

AGENDA

ENVIRONMENT AND TRANSPORTATION OVERVIEW AND SCRUTINY COMMITTEE MEETING



Overview and Scrutiny

Date: Tuesday 15 February 2011

Time: 6.30 pm

Venue: Town Hall, High Street,
Maidstone

Membership:

Councillors: Beerling (Vice-Chairman),
Mrs Blackmore (Chairman), Ross,
Sharp, Verrall, Vizzard and Yates

Page No.

1. **The Committee to consider whether all items on the agenda should be web-cast**
2. **Apologies for Absence**
3. **Notification of Substitute Members**
4. **Notification of Visiting Members**

Continued Over/:

Issued on 7 February 2011

The reports included in Part I of this agenda can be made available in **alternative formats**. For further information about this service, or to arrange for special facilities to be provided at the meeting, **please contact Orla Sweeney on 01622 602524**. To find out more about the work of the Overview and Scrutiny Committees, please visit www.maidstone.gov.uk/osc

Alison Broom

**Alison Broom, Chief Executive, Maidstone Borough Council,
Maidstone House, King Street, Maidstone Kent ME15 6JQ**

5. Disclosures by Members and Officers:	
a) Disclosures of interest	
b) Disclosures of lobbying	
c) Disclosures of whipping	
6. To consider whether any items should be taken in private because of the possible disclosure of exempt information	
7. Minutes of the Meeting held on 18 January 2011	1 - 6
8. Securing Water Supplies	7 - 11
Interviews with:	
• Lee Dance, Head of Resource and Environmental at South East Water; and	
• A representative from Building Control.	
9. Climate Change Framework	12 - 26
Interview with Jennifer Hunt, EMS Project Manager and Brian Morgan, Assistant Director Regeneration & Cultural Services.	
10. Local Strategic Partnership - Written Update	27 - 34
11. Future Work Programme	35 - 44

MAIDSTONE BOROUGH COUNCIL

MINUTES OF THE ENVIRONMENT AND TRANSPORTATION OVERVIEW AND SCRUTINY COMMITTEE MEETING HELD ON TUESDAY 18 JANUARY 2011

PRESENT: Councillor Mrs Blackmore (Chairman)
Councillors Beerling, Ross, Verrall, Vizzard and Yates

61. The Committee to consider whether all items on the agenda should be web-cast

The decision to web-cast the Meeting provoked discussion with some Members. They were concerned that it was not timely to comment on the overarching Local Transport Plan for Kent 2011-2016 (LTP3) which was included in the report for the meeting. The report provided background to Maidstone Borough Council's response to the consultation on LTP3.. Maidstone's decision was to respond to in the form of a letter so the County Council could receive their views on their priorities with particular reference to the specific transport issues faced by the borough. The Plan would be looked to put in place measures to remedy these issues. These issues could therefore be explicitly used to question the witness with the details from Maidstone's response most relevant to the recent work of the Committee highlighted in the item's covering report.

Members concerns lay primarily with the issue that the Core Strategy which was still under discussion and that their comments could be misconstrued via the web-cast if the document to be discussed was not relevant to current developments. Members also queried whether recommendations made would be carried forward.

The Chairman resolved with Members agreement that they should glean as much information as they could from Mr Crick on the relevant issues that they had been exploring such as the principle of Park and Ride and how Kent County Council can help make it work. Members suggested and the Committee as a whole agreed that the meeting should be conducted in the normal manner with exploratory questions, a discussion and recommendations if appropriate.

62. Apologies for Absence

An Apology for absence was received from Councillor Sharp.

63. Notification of Substitute Members

There were none.

64. Notification of Visiting Members

There were none.

65. Disclosures by Members and Officers:

There were none.

66. To consider whether any items should be taken in private because of the possible disclosure of exempt information

Resolved: That all items be taken in public as proposed.

67. Minutes of the Meeting held on 16 November 2010

Resolved: That the minutes of the Environment and Transportation Overview and Scrutiny Committee meeting of 16 November be agreed as a correct record and duly signed by the Chairman.

68. Local Transport Plan for Kent 2011-16 (LTP3)

The Chairman welcomed Paul Crick, KCC Director of Integrated Transport Strategy to the meeting.

Mr Crick began with a presentation on Local Transport Plan 3 (LTP 3) and explained that the guidance from the Department for Transport states that a good LTP will contain evidence of a long term strategy within which the 5 year implementation plan was set. Mr Crick explained the requirements of LTP3 which were: a statutory duty to have an LTP in place on 1 April 2011; statutory & implementation plans; no reward funding linked to LTP3; to have regard to the needs of the disabled; and to carry out a Strategic Environmental Assessment. He explained the importance of having a robust transport strategy to determine: the direction of the next 5 years; the issues; what they want to achieve; and identifying alternative funding sources. The officer made reference to Growth without Gridlock, a transport delivery plan for Kent which was described as a 20 year aspirational document which includes a funding plan for key transport infrastructure. This Document was said to be overarching to the LTP3, providing the long term strategy previously mentioned with district strategies then sitting below the LTP3 in terms of the overall structure. Mr Crick spoke about cutbacks that would be faced in terms of funding and emphasised that money needed to be spent in the right places with the maximum impact. Mr Crick went on to explain the Budget Allocation Methodology which would be distributed across 5 categories: Growth Without Gridlock 45%; A safer & healthier county 15%; supporting independence 15%; tackling climate change 15%; and enjoying life in Kent 10%. Mr Crick confirmed that with Maidstone maintaining Growth Point Status, Maidstone should be eligible for 4 out of 5 of the areas of funding.

The officer explained the consultation process that had taken place which ended on 31 December 2010. The Committee made the point that growth without gridlock would be hard to achieve making reference to the traffic

congestion on Maidstone's roads. The officer responded by explaining that they would be looking at Maidstone and the roads that feed into routes to and from the town. Rail travel was raised and discussed regarding its present and future relevance to development. Mr Crick explained that KCC were consulting on a Rail Action Plan until 28 February 2010 and the final document would be launched at the 3rd Kent Rail Summit in April 2011. The Officer explained that it was important to inform rail users and that rail was being tackled and did form part of the Integrated Transport Strategy.

Members raised the issue of bidding for funding and queried how this would be dealt with. Mr Crick explained it would be done via a Liaison Officer at MBC and with Kent Highways. He explained that whilst next year's schemes were agreed, the schemes for 2012/2013 were available for bids. With the Joint Transportation Board taking place the following evening Members were keen to focus on the issue of funding availability. Mr Crick explained that this was now public information available from the Department for Transport as Kent had now been given its allocation. The Officer agreed to provide Members with the relevant information for the following evening's meeting.

Members queried how they could tackle the issues with greatest relevance to Maidstone in relation to the 6 options specified in the earlier presentation. Members were concerned that increase in car travel could bring congestion to the point of gridlock which would impact on the economic growth by deterring businesses and employers from coming to the borough. Mr Crick alleviated the fears of some Members by explaining that transport modelling would be completed as part of the Local Development Framework (LDF). Park and Ride he advised would need to become a cheaper alternative to long stay car parking with clean, modern vehicles in use. Members looked to Mr Crick for his perspective on Bus Lanes in relation to this. He explained that he felt that they had a time and place. He expressed he was not a big fan on the basis of air quality problems being increased with cars queuing for longer. He resolved it to be something of a dichotomy. Members suggested that a county approach to Park and Ride would be a better way forward. The Bluebell Hill site on the A229 was raised in relation to this proposition and a larger site was suggested for the existing London Road Park and Ride. The Committee also discussed with the Officer the housing expansion in Tonbridge and Malling and the further impact this would have on Maidstone with approximately 6,000 more homes just outside the borough. Mr Crick agreed that an Integrated Transport Strategy needed to look at these boundaries as well as areas like Ashford and that it was about working with each other to find the best solutions and the shortage of funding gave that impetus. Other issues that were highlighted as having a specific impact on Maidstone included Operation Stack and the health issues that would have to be dealt with as result of traffic congestion and pollution. Mr Crick guided Members to the Growth Without Gridlock Executive Summary which he explained considered everything that had been raised.

The Committee moved on to discuss specific traffic management methods such as gating. The Officer explained that he had experience of this being used in Norfolk. It was something that needed support locally and could be considered under Crime and Disorder reduction legislation; like bus lanes it worked in the right places.. It was something that needed to be thought about carefully because of the issues with air quality; gating would result in this being moved to another area which could be more detrimental than before. A different approach to traffic light management was proposed by Members with observations regarding traffic at night being held up unnecessarily by traffic lights and the negative impact this then had with increased carbon emissions. A new model could be created but there would be a cost in implementing it but the reduction of emissions remained the goal so the proposal was considered positive by all.

Members wanted to gain the benefit of the Officer's opinion of Maidstone's problems with congestion at an opportune moment when he was new to the area. Mr Crick explained that Maidstone was not unique and that it was quite common for all roads to lead to a gyratory. Alternative modes of transport, and car sharing were suggested as solutions to the Committee. In relation to air quality Members highlighted the issue of channelling to the Officer and the poor relationship between KCC Highways and Planning that exasperated the problem. This point was taken on board by the Officer who referred to joined up working and organisations working together as being the way forward. Economic growth as well as the growth that would come from housing development would need to be tackled with a package of different measures which the Officer assured Members KCC would work with Maidstone on, once they had established their options as part of the Core Strategy. He said overall it was about giving people choice not stopping cars. Members asked for the Officer's views on specific issues relating to the Park and Ride. He felt that long stay car parking needed to be more expensive than Park and Ride and with short stay parking there would be a need for balance in terms of revenue and attracting people to the Town. Members surmised that this could also be of benefit to air quality. Mr Crick allayed the common belief that increasing car parking charges would encourage people to use Bluewater by highlighting the balance between rising petrol charges and the cost of travelling further a field and the cost of parking.

Members questioned who LTP3 was aimed at in terms of funding opportunities. The Officer explained that it was a document that all Councils had to create but in relation to earlier discussions it would help those wanting to bid to KCC. Members queried whether districts could bid with KCC. The Officer explained that successful bids would take a business lead and gave an example of the Thanet Parkway Station which supported economic growth in Thanet and the accelerated development of Kent International Airport at Manston. Members highlighted concerns about Maidstone's lack of economic infrastructure and whilst the Officer agreed that a big employer in Maidstone would be a benefit, working with the Local Chamber of Commerce (Invicta Kent) and local planning remained a way forward.

The Chairman thanked Mr Crick for attending the Meeting and for his guidance and expertise in deliberating the issues of concern.

Resolved : That

- a) The KCC Rail Action Plan would be made available to the Committee by the Scrutiny Officer; and
- b) The details of the spend profiles discussed by Paul Crick would be provided by the Scrutiny Officer by the following evening.

69. Carbon Management Plan

The Committee welcomed Jennifer Hunt, EMS Project Manager and David Tibbitt, Property and Procurement Manager to the Meeting to discuss the Draft Carbon Management Plan.

Ms Hunt explained that about a year ago the Council had signed up for a more formal approach to achieve their targets which had resulted in the Draft Carbon Management Plan presented. The plan referred to achieving targets via education and physical reductions as well as those that are more embedded. The Plan was being developed in conjunction with the Carbon Trust. Members clarified that the report was dealing with specifically reducing Council Emissions.

The Committee queried whether anything had been omitted from the plan due to cost implications. Ms Hunt brought to the attention of the Committee item 4.4 in the Draft Report: Long Term Projects where projects were detailed that were currently considered as aspirational and were in an early stage of consideration. The Officer explained that projects could have an initial capital cost but the plan sought to demonstrate, where possible, the recovery period and payback. Members queried how CO₂ emissions were measured by the Council. Mr Tibbitt explained that it was a calculation of the amount of energy used multiplied by the emission factor. Members highlighted the existing projects (4.1) and in particular those that formed a high percentage of the overall target. This included P11: Staff Awareness, Training and Energy Policy which was put at 7.2%. Ms Hunt explained that this would be achieved through better training and the fine tuning of the buildings through staff having a more conscious approach to the nature of their working environment. The table listing the projects gave the Committee a detailed breakdown which included the pay back time in years for each project which for P11 was immediate, the capital and operational costs as well as the annual financial and CO₂ savings. Members questioned the Crematorium Heat Recovery project which would involve using the heat from cremations to heat the building. It was established that this had not been viable when the Crematorium had been refurbished as it was not considered good payback at the time but that the Carbon Trust would look at this again and this would need to include Officer time. Ms Hunt concluded that the report was specifically looking at the Council's Operations; their buildings; their Fleet; and their Contractors. This would help to reduce costs, improve efficiency and reduce the impact on climate change.

The Committee moved on the wider aspirations for the borough and suggested that the onus would be on Planning and Building Control to create sustainable buildings that would improve on the statutory requirements. Members questioned the targets that had been set with regard to Carbon Emissions and whether or not there would be any penalties. The target of an 80% reduction of Carbon Emissions by 2050 was given to Officers. It was explained whilst the Government had not put in place any penalties there would be incentives to help speed up any gaps in progress. Part of the target which was greening our energy would be achieved in part by significant changes in technology over the next 30-40 years. Ms Hunt explained that the borough could become as efficient as possible to play our part.

The Chairman thanked the Officers for attending and asked that they come back so that the Committee could be involved in the development of the document when it is revisited on a 6 monthly basis.

It was resolved: That the Committee would remain involved with the development of the Carbon Management Plan.

70. Future Work Programme

The Committee discussed their Future Work Programme in some detail due to their decision to cancel the December Meeting. Members also considered the Forward Plan.

Resolved that:

- a) The Scrutiny Officer will request a written update from the LSP for the next Meeting;
- b) The Provision, Maintenance and Ownership of Communal Spaces should be moved to the March Meeting;
- c) The Security of Water Supplies would be the focus of the February Meeting; and
- d) The Chairman and Scrutiny Officer would have an informal meeting to discuss the Integrated Transport Strategy Consultation as a second topic for the February Meeting.

71. Duration of Meeting

6.30pm to 9.35pm.

Maidstone Borough Council

Environment and Transportation Overview and Scrutiny Committee

Tuesday 15 February 2011

Securing Water Supplies

Report of: Overview and Scrutiny Officer

1. Introduction

- 1.1 It appears to rain all the time in the UK, so why all the fuss? Despite having a seemingly wet climate, some parts of the UK do experience water shortages. Remarkably, the South East of England has less water available per person than Sudan and Syria. Each person in the UK uses approximately 150 litres of water a day. This takes into account cooking, cleaning, washing and flushing. This has been rising by 1% a year since 1930. This consumption level is not sustainable in the long-term. If we do not take action now, climate change, population shifts and behaviour mean the UK will face increased water stress in the future.
- 1.2 The Core Strategy is the principal document in the LDF. It contains the Council's overall ambitions and priorities for the District and will be used to decide what the District should be like in 2026. The Core Strategy will contain strategic housing allocations which are crucial to the implementation of the Strategy. The Core Strategy also contains a number of Core Policies that are applicable District wide and a separate section on Development Management policies. A great deal of information has been gathered to provide the basis for preparing the Core Strategy and is referred to as the evidence base. The Local Development Framework (LDF) is the set of policies that determines where and how development takes place in Maidstone. The LDF along with the Core Strategy will take into consideration Sustainable homes and the issue of water efficiency as it seeks to create a sustainable future for Maidstone. The Overview and Scrutiny Committee have a vital role to play in the decision making and policy development processes at Maidstone Borough Council.

2. Recommendation

- 2.1 The Committee are recommended to interview Building Control to understand the water saving methods that can be incorporated into new and existing developments.

The Committee are also recommended to interview Lee Dance Head of Resource and Environmental at South East Water.

Areas of questioning could include but are not limited to:

- What water saving methods are recommended to Developers that approach Maidstone Borough Council;
- At what stage in the 'Planning' process do Building Control have input to help inform developers on water efficiency;
- Does the current arrangement with the Planning and Building Control process work well in terms of progressing with the code for Sustainable Homes;
- What relationship does the authority have with the water company on water efficiency ;
- What marketing methods if any are used by the authority to raise the profile of water efficiency with new developers as well as ordinary householders making improvements to older properties;
- What marketing methods are used by the water company to raise the profile of water efficiency;
- Has Building Control seen a rise in awareness with the ordinary householder in terms of water efficiency;
- Has the water company seen a rise in awareness of the ordinary householder in terms of water efficiency;
- Had does the water company assess the success of water efficiency in relation to their supply;
- What are the long term aims and aspirations for Building Control; and
- What are the long term aims and aspirations for the water company?
- How can the Council, Water Companies and organisations like Waterwise work in a more joined up manner to meet the ongoing challenge of water efficiency?

3. Background Information

3.1 Sustainable Homes

'The code for sustainable homes became fully operational in England in April 2007 and a code for new build homes became mandatory from 1 May 2008. Developments where notice or plans were received by a local authority prior to 1 May 2008 are exempt.

From 1 May 2008 a minimum of Code Level 3 is required for all new housing promoted or supported by the Welsh Assembly Government or their sponsored bodies and from 2 June 2008, Code Level 3 is required for all new self contained social housing in Northern Ireland. The code does not apply in Scotland.

In April 2007, the Code replaced Ecohomes for the assessment of new housing in England. The Code is an environmental assessment method for new homes based

upon BRE Global's Ecohomes and contains mandatory performance levels in 7 key areas:

- **Energy efficiency/ Carbon Dioxide**
- **Water efficiency**
- **Surface water management**
- **Site waste management**
- **Household waste management**
- **Use of materials**
- **Lifetime homes (applies to Code Level 6 only).'**

Maidstone Borough Council

3.2 Best Practice

Dover District Council's Core Strategy was agreed at an Extraordinary Council meeting on 24 February 2010 and contains the following objectives in relation to water:

- **Use natural resources more efficiently especially, land for housebuilding, water and energy, produce less waste and increase recycling; and**
- **Mitigate and adapt to the forecast impacts of climate change, in particular on the water environment and biodiversity.**

Dover (along with Folkestone) has been awarded Water Scarcity Status. Dover is a growth area with 5,000 new homes due to be built. Both these factors identified by the Environment Agency and Water Companies (Southern and Veolia Water South East) prompted a Strategic Flood Risk Assessment and a Water Cycle Strategy. The water company's long term aim is to provide a new reservoir and pumping station to deal with the impact of new development. According to David Whittington, Senior Planner and Urban Designer at Dover District Council, it was at the water company's insistence that water issues were explicitly included in their Core Strategy.

3.3 Maidstone's Position

Maidstone's Core Strategy 2006-2026 is in its draft stage with a public consultation to follow in early 2011. It has been suggested that Maidstone will be creating 10,080 new homes which would maintain its growth point status but due to current funding shortages it would make use of existing infrastructure and opt for the dispersal option rather than an Urban Extension. This could change during the consultation process.

Building control enforces a standard for new houses which is equivalent to level 1 in the code for sustainable homes in regard to water efficiency. The planning department can insist on a higher level being implemented.

Level 1 is 120 litres per person, per day of potable (drinking) water consumption reduced through the use of water efficient fittings, appliances and water recycling systems. The Water Efficiency Calculator is used by Building Control which is **'the Government's National calculation methods for the assessment of water efficiency in new dwellings in support of Building Regulations Part G 2009 and the code for Sustainable Homes 2009 and subsequent versions. The calculator assesses the contribution that each internal water fitting (micro component) has on whole house water consumption, measured on litres per person per day based on research into typical water use.'**

'Due to the impacts of user behaviour it will not relate directly to the actual water use in the home but will provide a benchmark assessment of the typical consumption of a specification of fittings and their impact on water efficiency. It is not a toll for the design of water demand and drainage systems' (Code for Sustainable Homes).'

'To reach level 3 of the Code for Sustainable Homes, for example, developers must reach the following minimum standards:

- **Achieve 25 per cent reduction in carbon emissions from energy use in the home, compared to a similar home built to the building regulations;**
- **Install water saving measures like low flow taps with the aim of achieving a maximum usage of 105 litres per day;**
- **Ensure effective surface water management around the home; and**
- **That the wider environmental impact of the construction materials is reduced.'**

'Beyond reaching these minimum standards, to hit Level 3, the builder also has to attain a score by choosing from a range of voluntary measures, such as by providing:

- **More energy efficient lighting;**
- **Cycle storage;**
- **A home office;**
- **Recycling facilities;**
- **Enhanced home security; and**
- **Enhanced sound insulation.'**

It is the Government's ambition that all new homes will meet a zero carbon standard by 2016

3.4 Water Companies

Maidstone's drinking water is supplied by South East Water and Southern Water deal with sewerage and waste water but do supply water in some areas.

Both companies focus on water efficiency on their websites and link to campaigns and organisations promoting this. Southern water's slant appeals to the customer's desire to save money with the slogan **'save money, save energy, save water'** and the message **'you can help the environment and save money with a water metre'** both featured on their website. South East Water has a front page link to the **'Big Tap Challenge'** which is a national campaign giving useful tips on saving water. One of the tips references brushing your teeth and states that **'a bathroom running tap uses 6 litres of water a minute.'**

Both South East and Southern Water have put their names to the Big Tap Challenge Campaign which is in conjunction with Waterwise. Waterwise is a UK NGO focused on decreasing water consumption in the UK and building the evidence base for large scale water efficiency. They are the leading authority on water efficiency in the UK

Waterwise is an independent, not for profit organisation that receives funding from the UK water industry and from sponsorship and consultancy work.

4. Impact on Corporate Objectives

4.1 Considering water efficiency methods in the areas of Planning and Building Control and the long term vision of the Core Strategy through recommendations should help to deliver the Council's objectives for the Borough to be a place that is clean and green, a place to achieve prosper and thrive and a place with efficient and effective public services.

4.2 There is no risk involved in considering water efficiency methods.

5. Reference

Code for Sustainable Homes, Technical Guide (May 2009, Version 2).

www.bigtapchallenge.co.uk

www.waterwise.org.uk

Agenda Item 9

Maidstone Borough Council

Environment and Transportation Overview and Scrutiny Committee

Tuesday 15 February 2011

Climate Management Framework 2011- 2016

Report of: Overview and Scrutiny Officer

1. Introduction

- 1.1 Climate Change is a topic which reaches across a number of departments in the Council. A large amount of work has been done in a variety of areas because of the relevance Climate Change has to so many departments within the Council. The draft Climate Change Framework is intended to bring everything together providing a conclusive context for a variety of work to ensure that Climate Change and Maidstone's impact on the environment becomes a principle consideration of the Council in all decisions it makes. The draft Climate Change Framework: 2011-2016 and report is attached (Appendixes A and B).

2. Recommendation

- 2.1 The Committee is recommended to interview Jennifer Hunt, EMS Project Manager and Brian Morgan, Assistant Director of Regeneration and Cultural Services and to make recommendations to the Cabinet Member for Environment.
- 2.2 Areas of questioning could include but are not limited to:
- What procedures will put in place to facilitate the ongoing development of the Carbon Management Plan to ensure all the relevant departments continue to contribute and have input;
 - How will overall performance be measured taking into consideration the contributing departments and work achieved in relation to the borough as a whole;
 - What methods will be used to raise awareness of Climate Change;
 - How will communities and businesses be encouraged to promote sustainable development; and
 - Will there be incentives for communities and businesses.

3. Background information

- 3.1 The Climate Change Framework is intended to be an overarching framework. It will set out the Council's intention with respect to tackling Climate Change and will outline the various strategies and action plan that are either in development or already in place that will deliver against the stated objectives.

3.2 The vision of the Climate Change Framework is:

'To reduce greenhouse gas emissions from across Maidstone Borough, including those from the services provided by the Council, and to better prepare and adapt Maidstone's communities and businesses to the likely impacts of climate change with the aim of both protecting and enhancing the quality of life for the current and future residents of the borough.'

3.3 The objectives of the Framework are:

- To reduce Maidstone Borough Council's carbon emissions and those from the Borough as a whole;
- To prepare and adapt Maidstone Borough for future climate change;
- To raise the awareness and understanding of climate change and energy efficiency for residents, businesses, organisations and within the Council itself;
- Encourage and promote sustainable development, sustainable business and sustainable transport with the aim of enabling communities to reduce their energy and water consumption and consequently carbon emissions; and
- That all current and future MBC frameworks, strategies and action plans will seek to reduce carbon emissions in accordance with the vision of the Climate Change Framework.

4. Impact on Corporate Objectives

4.1 Considering the draft Climate Change Framework and making recommendations should help to deliver the Council's objectives for the Borough to be a place that is clean and green.

4.2 There are no risks involved in considering the draft Climate Change Framework and making recommendations.

MAIDSTONE BOROUGH COUNCIL

**ENVIRONMENT AND TRANSPORTATION OVERVIEW AND
SCRUTINY COMMITTEE**

15 FEBRUARY 2011

**REPORT OF THE ASSISTANT DIRECTOR OF REGENERATION
AND CULTURAL SERVICES**

Report prepared by Jennifer Hunt

1. Climate Change Framework: 2011 - 2016

1.1 Issue for Consideration

1.1.1 To consider the update on the draft Climate Change Framework: 2011 - 2016 that is being developed.

1.2 Recommendation of the Assistant Director of Regeneration and Cultural Services

1.2.1 That the Environment and Transportation Overview and Scrutiny Committee consider the update of the Environmental Management Systems Project Manager and considers the draft Climate Change Framework: 2011 - 2016 and makes recommendations to the Cabinet as appropriate.

1.3 Reasons for Recommendation

1.3.1 The most recent Climate Change Plan ran from 2005 – 2010 and to build on the work achieved by this plan, a Climate Change Framework: 2011 – 2016 has been drafted.

1.3.2 The nature of this draft Climate Change Framework is different from its predecessor in that instead of being an Action Plan for the next 5 years, the aim of the document is that it will be an overarching framework. It will set out the Council's intention with respect to tackling Climate Change and will outline the various strategies and action plan that are either in development or already in place that will deliver against the stated objectives.

1.3.3 Climate Change is a multi faceted topic which reaches across a number of departments in the Council. This combined with the large amount of work already being undertaken around this topic in different formats,

means that this document is intending to bring all this work under one banner and to have a central place where this would be recognised. Furthermore, this Climate Change Framework will provide a context for this work and further help to ensure that Climate Change and our impact on the environment becomes a principle consideration of the Council in all decisions it makes.

1.3.4 The vision of the Climate Change Framework is:

'To reduce greenhouse gas emissions from across Maidstone Borough, including those from the services provided by the Council, and to better prepare and adapt Maidstone's communities and businesses to the likely impacts of climate change with the aim of both protecting and enhancing the quality of life for the current and future residents of the borough.'

1.3.5 Following on from this, the five main objectives of the Climate Change Framework are as follows;

- To reduce Maidstone Borough Council's carbon emissions and those from the Borough as a whole;
- To prepare and adapt Maidstone Borough for future climate change;
- To raise the awareness and understanding of climate change and energy efficiency for residents, businesses, organisations and within the Council itself;
- Encourage and promote sustainable development, sustainable business and sustainable transport with the aim of enabling communities to reduce their energy and water consumption and consequently carbon emissions; and,
- That all current and future MBC frameworks, strategies and action plans will seek to reduce carbon emissions in accordance with the vision of the Climate Change Framework.

1.4 Alternative Action and why not Recommended

1.4.1 The draft Climate Change Framework: 2011 – 2016 could have followed in the steps of its predecessor and taken the form of an action plan. However, due to the nature of the climate change agenda and the work already being undertaken under a number of action plans and strategies at the Council, it was felt that if this approach was taken it would serve to cause a duplication of work. Instead an overarching framework which provides a context for, and brings together this work, was seen to be more appropriate in this instance.

1.5 Impact on Corporate Objectives

1.5.1 This decision is related to achieving the following Key Objectives from the proposed Strategic Plan for 2011/12:

Priority: For Maidstone to have a growing economy

Related Outcome: a transport network that supports the local economy

Related Outcome: a growing economy with rising employment, catering for a range of skill sets to meet the demands of the local economy

Priority: For Maidstone to be a decent place to live

Related Outcome: continues to be a clean and attractive environment for people who live in and visit the borough

Priority: Corporate and Customer Excellence

Related Outcome: the Council will continue to have value for money services that residents are satisfied with

1.5.2 The Climate Change Framework will help the Council towards achieving these key objectives. The framework will promote and encourage sustainable transport and business, as well as ensuring that the Borough is sustainable and adapted for future Climate Change, ensuring that is an attractive environment for years to come. Finally the framework sets out the commitment for the Council to reduce its carbon emissions and energy consumption, thereby contributing towards providing value for money services.

1.6 Risk Management

1.6.1 The risk of not achieving the maximum possible with respect to climate change and ensuring that Maidstone Borough is doing everything possible to mitigate against and adapt to climate change has been identified. This will be managed by drawing together the work being undertaken at the Council and ensuring that climate change becomes embedded in our everyday activities, the vehicle for which will be the Climate Change Framework.

1.7 Other Implications

1.7.1

1. Financial
2. Staffing
3. Legal

- 4. Equality Impact Needs Assessment
- 5. Environmental/Sustainable Development
- 6. Community Safety
- 7. Human Rights Act
- 8. Procurement
- 9. Asset Management

X

1.7.2 Environmental / Sustainable Development: This decision will increase the Council’s ability to help the borough to become more sustainable and will help to reduce the carbon emissions of the borough and from the Council services.

1.8 Relevant Documents

1.8.1 Appendices

Appendix A – Climate Change Framework: 2011 - 2016

1.8.2 Background Documents

None

IS THIS A KEY DECISION REPORT?

Yes

No

If yes, when did it first appear in the Forward Plan?

Will appear in the forward plan for 01 March 2011 to 30 June 2011

This is a Key Decision because: It is an overarching policy framework.

Wards/Parishes affected: All



CLIMATE CHANGE FRAMEWORK

2011 – 2016





INTRODUCTION

The Climate Change Framework (CCF) is the overarching document that will form the foundation through which Maidstone Borough Council will work to reduce carbon emissions and adapt to the challenges of a changing climate both within its own services and across the Borough.

Maidstone Borough Council recognises the increasing impact that climate change will have on communities in Maidstone and understands the crucial role it must play in reducing the Borough's carbon emissions to help prevent the most damaging effects of climate change. It is committed to taking a lead in communicating and addressing the causes and impacts of climate change to benefit both the current and future residents of the Borough.

The Council signed up to the Nottingham Declaration in 2000 signifying Maidstone's long term commitment to systematically addressing the causes of climate change and to prepare the community of Maidstone for its impacts. This Framework is intended to enhance this commitment and consolidate the Council's efforts for the future. This Framework will be reviewed in 6 months to take account of any change in circumstances surrounding the national indicator dataset.

THE CHALLENGE

'Climate Change is not only a massive threat to the global environment; it is also perhaps the greatest economic challenge facing us in the twenty-first century.' (Department of Energy and Climate Change (DECC))

Rising to the climate change challenge; ensuring that we reduce our emissions and minimising the impact of future climate change for the benefit of future generations to come; has become one of the most important tasks facing us today.

We must begin to consider the amount of energy and water that we consume, and why we consume it, as well as embracing sustainable transport options. Consideration of our environmental impact needs to become embedded in everyday practice if the challenging climate change targets are going to be met on a local, national and global scale.

Achievement of the objectives outlined below will help us to achieve sustainable thriving communities in Maidstone who are responding to the climate change challenge and who are able to lead their lives in a way that minimises their environmental impact, whilst not impacting on their quality of life.



POLICY CONTEXT

The Stern Review on the Economics of Climate Change (2006) said: **“There is still time to avoid the worst impacts of climate change, if we act now and act internationally”**

In recent years, climate change has started to play a greater role in the shaping of policies around the world and there is a significant movement towards tackling climate change. In terms of the legislation, the following is notable at different scales;

1. Global

There are two international agreements on Climate Change: the Kyoto Protocol (1997) and the Copenhagen Accord (2009). The Kyoto Protocol agreed emission reduction targets which give developing countries flexibility to continue development but commits industrialised nations to reduce their emissions. The Copenhagen Accord endorses the continued use of those targets.

2. European

In December 2008 the Climate and Energy Package was agreed by the European Parliament and Council and became law in June 2009. This made meeting the ‘20-20-20’ targets by 2020, which are as follows, legally binding:

- A reduction of EU greenhouse gas emissions of at least 20% below 1990 levels;
- 20% of the EU energy consumption is to come from renewable resources; and,
- A 20% reduction in primary energy use compared with projected levels, to be achieved by improving energy efficiency.

3. National (UK)

The Climate Change Act 2008 introduces the world’s first long-term legally binding framework to tackle the dangers of climate change and sets a legally binding target of an 80% cut in greenhouse gas emissions by 2050, and an interim target of 34% by 2020, set against a baseline from 1990.

Other notable legislation includes;

- The Energy Act (2008) which aims to reduce carbon dioxide emissions within the UK and abroad, whilst ensuring that the UK has secure, clean and affordable energy and details ways in which renewable energy sources will be encouraged in the UK.

- Building a Greener Future (2007) confirms the Government's intention for all new homes to be zero carbon by 2016 with a major progressive tightening of the energy efficiency building regulations up to this point.
- Local Democracy, Economic Development and Construction Bill (2009) will act to strengthen local authorities' economic development role and it states that they will need to "consider the impact of local economic development on the environment, and how the local economy will be affected by the transition to a low-carbon economy".

4. Local

In April 2009, the Council adopted a new Sustainable Community Strategy 'Maidstone 2020' which sets out the overall strategic direction and long-term vision for the Borough. One of the key cross-cutting themes was to 'Establish Maidstone Borough's reputation as a place for environmental excellence and action on climate change'. Topic 8: Environmental Excellence and Climate Change aims to deliver that theme through a number of objectives including the following;

- Reduce waste;
- Prepare the Borough's communities and businesses to adapt to climate change – particularly extreme weather incidents such as drought, heat-waves, flooding and the requirement for adequate drainage to minimise surface run off;
- Reduce carbon emissions from fossil fuels across transport commerce / business and domestic use;
- Reduce fuel poverty in the Borough;
- Improve air quality;

The Climate Change Framework will set out a structure through which this theme and related objectives can be delivered in the next 5 years, following on from the successful work of the previous Climate Change Plan 2005 – 2010.

In 2008 a new national indicator set was introduced to monitor the work surrounding climate change at a Local Authority level. Maidstone Borough Council signed up, with the other Kent authorities to report on the Climate Change indicators. In addition Maidstone Borough Council was signed up to report on a range of other indicators which deal with wider environmental and sustainability issues, all related and crucial with respect to the climate change challenge. The 3 principle Climate Change indicators are below;

- **NI 185** – Percentage CO₂ reduction from local authority operations
- **NI 186** – Per capita reduction in CO₂ emissions in the Local Authority area
- **NI 188** – Planning to adapt to climate change

In November 2008, the Cabinet set internal targets for an annual 3% reduction in carbon emissions from the Council's operations with the aim of achieving a 20% reduction by 2016 and a 30% reduction by 2021, from a 2006/07 baseline.

However, as of the 13th October 2010, the national indicator dataset was withdrawn by the Coalition Government. They announced that they will replace this national indicator set with a single comprehensive list of all data expected to be provided to central government. Details of this single set have not yet been released but are expected by the time this interim document is reviewed. The Sustainable Communities Strategy will be refreshed in light of these changes.



VISION AND OBJECTIVES

VISION

To reduce greenhouse gas emissions from across Maidstone Borough, including those from the services provided by the Council, and to better prepare and adapt Maidstone's communities and businesses to the likely impacts of climate change with the aim of both protecting and enhancing the quality of life for the current and future residents of the borough.

OBJECTIVES

Maidstone Borough Council has determined the following 5 main objectives in relation to Climate Change:

- 1) To reduce Maidstone Borough Council's carbon emissions and those from the Borough as a whole;
- 2) To prepare and adapt Maidstone Borough for future climate change;
- 3) To raise the awareness and understanding of climate change and energy efficiency for residents, businesses, organisations, and within the Council itself;
- 4) Encourage and promote sustainable development, sustainable business and sustainable transport with the aim of enabling communities to reduce their energy and water consumption and consequently carbon emissions; and,
- 5) That all current and future MBC frameworks, strategies and action plans will seek to reduce carbon emissions in accordance with the vision of the Climate Change Framework.



DELIVERY MECHANISMS

The objectives of the Climate Change Framework will be met through the implementation of a number of specific action plans and other related strategies that are either currently in place, or are in development. To ensure that the objectives of the Climate Change Framework are fed into these, the following practices will be employed;

A) Primary Climate Change Indicators

Specific action plans will be developed which will form the principle basis through which the Climate Change Framework will be delivered.

B) Frameworks / Strategies / Action Plans – Already in Place

All plans which fall into this category will, at the next appropriate point, be reviewed in light of the Climate Change Framework and any updates or revisions must take the objectives of this framework into account.

C) Frameworks / Strategies / Action Plans – In development

Any plans which are currently in development must be developed in conjunction with the Climate Change Framework to ensure they support the delivery of this overarching framework.

A) Primary Climate Change Indicators

In relation to the 3 primary climate change national indicators, Maidstone Borough Council is currently developing specific action plans for each indicator, to ensure that the individual issues associated with each national indicator are suitably addressed.

Once published the action plans will form the principle basis through which the Climate Change Framework will be targeted and delivered;

- Carbon Management Plan (CMP) – NI 185
- Carbon Emissions Reduction Action Plan (CERAP) – NI 186
- Climate Change Adaptation Action Plan (CCAAP) – NI 188

B) Associated Frameworks / Strategies / Action Plans – Already in Place

There are a number of frameworks / strategies / action plans that are currently in place that have a significant impact on the delivery of the Climate Change Framework and these are detailed below.

As discussed above, at the next appropriate point, these will be reviewed in light of the Climate Change Framework and any updates or reviews must take the vision and objectives of this framework into account.

- Sustainable Communities Strategy
- Economic Development Strategy
- Procurement Strategy
- Maidstone Town Air Quality Action Plan
- ICT Strategy
- Emergency Plan
- Waste Strategy

C) Associated Frameworks / Strategies / Action Plans – In development

There are a number of frameworks / strategies / action plans that are in development that have a significant impact on the delivery of the Climate Change Framework and these are detailed below. As noted above, these should be developed in conjunction with this framework to ensure that they support the delivery of the vision and objectives.

- Local Development Framework
- Housing Strategy
- Integrated Transport Strategy
- Biodiversity Action Plan
- Water Cycle Strategy

Local Strategic Partnership – Environmental Quality Delivery Group

The Local Strategic Partnership (LSP) is a partnership of key agencies which aim to assist in the delivery of the Sustainable Communities Strategy (SCS). This is delivered through a number of delivery groups including the Environmental Quality Delivery Group which aims to establish Maidstone Borough's reputation as a place for environmental excellence and action on climate change. To achieve this it has three key themes: carbon reduction, carbon adaptation and waste. This will be a key group through which the Climate Change Framework will be delivered.

Monitoring

The Climate Change Officers Working Group is currently in the process of being reinstated and it is intended that this group will provide the forum through which the Climate Change Framework will be implemented and monitored. The Climate Change Officers Working Group will be made up of officers from across the Council that work in the associated areas in relation to the strategies and actions plans outlined above, to ensure that work can progress to meet the objectives over the next 5 years. The main purpose of the group will be to coordinate the overall implementation of, monitor and review, the Climate Change Framework, Carbon Emissions Reduction Action Plan, Carbon Management Plan and the Climate Change Adaptation Plan. The group will meet every 4 months.



CONTACTS

More information on the Climate Change Framework can be obtained from:

Name: Jennifer Hunt

Position: Environmental Management Systems Project Manager

Email: jenniferhunt@maidstone.gov.uk

Telephone: 01622 602 471

Website: www.digitalmaidstone.co.uk

Maidstone Borough Council

Environment and Transportation Overview and Scrutiny Committee

Tuesday 15 February 2011

LSP Thematic Quarterly Performance

Report of: Overview and Scrutiny Officer

1. Introduction

1.1 As part of the Committee's remit the Local Strategic Partnership (LSP) the delivery groups for Economic Development and Regeneration and Environmental are required to provide quarterly performance updates to the Committee. The Committee will have the opportunity to focus on one-off activities or events, and review governance arrangements. The third quarter is attached at **Appendix A**.

1.2 The objectives of the delivery groups are set out below;

Economic Development and Regeneration

- Develop a vibrant economy, create prosperity and opportunities for all;
- Develop an efficient, sustainable, integrated transport system;
- Develop the borough's urban and rural communities as models for 21st century quality and sustainable living;
- Provide flexible housing to accommodate changing needs; and
- Prevent homelessness.

Environmental Quality

- Reduce waste and litter;
- Prepare the borough's communities and businesses to adapt to climate change;
- Reduce carbon emissions from fossil fuels across transport commerce/business and domestic use;
- Enhance biodiversity and links between semi natural habitats;
- Improve air quality; and
- Retain and enhance the borough's distinctive history, landscape and character.

2. Recommendation

2.1 The Committee is recommended to consider the written update giving consideration to the future possibilities to improve schemes and projects within Maidstone and make recommendations to the Cabinet Member as appropriate.

2.2 Areas of questioning could include but are not limited to:

- What monitoring is in place to ensure that the projects funded by the Performance Reward Grant are delivered on time and within budget;
- How did the LSP prioritise projects that received funding;
- Will the refresh of the LSP's priorities impact on the projects that receive funding in the future;
- How will the Government's spending cuts impact on the LSP's funding allocations and priorities; and
- What will be involved in the second phase of resource mapping and how and when will this information be acted on.

3. Local Strategic Partnership (LSP)

3.1 The LSP is a partnership of key public, private, community, faith and voluntary organisations. The partnership is the overseeing body for developing and implementing the Sustainable Community Strategy (SCS) for Maidstone. This strategy fulfils the duty placed on the borough council by the Local Government White Paper 2006 'Strong and Prosperous Communities' to produce a community strategy to promote the social, economic and environmental well-being of the people and communities of Maidstone.

3.2 The LSP is comprised of members (10-12 members, no more than 15) and includes organisations such as MBC, Theme Leads, Primary Care Trust, Police, Fire, KCC, Voluntary and community sector. Maidstone's LSP has five delivery groups; Health and Wellbeing, Economic Development and Regeneration, Environmental Quality, Safer Maidstone Partnership and Local Children's Services.

4. Impact on Corporate Objectives

4.1 Considering the progress of the LSP through recommendations should help to deliver the Council's objectives for the borough to be a place that is clean and green and a place to achieve prosper and thrive.

4.2 There are no risks involved in considering the performance of the LSP.

LOCAL STRATEGIC PARTNERSHIP
Quarter 3 update: Environment and Transportation
Date: February 2011
Report Prepared by: Sarah Robson

1.0 Overview

Maidstone Local Strategic Partnership (LSP) is a non-statutory body, bringing together a group of people who work together to improve the quality of life for everyone living and working in Maidstone. Maidstone's LSP brings together people from the council, the NHS, the police, local businesses, voluntary and community organisations and government to work together as a team to tackle issues such as crime, education, health, housing, unemployment and the environment.

The Maidstone LSP sets out the long term plan for Maidstone in its key strategy, the Sustainable Community Strategy 2009 – 2020 and oversees the delivery of its priorities which are;

- a vibrant economy, create prosperity and opportunities for all
- an efficient, sustainable, integrated transport system
- stronger and safer communities
- healthier communities and support older people to lead more active and independent lives
- make Maidstone Borough a place where people of all ages - children, young people and families - can achieve their aspirations
- develop Maidstone Borough's urban and rural communities as models for 21st Century quality and sustainable living
- a thriving sporting, creative and cultural life for all
- retain and enhance Maidstone Borough's distinctive history, landscape and character

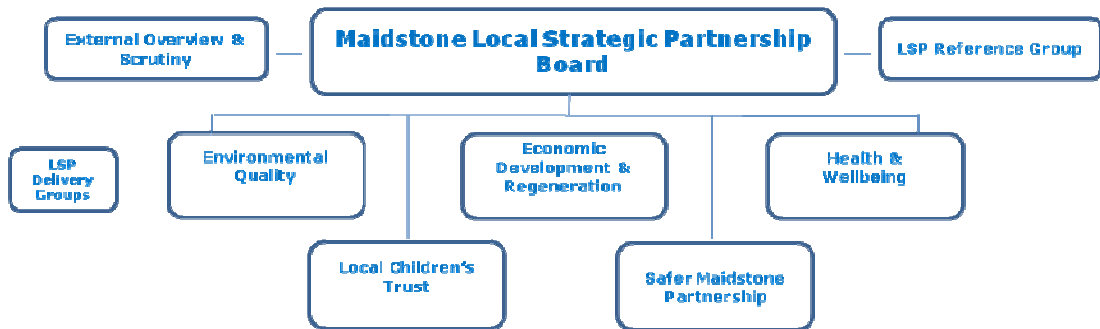
2.0 Structure

The partnership has a Board to consider issues and make decisions which is supported by five delivery groups that look at specific themes;

- Economic Development and Regeneration
- Environmental Quality
- Health and Wellbeing
- Local Children's Trust
- Safer Maidstone Partnership

In 2011, the LSP will set up a Reference Group to involve a wide range of groups and interests on issues affecting people in Maidstone and to feed views and recommendations into the Board and its delivery groups. The Reference Group links the partnership to wider networks to build two way engagement and communication between Maidstone's LSP and a wider constituency.

Maidstone's LSP is accountable to Maidstone Borough Council's Overview and Scrutiny Committees.



3.0 The Sustainable Community Strategy

The Strategy has been prepared jointly by Maidstone's Local Strategic Partnership and Maidstone Borough Council and sets out the things which are most important to people in the borough and which need to be addressed in the coming years.

4.0 General Activity

4.1 Looking back – last 12 months

- Dec 2009: The Maidstone Sustainable Community Strategy was formally adopted by the Maidstone LSP.
- Feb 2010: The LSP Constitution was revised to provide formal governance of the LSP and its delivery groups.
- Mar 2010: The Maidstone LSP held its first Away Day agreeing 5 priorities to be addressed collectively through the LSP; Domestic Abuse, Family Poverty, Teenage Conception, Road Safety and Communications.
- April 2010: Maidstone LSP awarded £270,000 Performance Reward Grant for the countywide achievement of the First Kent Agreement (Local Area Agreement 1) targets. Funding awarded to 19 local projects and activities supporting the LSP priorities.
- Aug 2010: Community Partnerships service created to support and develops the Maidstone LSP
- Sept 2010: Risk workshop held to tackle key risks to the Local Strategic Partnership achieving its strategic objectives.
- Sept 2010: Safer Maidstone Partnership confirmed as an LSP delivery group.
- Oct 2010: SQW Consultants commissioned by the LSP Board to undertake a review of the public sector money being spent in the Borough by agency and by service area.
- Nov 2010: LSP priority 'Domestic Abuse' stakeholder conference held, attracting 100 attendees.
- Dec 2010: Local Children's Trust confirmed as an LSP delivery group.
- Dec 2010: LSP e-newsletter launched.

4.2 Look forward – next 12 months

- Feb 2011: LSP website and leaflet launched.
- Mar 2011: LSP priority stakeholder conferences to be held between March to September 2011, covering the issues of Road Safety, Teenage Conception, Family Poverty and Communications.
- Mar 2011: Maidstone Sustainable Community Strategy refresh.
- Apr 2011: LSP Away Day.
- Apr 2011: Resource Mapping (Phase 2).
- May 2011: Multi-agency groups review to streamline the multi-agency meetings and working groups existing within the borough.
- Sept 2011: Performance Reward Grant evaluation against original targets and outcomes.

5.0 Quarter 3 delivery group update

5.1 Environmental Quality Delivery Group

5.1.1 Membership

Carolyn McKenzie (Chair), Sustainability and Climate Change Manager, Kent County Council
Cllr Ben Sherreard, Cabinet Member for Environment, Maidstone Borough Council
David Edwards, Director of Change and Environmental Services, Maidstone Borough Council
Rob Wise, Team Leader for Environmental Planning for Kent & East Sussex, Environment Agency
Rob Patterson, Business Development Manager, Arriva
Ben Frier, Strategic Support Coordinator, Energy Saving Trust
Graham Tanner, Travel Planning Team Leader, KCC Highways
John Bennett, Chief Executive, Kent Wildlife Trust
Lee Dance, Head of Water Resources, South East Water
Bernice Brewster, Proprietor, Aquatic Consultancy
Lee Bennett, Town Centre Management
John Newington (Lead Officer), Senior Pollution Officer, Maidstone Borough Council

5.1.2 Priorities

Priority setting meeting held with partners to refine and propose an achievable and measurable set of priorities. Partners voted for and agreed the proposed priorities, appointing a lead officer against each priority to work with partners to set an achievable and realistic set of actions, outcomes and performance measures. The following 3 priorities have been adopted by the delivery group;

- **Waste reduction**

- Business and commercial waste
- Waste market development
- Waste minimisation and prevention

- **Climate change and carbon reduction**

- Domestic housing
- Transport (smarter ways of working/travel planning)

- Renewable energy
- **Adaption**
- Resource planning
- Flood risk
- Quality
- Assets

5.1.3 Performance

All targets show improvements and progress has been shown. However, it was clear that the group has the potential to enhance delivery by focusing attention to areas where partnership working will provide add-on benefits or areas that have been overlooked to date and may not be being addressed in other environmental groups that the partners attend.

Waste (Household): The new food waste scheme looks to increase NI191 from 33% to above 34%. This area also provides the potential for market expansion into commercial markets. NI 192 had only reached 30% last year, but is currently at 33% and by Quarter 4 this year will be showing a positive result. Long term goals are set at around 50% reductions by 2015. The total waste reduction of 10% is nearly on target.

Climate Change: Domestic take up of improvement grants (CERTS) needs to be maximised. An increase of multi-agency referrals is being sought from the domestic sector through Central Government's new 'Green Deal', which will allocate funding to local government to improve housing stock and the most vulnerable residents/neighbourhoods.

Carbon Emissions: Reducing carbon emissions is currently set at a level of 6%. Domestic emissions for gas went down, while electricity consumption levels increased against NI 186. The group agreed the growth of technology and equipment in schools, businesses and homes has impacted the increase in electricity consumption levels.

Travel planning: The base line for travel planning is improving, particularly against single car occupancy. New ways of working are being discussed, including a business community club with organisations including Arriva, Cycle UK and Halfords promoting alternative forms of transport.

Adaption: SouthEast Water's 'Water Resource Strategy' has predicted consumer needs will peak in summer 2012. Water resource planning will seek to assess behaviour and demand. Partners will assess flooding risk level, quality and assets through the Borough Council's Water Resource Plan.

5.1.4 Other Activities

The Kent Environment Strategy will be proposed for adoption by the Borough Council in 2011.

The Borough Council's Climate Change Framework is currently under development and seeks to ensure consistency across Council Policies and Action Plans with regard to all aspects of Climate Change.

5.2 Economic Development and Regeneration Delivery Group

5.2.1 Membership

John Taylor (Chair), Chair of Chamber of Commerce Economic Working Group for Maidstone, Page & Wells
Cllr Malcolm Greer, Cabinet Member for Regeneration, Maidstone Borough Council
David Edwards, Director of Change, Planning and Environment, Maidstone Borough Council
Chris Blundell, Director of Asset Management & Regeneration, Maidstone Housing Trust
John Hughes, Parish Councillor, KALC
Daphne Rowlands, Assistant Principal Maidstone, Mid Kent College
Nigel Whitburn, Community Development Manager, Action with Communities in Rural Kent
Andrew Simms, Area Manager, Boots, West Kent
Andy Corcoran, Transport Manager, Kent Highways
Paul Andrews, Managing Director, Jobs in Kent
Representing the Federation of Small Business
Keith Grimley, Economic Development Officer, Maidstone Borough Council

5.2.2 Priorities

Priority setting meeting held with partners to refine and propose an achievable and measurable set of priorities. Partners voted for and agreed the proposed priorities, appointing a lead officer against each priority to work with partners to set an achievable and realistic set of actions, outcomes and performance measures. The following 4 priorities have been adopted by the delivery group;

- **Develop a vibrant economy; create prosperity and opportunities for all**
 - Skills development
 - Creation of businesses and jobs
 - Attractive location, environment, facilities and infrastructure
- **Support an efficient, sustainable and integrated transport system**
 - Travel plans and impact
 - Park and Ride
- **Flexible housing to accommodate changing needs**
 - Affordability
 - Environment and sustainability
 - Reduce homelessness
- **Develop Maidstone Borough's urban and rural communities as models for 21st Century quality and sustainable living**
 - Improve natural and built environment
 - Lifestyle (cultural and sports offer)

5.2.3 General Activity

KCC Local Transport Plan (LTP3): The NTP (National Transport Plan) consultation is scheduled for release at the end of December 2010 and will recommend the development of a new framework, the Annual Authority National Framework Strategy. The LTP3 will set a framework for transport improvements across the county over the next five years. It addresses both short-term growth implications and long-term through the Local Development Framework. The final plan is due to be published in March 2011. The plan will be subject to a capital funding review set by the Department of Transport, which may result in the capital funding programme not being available going forward.

The delivery group agreed that its priorities within the LTP3 should be;

- Reinstatement and improvement of rail services in the borough
- Funding of park and ride

Group members have contributed to the brief for and execution of a Kent County Council led survey of home-based businesses in Maidstone and Kent, including business support needs. The purpose being to better understand the needs of young, small businesses and their relative prevalence locally.

Maidstone Borough Council

Environment and Transportation Overview & Scrutiny Committee

Tuesday 15 February 2011

Future Work Programme

Report of: Overview & Scrutiny Officer

1. Introduction

- 1.1 For the Committee to consider its Future Work Programme and the Forward Plan of Key Decisions.

2. Recommendation

- 2.1 That the Committee considers the Future Work Programme, attached at **Appendix A**, to ensure that it is appropriate and covers all issues Members currently wish to consider within the Committee's remit.
- 2.2 That the Committee considers the sections of the Forward Plan of Key Decisions relevant to the Committee and discuss whether these are items requiring further investigation or monitoring by the Committee.
- 2.3 That the Committee considers the Performance Exception Report showing the performance of key areas (**Appendix B**) to decide if they wish to interview the Officers involved in the outcomes.

3. Future Work Programme

- 3.1 Throughout the course of the municipal year the Committee is asked to put forward work programme suggestions. These suggestions are planned into its annual work programme. Members are asked to consider the work programme at each meeting to ensure that it remains appropriate and covers all issues Members currently wish to consider within the Committee's remit.
- 3.2 The Forward Plan (**Appendix C**) for 1 January 2011 to 30 April 2011 contains the following decisions relevant to the Environment and Transportation Overview and Scrutiny Committee:

- King Street Multi Storey Car Park;
- Bereavement Services – Fees & Charges 2011-12; and
- Review of Fees & Charges for Parks & Leisure 2011-12

4. Impact on Corporate Objectives

- 4.1 The Committee will consider reports that deliver against the following Council priority:
- 'A place that is clean and green'.
- 4.2 The Strategic Plan sets the Council's key objectives for the medium term and has a range of objectives which support the delivery of the Council's priorities. Actions to deliver these key objectives may therefore include work that the Committee will consider over the next year.

Environment and Transportation Overview and Scrutiny Committee







Future Work Programme 2010-2011

Date	Items to be considered
15 June 2010	<ul style="list-style-type: none"> • Election of Chairman and Vice-Chairman • Work Programming Workshop
20 July 2010	<ul style="list-style-type: none"> • CANCELLED
17 August 2010	<ul style="list-style-type: none"> • Interview with the Cabinet Member for Environment – priorities for the year • Interview with the Cabinet Member for Leisure and Culture – priorities for the year • First quarter performance monitoring: Interview with Jonathan Scott concerning Street Cleansing performance • First quarter performance monitoring: Interview with Brian Morgan concerning performance of the Park and Ride service.
21 September 2010	<ul style="list-style-type: none"> • Home Office consultation - Review of Waste Policies: Written update on the outcome of the meeting on 16 September of the Kent Waste Partnership. • Update on charges for bulky waste collection and the waste strategy. • Interview with the Cabinet Member for Environment on the above items • LSP thematic quarterly performance report – Interview the Leader and / or specific partners depending on performance issues
19 October 2010	<ul style="list-style-type: none"> • Cleansing of streets and rural areas: - written update • Integrated Transport Strategy: –Interview with Michael Thornton and Peter Rosevear • Air Quality Action Plan – Interview with John Newington, Senior Pollution Officer
16 November 2010	<ul style="list-style-type: none"> • Car Parks and Park and Ride
14 December 2010	<ul style="list-style-type: none"> • POSTPONED
18 January 2011	<ul style="list-style-type: none"> • Local Transport Plan for Kent 2011-01-10 • Interview with Paul Crick, KCC Director of Integrated Transport Strategy and Planning • Carbon Management Plan • Interview with Jennifer Hunt, EMS Project Manager;

Appendix A



	and David Tibbit, Property & Procurement Manager
15 February 2011	<ul style="list-style-type: none"> • Security of water supplies: • Interviews with Lee Dance, Head of Resource and Environmental at South East Water and Building Control • Climate Change Framework: • Interview with Jennifer Hunt • LSP Performance Report – Written Update
15 March 2011	<ul style="list-style-type: none"> • Consider draft scrutiny report on Communal Spaces • Provision, Maintenance and Ownership of Communal Spaces: Interview witnesses
19 April 2011	<ul style="list-style-type: none"> • LSP thematic quarterly performance report • Interview with Cabinet Member for Environment – progress over the year • Interview with the Cabinet Member for Leisure and Culture – progress over the year

Environment & Transportation Quarter 3 Key Performance Indicator Exception Report



PI Status		Direction of Travel*	
	Alert		Improving
	Warning (within 10% of target)		No Change
	Unknown		Getting Worse

*Direction of travel is assessed by comparing the performance for the current period against the same period for the previous year. Quarter 3 20010/11 has been assessed against Quarter 3 2009/10.

A place to achieve, prosper and thrive KO 005 Reduce traffic congestion and support economic growth through the development of a sustainable transport strategy


PI Ref	Indicator Description	2009/10 Out-turn	Q3 2010/11		Q4 2010/11	Year to date	Annual Target 2010/11	Responsible Officer	Expected Outcome	Direction of Travel	2010/11 Status	
			Q1 2010/11	Q2 2010/11								Target
KPI 012	Number of onboard Park & Ride bus transactions	445,129	104,014	110,103	112,500	82,190	296,307	450,000	Michael Thornton	Annual target will not be achieved		
<p>There has been a 35% decrease in the number of on board transactions compared to the same period in 2009/10. The impact of the snow experienced in late November and in December and the profiled customer levels for remainder of the year mean that the target will not be achieved. It is expected that the final out-turn for this indicator will be around 400,000 transactions.</p>												

A place that is clean and green KO 006 Enhance the Council's parks, green spaces and natural habitats through initiatives like the Mote Park improvement project


PI Ref	Indicator Description	2009/10 Out-turn	Q3 2010/11		Q4 2010/11	Year to date	Annual Target 2010/11	Responsible Officer	Expected Outcome	Direction of Travel	2010/11 Status
			Q1 2010/11	Q2 2010/11							
KPI 014	Footfall in Mote Park		268,015	277,256	Set baseline	153,428	698,699	Set Baseline	Jason Taylor	Target will be met	
KPI 015	Improvements to the accessibility of parks	16,397	4,425	5,096	4,141	1,911	11,432	16,561	Jason Taylor	Target will be slightly	

PI Ref	Indicator Description	2009/10 Out-turn	Q1 2010/11	Q2 2010/11	Q3 2010/11		Q4 2010/11	Year to date	Annual Target 2010/11	Responsible Officer	Expected Outcome	Direction of Travel	2010/11 Status
					Target	Value							
	and open spaces measured through footfall (compared to previous year)										missed		
	The quarterly figures have continued along the same profile as previous years. Although the quarter 3 figure only show a 3% reduction compared to the previous year, the year to date figure shows that footfall in parks is -18% compared to 2009/10. Analysis of the last four years shows that quarter 1 and 2 of 2009/10 were exception high (For example the quarter 1 figure for 2009/10 was 82% above the three year average for quarter 1). If the final quarter follows the profile of previous years it is unlikely that the annual target will be achieved.												

A place that is clean and green
 KO 007 Maintain a clean and pleasant environment for people who live in and visit the borough

PI Ref	Indicator Description	2009/10 Out-turn	Q1 2010/11	Q2 2010/11	Q3 2010/11		Q4 2010/11	Year to date	Annual Target 2010/11	Responsible Officer	Expected Outcome	Direction of Travel	2010/11 Status
					Target	Value							
40 KPI 019	Satisfaction with street cleaning	64%	60.32%	55.7%	67%	55.85%		56.81%	67%	Jonathan Scott	Annual target will not be achieved	→	
	The figures are following same profile as previous year. A performance in several individual wards has improved and the response rate remains good at around 20%. This indicator is about perception which can be easily influenced and therefore may not be a true reflection of the actual cleanliness of the borough. The survey cards have been amended to allow more comments from residents about how the services can be improved however, at this stage is it likely that the annual target will not be achieved.												

A place that is clean and green
 KO 010 Reduce the amount of waste produced by local people and increase the proportion of waste reused or recycled

PI Ref	Indicator Description	2009/10 Out-turn	Q1 2010/11	Q2 2010/11	Q3 2010/11		Q4 2010/11	Year to date	Annual Target 2010/11	Responsible Officer	Expected Outcome	Direction of Travel	2010/11 Status
					Target	Value							
NI 191	Residual household waste per household	608.89	161.63	146.61	143.58	N/A		308.24	574.30	Jennifer Gosling	Target will be slightly missed	?	

PI Ref	Indicator Description	2009/10 Out-turn	Q1 2010/11	Q2 2010/11	Q3 2010/11		Q4 2010/11	Year to date	Annual Target 2010/11	Responsible Officer	Expected Outcome	Direction of Travel	2010/11 Status
					Target	Value							
	Data for this indicator is supplied by Kent Country Council and therefore subject to a time delay. Quarter 3 data will be reported in the Annual Performance Plan. Please note Quarter 2 data which was not available when the Quarter 2 report went to Cabinet and the year to date figure which is for the period 1 st April 2010 to 30 th September 2010. When the target was set it was expected that the food waste collection would have been operational in October 2010, which would have reduced the amount of residual waste, as this programme has been delayed is it likely that the annual target will be marginally missed.												
NI 192	Percentage of household waste sent for reuse, recycling and composting	30.06%	33.01%	33.07%	34.00%	N/A		33.04%	34.00%	Jennifer Gosling	Target will be slightly missed		
	Data for this indicator is supplied by Kent Country Council and therefore subject to a time delay. Quarter 3 data will be reported in the Annual Performance Plan. Please note Quarter 2 data which was not available when the Quarter 2 report went to Cabinet and the year to date figure which is for the period 1 st April 2010 to 30 th September 2010. When the target was set it was expected that the food waste collection would have been operational in October as this programme has been delayed is it likely that the annual target will be marginally missed.												

MAIDSTONE BOROUGH COUNCIL

FORWARD PLAN

**1 January 2011 to
30 April 2011**

**Councillor Christopher Garland
Leader of the Council**



**Forward Plan
January 2011 - April 2011**

Decision Maker, Date of Decision/Month in which decision will be made and, if delayed, reason for delay:	Title of Report and Brief Summary of Decision to be made:	Consultees and Method:	Contact Officer and deadline for submission of enquiries:	Relevant Documents:
<p>Cabinet Member for Environment Due Date: Mar 2011</p>	<p>King St Multi Storey Car Park To consider the options for the future of King St Multi Storey Car Park</p>	<p>Ward Members Management Team</p>	<p>Steve Goulette, Assistant Director of Environment & Regulatory Services 31 January 2011</p>	<p>Exempt Cabinet Member Report for King St Multi Storey Car Park</p>
<p>Cabinet Member for Leisure and Culture Due Date: Jan 2011 Original Date: 17 Dec 2010</p>	<p>Bereavement Services - Fees & Charges 2011/12 To consider the recommended charges for the crematorium and cemetery for 2011/12</p>	<p>Site visitors and users Feedback from site users and general community</p>	<p>Tim Jefferson, Leisure Management Officer Contact: Tim Jefferson Environmental Facilities Manager t 01622 602121 e timjefferson@maidstone.gov.uk</p>	<p>Cabinet Member Report for Bereavement Services - Fees & Charges 2011/12</p>

**Forward Plan
January 2011 - April 2011**

Decision Maker and Date of Decision/Month in which decision will be made:	Title of Report and Brief Summary of Decision to be made:	Consultees and Method:	Contact Officer and deadline for submission of enquiries:	Relevant Documents:
<p>Cabinet Member for Leisure and Culture Due Date: Jan 2011</p>	<p>Review of Fees and Charges for Parks and Leisure 2011-12 To set the level of fees and charges for Parks and Leisure Services within the remit of the Cabinet Member for Leisure</p>	<p>Existing users Discussions with existing users</p>	<p>Steve Goulette, Assistant Director of Environment & Regulatory Services December 6th 2010</p>	<p>Cabinet Member Report for Review of Fees and Charges for Parks and Leisure 2011-12</p>