

TONBRIDGE & MALLING BOROUGH COUNCIL



EXECUTIVE SERVICES

Chief Executive

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NB - This agenda contains proposals, recommendations and options. These do not represent Council policy or decisions until they have received proper consideration through the full decision making process.

Contact: Democratic Services
committee.services@tmbc.gov.uk

30 November 2020

To: MEMBERS OF THE STREET SCENE AND ENVIRONMENT SERVICES
ADVISORY BOARD
(Copies to all Members of the Council)

Dear Sir/Madam

Your attendance is requested at a meeting of the Street Scene and Environment Services Advisory Board to be held online via Microsoft Teams on Tuesday, 8th December, 2020 commencing at 7.30 pm. Information on how to observe the meeting will be published on the Council's website.

Yours faithfully

JULIE BEILBY

Chief Executive

A G E N D A

PART 1 - PUBLIC

1. Apologies for absence 5 - 6
2. Declarations of interest 7 - 8

Members in any doubt about such declarations are advised to contact Legal or Democratic Services in advance of the meeting

3. Minutes 9 - 12

To confirm as a correct record the Notes of the meeting of the Street Scene and Environment Services Advisory Board held on 5 October 2020

Matters for recommendation to the Cabinet

4. Review of Fees and Charges 13 - 24

This report sets out the proposed fees and charges for the provision of services in respect of garden waste subscriptions, fixed penalty notices for littering, household bulky refuse & fridge/freezer collections, "missed" refuse collections, stray dog redemption fees, pest control, food certificates, contaminated land monitoring and private water supplies from 1 April 2021.

5. Kent and Medway Energy and Low Emission Strategy 25 - 62

The report seeks endorsement of the Kent and Medway Energy and Low Emissions Strategy, recognising the links between the Council's Climate Change Strategy and Air Quality Action Plan

Matters submitted for Information

6. Impact of Covid-19 Pandemic on the Environmental Health Service 63 - 68

This report provides updates on the impact the Covid-19 pandemic has had on both the Environmental Protection and the Food & Safety teams within the Environmental Health service. It links back to the agreed First Year addendum to the Corporate Strategy.

7. Street Scene and Waste Services - Response to Covid-19 69 - 72

This report provides updates on progress with the themes/activities identified within the Street Scene and Waste section of the approved First Year Addendum to the Council's Corporate Strategy. This includes updates on service performance, the roll out of the new service arrangements to flats/communal areas, the reduction in the number of bring bank sites and the reintroduction of the weekend bulky collection service, subscriptions for garden waste and the transfer of public conveniences to Parish/Town Councils.

8. Waste and Street Scene Services Update 73 - 78

This report provides updates on a number of issues & initiatives managed by the Waste & Street Scene Services team.

9. Urgent Items 79 - 80

Any other items which the Chairman decides are urgent due to special circumstances and of which notice has been given to the Chief Executive.

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The Chairman to move that the press and public be excluded from the remainder of the meeting during consideration of any items the publication of which would disclose exempt information.

PART 2 - PRIVATE

11. Urgent Items 83 - 84

Any other items which the Chairman decides are urgent due to special circumstances and of which notice has been given to the Chief Executive.

MEMBERSHIP

Cllr M O Davis (Chairman)
Cllr Mrs S Bell (Vice-Chairman)

Cllr G C Bridge
Cllr D J Cooper
Cllr D A S Davis
Cllr S M Hammond
Cllr M A J Hood
Cllr F A Hoskins
Cllr A P J Keeley

Cllr D Keers
Cllr A Kennedy
Cllr Mrs C B Langridge
Cllr R V Roud
Cllr J L Sergison
Cllr T B Shaw
Cllr Miss G E Thomas

Apologies for absence

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Declarations of interest

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TONBRIDGE AND MALLING BOROUGH COUNCIL

STREET SCENE AND ENVIRONMENT SERVICES ADVISORY BOARD

Monday, 5th October, 2020

Present: Cllr M O Davis (Chairman), Cllr Mrs S Bell (Vice-Chairman), Cllr G C Bridge, Cllr D J Cooper, Cllr D A S Davis, Cllr M A J Hood, Cllr F A Hoskins, Cllr D Keers, Cllr Mrs C B Langridge, Cllr R V Roud, Cllr J L Sergison, Cllr T B Shaw and Cllr Miss G E Thomas

Councillors Mrs J A Anderson, Mrs P A Bates, R P Betts, M D Boughton, V M C Branson, R I B Cannon, A E Clark, M A Coffin, N J Heslop, S A Hudson, D W King, K King, D Lettington, P J Montague, Mrs A S Oakley, W E Palmer, M R Rhodes and H S Rogers were also present pursuant to Council Procedure Rule No 15.21.

An apology for absence was received from Councillor S M Hammond

PART 1 - PUBLIC

SSE 20/12 DECLARATIONS OF INTEREST

There were no declarations of interest made in accordance with the Code of Conduct.

SSE 20/13 MINUTES

RESOLVED: That the notes of the meeting of the Street Scene and Environment Services Advisory Board held on 5 March 2020 be approved as a correct record and signed by the Chairman.

MATTERS FOR RECOMMENDATION TO THE CABINET

SSE 20/14 STREET SCENE, WASTE AND PARKING - RESPONSE TO COVID 19

Decision Notice D200064MEM

The report of the Director of Street Scene, Leisure and Technical Services provided updates on progress with the themes/activities identified within the Street Scene, Waste and Parking section of the approved First Year Addendum to the Council's Corporate Strategy. This included updates within Street Scene and Waste on service performance, the roll out of the new service arrangements to flats/communal areas, the reintroduction of the weekend bulky collection service, subscriptions for garden waste and the transfer of public conveniences to Parish Councils. Additionally, updates were provided on the timescales for the introduction of new car parking charges,

consultation on parking charges in Aylesford and Martin Square car parks and for the potential introduction of digital payment options to car parks.

RECOMMENDED: That:

- (1) the update to the approved First Year Addendum to the Council's Corporate Strategy be noted;
- (2) the reintroduction of the Weekend Bulky Waste Collection (Saturday Freighter Service) be considered following the completion of a full health and safety assessment and receipt of reassurance that appropriate measures can be implemented to ensure the safety of those using and operating it;
- (3) the trial/pilot roll-out of the new service arrangements for flats and communal properties takes place in a designated area of Tonbridge in January 2021, with the intention to roll it out across the rest of the Borough in March/April/May 2021; and
- (4) the reduction of Bring Bank/Recycling sites across the Borough be commenced prior to the new service provision being rolled out to the flats and communal properties.

SSE 20/15 CLIMATE CHANGE STRATEGY

The report of the Chief Executive provided an update on the Draft Climate Change Strategy and Year 1 Action Plan in light of the responses to the public consultation undertaken between 1 March and 30 June 2020. The report highlighted the key themes and concerns identified by the respondents and details of revisions made to the Climate Change Strategy 2020-2030 and the Year 1 Action Plan were set out at Annexes 2 and 3 to the report.

RECOMMENDED: That

- (1) the revised Climate Change Strategy, as set out at Annex 2 to the report, be adopted;
- (2) the Year 1 Climate Change Action Plan, as set out at Annex 3 to the report, be adopted; and
- (3) options for the establishment of a Climate Change Forum, to provide a mechanism for engagement with key stakeholders and interested parties, be explored and reported to a future meeting of the Street Scene and Environment Services Advisory Board.

***Referred to Cabinet**

SSE 20/16 OFF-STREET CAR PARKING CHARGES

The joint report of the Director of Street Scene, Leisure and Technical Services and the Director of Finance and transformation provided an update on the current position and proposed timescale for the implementation of proposed changes to off-street car parking charges. Particular reference was made to the impact of the Covid-19 pandemic on traffic patterns and parking habits and to the delay in undertaking car park usage and customer surveys.

RECOMMENDED: That

- (1) the revised off-street parking fees and charges as previously agreed by the Street Scene and Environment Services Advisory Board (as set out at Annex 1 to this report) be progressed to come into effect from 4 April 2021 in line with all relevant legislation; and
- (2) a survey to ascertain user profiles and duration of stay at the Martin Square and Aylesford car parks be undertaken at a point in time when it is deemed the parking has returned to some level of normality following the Covid-19 pandemic.

***Referred to Cabinet**

SSE 20/17 DRAFT UPDATED AIR QUALITY ACTION PLAN

Decision Notice D200065MEM

The report of the Director of Planning, Housing and Environmental Health provided an updated Air Quality Action Plan (AQAP) for the six Air Quality Management Areas (AQMAs) within the Borough. The AQAP outlined actions to be taken to reduce concentrations of pollutants within the AQMAs so that, eventually, these could be revoked. The actions identified within the AQAP would also be used to tackle Nitrogen Dioxide across the Borough as a whole.

RECOMMENDED: That the Draft Amended Air Quality Action Plan, as set out at Annex 2 to the report, be endorsed and the wider statutory consultation be undertaken.

SSE 20/18 EXTENSION OF THE EXISTING ALLINGTON INTEGRATED WASTE MANAGEMENT FACILITY STATUTORY PRE-APPLICATION CONSULTATION UNTIL 16 OCTOBER 2020 - NATIONALLY SIGNIFICANT INFRASTRUCTURE PROJECT (NSIP) - DEVELOPMENT CONSENT ORDER (DCO)

The report of the Director of Planning, Housing and Environmental Health set out details of the statutory pre-application consultation for a Development Consent Order to extend the Integrated Waste

Management Incinerator at Allington. The report provided a basic overview of the consultation process for a Nationally Significant Infrastructure Project, identified likely timeframes and key points for consideration and set out a proposed response to the public consultation to be submitted by 16 October 2020.

RECOMMENDED: That

- (1) the content of the report be noted; and
- (2) the Director of Planning, Housing and Environmental Health, in consultation with the Cabinet Member for Street Scene and Environment Services, issue the response set out at Annex 9 to the report as the Council's formal position on the public consultation.

***Referred to Cabinet**

MATTERS SUBMITTED FOR INFORMATION

SSE 20/19 ENVIRONMENTAL HEALTH PERFORMANCE 2019/20

The report of the Director of Planning, Housing and Environmental Health provided a summary of operational activities and performance in respect of the statutory functions undertaken by the Environmental Protection Team and the Food and Safety Team in 2019/20.

SSE 20/20 WASTE AND STREET SCENE SERVICES UPDATE

The report of the Director of Street Scene, Leisure and Technical Services provided details of a number of issues and initiatives managed by the Waste and Street Scene Services team.

SSE 20/21 EXCLUSION OF PRESS AND PUBLIC

There were no items considered in private.

The meeting ended at 10.25 pm

TONBRIDGE & MALLING BOROUGH COUNCIL

STREET SCENE and ENVIRONMENT SERVICES ADVISORY BOARD

08 December 2020

Report of the Director of Street Scene, Leisure & Technical Services and Director of Planning, Housing & Environmental Health

Part 1- Public

Matters for Recommendation to Cabinet - Key Decision

1 REVIEW OF FEES AND CHARGES

This report sets out the proposed fees and charges for the provision of services in respect of garden waste subscriptions, fixed penalty notices for littering, household bulky refuse & fridge/freezer collections, “missed” refuse collections, stray dog redemption fees, pest control, food certificates, contaminated land monitoring and private water supplies from 1 April 2021.

1.1 Introduction

1.1.1 In bringing forward the charging proposals for 2021/22 consideration has been given to a range of factors, including the Council’s overall financial position, market position, trading patterns, the current rate of inflation and customer feedback.

1.1.2 The proposed charges for 2021/22 have also taken into account the set of guiding principles for the setting of fees and charges approved by Members of the Finance, Innovation and Property Advisory Board and reproduced below for the benefit of this Board:

1. Fees and charges should reflect the Council's key priorities and other corporate aims and priorities recognising there may be trade-offs as these are not mutually exclusive;
2. Fees and charges should have due regard to the Council's Medium Term Financial Strategy;
3. If there is to be a subsidy from the Council tax payer to the service user this should be a conscious choice;
4. The Council should look to maximise income subject to market conditions, opportunities and comparable charges elsewhere, in the context of its key priorities and other corporate aims and priorities;
5. Fees and charges should normally be reviewed at least annually (unless fixed by statute or some other body);

6. Fees and charges should not be used to provide a subsidy from the Council tax payer to commercial operators;
 7. There should be consistency between charges for similar services;
 8. Concessions for services should follow a logical pattern so as not to preclude, where appropriate, access to Council services on the grounds of ability to pay.
- 1.1.3 It is essential in light of the Council's overall financial position that opportunities are taken to maximise income, as it is becoming increasingly difficult to achieve further expenditure savings to meet the targets in the Corporate Savings and Transformation Strategy. The Savings and Transformation Strategy includes a target of £100,000 from income generation and cost recovery. Close attention has been given to the fees and charges applied by neighbouring Council's, and averages across the County, and these comparisons are included in relevant sections of the report for Member consideration.

1.2 Garden Waste Subscriptions

1.2.1 The current charge for an annual garden waste subscription is £40 with a second or third bin discounted to £25. When the scheme was first introduced in 2019 residents were offered an early bird deal which fixed the charge at £35 for 2 years. This was to encourage take up and proved to be extremely popular with 20,185 households taking up the offer. In total 27,500 residents have now signed up for the service representing a take up of 50%. This level of take up is significantly greater than originally anticipated and represents the highest level in the County. Due to the suspension of the garden waste service during the first lockdown period all subscribers were given a 2 month extension free of charge. The renewal of subscriptions is now fully underway and an update on progress will be provided at the meeting.

1.2.2 Charges for garden waste subscription across local authorities in Kent are as follows:

Ashford BC - £37.50, Canterbury CC - £45, Dartford BC - £42.50, Dover DC - n/a as provide a sack service, Folkestone and Hythe DC - £48, Gravesham BC -£48, Maidstone BC - £40, Sevenoaks DC - £47, Swale BC - £37, Thanet DC - 52, Tonbridge and Malling BC - £40, Tunbridge Wells BC - £52.

It can be seen that charges range from £37 to £52. This Council has the third lowest charge across the County with an average County charge of £44.50.

1.2.3 Income to the Council from the garden waste subscription scheme is significant [second only to income from parking] and uptake across the borough since its introduction has been extremely good. The initial charging strategy was to set the charges at a level below the county average and furthermore offer a 2 year fixed early bird discount. This was to achieve a high take up of the service which as

shown above has been achieved. It is felt that the next step of the strategy should be to increase the charge in line with the county average. This will reflect the approach taken with other charges levied by the Council and also follow the guidelines outlined at sub section 1.1.2 earlier in this report.

- 1.2.4 In considering the above it is felt that a number of factors need to be considered. These include the need not to discourage existing subscribers from renewing, the economic impact of Covid-19 and the difficulties experienced with the collection arrangements. It is therefore suggested that the principle of moving the charge to be in line with the county average be supported, but this be progressed on a phased basis over the next few years. The proposed charge suggested for 2021/22 is therefore £42 with an annual uplift to be applied year on year thereafter having regard to the county average. This approach will enable renewal levels and charges by other local authorities to be closely monitored, and for the approach to be reviewed annually by Members of this Advisory Board. The proposed increase for 2021/22 gives an income estimate of £1,175,000. It is also suggested that the charge for the second or third bin be increased from £25 to £27.
- 1.2.5 The proposals outlined above are considered to offer a balanced approach to the garden waste subscription charges and it is relevant to note that a charge of £42 equates to £1.62 per collection. This is considered to offer excellent value for money.

1.3 Fixed Penalty Notice for Littering

- 1.3.1 To throw down, drop or otherwise deposit and leave litter in any place open to the air, including private land, is a criminal offence under section 87 of the Environmental Protection Act 1990 (EPA), (as amended by the Clean Neighbourhoods and Environment Act 2005). This offence includes dropping litter in water such as rivers, streams and lakes. The police or local authority can prosecute the offender; it is also possible for private individuals to prosecute. The offence is dealt with by the Magistrates' Court, with a maximum fine of £2,500.
- 1.3.2 Prosecution for dropping litter is time consuming and expensive, making it very difficult to prosecute large numbers of litter offenders. As a lower cost alternative to prosecution, section 88 of the EPA gives the power to issue a Fixed Penalty Notice for the offence of leaving litter. Local authorities have the power to specify the level of fine that will apply in their area, with a standard default amount of £75 if they choose not to do so. The offender has 14 days to pay. Failure to pay can result in a prosecution. Local authorities are entitled to keep any of the money they get from Fixed Penalty Notices subject to this income being spent on functions relating to littering. Fixed Penalty Notices are considered to be an effective and visible way of responding to littering.
- 1.3.3 The level of littering Fixed Penalty Notices available to local authorities is set by Central Government and the maximum is currently set at £150, with a suggested default level of £100, and a minimum full penalty of £65. This Council's maximum

is currently set at £100, with a reduction to £65 if paid within 10 days of it being issued. The offer of a discount for prompt payment is effective in collecting income and reducing administrative costs. It is also an approach adopted in other Service areas such as parking. These charges were considered by Members of this Board in February 2019 and subsequently approved by Cabinet.

1.3.4 This table gives the current levels of Fixed Penalty Notices for littering across Kent districts and Medway Council:

| | Full level of fine | Level of fine for prompt payment [within 10 working days] |
|--------------------------|--------------------|---|
| Ashford BC | £75 | No reduction |
| Canterbury CC | £150 | £100 |
| Dartford BC | £75 | No reduction |
| Dover DC | £75 | No reduction |
| Folkestone & Hythe DC | £100 | No reduction |
| Gravesham BC | £150 | No reduction |
| Maidstone BC | £120 | £90 |
| Medway CC | £150 | £90 |
| Sevenoaks DC | £100 | £65 |
| Swale BC | £150 | No reduction |
| Thanet DC | £100 | No reduction |
| Tonbridge and Malling BC | £100 | £65 |
| Tunbridge Wells BC | £150 | No reduction |

1.3.5 Discussions are currently taking place through the Kent Resource Partnership to try to achieve consistency of approach to levels of fines across Kent districts from next year, as current levels clearly vary significantly. It is anticipated that a number of districts will be increasing their levels from 1 April 2021, but no formal decisions have yet been made.

1.3.6 In order to act as a meaningful deterrent a number of Members have recently requested that this Council's Fixed Penalty Notice level be increased to the maximum available, which would be £150. This would bring this authority in line with around half of all Kent councils, with others potentially increasing their levels from April 2021.

- 1.3.7 Historic data indicates that a reduced rate for early payment does result in a higher proportion of FPNs being paid, so Officers would recommend maintaining an early payment reduction if the FPN is paid within 10 days of issue. Around 65% of FPNs issued by TMBC have been paid within that timescale. This also reduces costs in terms of resources required to chase payment or further actions for the remainder of FPNs issued. It is proposed that the level for early payment be increased to £100.
- 1.3.8 Any change in the Fixed Penalty Notice levels and associated publicity will no doubt raise expectations around enforcement activities. This activity is largely carried out by the existing Waste & Enforcement Officers whose other duties are to monitor the refuse, recycling & street cleansing contracts, as well as dealing with service requests & complaints about those services. Following a recent report to General Purposes Committee a new Waste and Enforcement Officer post has recently been added to the team and the appointment is currently being progressed.
- 1.3.9 Subject to the above proposed charges being approved estimated income from Fixed Penalty Notices in 2021/22 is £8,000.

1.4 Household Bulky Refuse & Fridge/Freezer Collection Service

- 1.4.1 In April 2016, a two tier fee was introduced with a price for up to six items of bulky refuse and a lower price for up to two fridge/freezer only collections. The new fee structure also included a concessionary charge for those receiving Council Tax Support.
- 1.4.2 While Councils are not able to make a profit from the collection of a “prescribed” household waste (such as a bulky collection service), the legislation does allow Council’s to recover the associated collection costs together with reasonable administration costs.
- 1.4.3 The current fee structure of our neighbouring authorities (2020/21) is outlined below, with each authority having different arrangements in place. Only Tunbridge Wells BC offer any form of concession:-

| Maidstone B.C. | Sevenoaks D.C. | Tun. Wells B.C. |
|---|---|---|
| 5 - 8 items, £35 Fridge Freezer, £20 | 1 item - £18 2 items - £30 3 to 4 items - £40 5 to 10 items £52 White goods - £18 each Large American style fridge freezers - £42 each | £43.20 for two “medium” items, or one “large” item. |
| No Concessions | No Concessions | 1 free collection per month for residents receiving Benefits. |

- 1.4.4 It is proposed to increase this authorities existing full and concessionary prices as set out below. Demand for this service has increased over the last year and is expected to continue to be high in 2021/22 which is reflected in the estimated income.

| Service | Current Full Charge | Proposed Full Charge 2021/22 | Current Concession Charge | Proposed Concession Charge 2021/22 | Est. Income 2020/21 |
|--|----------------------------|-------------------------------------|----------------------------------|---|----------------------------|
| Household Bulky Refuse Collection (up to six items) | £55.00 | £56.00 | £15.50 | £16.00 | £120,000 |
| Household Fridge/ Freezer Collection (up to two items) | £33.00 | £34.00 | £15.50 | £16.00 | |

1.5 Refuse collection charge

- 1.5.1 On occasion the Waste Services Team receive requests from customers to empty wheeled bins where the customer has not placed their bin out and has missed the collection. On these occasions the Team are occasionally asked by the customer if they can pay for a “one off” return collection.
- 1.5.2 A collection charge to cover these circumstances was introduced in April 2015. It covers the contract cost of returning and includes a small administration fee. To date there have been no concerns raised by customers. Although the number of requests are low, it does allow our Waste Services staff to offer an alternative solution.
- 1.5.3 It is proposed to maintain this charge at £20.00 for 2021/22.

| Service | Current Charge | Proposed Charge 2021/22 | Income Full Year 2021/22 |
|--------------------------|-----------------------|--------------------------------|---------------------------------|
| Refuse Collection Charge | £20.00 | £20.00 | £200 |

1.6 Stray Dog Redemption fee

- 1.6.1 The Environmental Protection Act 1990 prescribes that a person claiming to be the owner of a dog seized as a stray by the Council shall not be entitled to the return of the dog unless all the expenses incurred by reason of its detention, and such further amount as is for the time being prescribed, are met. The Environmental Protection (Stray Dogs) Regulations 1992 set down a prescribed redemption fee of £25 and provides for local authorities to recover its other reasonable expenses, in addition to any other expenses incurred, such as kennelling costs.
- 1.6.2 Where a dog is taken to kennels the Council charges the owner for the other reasonable expenses, associated with the costs of providing the Dog Warden contract and admin costs. This is presently set at £70. The total fee charged by the Council is therefore £95. It is proposed that the contract & administration fee be increased to £73 with no formal waiver or discount, but the Council will continue to exercise discretion to allow payment by instalments. Daily kennelling costs are paid direct to the kennels by the owner when collecting their dog.
- 1.6.3 Stray dogs have been declining in recent years and this is reflected in the estimated income for 2021/22.

| Service | Current Charge | Proposed Charge 2021/22 | Income Full Year 2021/22 (assuming consistent number of claimed /returned) |
|---|---|---|--|
| Stray Dog Redemption Fee - Return Direct to owner | £25 (Statutory fee) | £25 (Statutory fee) | £100 |
| Stray Dog Redemption Fee - Kennelling required | £95 (including statutory fee, but not including daily kennelling costs). | £98 (including statutory fee, but not including daily kennelling costs). | £5,900 |

- 1.6.4 The proposed total charge of £98 is comparable to charges applied by neighbouring Councils. At present, where the Dog Warden returns a stray dog to the owner without the need for kennelling, a charge is made at the prescribed fee of £25. No change is proposed to this charge.

1.7 Pest Control

- 1.7.1 The Council has a statutory duty to inspect the borough for the incidence of rats and mice and to take action where an infestation is found. This function is

supported by statutory powers to serve notice on owners of land to take action to destroy rats and mice and/or prevent conditions likely to provide harbourage for pests.

- 1.7.2 The pest control service is delivered as a joint contract with Tunbridge Wells Borough Council. The service provides a free treatment of rats, mice, cockroaches and bedbugs to those on Council Tax support only.
- 1.7.3 The contract was recently retendered and awarded to Monitor Environmental services starting in November 2020.
- 1.7.4 In all other pest related cases, customers may be referred to Monitor Environmental Services to carry out a charged treatment. Alternatively, customers may arrange treatment direct with an alternative pest control company.
- 1.7.5 Numbers of service requests from those on Council Tax support are very small, with an estimated overall cost to the Council of £3,000 per annum. This is offset by a referral fee of £2,000 paid by Monitor. In the interests of public health and with very small numbers of service requests, it is not considered appropriate to change the current arrangement.

1.8 Condemned Food Certificates

- 1.8.1 This is a service available to food businesses in the borough which properly controls the safe surrender and disposal of food deemed by Environmental Health staff as unfit for human consumption. The service continues to reflect legislative requirements for stricter controls and is based on total cost recovery. The proposed charges, as set out below, continue to reflect this approach.
- 1.8.2 Recent years have seen a significant decline in the number of certificates requested. The lower income rate is reflected in estimated full year income. However this could increase dependent on EU exit decision and any impact from this.

| Service | Current Charge | Proposed Charge 2021/22 | Income Full Year 2020/21 |
|--|---|---|--------------------------|
| For each Condemned Food Certificate Issued | £160 for first hour plus £160 for each additional hour plus VAT | £165 for first hour plus £165 for each additional hour plus VAT | £165 |

1.9 Exported Food Certificates

- 1.9.1 This is a service provided by the Council for food exporters who export food outside the European Union. In this instance, Authorised Officers from the Borough Council certify that the food products being exported have been manufactured and held under hygienic conditions in accordance with the

requirements of Regulation (EC) 852/2004 and The Food Safety & Hygiene (England) Regulations 2013. The premises are subject to regular inspection by Food and Safety Officers.

- 1.9.2 The level of demand for Exported Food Certificates has remained low and steady over the last few years with an average of 20 per year. This may change post Brexit, with a possible increase in requests.
- 1.9.3 There is some variance across the County in fees charged for this service: Dover charge £65 and Dartford £80 while Tunbridge Wells and Maidstone charge £120.
- 1.9.4 We propose to apply a small increase to the current charge to reflect costs in responding to these certificate requests.

| Service | Current Charge | Proposed Charge 2021/22 | Income Full Year 2020/21 |
|---|------------------------------|--------------------------------|---------------------------------|
| For each Exported Food Certificate issued | £65 plus VAT per certificate | £68 plus VAT per certificate. | £1,360 |

1.10 Food Hygiene Requests for Re-visits

- 1.10.1 Food business operators that have made improvement to hygiene standards following their inspection can request a re-visit with a view to giving them a new and higher food hygiene rating. There is currently a charge of £165 for this service. Neighbouring authorities are charging as follows: Mid Kent Environmental Health Partnership £160, Sevenoaks/Dartford Environmental Health Partnership £200, Gravesham £168 and Dover £126. The proposal is to increase this fee to £170 for 2021/22. This would give an estimate of £340 for 2021/22.

1.11 Contaminated Land

- 1.11.1 The Environmental Protection Act 1990 Part 2A requires local authorities to implement a system for the identification and remediation of land where contamination is causing a risk to human health or the wider environment because of historic or current uses.
- 1.11.2 The Environmental Protection Team provides a contaminated land information service or assessment of risk for which it currently makes a charge of £68 per hour in responding to these requests for information.
- 1.11.3 Guidance from the Information Commissioner advises that local authorities can make a reasonable charge. We have assumed that a reasonable charge includes the hourly rate of the Officer responsible for providing information, on-costs and an administration charge.

1.11.4 The fee has been derived based upon comparison with other Kent local authorities. For example while Tunbridge Wells currently charge £25 per hour. Some Authorities such as Folkestone & Hythe and Medway charge flat rates of £150. There is no maximum fee under the legislation.

1.11.5 We propose to apply a small increase to the current charge to reflect costs in responding to these requests for information. Recent years have seen a decline in requests for information which is reflected in the estimate for next year.

| Service | Current Charge | Proposed Charge 2021/22 | Income Full Year 2021/22 |
|--|---|---|---------------------------------|
| Responding to requests for information relating to contaminated land | £68.00 per hour (1 hour minimum charge) | £70.00 per hour (1 hour minimum charge) | £1,500 |

1.12 Private Water Supplies

1.12.1 The Private Water Supplies Regulations 2009 introduced a statutory and more onerous regime for the risk assessment and sampling of private water supplies.

1.12.2 In a report to this Board on 28 February, 2011 it was agreed to introduce a charge to recover the cost of Officer's time. In addition, owners of private water supplies and private distribution networks will be charged for the cost of sample analysis.

1.12.3 We have reviewed the cost of providing this service and propose to apply a small increase to £65 per hour, plus the cost of sample analysis.

1.12.4 The fee has been derived based upon comparison with other Kent local authorities. Folkestone and Hythe charge £56.30. Dover charge a flat fee of £100 for sampling and £500 for a risk assessment, with sample analysis costs on top. These charges are no longer subject to a maximum limit by virtue of the Private Water Supplies (England) (Amendment) Regulations 2018. However there is an expectation that charges should only cover costs incurred.

1.12.5 As each private water supply is very different, the Officer time for each visit/ risk assessment is difficult to quantify. We have seen a decline in this service over recent years which is reflected in the estimated full year income.

| Service | Current Charge | Proposed Charge 2021/22 | Income Full Year 2021/22 |
|---|--|--|--------------------------|
| Carrying out sampling and risk assessment of private water Supplies | £63.00 per hour (1 hour minimum charge) plus VAT | £65.00 per hour (1 hour minimum charge) plus VAT | £750 |

1.13 Legal Implications

1.13.1 Section 93 of the 2003 Local Government Act allows authorities to charge for services that they have a power [but not a duty] to provide.

1.14 Financial and Value for Money Considerations

1.14.1 The fees and charges proposed have been considered in accordance with a set of guiding principles and the opportunity to maximise income has been taken where possible.

1.15 Risk Assessment

1.15.1 A decision is required now on the proposed fee structure for these activities to ensure that the Council has timely and up-to-date arrangements in place to administer service requests when received.

1.16 Equality Impact Assessment

1.16.1 The decisions recommended through this paper have a remote or low relevance to the substance of the Equality Act. There is no perceived impact on end users.

1.17 Recommendations

1.17.1 It is **RECOMMENDED** to Cabinet that:-

1. The proposed scale of charges for garden waste subscriptions, fixed penalty notices for littering, household bulky refuse & fridge/freezer collections, "missed" refuse collections, stray dog redemption fees, pest control, food certificates, contaminated land monitoring and private water supplies as detailed in the report be approved; and
2. The proposed scale of charges be implemented from 1st April 2021.

The Directors confirm that the proposals contained in the recommendation(s), if approved, will fall within the Council's Budget and Policy Framework.

Background papers:

Nil

contact: Darren Lanes,
Linda Hibbs

Robert Styles

Director of Street Scene, Leisure and Technical Services

Eleanor Hoyle

Director of Planning, Housing & Environmental Health

TONBRIDGE & MALLING BOROUGH COUNCIL

STREET SCENE and ENVIRONMENT SERVICES ADVISORY BOARD

08 December 2020

Report of the Chief Executive

Part 1- Public

Matters for Recommendation to Cabinet - Non-Key Decision (Decision may be taken by the Cabinet Member)

1 KENT AND MEDWAY ENERGY AND LOW EMISSIONS STRATEGY

To endorse the Kent and Medway Energy and Low Emissions Strategy, recognising the links between the Council's Climate Change Strategy and Air Quality Action Plan

1.1 Background

- 1.1.1 The purpose of the Kent and Medway Energy and Low Emissions Strategy (ELES) is to identify an evidence based pathway to deliver clean growth and strategies and actions to eliminate poor air quality, reduce fuel poverty and deliver an affordable, clean and secure energy supply for Kent and Medway. The strategy includes the commitment to meet the UK Government target to achieve net-zero emissions by 2050 for the country.
- 1.1.2 The ELES has undergone a public consultation and has also been further amended to reflect the Covid-19 pandemic. The final strategy is attached as Annex 1 of this report.
- 1.1.3 The strategy outlines Kent and Medway's approach to achieving a reduction in carbon emissions and improvements in air quality. The aims of the strategy are:
1. **EVIDENCE:** Provide an ongoing evidence and intelligence base; linking data sets to identify hot spots and opportunities, and to build the business case for action across Kent and Medway.
 2. **POLICY AND STRATEGY:** Facilitate the development of evidence-based policy and strategy to future proof growth, tackle emerging issues and realise opportunities.
 3. **LEADERSHIP:** Support the public sector across Kent and Medway to play a strong leadership role with regards to challenges and opportunities.
 4. **ACTION:** Facilitate increased and accelerated action and implementation across Kent and Medway.

- 1.1.4 Within the strategy there are 10 priority action points, highlighted in the table below, the full set of priority actions can be found on pages 15-28 of the strategy.

| Table 1: Kent and Medway Energy and Low Emissions Strategy 10 Priority Actions |
|--|
| <p>PRIORITY 1: EMISSION REDUCTION PATHWAYS TO 2050 Set area and organisational five-year carbon budgets and emission reduction pathways to 2050, with significant reduction by 2030.</p> |
| <p>PRIORITY 2: PUBLIC SECTOR DECISION MAKING Develop a consistent approach across Kent and Medway, to assess, manage and mitigate environmental impacts (both positive and negative), resulting from public sector policies, strategies, service delivery, commissioning and procurement.</p> |
| <p>PRIORITY 3: PLANNING AND DEVELOPMENT Ensure climate change, energy, air quality and environmental considerations are integrated into Local Plans, policies and developments, by developing a clean growth strategic planning policy and guidance framework for Kent and Medway, to drive down emissions and mainstream climate resilience.</p> |
| <p>PRIORITY 4: CLIMATE EMERGENCY INVESTMENT FUND Establish a trusted Kent and Medway 'Climate Emergency' carbon sequestration, offset and renewable energy investment scheme and fund.</p> |
| <p>PRIORITY 5: BUILDING RETROFIT PROGRAMME Set up a Kent and Medway net-zero buildings retrofit plan and programme for public sector, domestic and businesses.</p> |
| <p>PRIORITY 6: TRANSPORT, TRAVEL AND DIGITAL CONNECTIVITY Set up a smart connectivity and mobility modal shift programme – linking sustainable transport, transport innovations, active travel, virtual working, broadband, digital services, artificial intelligence and behaviour change.</p> |
| <p>PRIORITY 7: RENEWABLE ENERGY GENERATION Set up an opportunities and investment programme for renewable electricity and heat energy generation</p> |
| <p>PRIORITY 8: GREEN INFRASTRUCTURE Develop a multi-functional, natural capital opportunity and investment programme – focusing on environmental projects that store carbon, increase climate change resilience, improve air quality and increase biodiversity.</p> |
| <p>PRIORITY 9: SUPPORTING LOW CARBON BUSINESS Develop a support programme for Kent and Medway's Low Carbon Environmental Goods and Services sector.</p> |
| <p>PRIORITY 10: COMMUNICATIONS Develop a comprehensive communications, engagement and behaviour change programme targeted at residents, employees, businesses and visitors.</p> |

1.2 Link to Council initiatives and plans

- 1.2.1 The intention of the ELES is to recognise the climate emergency and the need to take significant action in the next 10 years in order to achieve net zero emissions for the country by 2050. The Tonbridge and Malling Climate Change Strategy and Action Plan identifies the aspiration of carbon neutrality within 10 years, working in partnership on the priorities in the ELES will help to achieve this ambition.

1.2.2 The Tonbridge and Malling Air Quality Action Plan (AQAP) which is due to go out to public consultation early January also has synergies with the ELES. The AQAP focusses on four broad priority topics (transport, planning and infrastructure, policy guidance and public health and wellbeing) all of which fit with the aims and objectives of the ELES.

1.2.3 The ELES is to be formally adopted at the Kent and Medway Net-Zero Conference on 27 November 2020. Once adopted, District Councils will work in partnership to support the implementation of the priority actions.

1.3 Legal Implications

1.3.1 None

1.4 Financial and Value for Money Considerations

1.4.1 N/A

1.5 Risk Assessment

1.5.1 N/A

1.6 Equality Impact Assessment

1.6.1 The decisions recommended through this paper have a remote or low relevance to the substance of the Equality Act. There is no perceived impact on end users.

1.7 Policy Considerations

1.7.1 Biodiversity & Sustainability

1.7.2 Climate Change

1.7.3 Community

1.7.4 Healthy Lifestyles

1.8 Recommendations

1.8.1 That the Borough Council **ENDORSE** the Kent and Medway Energy and Low Emissions Strategy, supporting implementation in line with existing Council Climate Change and Air Quality objectives.

The Chief Executive confirms that the proposals contained in the recommendation(s), if approved, will fall within the Council's Budget and Policy Framework.

Background papers:

contact: Gill Fox

Nil

Julie Beilby
Chief Executive

KENT AND MEDWAY ENERGY AND LOW EMISSIONS STRATEGY

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MEETING THE CLIMATE CHANGE CHALLENGE

JUNE 2020



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FOREWORD

We've only got one world. Just one. And it's changing.

Some will say **"It's always changed"** but this time around humans are responsible. The decisions we make today set the course for our planet's future. We must do the right thing.

Our Energy and Low Emissions Strategy is a big document with a single, simple goal - to ensure that every resident, neighbourhood and business in the county takes some simple steps to care for this beautiful, productive yet fragile part of the world – the bit we call Kent.

It is part of Kent's wider Environment Strategy and offers you an invitation - an invitation to come with us and find something you can do for your world. Get involved. Join in.

The first step is to recognise this climate emergency and the second is to commit to the change we need to rescue and sustain our world. There is huge pressure for growth in our county and we need to find new ways to ensure it is GOOD growth. It matters to our environment, our economy and our health. As the gateway to Europe we are well placed to take a lead on energy and emissions and our contribution could have positive impacts far beyond our county boundaries.

The call to action is all around us. We see a growing number of severe weather events and nature's response of flooding and then water shortages, icy winters and then rising temperatures. Kent is a wonderful county full of opportunity, but the truth is that some of our people live in places where air quality is low or where fuel poverty is high.

We can all make better choices - when we travel, when we invest, where and when developers plan new homes, when we choose a vehicle or when we insulate our homes. Those decisions are better when advice and learning is shared and when private and public sectors work together.

Please take a look at this Strategy and commit yourself to be part of it.

It means the world to us.



Roger Gough
Leader of Kent County Council



Alan Jarrett
Leader of Medway Council

VISION

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

INTRODUCTION

The **coronavirus pandemic has changed the world**, but presents an opportunity to rebuild the county stronger, cleaner and more resilient. At the same time, **our climate is changing** and the effects are already being felt in Kent and Medway. Limiting our contribution to global warming and driving low carbon economic recovery will undoubtedly be the most urgent issues of this decade.

In recognition of the UK **environment and climate emergency**, all 14 local authorities in Kent and Medway have committed to ambitious targets to reduce greenhouse gas emissions to net-zero by 2050 at the latest. Our joint action has already seen carbon dioxide emissions in the area fall by 37% since 2005, but fully decarbonising our economy

over the coming years will require momentous effort and rely on action taken in partnership.

The coronavirus pandemic will severely restrict growth in the short term, but as we emerge from this crisis the longer-term trajectory will be a **return to growth**, and this growth must be low carbon. By 2031 it is anticipated that there will be almost 180,000 new homes and nearly 400,000 extra people, a 24% increase from 2011 levels. The local economy is also expected to expand, creating an additional 170,300 jobs by 2031 a 21% increase from 2011 levels, in line with forecast population growth.

Economic recovery presents an opportunity to invest in new jobs and low carbon infrastructure; support innovation, re-skilling and retraining to expand the low carbon and environmental goods and services sector; and drive a shift in social norms and behaviour change that will benefit health and reduce emissions. A green, clean economic recovery will help protect the climate, air, land and water on which future generations depend.

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

Trees, hedgerows, grasslands, wetlands and saltmarsh all provide **natural carbon storage** that can provide a significant contribution to our net-zero targets; as well as other environmental and health benefits. However, these important habitats are



at risk from land use pressures, lack of appropriate management, climate change and diseases such as Ash Dieback (*Hymenoscyphus fraxineus*), which threatens Kent's most widespread tree species.

Although air quality is generally improving in line with national trends, there are still **43 Air Quality Management Areas** across Kent and Medway and significant pockets of poor air quality along the county's major road networks. It is estimated that in 2017, there were 922 deaths associated with particulate matter (PM2.5) exposure across Kent and Medway.¹

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

Actions to improve and promote public transport and encourage walking and cycling for short journeys, will have the dual benefit of reducing harmful emissions and tackling congestion. Supporting the switch away from petrol and diesel to clean, alternatively fuelled vehicles will also be essential. Over 4,845 ultra-low emission vehicles are already registered in Kent.

The cost of energy is rising. The average annual domestic combined gas and electricity bill increased by 8.8% between 2017 and 2019 and now costs

£1,360.² Government data shows that in 2017, 9.6% of Kent and Medway residents were living in **fuel poverty**.

Many Kent and Medway homes, often those of the most vulnerable residents, are cold and poorly insulated. 34% of homes that have an Energy Performance Certificate have the lowest energy efficiency ratings (E, F and G); usually due to inadequate insulation and inefficient heating systems, which can result in higher energy bills.

In industry, approximately 75% of the energy used is to produce heat, much of which is wasted. This is also true across Kent and Medway. The Government expects **business and industry** to improve energy efficiency by at least 20% by 2030,³ this includes a focus on industrial heat recovery.

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

However, low carbon technologies such as electric vehicles and local renewable energy generation pose a challenge to the electricity grid network in Kent and Medway which is already significantly constrained, and which could inhibit future growth. Therefore,

we must work with the energy utility companies to create a more resilient, **smart and innovative local energy system** to ensure we have the energy we need, when we need it, at the right price and without any negative environmental impacts.

Economic recovery, if clean, is a significant opportunity for Kent and Medway. Measures to tackle poor air quality and lower greenhouse gas emissions will have multiple benefits. For instance, promoting walking and cycling for short journeys improves health and reduces congestion; increasing tree and hedgerow coverage can help improve air quality, manage flood risk and support biodiversity; and supporting a switch to more efficient, low carbon energy use creates jobs and new market opportunities.

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



¹ Calculated using all age, all cause deaths

² Provisional estimated average bill, Department for Business, Energy and Industrial Strategy (December 2019).

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

PURPOSE OF THIS STRATEGY

The Kent and Medway Energy and Low Emissions Strategy sets out how we will respond to the UK climate emergency and drive clean, resilient economic recovery across Kent and Medway. Taking an evidence-based approach, it identifies a pathway to reduce greenhouse gas emissions, eliminate poor air quality, reduce fuel poverty, and promote the development of an affordable, clean and secure energy supply for this county. It is informed by and delivers, but does not duplicate, the priorities and actions from other strategies related to energy and the environment. The strategy also builds on the strengths and activities of other partner organisations.

The Strategy has four strategic aims:

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

The priority actions to deliver these four aims over the next five years are described on pages 15-27. Further information on the detailed actions, timescales and outputs are provided in the technical implementation plan, which is published alongside this strategy.

SUPPORTING DELIVERY OF THE KENT ENVIRONMENT STRATEGY

The Kent and Medway Energy and Low Emissions Strategy sits within the framework of the Kent Environment Strategy, which was published in 2016.

The Kent Environment Strategy provides the basis for closer cross-sector partnership working between environment, health and economic agendas. It identifies the high-level priorities to support sustainable economic growth whilst protecting and enhancing the natural and historic environment, and sustaining vibrant, healthy and resilient communities.

The Kent and Medway Energy and Low Emissions Strategy delivers across all three themes of the Kent Environment Strategy:

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

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

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

POLICY CONTEXT

Climate change, energy and air quality issues are high on the national agenda. The Government has set a clear policy direction by revising the Climate Change Act 2008 to legislate for net-zero by 2050. Net-zero means reducing greenhouse gas emissions to almost zero and balancing any remaining emissions with schemes to remove carbon dioxide from the atmosphere, such as tree planting or technology.

Further policy is set out in the Home Energy Conservation Act 1995, the 25 Year Environment Plan (2018), the Clean Growth Strategy (2017), the Clean Air Strategy (2019) and Clean Maritime Plan (2019), which aim to protect and enhance the environment, mitigate climate change, support clean, low carbon economic growth and address the negative impacts on health from a poor environment.

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



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

EXAMPLES OF ACTIVITY AND ACHIEVEMENTS IN KENT AND MEDWAY

Carbon dioxide emissions in Kent and Medway fell 37% between 2005 and 2017, hitting our 2020 Kent Environment Strategy target two years early.



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



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

Kent and Medway's non-domestic gas consumption decreased by 57% between 2005 and 2018, whilst domestic gas consumption fell by 20% over the same period.

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

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



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

Average household electricity use in Kent and Medway continues to fall; down from 4,117 kWh in 2015, to 3,894 kWh in 2018. A 5% reduction in three years.

4,845 ultra-low emission vehicles (ULEVs) are registered in Kent (September 2019). In February 2019, Kent County Council was awarded £180,000 from the Government's Office of Low Emission Vehicles to install 8 rapid chargers for use by taxis in 6 Kent Districts.

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

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

KENT AND MEDWAY KEY FACTS AND FIGURES

54%

of total fuel consumption is from gas and electricity



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

EFG RATING

23% of homes and 19% of public buildings are E, F, or G rated, meaning they have the worst energy performance, highest energy running costs and make a bigger contribution to emissions.



11% of residents have reported that they struggle to pay their energy bills. 41% of those, live in rented accommodation.⁵

BY 2031 KENT AND MEDWAY ARE EXPECTING TO SEE⁶



178,600
additional homes
(24% growth)



396,300
additional people
(23% growth)



170,300
additional jobs
(21% growth)

This predicted population and economic growth will require a higher demand for energy. It is likely that domestic gas and electricity sales will rise by 23% and 19% respectively from 2014/15 to 2030/31.



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



9.2M

vehicle movements at Port of Dover and Channel Tunnel every year



73,000
households in fuel poverty (2017)



Only a 4.5% fall in carbon emissions from transport since 2005.



Kent's rate of Excess Winter Mortality was the same as the South East and English averages in 2017/18.

Kent's rate of Excess Winter Mortality was the same as the South East and English averages in 2017/18.

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

43 AIR QUALITY

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

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

⁵ Kent Environment Strategy resident survey, July 2018

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

OUR CHALLENGES

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

SECURING A CLEAN, GREEN ECONOMIC RECOVERY

Supporting economic recovery from the coronavirus pandemic and accommodating the significant levels of housing growth currently required by government will be a major challenge for the county and is an influencing factor in all the key issues identified. This means not only creating new jobs and supporting low carbon innovation, but also advancing climate action in ways that make Kent and Medway more resilient and attractive places for low carbon companies to invest. Principles of Clean Growth (growing our economy whilst reducing greenhouse gas emissions), must be factored into all planning and development policies and decisions, whilst not becoming a barrier to new development.

REDUCING GREENHOUSE GAS EMISSIONS TO NET-ZERO

All local authorities in Kent and Medway have committed to reducing greenhouse gas emissions to net-zero. Our current progress is a 37% reduction in carbon dioxide emissions since 2005 but achieving our target will require a substantial step up in action, both in terms of scale and speed.

Whilst emissions from the industry and commercial sector and domestic sector have fallen significantly over the period (falling 57% and 35% respectively), emissions from the transport sector have only reduced by 4.5% (see Figure 2). The transport sector is now the largest source of emissions in Kent and Medway.

To date, much of the reduction in emissions has been due to a national decrease in the use of coal for electricity generation and the closure of a small number of energy-intensive industrial plants. However, in order to achieve net-zero, all

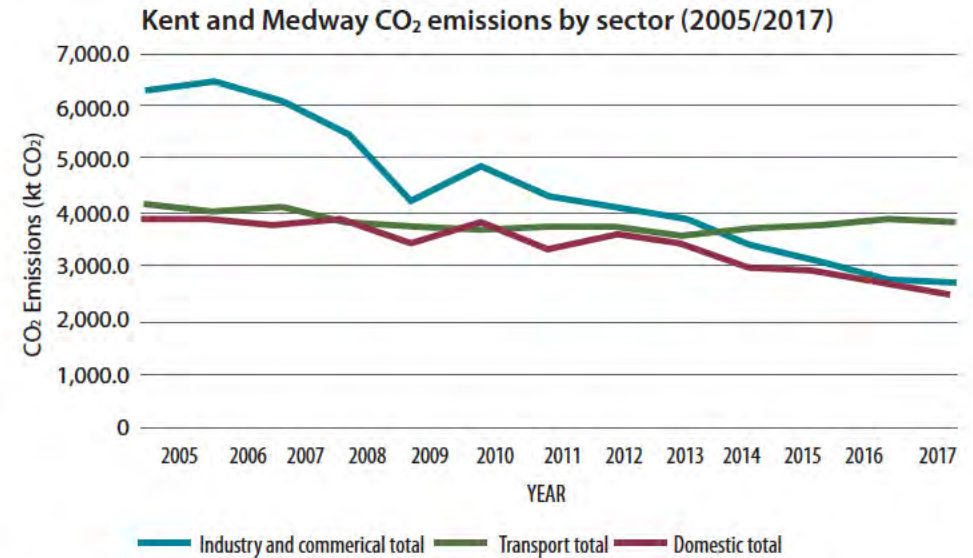


FIGURE 2: CO₂ emissions profile for Kent and Medway; this data includes estimated emissions for the industrial and commercial, transport and domestic sectors. Note: kt refers to kilotons

sectors will need to use resources much more efficiently and switch to low-carbon fuels for electricity, heating and transport.

We will also need to increase the amount of carbon stored in the natural environment; this is known as carbon sequestration. Soil and vegetation such as trees, hedges, wetlands and kelp all store carbon, so improving land management practices and increasing vegetation coverage will be essential if we are to achieve our net-zero target. These measures can also provide other benefits, such as reducing air and water pollution, reducing flood risk, improving biodiversity and providing health, cultural and leisure opportunities for local communities.

TACKLING HOT-SPOTS OF POOR AIR QUALITY

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

Public Health England estimates that the cumulative health and social care costs of air pollution (PM2.5 and NO₂) in England could reach £18.6 billion by 2035. Poor air quality also has adverse impacts on the natural environment through damage to vegetation, soils, rivers and lakes.

Although air quality in the county is generally improving in line with national trends, there are still 43 Air Quality Management Areas and significant pockets of poor air quality along the major road networks. Kent and Medway's position between London and the continent brings air quality challenges associated with cross-channel traffic, including a disproportionately large number of HGVs, with their associated diesel emissions. Around the coast and ports, shipping brings additional impacts from the use of marine diesel. Even air pollution sources from outside Kent and Medway impact the population; with easterly winds bringing pollution from continental sources and westerly winds bringing urban pollution from London.

PROTECTING THE VULNERABLE

It is often the most vulnerable and deprived that suffer the most from poor air quality, cold homes and fuel poverty. Whilst air pollution is harmful to everyone, some people are at greater risk due to

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

These vulnerabilities are heightened among those living in the most deprived communities. This is due to poor housing and indoor air quality, the stress of living on a low income, unhealthy diet, smoking and limited access to green spaces.

Eliminating poor air quality and fuel poverty and achieving net-zero emissions will require changes to the way we travel, access services and use energy. We must therefore ensure that all residents in Kent and Medway are supported to make and benefit from these changes. For example, providing funding to help those in fuel poverty improve the energy efficiency of their home and ensuring superfast broadband, public transport and refuelling points for low carbon vehicles are widely available.

GROWTH WITHOUT GRIDLOCK – ENABLING INTEGRATED AND CONNECTED TRANSPORT, TRAVEL AND DIGITAL CONNECTIVITY

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

Kent is already experiencing increased congestion on its road and rail network. The average delay on Kent's A-roads has increased almost 7% since 2015 and average speed has dropped 1% over the same period. With severe congestion on the highway network, particularly in major town centres, growth across the county will be constrained without investment.

Achieving safe and effective transport networks that support clean economic recovery is a significant challenge. Our action must not only focus on low carbon road transport such as electric and hydrogen vehicles, but also promote smarter driving and traffic management; improve infrastructure for walking and cycling (active travel); ensure convenient connections to clean public transport; and support new transport models such as car clubs, car sharing and automated vehicles through the use of smart technology.

Promoting and supporting active travel will be an essential element of the strategy, which will not just help to reduce emissions, but also bring numerous health benefits.

At the same time, we need to support smarter working practices. The coronavirus pandemic forced many organisations and businesses to adapt to home working

overnight. As restrictions are lifted and the economy recovers, we must utilise and learn from this experience, whilst continuing to improve broadband services and enhance access to digital services to ensure demand for travel reduces permanently. Over 95% of Kent and Medway's homes and businesses now have access to superfast broadband, but there are still significant challenges to get 100% consistent coverage and service across the county and ensure the full benefits of digitalisation are realised.

ENSURING ENERGY SUPPLIES ARE LOW-CARBON, SECURE, AFFORDABLE AND LOCAL WHERE POSSIBLE

Energy prices are increasing again. Government data estimates that the average annual domestic combined gas and electricity bill increased by 8.8% between 2017 and 2019 and now costs £1,360. Higher energy prices can have an impact on business recovery and residents' wellbeing. Although fuel poverty levels vary across the county; from 12.3% in Thanet, to 7.7% in Dartford, eight council areas recorded fuel poverty rates higher than the South East average of 8.7% in 2017.

Continued housing growth means that our energy consumption is set to rise. A study commissioned by Kent County Council revealed that between 2014/15 and 2030/31, domestic gas demand in Kent and Medway is expected to increase by 23% and domestic electricity demand is expected to increase by 19%.

Demand for energy is exacerbated by the fact that large amounts are wasted. The UK has some of the least energy efficient housing stock in Europe and much of the industrial heat produced in South East England is released into the atmosphere, despite the fact it could be reused. There is a huge opportunity to utilise more efficient technology to reduce energy demand and achieve cost savings for residents and businesses alike.

Demand for heat and electricity, together with generation and supply is intrinsically linked to carbon dioxide emissions, due to our current reliance on fossil fuels. It is therefore essential to understand how much energy is used, by whom, how and for what, and how this might change in the future. This will allow us to identify the most appropriate and cost-effective interventions to support the transition to a secure, affordable, low or zero carbon energy system.

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

- Increase the supply of local, low carbon energy generation, at or near the point of use, whether domestic or industrial.
- Significantly cut consumption of energy derived from fossil fuels, for example, facilitating low-carbon energy connections for properties that are not connected to the gas network and still heated by coal or oil.
- Eliminate wasted energy through greater energy efficiency, targeting industrial processes, commercial buildings and homes.

OVERCOMING ENERGY GRID CONSTRAINTS

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

Much of the county is already subject to electricity grid network constraints, which is making new connections increasingly difficult, particularly for new energy generation projects. Electricity demand is also expected to grow significantly by 2050, driven by the growth in electric vehicles and increased electrification of heating, which could see up to 60% of homes using heat pumps. A drive towards locally generated renewable energy, often from smaller, more dispersed sources, will further ramp up pressure on an already constrained electricity grid network.

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

HOW WE DEVELOPED THIS STRATEGY

Underpinning this Strategy is the *Kent and Medway Energy and Low Emissions Strategy Evidence Base*, which is drawn from a wide range of sources:

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

Central to the development of this strategy has been stakeholder engagement, through a dedicated cross-sector working group, workshops and consultations. Organisations and partners involved in the development of the strategy include, amongst others, all Local Authorities in Kent and Medway, Joint Chief Executives, Joint Kent Leaders, NHS, Kent Fire and Rescue Service, South East Local Enterprise Partnership, Kent and Medway Economic Partnership, Public Health, Kent Housing Group, Kent and Medway Air Quality

Partnership, Kent and Medway Sustainable Energy Partnership, Kent Energy Efficiency Partnership, Kent Planning Officers Group and Kent Health and Wellbeing Board. A summary of the review process is shown in Figure 3.

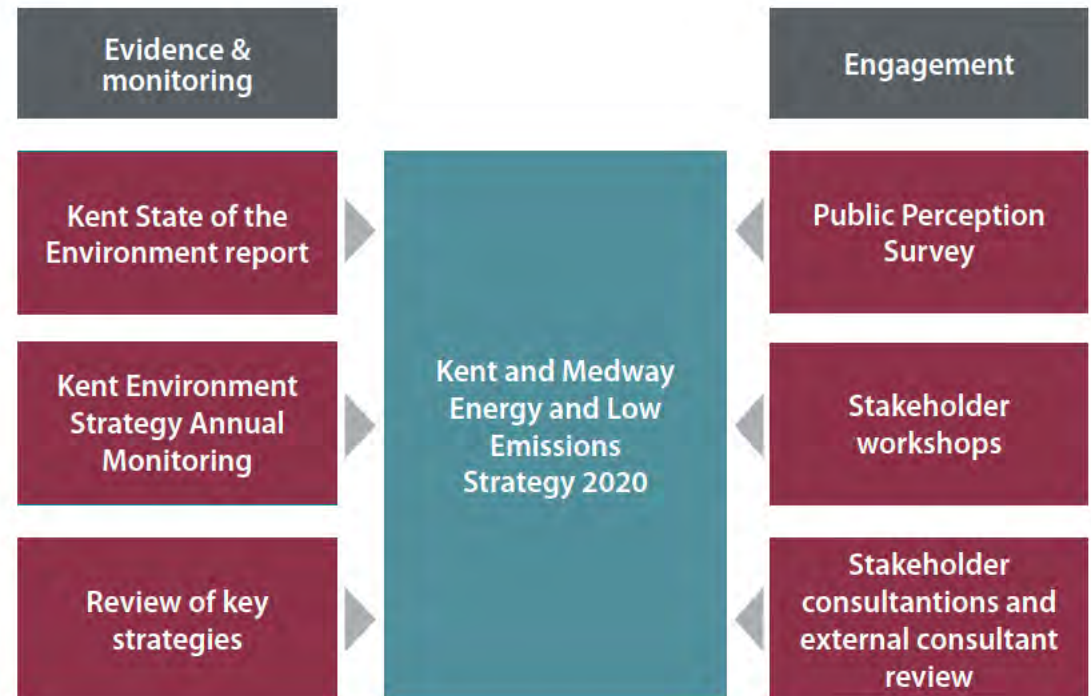


Figure 3: Summary of the review process used to develop the Kent and Medway Low Emissions Strategy

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

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

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

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

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

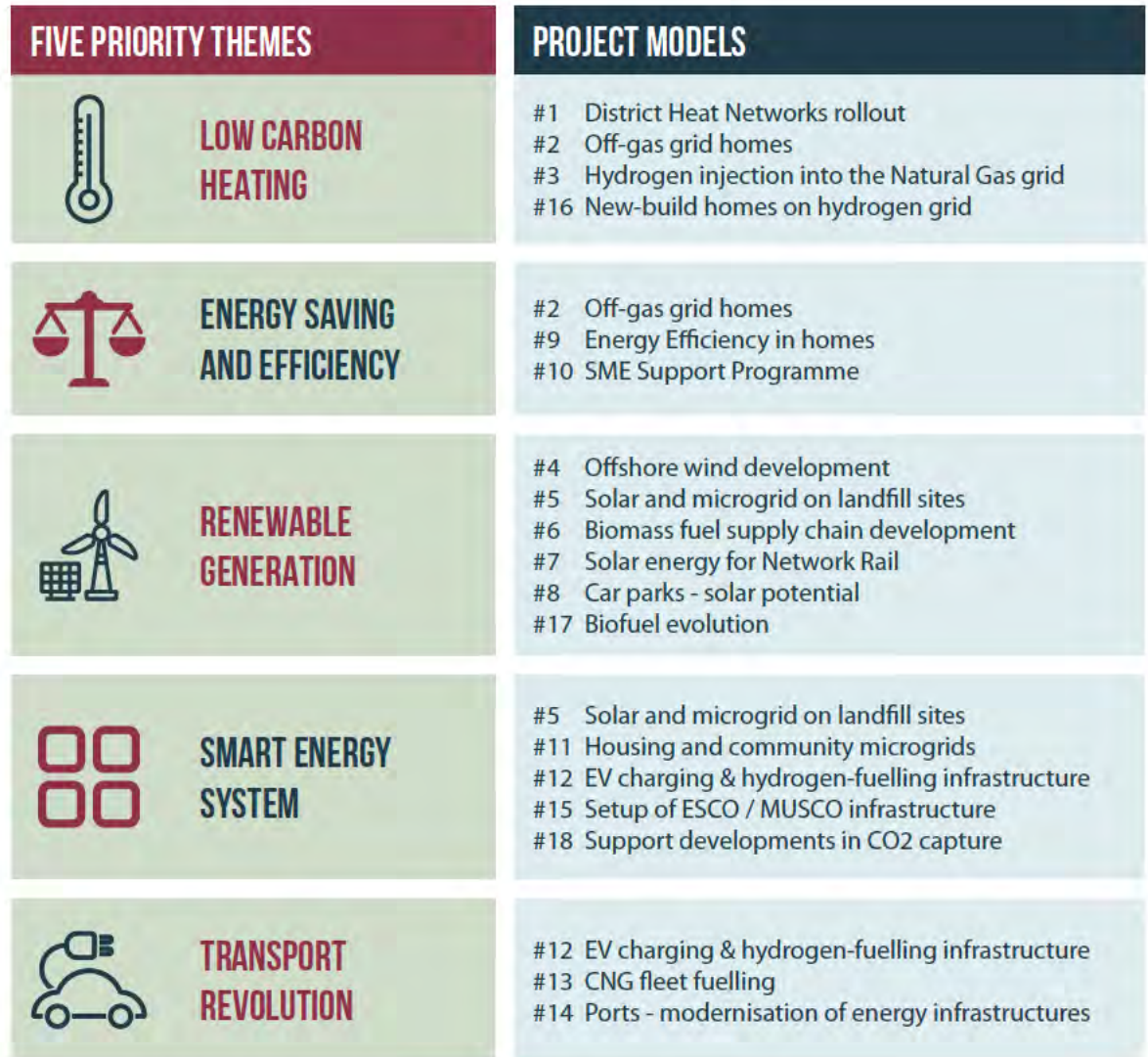


Figure 4: The 5 themes and 18 project models in the Energy South2East Action Plan.

OUR TEN PRIORITIES

Achieving our vision will require significant, coordinated action across all sectors for the next thirty years. The following pages describe the ten areas that have been identified as a priority for collaboration and the immediate, short- and longer-term actions required.

The priorities are not listed in order of importance and will be implemented concurrently. No regrets actions that should be undertaken immediately have also been included to ensure significant action takes place as soon as possible.

A technical implementation plan accompanies this strategy and provides detailed information on the specific actions that will be taken, action owners, timescales and outputs.





PRIORITY 1: EMISSION REDUCTION PATHWAYS TO 2050

Set five-year carbon budgets and emission reduction pathways to 2050 for Kent and Medway, with significant reduction by 2030.

RATIONALE

Carbon budgets will set quotas for the amount of greenhouse gases that can be emitted in five-year periods. These can then be used to identify the actions (or pathways), that will allow us to stay within our carbon budgets. Such evidence-based pathways will ensure we prioritise the most cost-effective activities and will support more collaborative working with partners across the county, region and nationally. It will also highlight where appropriate engagement is needed to influence aspects outside local authorities' control.

OUTCOME

Everyone in Kent and Medway can see the scale of action required to achieve net-zero emission by 2050, with significant reductions in emissions by 2030. Decision makers understand where action and resources should be targeted. Progress is monitored and reported.

HIGH LEVEL ACTIVITIES

| | |
|--|---|
| DO NOW | Agree evidence and current baseline for five-year carbon budgets. |
| | Set local authority carbon budgets with emission reduction pathways to net zero by 2050, with significant reduction by 2030. |
| SHORT TERM (BY 2023) | Set costed and jointly owned area-based carbon budgets for Kent and Medway. |
| | Set detailed, area-based emission reduction pathways to net zero by 2050, with significant reduction by 2030. Pathways to cover all public and private organisations and communities. |
| | Monitor and report progress publicly. |
| FOR LONGER TERM CONSIDERATION (BY 2030) | Develop a full carbon footprint for Kent and Medway based on consumption (not territorial or organisational boundaries), with consumption targets and reduction measures integrated into existing carbon budgets. |



PRIORITY 2: PUBLIC SECTOR DECISION MAKING

Develop a consistent approach across Kent and Medway, to assess, manage and mitigate environmental impacts (both positive and negative), resulting from public sector policies, strategies, service delivery, commissioning and procurement.

RATIONALE

The decisions made by Kent and Medway’s public sector affect the environment and everyone living and working in the area. Kent County Council alone spends over £1.5 billion each year providing a range of essential services to the people of Kent. Developing a simple way to assess, manage and mitigate these impacts will ensure public sector policies, services and spending support our environmental targets. In addition, the public sector’s influence and spending power will help drive demand and support innovation in the local clean growth sector.

OUTCOME

Public sector decisions and spending are consistent with our net-zero and clean growth targets and are utilising opportunities to drive market change and support expansion in the clean growth sector.

HIGH LEVEL ACTIVITIES

| | |
|--|--|
| DO NOW | Develop a simple checklist to identify where significant environmental issues and opportunities may arise, for use on imminent key decisions, major commissions and procurements. |
| | Revisit existing social value commitments within contracts and align to climate change and net-zero ambitions where possible. |
| | Stronger emphasis on reducing carbon miles and on buying local goods and services where possible. |
| SHORT TERM (BY 2023) | Develop a full net-zero and climate change impact assessment and social value framework aligned with Kent and Medway targets, to include: specific policies such as requiring the supply chain to match net-zero commitments; simple checklists; guidance and tool kits; training and technical support. |
| | Develop a supply chain support programme to enable small and medium sized enterprises (SMEs), within large supply chains to effect change and reduce costs; adopt new lower impact processes and win new business. |
| FOR LONGER TERM CONSIDERATION (BY 2030) | Consider expanding to include a full carbon and ecological footprint, based on consumption and lifetime costs in strategy, policy, commissioning and procurement. |



PRIORITY 3: PLANNING AND DEVELOPMENT

Ensure climate change, energy, air quality and environmental considerations are integrated into Local Plans, policies and developments, by developing a clean growth strategic planning policy and guidance framework for Kent and Medway, to drive down emissions and incorporate climate resilience.

RATIONALE

Almost 180,000 new homes will have been built in Kent and Medway by 2031 and will still be in use after 2050. To ensure the buildings and infrastructure we construct today are fit for the zero-carbon future, we need to ensure planning policies and decisions embrace clean growth, support good quality sustainable design and promote low carbon travel, transport and digital connectivity. A joint evidence base and planning resource, together with shared position statements, guidance and policies will help inform planning decisions and future-proof new developments.

OUTCOME

New developments in the county are sustainable, carbon neutral and climate resilient. Kent and Medway's development and construction industry is supported to be cutting edge to enable a quicker economic recovery for the sector.

HIGH LEVEL ACTIVITIES

| | |
|--|---|
| DO NOW | Secure agreement for a joint Kent and Medway clean growth and climate change evidence base and planning resource, to ensure that planning decisions are fully informed by the latest evidence and advice. |
| | Refresh the Kent Design Guide to reflect clean growth, net-zero and climate change mitigation and adaptation. |
| SHORT TERM (BY 2023) | Develop a jointly owned, clean growth and climate change evidence base for planning policy and development control. |
| | Develop a clean growth and climate change strategic planning framework for Local Plans and development, by identifying common guidance, position statements, policies and targets. |
| | Set stretching net-zero targets for any new development over 100 houses. |
| FOR LONGER TERM CONSIDERATION (BY 2030) | Fully integrate clean growth and climate change into Local Plans and planning policies. |
| | Aim for "energy positive" new developments and communities (communities producing more energy than they are using). |



PRIORITY 4: **CLIMATE EMERGENCY INVESTMENT FUND**

Establish a trusted Kent and Medway ‘climate emergency’ carbon offset scheme and renewable energy investment fund

RATIONALE

Before the coronavirus pandemic, funding for climate emergency actions came from many disparate sources including; developer contributions, business rates, public sector funding, charitable donations from residents and businesses, and external grants and funding. There is likely to be significantly less funding available for environmental projects in the short to medium term, so ensuring money is invested in projects that have the greatest impact and bring multiple benefits will become increasingly important.

A climate emergency investment fund for Kent and Medway will pool the funding available and match it to the most cost effective and biggest impact schemes. The fund will be informed by renewable energy and natural capital opportunities studies.

OUTCOME

Developers, businesses, public sector and residents can offset their carbon emissions by investing in meaningful ‘climate emergency’ projects in Kent and Medway, such as tree and hedge planting, habitat improvement, renewable energy generation and building retrofit. The fund not only generates additional resources for delivering our climate emergency targets, but also brings environmental and social benefits.

HIGH LEVEL ACTIVITIES

| | |
|--|---|
| DO NOW | Review existing funding streams and see how they can be tweaked to provide additional resource. |
| | Package up quick wins and ‘oven-ready’ projects suitable for external funding such as crowd funding or business sponsorship |
| | Review external funding expertise and opportunities and look at increasing access to finance through collaboration and development of a central resource. |
| SHORT TERM (BY 2023) | Develop and promote a Kent and Medway offset scheme and permanent crowd funding space to support new and existing local environmental projects and groups. |
| FOR LONGER TERM CONSIDERATION (BY 2030) | Further develop a cross-sector, multi-agency sequestration, offset and low carbon investment fund for Kent and Medway that can be used by the public, community and private sector. |

CASE STUDY: WORKING WITH SCHOOLS TO TACKLE AIR POLLUTION

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

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

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



CASE STUDY: KENT AIR WEBSITE

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

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

[Home / Latest Levels](#)

Highest Reporting Site - Canterbury
AURN



- [Monitoring Site Summary](#)
- [24 Hour Summary](#)
- [Dynamic Tables](#)
- [Current Levels](#)



PRIORITY 5: BUILDING RETROFIT PROGRAMME

Develop Kent and Medway net-zero buildings retrofit plans and programmes for public sector, domestic and business.

RATIONALE

Over the next 30 years, most of the emissions from the built environment will be from buildings or communities that are already in existence today. In addition, some of our most vulnerable residents are living in cold, energy inefficient homes which are expensive to run; worsening health problems and causing fuel poverty. Funding for building improvements is fragmented and complicated by property ownership issues, and projects often need to be done at scale to attract the investment needed.

In the short term, our activities will focus on expanding and accelerating existing domestic energy efficiency and fuel poverty initiatives and supporting energy efficiency and low carbon heat generation in non-domestic buildings. These programmes will then need to be expanded to ensure retrofit is seen from the perspective of a 'place', linking public buildings and the public realm, schools, businesses and homes, both rented and owned.

OUTCOME

Greenhouse gas emissions from Kent and Medway's existing buildings are significantly reduced and the housing stock no longer exacerbates levels of fuel poverty. High volume retrofit programmes for homes, businesses and public sector buildings maximise external funding and finance, supporting the local retrofit industry to be cutting edge.

HIGH LEVEL ACTIVITIES

| | |
|---|---|
| <p>DO NOW</p> | <p>Undertake 'quick-wins' in public and commercial premises such as converting lighting to LEDs, installing energy and water efficiency measures and controls and training building managers.</p> <p>Utilise and promote existing funding pots:</p> <ul style="list-style-type: none"> • Kent and Medway Warm Homes Programme and other domestic energy efficiency and fuel poverty projects through the Kent Energy Efficiency Partnership (KEEP). • LOCASE (Low Carbon Across the South East) grant support programme to improve efficiency of local businesses. |
| <p>SHORT TERM (BY 2023)</p> | <p>Establish a public sector building retrofit programme, identifying joint initiatives that maximise economies of scale including shared buildings and facilities, EV charging and micro energy generation.</p> <p>Look to scale up housing retrofit by maximising government funding and developing innovative funding mechanisms with a focus on fuel poor; difficult to treat properties such as park homes; off-gas properties; private rented sector; and 'Able to Pay'.</p> <p>Scope cross-sector place-based approach, identifying quick wins and how we can work with private investors to scale up retrofit across Kent and Medway.</p> |
| <p>FOR LONGER TERM CONSIDERATION (BY 2030)</p> | <p>Develop a large scale, cross-sector, area-based retrofit programme. The programme will focus on place and public realm, including business and communities, to create net-zero and "energy positive" communities.</p> |



PRIORITY 6: TRANSPORT, TRAVEL AND DIGITAL CONNECTIVITY

Set up a smart connectivity and mobility modal shift programme – linking sustainable transport, transport innovations, active travel, virtual working, broadband, digital services, artificial intelligence and behaviour change.

RATIONALE

Tackling poor air quality and achieving safe and effective transport networks that support low carbon economic recovery have been highlighted as key challenges for Kent and Medway. Furthermore, greenhouse gas emissions from transport have remained stubbornly high, but the coronavirus pandemic triggered a change in digital and travel behaviours that could be utilised to ensure emissions from transport are reduced permanently.

Tackling these issues and opportunities will require a combination of measures that improve infrastructure and facilities to encourage low carbon travel and drive behaviour change. We must also continue to tackle poor air quality hotspots, through the implementation of Air Quality Management Plans.

OUTCOME

Greenhouse gas emissions from transport and travel are significantly reduced and air quality is improved.

HIGH LEVEL ACTIVITIES

DO NOW

Set a challenging 2030 business miles reduction target for the public sector.

Work collaboratively with the public and private sector to roll out EV charging points and infrastructure for walking and cycling.

Support public transport providers, including school transport providers, to use lower emission vehicles.

Tackle poor air quality hotspots through the implementation of Air Quality Management Plans.

SHORT TERM (BY 2023)

Develop and expand sustainable travel policies that reduce car use and business miles, through a hierarchy of travel options to reduce the need to travel, encourage modal shift to walking, cycling and public transport or increase car sharing.

Implementation of low-carbon mobility hubs for electric cars, electric bikes and push bikes, to include battery storage and solar panels where possible.

FOR LONGER TERM CONSIDERATION (BY 2030)

Review and develop approaches that consider:

- locating services nearer to public transport or within walking distance of communities
- reallocation of road space in favour of more sustainable travel modes
- increased control, regulation and charging for public parking in favour of electric vehicles and public transport
- increased involvement in regulation of public transport and taxis to tackle poor air quality and lower greenhouse gas emissions
- testing and roll-out of new technologies to enable the transition to low carbon transport and travel.

CASE STUDY: PARK AND PEDAL IN CANTERBURY

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

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

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



CASE STUDY: MAKING KENT HOMES WARMER

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

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

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

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





PRIORITY 7: RENEWABLE ENERGY GENERATION

Set up an opportunities and investment programme for renewable electricity and heat energy generation.

RATIONALE

Securing a low carbon, sustainable economic recovery will require us to transform the way we generate energy. Whilst some of this will be done at the national level, we must also support new low-carbon energy infrastructure opportunities, such as those presented in the Tri-LEP Energy Strategy. We will focus on supporting opportunities that allow more of our energy to be produced locally and from renewable sources and increasing the number of new developments supplied by local energy centres and district heating schemes.

OUTCOME

The county is an exemplar for renewable energy generation; producing more low carbon energy than it consumes and stimulating enhanced renewable energy supply chain opportunities that will support a green recovery.

HIGH LEVEL ACTIVITIES

| | |
|--|---|
| DO NOW | <p>Install roof-top solar panels on all suitable public sector buildings.</p> <p>Support residents and small businesses to install roof-top solar panels, by offering a group purchasing scheme such as Solar Together Kent.</p> |
| SHORT TERM (BY 2023) | <p>Undertake a renewable electricity and heat energy generation opportunities study for Kent and Medway. The study will build on existing knowledge and focus on all existing and emerging technologies including solar, wind, nuclear, heat pumps, district heating and green gas such as hydrogen.</p> |
| FOR LONGER TERM CONSIDERATION (BY 2030) | <p>Develop a joint Future Energy Investment Programme for Kent and Medway looking at:</p> <ul style="list-style-type: none"> • hydrogen • green gas • decentralised energy in new developments • community energy generation • other emerging energy technologies. |



PRIORITY 8: GREEN INFRASTRUCTURE

Develop a multi-functional, natural capital opportunity and investment programme – focusing on environmental projects that store carbon, increase climate change resilience, improve air quality and soil health and increase biodiversity.

RATIONALE

Soil, trees, hedgerows, grassland, wetlands and maritime habitats all store carbon, so improving land management practices and increasing coverage of these habitats will be essential if we are to achieve our net-zero target. In addition, our actions to increase carbon storage can also support our efforts to respond to the ecological emergency, support the Kent Biodiversity Strategy and increase resilience to climate change. The development of an opportunity and investment programme will ensure resources can be targeted at the most appropriate projects, capable of generating the most benefits.

OUTCOME

There is increased capacity for Kent and Medway’s natural environment to store carbon and offset the county’s greenhouse gas emissions: bringing additional benefits such as reduced air and water pollution, increased flood storage capacity, improved biodiversity and providing health, cultural and leisure opportunities for local communities.

HIGH LEVEL ACTIVITIES

| | |
|--|--|
| DO NOW | <p>Identify natural environment ‘quick-wins’ and areas where tree establishment is needed, especially in relation to Ash Dieback.</p> <p>Produce tree planting guidance to ensure the right tree species are planted in the most appropriate places.</p> |
| SHORT TERM (BY 2023) | <p>Assess the carbon and resilience value of natural capital in Kent and Medway, together with other potential functions.</p> <p>Scope develop and implement a multi-functional, natural capital opportunity and investment programme.</p> |
| FOR LONGER TERM CONSIDERATION (BY 2030) | <p>Expand the natural capital opportunity and investment programme to include all sectors.</p> |



PRIORITY 9: SUPPORTING LOW CARBON BUSINESS

Develop and implement a Kent and Medway business recovery and support programme to cut costs and win new business.

RATIONALE

The coronavirus pandemic has had a significant impact on local businesses and many will need support to recover. In addition, whilst many local businesses have already taken action to save money and reduce their impact on the environment, our evidence shows that this activity needs to be expanded and rapidly accelerated if we are to achieve our low carbon vision. A dual pronged approach to local business support, which utilises the considerable purchasing power of Kent and Medway's public sector and supports businesses to reduce their environmental impact will help drive a low carbon economic recovery.

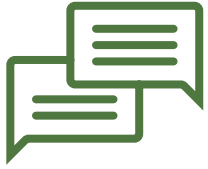
OUTCOME

Greenhouse gas emissions from local small and medium sized enterprises are reduced and businesses are supported to make the most of the economic opportunities that arise as we transition to a low carbon economy.

HIGH LEVEL ACTIVITIES

| | |
|--|---|
| DO NOW | <p>Support public sector suppliers to complete Steps to Environmental Management (STEM) training (or equivalent), in order to identify supply chain emissions and drive efficiencies where possible⁷</p> <p>Promote and refer businesses and supply chain to LOCASE, for support and access to grant funding to reduce their costs and access new markets.</p> |
| SHORT TERM (BY 2023) | <p>Conduct public sector supply chain assessments, focusing on the largest suppliers.</p> <p>Undertake a supply chain analysis of the economic opportunities from the low carbon sector across Kent and Medway (funded through SELEP).</p> <p>Require public sector suppliers to undertake STEM or a similar scheme.</p> <p>Working in partnership with local authorities and the Kent and Medway Economic Partnership, develop a targeted business support supply chain programme for the Kent and Medway public sector, building on LOCASE.</p> |
| FOR LONGER TERM CONSIDERATION (BY 2030) | <p>Develop local supply chain, low carbon clusters or opportunities (dependent on supply chain analysis).</p> |

⁷ The STEM accreditation scheme was developed through Low Carbon Across the South East (LOCASE) and is free to members of the Low Carbon Kent business network. It helps businesses improve their environmental performance through a series of assessments and certificates (blue, silver and gold), which correspond to National Standard BS 8555.



PRIORITY 10: COMMUNICATIONS

Develop a comprehensive communications, engagement and behaviour change programme targeted at residents, employees, businesses and visitors.

RATIONALE

We will not tackle the climate emergency through technology alone: our net-zero future will only be achieved if we successfully change perceptions, behaviour and social norms. Despite a recent surge in public interest in climate change there remain many psychological, social and cultural barriers to behaviour change, alongside a lack of physical capability or opportunity. These barriers are compounded by many competing voices seeking to advance their own part of the environmental agenda. We will need to work closely with our partners to develop simple, tailored and targeted communications that raise awareness and encourage a change in perceptions and behaviour.

OUTCOME

Residents, employees, businesses and visitors to Kent and Medway understand how their actions impact the environment; are aware of the risks of climate change and poor air quality; appreciate the value of the natural environment; and are sufficiently well informed and motivated to adopt more sustainable and low carbon behaviours. This increased awareness and engagement increases the impact of the other programmes developed through this Strategy.

HIGH LEVEL ACTIVITIES

| | |
|---------------------------------|---|
| DO NOW | Link up existing stakeholder communications and agree shared messages on topics such as air quality, fuel poverty, active travel and energy efficiency. Use the Kent Environment Strategy Conference as a mechanism to raise the profile of local authority collective action. |
| SHORT TERM (BY 2023) | Develop a joint communications, engagement and behaviour change strategy and programme for residents, public sector staff and businesses. Monitor effectiveness of campaigns and develop into targeted behaviour change programmes. |

CASE STUDY: ELECTRIC BUS TRIAL

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

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

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



CASE STUDY: LOW CARBON ACROSS THE SOUTH EAST

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

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

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

The project will continue to administer additional funding up to a value of £49 million to support businesses in the South East, in addition to expanding delivery into the neighbouring Local Economic Partnership (LEP) areas of Coast to Capital, Enterprise M3 and the Solent. This will open up access to LoCASE support to any SME based in Kent, Medway, Essex, Surrey, Hampshire and the Solent.

HOW WE WILL DELIVER THIS STRATEGY

The Kent and Medway Energy and Low Emissions Strategy sets out how we will respond to the UK climate emergency and ensure our recovery from the coronavirus pandemic drives clean and resilient economic growth, eliminates poor air quality, reduces fuel poverty, and promotes the development of an affordable, clean and secure energy supply across Kent and Medway. Building on the strengths and activities of local authorities and their partners, the strategy identifies ten high level priorities for action now and in the short- and long-term.

The strategy is owned by all 14 Kent and Medway local authorities, but the actions will need to be taken in partnership with other public and private sector partners, academic and charitable organisations. In addition, the strategy will develop programmes that will require the support of local businesses, community groups and residents if they are to be successful.

A technical implementation plan accompanies this strategy and provides detailed information on the specific actions that will be taken to achieve each priority, the partners involved, timescales and outputs. Progress, risks and issues will be regularly reviewed by Kent Leaders, Kent Chief Executives and appropriate partnerships. Progress reports and the latest indicators will be published online at www.kent.gov.uk/environment.

The Energy and Low Emissions Strategy is a sub-strategy of the Kent Environment Strategy and is intrinsically linked to several other strategic documents and policies across Kent. These are shown in Figure 4.

| | |
|-------------|---|
| Regional | Energy South to East: Local Industrial Strategy |
| | Local Economic Plan and Strategic Economic Statement |
| | Transport Strategy for the South East |
| County wide | Environment Strategy |
| | Growth and Infrastructure Framework |
| | Biodiversity Strategy |
| | Local Transport Plan |
| | Active Travel Strategy (excluding Medway) |
| | Health and Wellbeing Strategy |
| | Joint Strategic Needs Assessment |
| | Fuel Poverty Strategy |
| | Housing Strategy |
| | Enterprise and Productivity Strategy (in development) |
| | Sustainability and Transformation Plan |
| Local | Local Plans |
| | Covid-19 recovery plans |
| | Green Infrastructure Strategies |
| | Sustainable School Travel Strategy (Medway only) |
| | Walking and Cycling Strategies |
| | Air Quality Management Area Strategies |

Figure 4: Key strategies linked to the Kent and Medway Energy and Low Emissions Strategy

MEASURING PROGRESS – OUR INDICATORS

To ensure our activities remain effective, it is essential that we monitor and evaluate progress against our priorities regularly. To do this we will establish and monitor the following key indicators; ensuring that they remain measurable over the lifetime of this strategy. These indicators will be monitored quarterly (as they are updated) and published online.

| THEME | INDICATOR | BASELINE |
|--------------------------|--|---|
| Carbon dioxide emissions | Total carbon dioxide (CO ₂) emissions | 8,958.2 kilo tonnes of CO ₂ (2017). Total CO ₂ emissions have fallen by 37% since 2005. |
| | Per capita carbon dioxide (CO ₂) emissions | 4.9 tonnes per person (2017). |
| Air quality | Annual exceedance of key air pollutants | 2 site failures for NO _x and 2 site failure for O ₃ (2018). |
| | Number of days of moderate or higher air pollution | 78 days (21.3% of the year), where at least one pollutant recorded levels of moderate or higher air pollution (2018). |
| | Deaths associated with particulate matter (PM2.5) | 922 deaths associated with particulate matter (2017). |
| | Number of air quality management areas | 43 air quality management areas (2019). |
| Green infrastructure | Tree canopy coverage | To be developed |
| | Carbon storage value of habitats | To be developed |
| Energy | Annual energy consumption of local authority estate (all 14 councils) | To be developed |
| | Average domestic energy consumption (gas and electricity) per customer | 16,781 kilowatt hours (2017). |
| | Carbon emissions from gas and electricity consumption | 4.87 Mega tonnes CO ₂ (2017). |
| | Renewable electricity generation | 1,751 Mega Watts (2018). |

| | | |
|--------------------|--|---|
| Transport | Carbon emissions from the transport sector | 3,953.7 kilo tonnes of CO ₂ (2017). |
| | Active travel to school (walking, cycling, scooting) | 64.2% of primary school children. 36.6% of secondary school children (2018). |
| | Active travel to work (census data – updated every 10 years) | In 2011, 32% of people that work within 5km of their home actively travelled to work in Kent. |
| | Journey delays on local A-roads (excluding Medway) | 35.4 seconds per vehicle per mile (2018). |
| | Journey delays on local A-roads (Medway only) | 46.9 seconds per vehicle per mile (2018). |
| | Electric Vehicle Registrations | 4,845 electric vehicle registrations (December 2019). |
| | Road transport fuel consumption | 1,182,943 tons of oil equivalent. |
| | Number of car share / car clubs in operation | To be developed |
| | Kilometres of footpath/cycle lane improved | To be developed |
| Housing and health | Households in fuel poverty | 73,010 (9.6%) households in fuel poverty (2017). |
| | Excess winter deaths | 1,610 excess winter deaths 29.6% averaged excess winter mortality (2017/18). |
| | Carbon emissions from the domestic sector | 2,585.9 kilo tonnes of CO ₂ (2017). |
| | Household water consumption | To be developed |
| | Energy Performance Certificate (EPC) rating of homes | 83% of new builds had an EPC rating of A or B (2018). 16% of all domestic EPC lodgements were rated A or B for energy efficiency (2018). |
| | Number of energy efficiency measures installed in homes | To be developed |

GLOSSARY

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

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

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

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

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

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

Clean growth – set out in the Government’s Clean Growth Strategy, the concept aims to lower carbon emissions, protecting the environment and meeting

our climate change obligations, whilst stimulating growth and prosperity, increasing earning power and creating and supporting thousands of jobs.

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

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

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

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

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

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

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

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

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

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

Carbon dioxide (CO₂) Methane (CH₄) Nitrous oxide (N₂O)

Hydrofluorocarbons (HFCs) Perfluorocarbons (PFCs) Sulphur hexafluoride (SF₆)

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

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

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

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

Local Enterprise Partnership (LEP) – LEPs are locally owned partnerships between local authorities and

businesses. They play a central role in determining local economic priorities and undertaking activities to drive economic growth and the creation of local jobs.

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

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

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

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

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

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

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

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

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

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

Vulnerable resident – A term for an individual who is at risk of harm due to life circumstances such as being homeless, frail or elderly or has a mental or physical illness.

KENT AND MEDWAY ENERGY AND LOW EMISSIONS STRATEGY

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TONBRIDGE & MALLING BOROUGH COUNCIL

STREET SCENE and ENVIRONMENT SERVICES ADVISORY BOARD

08 December 2020

Report of the Director of Planning, Housing & Environmental Health

Part 1- Public

Matters for Information

1 IMPACT OF COVID-19 PANDEMIC ON THE ENVIRONMENTAL HEALTH SERVICE

Summary

This report updates Members on the impact the Covid-19 pandemic has had on both the Environmental Protection and the Food & Safety teams within the Environmental Health service. It links back to the agreed First Year addendum to the Corporate Strategy.

1.1 Background

1.1.1 The Environmental Protection team and the Food & Safety team have both been impacted on by the Covid-19 pandemic in terms of their workloads, changes to work undertaken and current priorities.

1.1.2 At its meeting on the 3 June 2020, Cabinet approved a First Year Addendum to the Corporate Strategy in response to the Covid-19 pandemic. The Addendum identified a number of themes/activities and, within each, identified specific service areas to be reviewed, with an aim to re-orientate and then recover these services. Cabinet also agreed that progress with these themes/activities be monitored through updates to relevant Advisory Boards and Committees.

1.1.3 Included within the Addendum are themes/activities related to Environmental Health specifically as below:

- **Review** - Review implications of COVID-19 for businesses and review AQ monitoring data from lockdown period.
- **Re-orientate** - Ensure guidance on reorienting business (for example to a takeaway food business or utilising different working practices) is available and up to date in line with Government guidance. Use knowledge of borough's businesses to carry out targeted engagement. Respond to likely changes in DEFRA/FSA/HSE guidance and requirements by updating approaches. Bring forward a revised Air Quality Management Action Plan (AQMAP), in line with Climate Change strategy and other key policy documents.

- **Recover** - Implement updated approaches to managing EH issues. Deliver AQMAP.

1.2 Environmental Protection Team

1.2.1 The requests for service received by the Environmental Protection (EP) Team has increased dramatically throughout the pandemic. The table below illustrates the numbers of requests for service by categories from 16 March to 16 November in each of the given years.

| Service Request Category | 2018 | 2019 | 2020 | Comments |
|---------------------------------|-------------|-------------|-------------|--|
| Accumulations | 33 | 30 | 37 | Complaints regarding accumulations including commercial and residential premises. |
| Drainage | 5 | 7 | 1 | Blocked, leaking or overflowing private drains, private sewers and septic tanks |
| Noise (Domestic) | 55 | 64 | 143 | Domestic noise including amplified music, DIY |
| Noise (Dogs) | 84 | 70 | 60 | Noise from barking |
| Noise (Other) | 84 | 84 | 81 | Sources include intruder alarms, licensed premises, commercial/industrial, construction |
| Pollution (Bonfires) | 33 | 22 | 81 | |
| Pollution (Other) | 29 | 36 | 56 | e.g. odour (ex Drytec), grit, dust and artificial light |

| | | | | |
|--|------------|------------|------------|--|
| Tonbridge Odour complaints (excluding tweets) | 61 | 47 | 57 | |
| TOTAL | 384 | 360 | 516 | |

- 1.2.2 Members will note a 43% overall increase in requests for service in 2020 compared to the previous year. More specifically domestic noise complaints saw a 123% increase in the same period with bonfire complaints seeing a 268% increase. These increases were at a difficult time for the team in terms of being able to respond with timely advisory letters, visits, noise monitoring equipment especially at the beginning of the pandemic thus leading to more challenging conversations with both complainants and those being complained about. It was clear at the beginning of the pandemic that we almost had a “perfect storm” for noise and bonfire complaint work with more residents having to stay at home, windows open due to the warm weather, a focus on DIY and gardening, suspension of garden waste services and the anxiety for many of the pandemic and lockdown.
- 1.2.3 For obvious reasons during the first lockdown the team were not able to set up noise monitoring equipment in resident’s homes, so a backlog of cases built which is now being cleared. One of the impacts on the time to get back on track is the need to review all recording data which can be time consuming.
- 1.2.4 The EP team have had a vacant Environmental Health Officer (EHO) post since November 2019 after some difficulties in recruitment. Given the workload above and that a number of staff also became part of the Community Hub food parcel rota it is fair to say that the team has faced and handled extremely well considerable pressure during the last eight months. I am pleased to report that we have now recruited an EHO and that Officer should start in January 2021.
- 1.2.5 Clearly the one of the impacts of the lockdown is expected to be improved air quality through less traffic on the roads. It is too early to report on this across Tonbridge & Malling and we will bring a report to this Board when those results are available.
- 1.2.6 The AQMAP was brought to the last meeting of this Board and approved for consultation. Officers are currently finalising this consultation and we expect this will take place early in 2021 and the outcome will be reported back to a future meeting of this Board.

1.3 Food & Safety Team

- 1.3.1 Since the first national lockdown on 23 March the Food and Safety Team have been involved in many aspects of the COVID response.
- 1.3.2 Initially as businesses were required to close, the Food Standards Agency (FSA) wrote to all local authorities deferring all planned food hygiene interventions until 17 April, requesting that a risk based approach to the delivery of official food safety controls be undertaken. Priority was given to urgent reactive work such as food poisoning outbreaks and our highest risk businesses. Later in April an update was provided deferring all planned food hygiene interventions for up to 12 weeks (until 11 July) to coincide with business closures, reducing footfall into businesses that were still open to help prevent the spread of COVID and acknowledging the public health role of many Environmental Health teams.
- 1.3.3 During this 12 week period there was a focus on our highest risk businesses including those with a food hygiene rating of 0-2 and those businesses that diversified into offering takeaway food. Officers were also involved in answering COVID complaints and queries, drafting and providing business advice and assisting significantly with the wider TMBC community hub including supporting with food some of the most vulnerable residents.
- 1.3.4 As the 12 week period came to a close the FSA gave a further direction on their expectation of local authorities for the period up to the 30 September. This period covered the relaxation of business closures and the 'Eat out to Help out' scheme that ran through August. The FSA granted a temporary deviation to all local authorities to inspect businesses at frequencies stated in the FSA Food Law Code of Practice. Again high risk businesses were still to be visited but our medium and lower risk priority inspections could initially be dealt with using a desktop assessment and then only visiting those that required it.
- 1.3.5 At the end of September the FSA provided direction to local authorities until January 2021. At this stage local authorities were asked to visit businesses across the risk categories that were due or overdue for inspection, but gave some flexibility in approach where resources may have been diverted to deal with the pandemic. Officers have continued to inspect businesses where they are able to try and keep our inspection programme on target.
- 1.3.6 Since March 2020 there has been a noticeable increase in new food business registrations, mainly people registering their domestic kitchens. We have received 131 new food registration from the period 23 March-16 November. Over the same period last year we received 89.
- 1.3.7 As business closure restrictions were introduced as part of the first and second national lockdowns and as businesses re-opened, complaints about Covid compliance levels increased. Joint working with TMBC Licensing, Police Licensing and Kent Trading Standards colleagues continues. The team jointly enforce business closure restrictions with Trading Standards and prior to

lockdown 2 the other legislation relating to closing times, seated service in pubs, wearing of face coverings by employees in businesses etc. It is fair to say that the pace of legislation and frequent changes to that legislation has been at a scale never experienced before and it has been a challenge for all involved with interpretation, enforcement and provision of advice.

- 1.3.8 Officers were involved with online forums to assist businesses in the borough understand the COVID legislation and the implications for their business.
- 1.3.9 Since the first lockdown the team has received 152 complaints from Kent Police either relating to business closures or restrictions. The Food and Safety Team have directly received a further 129 COVID related complaints or requests for COVID advice and guidance from residents and businesses.
- 1.3.10 Officers from the Food and Safety Team have been involved in pro-active and reactive visits in the borough during the evenings with our Licensing and Police colleagues in response to complaints and intelligence received.
- 1.3.11 Joint working with Trading Standards has resulted in two Prohibition Notices being issued under the second lockdown for businesses trading when they should be closed.
- 1.3.12 More recently the team have become involved with the Kent Local Tracing Partnership. Members may be aware that it has been proven that bringing “track and trace” more local has increased positive outcomes. From 26th November 2020, Kent County Council (KCC) Public Health will be leading on the Kent Local Tracing Partnership where they will link with districts to try to reach residents who have tested positive for Covid-19 to trace recent close contacts to try and interrupt the spread of the virus. Districts will provide support in two main ways: checking our systems/databases across all services for contact information where this is missing/incorrect/not proving successful; and directly visiting residents who are not responding to the contact being made or where no contact details have been obtained. Processes and risk assessments are currently being developed by KCC and will need to be agreed by districts. Within the team procedures are being developed and IT support is being given to enable efficient searching of systems/databases. A weekend rota is also being established to cover what will be a seven day a week operation where speed of response is clearly important.

1.4 Legal Implications

- 1.4.1 As mentioned above the pace of legislative change during this period of time has been significant.

1.5 Financial and Value for Money Considerations

- 1.5.1 There have been various sources of funding via Government and Kent County Council (some still to be agreed) that allow the funding of additional overtime, evening and weekend cover for Officers in relation to covid-19 enforcement and

the local tracing partnership. We are continually monitoring the need for any backfill of Officers or additional resources and again the funding received would allow this to be adequately funded.

1.6 Risk Assessment

1.6.1 All service risk assessments have been thoroughly revised in light of the coronavirus pandemic. They are regularly reviewed to ensure they remain relevant and fit for purpose.

1.6.2 Officers will only undertake visits as part of the Kent Local Tracing Partnership once a robust, agreed risk assessment is in place.

Background papers:

Nil

contact: Crispin Kennard
Mel Henbest
Linda Hibbs

Eleanor Hoyle
Director of Planning, Housing & Environmental Health

TONBRIDGE & MALLING BOROUGH COUNCIL

STREET SCENE and ENVIRONMENT SERVICES ADVISORY BOARD

08 December 2020

Report of the Director of Street Scene, Leisure & Technical Services

Part 1- Public

Matters for Information

1 STREET SCENE AND WASTE SERVICES - RESPONSE TO COVID 19

Summary

This report updates Members on progress with the themes/activities identified within the Street Scene and Waste section of the approved First Year Addendum to the Council's Corporate Strategy. This includes updates on service performance, the roll out of the new service arrangements to flats/communal areas, the reduction in the number of bring bank sites and the reintroduction of the weekend bulky collection service, subscriptions for garden waste and the transfer of public conveniences to Parish/Town Councils.

1.1 Introduction

1.1.1 At its meeting on the 3 June 2020, Cabinet approved a First Year Addendum to the Corporate Strategy in response to the Covid-19 pandemic. The Addendum identified a number of themes/activities and, within each, identified specific service areas to be reviewed, with an aim to Re-orientate and then Recover these services. Cabinet also agreed that progress with these themes/activities be monitored through updates to relevant Advisory Boards and Committees. Included within the Addendum are themes/activities related to Street Scene and Waste.

1.1.2 At the last meeting of this Advisory Board on the 5 October Members received an update on the aforementioned themes and activities and it was agreed that:

- 1) the reintroduction of the Saturday freighter service be considered following completion of a full health and safety assessment;
- 2) a trial/pilot rollout of the new service arrangements to flats and communal areas takes place in a designated area of Tonbridge in January 2021, with the intention to roll out across the rest of the borough next Spring; and
- 3) the reduction in bring bank sites across the borough be commenced prior to the new service provision being rolled out to flats and communal areas.

1.2 Service Performance

- 1.2.1 Members will be aware of the implications that Covid-19 has had on the delivery of core services within the Council's Waste Contract. Through the period of the first lockdown this was most evident with around 50% of contractor staff either on sick leave, self-isolating or "shielding" at some points. This was combined with significantly increased tonnages across all waste streams, a situation that was replicated across Kent and nationwide. As such, service provision was prioritised to focus on key kerbside collections and resulted in a number of other service suspensions including garden waste collections, new garden waste subscriptions, bulky collections (charged doorstep collection service) and the Saturday Freighter Service. In addition resources were also temporarily directed away from Street Cleansing.
- 1.2.2 As the Covid-19 staffing pressures eased for Urbaser all services have now been reintroduced with the exception of the Saturday Freighter Service that is further detailed below.
- 1.2.3 Service performance has significantly improved following the re-introduction of services and is being reflected in increased round completions, a reduction in missed collections and reduced customer comments/complaints. This has been as a result of a number of factors which are detailed in a separate report in these papers.
- 1.2.4 At the time of writing this report there have not been any performance issues associated with the second lockdown period.

1.3 Reintroduction of Weekend Bulky Waste Collection[Saturday Freighter Service]

- 1.3.1 As highlighted above the weekend service is still currently suspended, in both Tonbridge and Malling and Tunbridge Wells. Whilst its suspension was in part related to staffing resources, the other key consideration was the implications of social distancing and the safety and welfare of those residents using the service and the staff operating them. This was also an issue for Kent County Council in relation to the Household Waste Recycling Centres and whilst these have reopened, attendance is controlled through a strict pre-booking system that still remains in place. The reopening of these KCC facilities does provide the opportunity for TMBC residents to dispose of bulky waste that they may have otherwise taken to our weekend service. To date the Council has received an extremely low level of public comment on the suspension of this service.
- 1.3.2 Whilst a generic Health and Safety Risk Assessment for the service has been provided by Urbaser the implications of this will now need to be considered in relation to each individual site. It is, however, anticipated that this will not commence until the end of the current national lockdown and will also need to take into consideration any future restrictions.

1.4 New Service Arrangements to Flats and Communal Properties

- 1.4.1 As highlighted above, at the meeting of the 5 October Members of this Advisory Board approved a trial/pilot rollout of the new service arrangements to flats and communal areas in a designated area of Tonbridge in January 2021. Subject to the outcome of the trial it is the intention to roll out across the rest of the borough next Spring.
- 1.4.2 Progress has been made on the arrangements for the trial through an internal Officer working group and liaison with Urbaser. Final details of the trial are currently been discussed prior to liaison with relevant Local Members and communication with affected residents.

1.5 Bring Bank/Recycling Sites

- 1.5.1 The reduction of bring bank/recycling sites across the borough is pending and will see the reduction of sites to 10 key strategic locations across the borough. As highlighted above, at the meeting of the 5 October Members of this Advisory Board approved the reduction in bring bank sites across the borough be commenced prior to the new service provision being rolled out to flats and communal areas. This will take place in liaison with the relevant Local Members and is being undertaken on a phased basis. The first phase of removals is due to commence from the second week in January to avoid the festive period and contact with Local Members and the relevant Parish/Town Council's will be made in advance. Advance signage will be placed at each site that will also advise on the nearest alternative recycling site.

1.6 Transfer of Public Conveniences

- 1.6.1 Members of this Board will recall that the transfer of public conveniences to Parish /Town Councils has been approved by Cabinet following recommendations considered by this Board with an estimated annual saving of £70,000 contributing to the Savings and Transformation Strategy. The timescale agreed prior to the pandemic was 1st April 2021 and it is felt that this timescale can still be achieved. The transfer relies on the legal agreements being actioned and improvements made to the existing facilities so they are in a fit state to transfer.
- 1.6.2 Liaison is currently taking place with all relevant Parish/Town Council's on the proposed transfer and legal documentation has been drafted. Condition surveys of the existing toilets have been undertaken with any works to be scheduled prior to transfer.
- 1.6.3 At the current time only one Parish Council has formally declined the offer of transfer with this being Hadlow Parish Council. As such the facilities in Hadlow will be closed from the 1 April 2021, and the same approach will be adopted for other facilities if required.

1.7 Legal Implications

- 1.7.1 The statutory framework governing the response to the pandemic is evolving and changing on a frequent basis, both in the restrictions placed upon individuals and upon the responsibility of local authorities. Specific proposals or changes brought forward following a review of the services will be assessed at the appropriate time in liaison with Legal Services to ensure they are lawful.

1.8 Financial and Value for Money Considerations

- 1.8.1 Management Team, endorsed by Cabinet on 19 May 2020, imposed an 'essential spend only' policy for 2020/21 in order to preserve resources and set a 'savings target' of at least £500,000 to be delivered as a result of this policy.
- 1.8.2 An earmarked reorientation/post emergency reserve of £200,000 has been established to assist the Council in some of its recovery activity.

1.9 Risk Assessment

- 1.9.1 The Operational Risk Assessment for Street Scene Leisure and Technical Services has been updated and is being revised on an ongoing basis as government guidance on Covid-19 changes.

1.10 Policy Considerations

- 1.10.1 Business Continuity/Resilience, Health and Safety and Community

Background papers:

contact: Darren Lanes

Nil

Robert Styles

Director of Street Scene, Leisure and Technical Services

TONBRIDGE & MALLING BOROUGH COUNCIL

STREET SCENE and ENVIRONMENT SERVICES ADVISORY BOARD

08 December 2020

Report of the Director of Street Scene, Leisure & Technical Services

Part 1- Public

Matters for Information

1. WASTE & STREET SCENE SERVICES UPDATE

Summary

This report updates on a number of issues & initiatives managed by the Waste & Street Scene Services team since the last meeting of this Board.

1.1 Pest Control Contract – Retendering

- 1.1.1 The previous Pest Control Contract, procured in 2013, was due to end on 31 October 2018, with an option to extend by one period of 24 months. Due to the fact that the contractor, Monitor, was performing well with an exceptionally low level of complaints received, the contract extension was agreed through until 31 October this year.
- 1.1.2 The contract is let in partnership with Tunbridge Wells Borough Council, and was originally procured by their procurement team. The contract operates on a referral basis, with all customers being put through to Monitor who will then deal with the report, take payments, and book & carry out any treatments, including follow up visits as required. Residents in receipt of Council Tax Reduction are entitled to a free treatment (for a limited range of health-related pest issues). In these cases, TMBC staff check their entitlement before passing the customer through to Monitor. Monitor then invoice the Council monthly for these subsidised cases, which amounts to an average of £300 per month. Monitor also pay a one-off annual referral fee to TMBC of £2,000 for those non-subsidised cases referred to them. The contract also allows for optional services to be provided for the Council's own estates such as the Council Offices and Country Parks. This arrangement has worked particularly well since Monitor took over the previous contract, and the net cost to TMBC is around £1,500 per year.
- 1.1.3 At the last meeting of this Board, Officers advised that the tender evaluation process was underway for the new contract. It can now be confirmed that the successful tenderer was Monitor, who commenced the new contract from 1 November 2020. The previous arrangement remains in place, but with an

increased referral payment of £2,500 per year. It is anticipated that the net costs to the Council will remain within existing budgets.

1.2 Dog Warden Contract – Retendering

- 1.2.1 The current Dog Warden contract, also procured in 2013, is due to end on 28 February 2021.
- 1.2.2 The current budget for this contract is £73,450, which includes around £25,000 per year in kennelling fees. The service assists the Council in not only delivering its statutory duties relating to stray dogs, but also with the investigation of other dog-related issues such as noise, fouling, dangerous dogs, dog control & behavioural issues, micro-chipping, and proactive educational initiatives such as Bag & Flag events & signage. This contract also provides the necessary van & equipment to deliver these services, as well as cover when the regular dog warden is on leave, off sick or otherwise absent.
- 1.2.3 Due to EU & UK Procurement Legislation, and given the current & potential costs of the new contract being an unknown, it was decided to go out to open tender for the new contract which will start on 1 March 2021. It is expected that this process will be assisted by Dartford Borough Council's procurement team, who have ably assisted with many other tender processes for the Council in the past. Further details of this procurement process will be brought to a future meeting of this Board.

1.3 Public Toilet Cleansing Contract – Retendering

- 1.3.1 The current Public Toilet Cleaning contract, also procured in 2013, is due to end on 31 March 2021. The incumbent contractor is SHS Ltd, who service the 14 facilities that TMBC currently provide around the Borough. As detailed in a separate report within these papers, a number of these facilities will be transferred to the local Parish & Town Councils from 1 April 2021, however, five units will continue to be managed directly by the Council.
- 1.3.2 The current budget for this contract is £82,850, but the reduction in the number of units managed by the Council will reduce this annual cost significantly. However, due to EU & UK Procurement Legislation, and given the current & potential costs of the new contract being an unknown, it was decided to go out to open tender for the new contract which will start on 1 April 2021. It is again expected that this process will be assisted by Dartford Borough Council's procurement team, and further details of this procurement process will be brought to a future meeting of this Board.

1.4 Great British Spring Clean 2020

- 1.4.1 The Great British Spring Clean is a national initiative launched several years ago by Keep Britain Tidy, the national campaign organisation which aims to raise awareness of litter and its impact on the natural & built environment.

1.4.2 The 2020 Spring Clean was due to take place in March, but was understandably cancelled due to the Covid lockdown and Government guidance on gatherings outside of the home. As such, Keep Britain Tidy postponed the event until September and issued further guidance on the organisation of community litter picks whilst adhering to latest government guidance on gatherings & events outside of the home. The nationwide event ran from 11 to 27 September, and we were pleased to be able to support a total of 63 community initiatives during and around the national campaign. 38 groups and 25 individuals took part, and a total of over 350 bags of litter were collected, as well as a number of larger items, from events held around the Borough.

1.5 Christmas Collection Arrangements 2020/21

1.5.1 For the last few months there have been discussions with Urbaser and with KCC as the Waste Disposal Authority regarding the most efficient schedule for collections over the holiday period taking into account restricted disposal outlet availability on the Bank Holidays and at weekends. Officers have tried to minimise the disruption that can be caused by increased volumes of refuse & recycling, as well as increased vehicle movements at the disposal sites, which are used not only by this Council but other Kent districts and some commercial operators.

1.5.2 This year there will be no suspension of recycling or garden waste collections over the Christmas period, and collections will be carried out as scheduled up to and including Thursday 24 December. However, collections that would normally take place on Friday 25 December onwards will have revised collection days as highlighted below:

| Normal Collection Date | Revised Collection Date |
|-------------------------------|--------------------------------|
| Fri 25 Dec | Mon 28 Dec |
| Mon 28 Dec | Tue 29 Dec |
| Tue 29 Dec | Wed 30 Dec |
| Wed 30 Dec | Thu 31 Dec |
| Thu 31 Dec | Sat 2 Jan |
| Fri 1 Jan | Mon 4 Jan |
| Mon 4 Jan | Tue 5 Jan |
| Tue 5 Jan | Wed 6 Jan |
| Wed 6 Jan | Thu 7 Jan |
| Thu 7 Jan | Fri 8 Jan |
| Fri 8 Jan | Sat 9 Jan |

1.5.3 Additional side waste will be collected with black bins in w/c Monday 28 December and w/c Monday 4 January. As advised at the last meeting of this Board, this information will be publicised via our website and via social media channels as well as via our telephone message system. A downloadable pdf will be available, as well as hard copies sent out on request. Members and Parish/Town Councils

have also been informed in advance as many of the latter publish this information on their own websites and local newsletters.

1.6 Urbaser Service Improvements

1.6.1 The performance of Urbaser continues to be formally monitored through the monthly South West Kent Partnership Steering Group meetings, through the monthly Partnership Operations meetings, and the local weekly Operations meetings. In addition, daily scrutiny of performance is undertaken by the respective Client teams and at TMBC, the Council's Waste Services Manager and the Senior Waste & Enforcement Officer have been working out of the Tonbridge depot more or less full time between them in order to monitor & address any issues, assisting the contractors Service Delivery Manager.

1.6.2 As previously reported Urbaser have developed, and are implementing, an Operational Action Plan to address previously identified performance issues. Following the implementation of this plan the Council has seen a notable increase in performance levels which are being sustained. This is reflected in lower levels of missed bins, higher levels of completed daily rounds and a notable reduction in call/complaints to the Council. The majority of actions identified in the Urbaser Plan have been completed or are being progressed though further progress is still to be made in a few areas. A number of key areas/improvements from the Action Plan are highlighted below:

- Urbaser are still providing the additional resources required to try to ensure completion of collections. This includes an additional garden waste vehicle to cope with additional Covid-related tonnages, the cost for which are being split three ways (Urbaser, T&M and TW) until the end of November.
- The new Contract Manager has had a very positive impact since starting in early August.
- The interim Service Delivery Manager (SDM) arrangements have been made permanent. Both SDMs are taking more ownership at their respective depots and improvements are being seen in terms of management of the staff & services.
- A new maintenance contract has resulted in significant improvements in vehicle downtime when repairs or servicing are required.
- Currently all Urbaser supervisors are under formal scrutiny and performing better as a result.
- Crews are being sent back for their own missed bins which has resulted in a reduction in volumes of missed collections, missed pull outs, etc.
- Hot spot issues are reducing, but some historic ones have recently reoccurred so need to be managed further.
- Bin & box return are still an issue for some crews but these are being identified & dealt with, through formal procedures as required.

1.6.3 Whilst performance is improving it is also worth noting some upcoming challenges:

- Dunbrik Transfer Station closed for repairs from 12 November to 21 December following the fire that occurred there in June. This is leading to increased issues at North Farm Transfer Station with Sevenoaks vehicles delivering there and increased bulk vehicle movements required to remove materials from site. TWBC have made part of their depot available for use as a “mini” transfer station (with KCC covering costs) to help reduce the impact to a certain extent, but experience from June/July indicates potential significant impact on ability to complete. So far the crews are all managing to complete each day, helped partly by staggering some deliveries through TWBC starting collections earlier each day. Messages have gone out to Members and Parish & Town Councils, on the website & via social media channels in advance of the works, warning of potential delays.
- Garden waste subscription renewal notices have been going out, and at the time of writing this report, over 16,000 will have been sent, with the remaining 2,500 by 27 November. This has led to an increase in phone calls & emails being received by the team, despite online payment forms having been developed. The team is being supported by the Customer Services teams during this period.
- Ongoing Covid-related tonnages are being further impacted by latest lockdown measures, as well as the build up to Christmas. This is again likely to lead to increased down times for tipping and potentially associated non-completions.
- The roll out of NOM service to communal bin properties is likely to impact on the capacity for existing collection rounds. For example, the initial trial in January is for over 600 properties which will lead to increased tonnages & tipping times.
- Any potential impacts of adverse weather conditions over the coming weeks would compound the issues detailed above.

1.6.4 However, Officers continue to work closely with TWBC, KCC and Urbaser in order to try to mitigate these risks wherever practicable & possible.

1.7 Legal Implications

1.7.1 The Council has a statutory duty to provide refuse and recycling collection services. The retendering of the Pest Control, Dog Warden & Public Toilet Cleaning contracts are in accordance with contract conditions and relevant procurement regulations.

1.8 Financial and Value for Money Considerations

1.8.1 The two ongoing tendering processes detailed above may result in an increase – or decrease – in the Council’s costs for providing those two services. Although this impact is as yet unknown, Finance colleagues will be informed as to the potentially successful tender bids in order for them to be able to assess any potential impact both on this financial year’s budget estimates and on the Councils’ MTFS.

1.9 Risk Assessment

1.9.1 Careful planning, good communication with residents and coordinated arrangements for collections, help to ensure minimal disruption and effective delivery of these high profile services.

Background papers:

Nil

contact: David Campbell-
Lenaghan

Robert Styles
Director of Street Scene, Leisure & Technical Services

Agenda Item 9

Any other items which the Chairman decides are urgent due to special circumstances and of which notice has been given to the Chief Executive.

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Agenda Item 10

The Chairman to move that the press and public be excluded from the remainder of the meeting during consideration of any items the publication of which would disclose exempt information.

**ANY REPORTS APPEARING AFTER THIS PAGE CONTAIN EXEMPT
INFORMATION**

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Agenda Item 11

Any other items which the Chairman decides are urgent due to special circumstances and of which notice has been given to the Chief Executive.

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