to Stagecoach and without fundamental network change, including a reduction in vehicles operated, it would close.
- 5.4 Stagecoach have undertaken a major replanning of their commercial network in the Dover area, which will see reductions in frequency on a number of services and removal of others. In respect to 11 school services in the area, these have been secured until end of July 2023 due to Kent Travel Saver support.
- 5.5 The revised network will be implemented in late October 2022 and should return Dover to a sustainable position.
- 5.6 KCC will continue to work with Stagecoach to identify opportunities to make increased use of Dover depot, so that its future sustainability and that of the network are maintained.

6. Homewood School

- 6.1 In respect to Homewood School, Hams proposed the de-registration of services 293, 294 and 295.
- 6.2 Continued operation was negotiated, through the use of existing entitled scholar traffic on this corridor.

7. Conclusion

- 7.1 There has been significant change to the commercial bus network since April this year, which reflects the impacts on the bus network, as the country moves out of the pandemic. The use of bus, particularly in the off peak, has not returned to pre-pandemic levels, in some cases it is nearly half of the pre pandemic levels. Yet at the same time, the bus operating market is facing unprecedented challenges in recruitment of drivers/engineers, in the cost of consumables and in the supply of those consumables.
- 7.2 Where it has been possible to do so, the Public Transport team has secured services until the end July 2023 by use of KTS funding or by making use of the DfT LTF grant to provide overall support to an operator.
- 7.3 The Public Transport team continues to review the network regularly, talking to all operators, so that future challenges are firmly understood.
- 7.4 At this point in time, it is not possible to determine how the network will be maintained from end July 2023, as medium-term government support for the

commercial bus network is not in place, the continued market recovery over Winter will need to be monitored and KCC own budgetary position is not determined.

8. Recommendations:

8.1 The Cabinet Committee is asked to note the report.

9. Background documents

- Appendix A – Service Changes

10. Contact details

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Kent Bus Service Changes 2022

(version 11. : Updated 05/10/2022)



This note provides details of known and anticipated changes and cancellations to Bus Services in Kent. It relates to services that are provided on a commercial basis by bus operators and also some that are funded by Kent County Council. A summary of all significant changes is shown as the end of this note.

Our Public Transport Team are working with operators to try to provide some alternative services. Where these become available, these are highlighted in red in the summary tables.

Background

Bus use in Kent, as with rest of the UK has only partially recovered since the pandemic and it is currently estimated that local use of buses stands at around 80% of pre-pandemic levels, with the use in the off-peak being much less than this.

Throughout the pandemic and to date, many services are only being sustained because of the financial support being provided by Government and from KCC, through protected levels of reimbursement on the English National Concessionary Travel Scheme and previously the Kent Travel Saver.

Current Government support in the form of a Local Transport Fund (LTF), is paid to Local Transport Authorities (LTAs) and to operators directly. This funding ceases at the end of September and Government have made clear that there is to be no extension or replacement of this financial support. Therefore, all LTAs have been tasked by the DfT, with working with operators, to re-base the bus network to a sustainable level, post funding, taking account of revised patterns of use and the other cost / operational factors.

Bus operators operate in a de-regulated commercialised environment and LTAs are not therefore able to insist that any operator provides any service or service level. The process of the network review has therefore been to survey operators to understand what changes that may need to make from October, from when they will need to operate without any special support and with reduced levels of income and increased costs of operation. To date around 20 services have already been withdrawn or cancelled and further 40 are expected to be withdrawn from between now and October.

KCC position

The financial support of public bus services is a discretionary activity and for this reason, as pressure on Local Government finances have increased, a number of authorities have reduced or stopped funding buses completely. KCC have continued to fund bus services and currently spend around £6m per year on this activity. However, as the costs of providing statutory services has increased, in order to set a balanced budget, the Council has needed to save money in other areas and from the 2022/23 financial year, the budget for the support of public bus services is being reduced by £2.2m.

With the Council unable to support all of its existing bus service contracts, this also means that we cannot intervene to save those being stopped by operators as the number of services involved would cost millions to sustain.

In the absence of being able to directly protect existing services, Public Transport officers will continue to work with all operators to explore the potential for some to take on routes being cancelled by other providers but this is unlikely to provide cover for the many of cancellations given the prevailing commercial conditions.

KCC will also work with communities, parents and schools to support them if there is an appetite to fund and coordinate local solutions and the department is making available Community Transport funding for things like vehicles for this purpose.

Children who have a legal entitlement to free transport to school will be provided with alternative transport solutions but for other passengers it is likely that no alternative transport will be available.

KCC Travel Saver

Parents are encouraged to use the summary to understand if they are affected by service changes before applying and paying for a KCC Travel Saver. Should a pass have been purchased and then can no longer be used owing to a change to service then the Council will make refunds available either in full or on a pro-rata basis dependent on whether use of the pass has been made before a request for a refund.

SUMMARY OF SERVICE CHANGES

Bus number	Operator	Route	Change and impact	Date of expected change	Latest update
001	Farleigh	Peter's Village to Malling School	Service withdrawn	Jul-22	Nu-Venture services 529 and 549 will replace the Farleigh Coaches 001 service from September.
2A	Stagecoach	Tenterden to Ashford	Peak school journeys to and from Homewood School will be covered by one bus, and not two	April 2022	-
4	Arriva	Downswood to Maidstone	The last weekday late afternoon return journey is withdrawn	April 2022	-

5	Arriva	Maidstone to Sandhurst	<p>Withdrawal of the 6:44pm Maidstone to Sandhurst journey and later Monday to Saturday. Day time services are not covered by this contract.</p> <p>Estimated saving: £59:601</p> <p>(Changes linked to bus subsidy)</p>	TBC	Subject to outcome of KCC decision making process.
5A	Hams Travel	Staplehurst to Cranbrook	Service withdrawn	July 2022	Arriva service 5 will provide an alternative solution for residents
6	Arriva	East Peckham to Tunbridge Wells	<p>This contract provides for the diversion of the Sunday 6 service through Pembury, the remainder of the service operates on a commercial basis.</p> <p>Estimated saving £11:700</p> <p>(Change linked to bus subsidy)</p>	TBC	Subject to outcome of KCC decision making process.
6A	Arriva	Hale Street / East Peckham – Tunbridge Wells	Service withdrawn	April 2022	

6/645	Stagecoach	Herne and Broomfield in to Hillborough School	8:09am journey from Herne to Hillborough School via Broomfield and the return journey in the afternoon will be withdrawn Estimated saving £27,659 (change linked to bus subsidy)	TBC	Subject to outcome of KCC decision making process.
7	Stagecoach	Canterbury to Herne Bay	Monday to Saturday service withdrawn, except for off-peak Saturday service between Herne Bay Station, Hillborough to Altira Park	June 2022	-

8	Chalkwell	Sittingbourne to Kenilworth Court/Conyer	<p>Withdrawal of 6 off peak journeys Monday to Friday, operating between Sittingbourne, Borden, Kenilworth Court, Bapchild and Teynham, plus 15:20 from Sittingbourne Community College to Teynham</p> <p>Estimated saving £313,698</p> <p>(Change linked to bus subsidy)</p>	TBC	Subject to outcome of KCC decision making process.
9	Stagecoach	Canterbury to Westwood	This route will no longer operate between Monkton and Canterbury.	August 2022	Service 9X will continue to operate between Thanet and Canterbury.

9	Chalkwell	Sittingbourne Town Service	<p>Withdrawal of the whole service, which operates on Monday to Saturday for Kenilworth Court, Bell Road and Northwood Avenue</p> <p>Estimated saving: Included in the savings of the number 8 Chalkwell bus service</p> <p>(Change linked to bus subsidy)</p>	TBC	Subject to outcome of KCC decision making process.
11	Arriva	Bearsted to Maidstone	Withdrawal of single return journey between Bearsted Village and Maidstone	April 2022	-
11	Stagecoach	Canterbury to Westwood	Service withdrawal	August 2022	School journeys and one return in the off peak will now be retained.

13	Nu-Venture	Hollingbourne to Maidstone	<p>Withdrawal of the current Saturday service operating between Hollingbourne and Parkwood (for connections to Maidstone) via Leeds and Langley.</p> <p>Monday to Friday service continues unchanged</p> <p>Estimated saving: £25,391</p> <p>(Change linked to bus subsidy)</p>	TBC	Subject to outcome of KCC decision making process.
15S	Stagecoach	Wye to Towers School	Service Withdrawn	April 2022	

17	Stagecoach	Folkestone to Canterbury	<p>Withdrawal of 4 journeys operating Monday to Saturday evening between Folkestone and Canterbury, starting with the 7:40pm from Folkestone.</p> <p>Daytime services are not covered by this contract.</p> <p>Estimated saving: £46,613</p> <p>(Change linked to bus subsidy)</p>	TBC	Subject to outcome of KCC decision making process.
24	Autocar	Sandhurst to Maidstone	<p>Withdrawal of Tuesday 9:30am journey from Sandhurst to Maidstone and the return journey at 1:20pm from Maidstone.</p> <p>Estimated saving £15,469</p> <p>(Change linked to bus subsidy)</p>	TBC	Subject to outcome of KCC decision making process.
27	Stagecoach	Canterbury City Centre to Rough Common	Monday to Saturday service withdrawn	June 2022	

33	Stagecoach	Margate to Ramsgate	Service withdrawal	August 2022	
37	Stagecoach	Margate to Broadstairs	Service withdrawal	August 2022	Will be partially replaced by an extension to service 35 from December.
58	Nu-Venture	Addington, Ryarsh, Trottiscliffe, Birling to Maidstone	<p>Withdrawal of the whole Monday to Saturday service.</p> <p>This service provides the only public transport for villages to the west of West Malling, including journeys for school children.</p> <p>Estimated saving: £84,915</p> <p>(Change linked to bus subsidy)</p>	TBC	<p>Subject to outcome of KCC decision making process.</p> <p>Nu-Venture will continue to operate a 558 / 578 service at school times.</p>

59	Nu-Venture	Grafty Green, Ulcombe, Kingswood, Chart Sutton to Maidstone	<p>Withdrawal of the whole service which operates Monday to Saturday between Grafty Green and Parkwood (for connections to Maidstone).</p> <p>Service 89 school journeys from the same area are not covered by this contract.</p> <p>Estimated saving: £126,000</p> <p>(Change linked to bus subsidy)</p>	TBC	Subject to outcome of KCC decision making process.
61 / 61A	Stagecoach	Aycliffe, Dover Town Centre, River to Whitfield	<p>Withdrawal of 3 Monday to Saturday evening journeys starting with the 6:18pm from Whitfield.</p> <p>Daytime services are not included as part of this contract.</p> <p>Estimated saving: £33,477</p> <p>(Change linked to bus subsidy)</p>	TBC	Subject to outcome of KCC decision making process.

70	Nu Venture	Borough Green, Platt, Offham to Larkfield	Withdrawal of all journeys which provides 8 off-peak journeys for Borough Green, Platt and Offham. Estimated saving: £61,851 (Change linked to bus subsidy)	TBC	Subject to outcome of KCC decision making process.
71A	Arriva	New Hythe to Maidstone	Service withdrawn	April 2022	
80A	Stagecoach	Deal to Dover Schools	Service withdrawal (Expected commercial change)	End of October 2022	Will now continue until July 2023
80B	Stagecoach	Tower Hamlets to Kingsdown	Service withdrawal (Expected commercial change)	End of October 2022	
81A	Stagecoach	Deal to Sandwich Schools	Service withdrawal (Expected commercial change)	End of October 2022	Will now continue until July 2023

81B	Stagecoach	Sandwich to Deal, Whitfield	Service withdrawal (Expected commercial change)	End of October 2022	Will now continue until July 2023
82 / 82A	Stagecoach	Mill Hill - Deal - Kingsdown	Service withdrawal (Expected commercial change)	End of October 2022	
83	Stagecoach	Deal Town Service	Service withdrawal (Expected commercial change)	End of October 2022	
88	Stagecoach	Sandwich to Dover Schools	Service withdrawal (Expected commercial change)	End of October 2022	Will now continue until July 2023

88	Nu-Venture	Maidstone to Kings Hill	<p>Withdrawal of the commuter service operating Monday to Friday from Maidstone to Kings Hill, via Barming and Wateringbury.</p> <p>This service provides one journey in the morning and two in the afternoon.</p> <p>Estimated saving: £30,444</p> <p>(Change linked to bus subsidy)</p>	TBC	Subject to outcome of KCC decision making process.
88A	Stagecoach	Sandwich to Dover	<p>Service withdrawal</p> <p>(Expected commercial change)</p>	End of October 2022	Will now continue until July 2023
90	Stagecoach	Dover to Whitfield	<p>Service withdrawal</p> <p>(Expected commercial change)</p>	End of October 2022	Service 64 will operate between Dover and River

90 / 61 / 61A	Stagecoach	Aycliffe, Dover Town Centre, River to Whitfield	<p>Withdrawal of Sunday evening service, including the 6:28pm journey from Aycliffe and all later journeys.</p> <p>The rest of this service before this time and any other days of the week are not covered by this contract.</p> <p>Estimated saving: £10,296</p> <p>(Change linked to bus subsidy)</p>	TBC	Subject to outcome of KCC decision making process.
92 / 92A	Stagecoach	Dover to Elvington	Service withdrawal (expected commercial bus change)	End of October 2022	
96	Stagecoach	Chillenden to Dover Schools	Service withdrawal (expected commercial bus change)	End of October 2022	Will now continue until July 2023
96A	Stagecoach	Aylesham – Dover Schools	Service withdrawal (expected commercial bus change)	End of October 2022	Will now continue until July 2023

103	Stagecoach	Folkestone to Lydd	Service withdrawn (expected commercial bus change)	January 2023	
104	Stagecoach	Cheriton to Lydd	Service withdrawn (expected commercial bus change)	January 2023	
111	Stagecoach	Ashford to Folkestone	Withdrawal of Thursday only service also operating via Mersham, Aldington, Lympne, West Hythe and Burmarsh Expected savings: £13,007 (Change linked to bus subsidy)	TBC	Subject to outcome of KCC decision making process.

123	Stagecoach	Biddenden to Ashford	<p>Withdrawal of the whole service operating Monday to Friday to Ashford from Smarden, Pluckley, Egerton and Hothfield. Includes journeys to and from Ashford schools.</p> <p>Expected savings: £85,627</p> <p>(Change linked to bus subsidy)</p>	TBC	Subject to outcome of KCC decision making process.
124	Stagecoach	Egerton to Hythe Road Schools	Service withdrawn	April 2022	
142/185	Nu-Venture	Chatham to Bluebell Hill	Peak journeys withdrawn owing to very low use.	August 2022	
155	Arriva	Maidstone to Chatham	Kent section of the route leaving Monday to Saturday daytime service for Wouldham, Burham, Eccles and Aylesford withdrawn.	April 2022	<p>A new Nu-Venture 29 service will provide a 2 day a week shopper service</p> <p>Pupils attending Maidstone schools can take a new 529 service.</p> <p>Pupils attending Rochester schools can take the new 638 service, which serves Peters Village and Wouldham</p>

169/179	Arriva	Chatham – Walderslade, Alexandra Hospital	Reduced frequency following Medway Council re-tender.	August 2022	
208A	Autocar	Tonbridge to Pembury	Monday to Friday service withdrawn	July 2022	Go Coach 208 service will continue to provide an alternative solution
222	Autocar	Wrotham, Ightham, Borough Green, Shipbourne to Tonbridge	Withdrawal of 4 journeys Monday to Friday and all Saturday journeys. Other Monday to Friday journeys, including those at school times will continue. Estimated saving: £40,500 (Change linked to bus subsidy)	TBC	Subject to outcome of KCC decision making process.
224	Autocar	Tonbridge to St Margaret Clitherow School	Service withdrawn (Expected commercial bus change)	Autumn 2022	-
230	Autocar	Tunbridge Wells to Tonbridge	Service withdrawn	July 2022	Service will now continue to at least Summer 2023

235	Autocar	Tonbridge to Tunbridge Wells	Service withdrawn (Expected commercial bus change)	Autumn 2022	Service will now continue to at least Summer 2023
255	Autocar	Benenden to Tunbridge Wells	Withdrawal of service 3 days a week (Wednesday, Friday, Saturday) between Benenden and Tunbridge Wells via Hawkhurst, Filmwell and Lamberhurst Estimated savings: £23,034 (Change linked to bus subsidy)	TBC	Subject to outcome of KCC decision making process.
257	Arriva	Hawkenbury – St John’s Schools (AM)	Withdrawal of Morning Only journey	02/10/22	Capacity available on Hams Service 285 to Tunbridge Wells and on alternative services for onward journey to schools.

266	Autocar	Kilnsdown to Maidstone	Withdrawal of Tuesday only service between Kilnsdown and Maidstone via Horsmonden, Claygate, Laddingford and Nettlestead Estimated saving: £11,115 (Change linked to bus subsidy)	TBC	Subject to outcome of KCC decision making process.
277	Arriva	Henwood Green to Tunbridge Wells	Withdrawal of one early morning journey operating Monday to Friday leaving Stone Court Lane at 6:37am Estimated saving £6,281 (Change linked to bus subsidy)	TBC	Subject to outcome of KCC decision making process.
287	Autocar	Tunbridge Wells to Mascalls School	Service withdrawal (Expected commercial bus change)	Autumn 2022	Service will now continue but with route changes to cover the withdrawal of the Hams TWM service
289	Go Coach	Southborough to Ramslye	Saturday service withdrawn	August 2022	-

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 Estimated saving: £14,498 (Change linked to bus subsidy)	TBC	Subject to outcome of KCC decision making process.
293	Stagecoach	Lydd to Homewood School	Service withdrawal (Expected commercial bus change)	Autumn 2022	This service will now continue
294	Hams travel	Peasmarsh to Homewood School	Service withdrawal	Autumn 2022	Service will now continue
295	Hams Travel	Hawkhurst, Sandhurst, Benenden to Homewood School	Service withdrawal	July 2022	Service will now continue but operating to new route including Cranbrook and Sissinghurst but omitting Sandhurst

296	Autocar	Paddock Wood to Tunbridge Wells	<p>Withdrawal of the service which operates on Monday, Thursday and Saturday between Paddock Wood and Tunbridge Wells via Horsmonden, Brenchley and Kippings Cross</p> <p>Estimated savings: £25,720</p> <p>(Change linked to bus subsidy)</p>	TBC	Subject to outcome of KCC decision making process.
332	Chalkwell	Stockbury, Yelsted to Sittingbourne Schools	<p>Withdrawal of school day only service to Sittingbourne Schools</p> <p>Estimated savings: £43,055</p> <p>(Change linked to bus subsidy)</p>	TBC	Subject to outcome of KCC decision making process.
341	Arriva	Iwade – Sittingbourne Schools	Service withdrawn	October 22	Replaced by changes to service 334

343, 344, 345	Chalkwell	Newnham, Diddington, Lynsted, Teynham, Bapchild and Conyer to Sittingbourne	Withdrawal of all 3 services. The service operates Monday to Saturday providing the only public transport for rural parts of Sittingbourne including journeys for school children. Estimated saving: included in Chalkwell service 8 savings (Change linked to bus subsidy)	TBC	Subject to outcome of KCC decision making process.
360	Chalkwell	Leysdown to Sheerness and Queenborough	Service currently operates Monday to Sunday Estimated saving: £31,779 (Change linked to bus subsidy)	TBC	Subject to outcome of KCC decision making process.
361	Chalkwell	Sheerness to Rushden	Service operates Monday to Sunday	April 2022	Service will have a revised timetable operating Monday to Friday
367	Chalkwell	Sheerness to Warden Point	Service operates Monday to Saturday	April 2022	Service will be reduced to operate one return journey between 9:30am and 2pm. Saturday service withdrawn.

403	Autocar	Otford to Tunbridge Wells	School day services withdrawn	June 2022	The Arriva 402A will be extended to start at Otford providing an alternative service
414	Arriva	Darenth to Dartford	Evening services and early morning Saturday service withdrawn	April 2022	-
423	Arriva	Dartford to New Ash Green	Service withdrawn	October 2022	School journeys on this service will be reinstated by 1 st Bus Stop.
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. Estimated saving: £34,005 (Change linked to bus subsidy)	TBC	Subject to outcome of KCC decision making process.
455	Arriva	Singlewell to Gravesend	Monday to Saturday service withdrawn	April 2022	-

474, 475	Go Coach	Bluewater to Longfield	<p>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</p> <p>Estimated saving: £114,847</p> <p>(Change linked to bus subsidy)</p>	TBC	Subject to outcome of KCC decision making process.
477	Arriva	Dartford, Swanley to Orpington	Service withdrawal (expected commercial bus changes)	October 2022	Service will no longer be withdrawn from October 2022 but will be reduced in frequency.
481	Arriva	Bluewater – Gravesend and Riverview Park	Withdrawn between Bluewater and Gravesend and no service on Sundays	October 22	School journeys to Northfleet retained and 483 and 489 re-routed to cover other parts of the service

489	Arriva	New Ash Green, Southfleet, Longfield to Gravesend	<p>Withdrawal of the whole Sunday service.</p> <p>The Monday to Saturday service is not covered by this contract.</p> <p>Estimated saving: included in the Arriva 433 service savings</p> <p>(Change linked to bus subsidy)</p>	TBC	Subject to outcome of KCC decision making process.
502	Nu-Venture	West Malling to Wrotham School	<p>Service withdrawal</p> <p>Estimated saving: included in the Nu-Venture 70 service savings</p> <p>(Change linked to bus subsidy)</p>	Autumn 2022	A new W1 service will provide alternative services for all areas when the 502 is withdrawn.
517	Stagecoach	Hythe Road schools to Knole Lane	<p>Withdrawal of the 3:15pm service from Hythe Road due to low usage. The 3:45pm departure will remain unchanged.</p>	April 2022	-

541, 542, 544	Regents Coaches	Dover, Deal, Sandwich to Canterbury	<p>Withdrawal of all journeys which operate on different days from Monday to Saturday for rural parts of Dover. This includes the cancellation of the 541 journey to Adisham Primary School.</p> <p>Estimated saving: £81,270</p> <p>(Change linked to bus subsidy)</p>	TBC	Subject to outcome of KCC decision making process.
558	Nu-Venture	Addington to Maidstone Schools	<p>Service Withdrawn (expected commercial bus changes)</p>	Autumn 2022	From September 2022, Bus 578 will provide the morning schooltime service from Ryarsh/Birling/Leybourne/East Malling to Maidstone, with bus 558 continuing unchanged in the afternoon.
634	Regents Coaches	Studd Hill to Beltinge	<p>Withdrawal of shopper service which operates between Studd Hill and Beltinge on a Thursday only</p> <p>Estimated savings: £14,281</p> <p>(Changes linked to bus subsidy)</p>	TBC	Subject to outcome of KCC decision making process.

662	Chalkwell	Teynham to Faversham Schools	<p>Withdrawal of school day only service</p> <p>Estimated savings: £62,069</p> <p>(Changed linked to bus subsidy)</p>	TBC	Subject to outcome of KCC decision making process.
664	Chalkwell	Conyer to Lynsted Primary School	<p>Withdrawal of school day only service</p> <p>Estimated savings: Included in the savings of the 662 Chalkwell service</p> <p>(Changes linked to bus subsidy)</p>	TBC	Subject to outcome of KCC decision making process.
666	Chalkwell	Faversham to Sheldwich School	<p>Withdrawal of school day only service</p> <p>Estimated savings: included in the savings of the 662 Chalkwell service</p> <p>(Changes linked to bus subsidy)</p>	TBC	Subject to outcome of KCC decision making process.

666	Stagecoach	Ashford to Faversham	Sunday and bank holiday journeys withdrawn.	April 2022	This is the commercial part of the 666 service. Monday to Saturday is tendered and will remain.
901	Stagecoach	Herne Bay to Canterbury	Service withdrawn	June 2022	Replaced by an extension of the service 917
915	Stagecoach	Yorkletts to Canterbury	Afternoon journeys on school days withdrawn	June 2022	-
920	Stagecoach	Canterbury High School to Broad Oak	School days service withdrawn	June 2022	-
922	Stagecoach	Whitstable to Spires Academy	Service withdrawn	June 2022	Replaced by the 922 service operated by Regents Coaches on school days
925	Stagecoach	Stanhope to St Anselms School	Service withdrawn	April 2022	-
948, 949	Stagecoach	Thanet Schools Service	Service withdrawn (expected commercial bus change)	July 2022	-
953	Stagecoach	Canterbury to Canterbury Academy Feeder Service	8:20 am service withdrawn on school days	June 2022	Capacity available on other shuttles

954	Regents Coaches	Birchington to Sandwich Schools	Withdrawal of school day only service Estimated savings: £47,500 (Changes linked to bus subsidy)	TBC	Subject to outcome of KCC decision making process.
954	Stagecoach	Canterbury to Archbishops School Feeder	8:10am service withdrawn on school days	June 2022	Capacity available on other shuttles
955	Stagecoach	St Anselms and Simon Langton Girls School feeder	8:28am service withdrawn on school days	June 2022	Capacity available on other shuttles
956	Stagecoach	Spring Lane to Spires Academy	Reduced to one bus	June 2022	Capacity available on remaining service
991	Stagecoach	Swingfield Minnis to Dover Christchurch Academy	School day service withdrawn	June 2022	992 from Cheriton to Dover Schools renumbered 991 and diverted via Hawkinge, covering most of previous 991 route.
B+	Crosskeys Coaches	Cheriton to Brockhill Park	Service withdrawal	July 2022	The B service will continue to operate the route with capacity

B Line	Stagecoach	Kennington, town centre to Bridgefield	Frequency reduced on Monday to Saturday service from every 15 minutes to every 20	April 2022	-
Canterbury Park & Ride	Stagecoach	Sturry Road, Canterbury	Service withdrawn	June 2022	-
Detling Shopper	Compaid	Detling to Maidstone	Withdrawal of Monday to Friday shopper bus from Detling Village to Maidstone Expected savings: £37,469 (Change linked to bus subsidy)	TBC	Subject to outcome of KCC decision making process.
D13	Go Coach	Meopham to Wilmington Schools	Meopham to West Kingsdown section withdrawn	July 2022	-
D29W	Go Coach	Leigh Academy - Meopham (Wed. only)	Service withdrawal	July 2022	429 service provides alternative as far as Swanley

E1	Go Coach	Edenbridge Town Centre	Withdrawal of the whole Monday to Friday circular service around Edenbridge Expected savings: £141,363 (Change linked to bus subsidy)	TBC	Subject to outcome of KCC decision making process.
FGS1	Crosskeys Coaches	Lydd to Harvey Grammar School	Service withdrawal	July 2022	Service will continue but be rerouted to provide alternative to HGS3
G	Stagecoach	Godinton Park town centre to Orbital Park	Service reduced to hourly but peak service maintained	April 2022	-
HC2	Go Coach	Dunton Green to Hugh Christie	Withdrawal of School Day only service Expected savings £43,700 (Change linked to bus subsidy)	TBC	Subject to outcome of KCC decision making process.
HGS3	Crosskeys Coaches	Snave to Harvey Grammar School	Service withdrawal	July 2022	Re-routed FGS1 provides alternative solution.

HS7, HS8	Chalkwell	Charing to Homewood School	Withdrawal of school services from Charing, Pluckley, Smarden and Biddenden into Homewood School Expected savings: £121,450 (Change linked to bus subsidy)	TBC	Subject to outcome of KCC decision making process.
Knights Park Shuttle	Compaid	Knights Park to Tunbridge Wells	Service withdrawn	April 2022	-
L1	Starline	Kingswood to Lenham	Service withdrawn	July 2022	Changes to L2 and L3 services will provide an alternative
Sandwich Connect	Britannia	Staple, Sandwich to Northbourne	Withdrawal of the service which operates Monday to Friday from Northbourne, Staple and Ash. Expected savings: £51,657 (Change linked to bus subsidy)	TBC	Subject to outcome of KCC decision making process.
S1	Go Coach	Westerham to Knole Academy	Service withdrawal	July 2022	Service will be replaced with new S7 service which covers the same areas

S5	Go Coach	Tonbridge to Sevenoaks	Service withdrawn	July 2022	Service will now start at Hildenborough, alternative services available from Tonbridge
S7	Go Coach	Westerham – Sevenoaks	Will no longer serve Chipstead	July 2022	New routing will provide replacement for S1 service
S8	Go Coach	Sevenoaks bus station to Sevenoaks Schools	Service withdrawn	July 2022	Revised S34 and S4 service will provide alternative services
S11	Go Coach	Wilmington to Sevenoaks	School day service withdrawn	June 2022	Service will now continue with route and timetable changes.
S13	Go Coach	Wilmington to Sevenoaks Schools	Service withdrawal	July 2022	Replaced with new S11 service
S33	Go Coach	Chelsfield to Knole Academy	Service withdrawn	July 2022	-
S41	Go Coach	Edenbridge to Sevenoaks Schools	Service withdrawn	July 2022	The service will now continue.
T3	Go Coach	Knockholt to Tonbridge Schools	Service withdrawn	July 2022	Will now continue to operate
T13	Go Coach	Knockholt to Tonbridge Schools	Service withdrawn	July 2022	Service 222 extended to start at Wrotham to provide alternative service to Tonbridge

Tenterden Hopper Service	Tenterden Social Hub	Tenterden Village Service	Withdrawal of the Tenterden Hopper Service which operates Monday to Friday and on 4 different routes to villages outside of Tenterden Expected savings: £50,934 (Change linked to bus subsidy)	TBC	Subject to outcome of KCC decision making process.
TW1	Go Coach	Kemsing to Tunbridge Wells Schools	Service withdrawal	July 2022	Will now continue to be operated by Go-Coach to the same route and timetable as before.
TW3	Go Coach	Shoreham to Bennett Memorial School	Service withdrawal	July 2022	Service will now continue but with some route and timetable changes
TW4	Go Coach	Westerham to Tunbridge Wells Schools	Service withdrawn	July 2022	This service will now continue to operate.
TW6	Go Coach	Knockholt to Tunbridge Wells School	Service withdrawn	July 2022	Service will now continue but with some route and timetable changes

TW7	Go Coach	Sevenoaks to Tunbridge Wells Schools	Service withdrawn	July 2022	Alternative services are available
TW8	Go Coach	Edenbridge to Tunbridge Wells Schools	Service withdrawn	July 2022	Alternative service 231 provides an alternative service.
TW9	Go Coach	Langton Green to Tunbridge Wells	Withdrawal of school day only service Expected savings: £38,170 (Change linked to bus subsidy)	TBC	Subject to outcome of KCC decision making process.
TW10	Go Coach	Wrotham heath to Tunbridge Wells	Service withdrawn	July 2022	New Service 221 will be provided by Autocar and offer direct links from Wrotham Heath, Borough Green, Igtham, Plaxtol and Dunks Green to Tonbridge and to Tunbridge Wells schools.
TW11	Go Coach	Wrotham to Tunbridge Wells	Service withdrawn	July 2022	New Service 221 will be provided by Autocar and offer direct links from Wrotham Heath, Borough Green, Igtham, Plaxtol and Dunks Green to Tonbridge and to Tunbridge Wells schools.
TWM	Hams Travel	Mascalls Academy to Tunbridge Wells	Service withdrawn	July 2022	Service to change to 287 Autocar as an alternative

UNI 1	Stagecoach	Canterbury to the University of Kent	8:37, 8:43 and 9:29am at East / Westgate Towers withdrawn. 1:05 and 5:05pm in opposite direction withdrawn.	June 2022	Evening service extended to Hales Place with one bus per hour to run all year. This replaces the 22A evening service.
UNI 2	Stagecoach	Canterbury to the University of Kent to Hales Place	3:15 service withdrawn. Saturday daytime service withdrawn.	June 2022	Evening service extended to Hales Place with one bus per hour to run all year. This replaces the 22A evening service.
X1 / X2	Arriva	Kings Hill to Maidstone	Withdrawal of the Monday to Friday service linking Kings Hill with Maidstone and West Malling Station, including the link to Maidstone schools Expected savings: £207,721 (Change linked to bus subsidy)	TBC	Subject to outcome of KCC decision making process.
X4	Stagecoach	Canterbury to Maidstone	Monday to Saturday service withdrawn	June 2022	Kiln Court/Oare will have no service. Now covered with extended 638 to Kiln Court. X3 continues to link Canterbury and Maidstone hourly.

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From: Benjamin Watts, General Counsel
To: Environment and Transport Cabinet Committee – 8 November 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.

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

5. Background Documents: None

6. Contact details

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Environment and Transport Cabinet Committee – Work Programme for 2022/23

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
Final Draft Budget	Annually (January)
Strategic Risk Register	Annually (March)
Winter Service Policy	Annually (September)
Bus Feedback Portal	Bi-Annual (every six months)
Southern Water - Presentation	Bi-Annual (every six months)

19 January 2023

No.	Item	Additional Comments
	Final Draft Budget	Annual
	Local Transport Plan 5 - Update	
	Adaptation Programme	

7 March 2023

No.	Item	Additional Comments
	Strategic Risk Register	Annual
	Highways Assets Audit Status - Report	Requested at ETCC on 19 May 2022
	Southern Water - Presentation	Bi-Annual (every six months)

9 May 2023

No.	Item	Additional Comments

Items for Consideration that have not yet been allocated to a meeting

Sturry Link Road - Key Decision	
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