

**ENVIRONMENT & TRANSPORT CABINET COMMITTEE**

**Wednesday 6th July 2022**

**10.00 am**

**Council Chamber**







## AGENDA

### ENVIRONMENT & TRANSPORT CABINET COMMITTEE

**Wednesday, 6 July 2022 at 10.00 am**  
**Council Chamber, Sessions House,**  
**County Hall, Maidstone**

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

#### **Membership (16)**

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

#### **UNRESTRICTED ITEMS**

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

- 1 Introduction/Webcast announcement
- 2 Membership  
To note that Mr Andy Weatherhead has replaced Mrs Lottie Parfitt-Reid as a member of this committee.
- 3 Apologies and Substitutes  
To receive apologies for absence and notification of any substitutes present.
- 4 Declarations of Interest by Members in items on the Agenda  
To receive any declarations of interest made by Members in relation to any matter on the agenda. Members are reminded to specify the agenda item number to which it refers and the nature of the interest being declared.
- 5 Minutes of the meeting held on 19 May 2022 (Pages 1 - 8)  
To consider and approve the minutes as a correct record.

- 6 Verbal Updates by Cabinet Members and Corporate Director
- 7 Performance Dashboard (Pages 9 - 20)
- 8 22/00052 - KCC Supported Bus Funding Review (Pages 21 - 58)
- 9 Annual update on the Energy and Low Emissions Strategy (Pages 59 - 140)
- 10 Transport for London Consultation on Extension of the Ultra-Low Emission Zone and Road User Charging (Pages 141 - 156)
- 11 Work Programme (Pages 157 - 160)

### **EXEMPT ITEMS**

*(At the time of preparing the agenda there were no exempt items. During any such items which may arise the meeting is likely NOT to be open to the public)*

Benjamin Watts  
General Counsel  
03000 416814

**Tuesday, 28 June 2022**

**KENT COUNTY COUNCIL**

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**ENVIRONMENT & TRANSPORT CABINET COMMITTEE**

MINUTES of a meeting of the Environment & Transport Cabinet Committee held in the Council Chamber, Sessions House, County Hall, Maidstone on Thursday, 19 May 2022.

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

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

IN ATTENDANCE: Mr S Jones (Corporate Director of Growth, Environment and Transport), Mr M Smyth (Director of Environment and Waste), Mr P Lightowler (Interim Director of Transportation) and Mr M Dentten (Democratic Services Officer)

**UNRESTRICTED ITEMS****76. Declarations of Interest by Members in items on the Agenda**  
*(Item 3)*

No declarations were made.

**77. Minutes of the meeting held on 17 March 2022**  
*(Item 4)*

RESOLVED that the minutes of the meeting held on 17 March 2022 were an accurate record and that they be signed by the Chairman.

**78. Verbal Updates by Cabinet Members and Corporate Director**  
*(Item 5)*

1. Mr Brazier gave his verbal update. He informed the committee that he had recently travelled on the Thameside electric bus service in Dartford; met with the Leader of Canterbury City Council to discuss their local plan and infrastructure; and begun work with officers on communication and community central live labs improvements. He reassured members that he had been monitoring the lack of highway capacity, as a result of recent ferry disruptions, meeting with the Port of Dover, National Highways and local stakeholders in Dover. He noted that interviews for the position of Director of Highways and Transport had taken place and that the successful candidate would be announced in due course.
2. Miss Carey gave her verbal update. The committee were directed to the quarterly environment and waste member briefings which had been circulated in advance of the meeting. She informed members that Allington Household

Waste Recycling Centre had won Best Use of Design and Technology in a Waste Management Facility at the Letsrecycle Awards for Excellence on 18 May. She invited members to visit the site. Miss Carey introduced Matthew Smyth as KCC's new Director of Environment and Waste. Mr Smyth summarised his professional background in waste and environmental services, set out his commitment to progress the Council's environmental commitments and lead a solutions-based service.

3. Mr Jones gave his verbal update. He updated the committee on the following: the conclusion of the Plan Tree public consultation; facilitating the Queen's Green Canopy, with a tree planted for each child in KCC's care; collaboration with districts on town centre improvements; traffic volume; the number of serious and fatal accidents over the past year, at 145 and 4 respectively; the bike ability team's work training 4,100 children; and the walking bus campaign, which members were encouraged to promote locally.

RESOLVED to note the updates.

### **79. Traffic Management Act Part 6 Verbal Update** *(Item 6)*

*Tim Read (Head of Transportation) was in attendance for this item.*

1. Mr Read gave a verbal update on recent developments related to the application for Part 6 Traffic Management powers, since the previous update in November 2021. He confirmed that a six-week public consultation was ongoing and included detail on the types of restrictions and suitable areas. He informed members that, as part of the application process, the Leader of the Council had written to the Department for Transport. He reminded members that the timeframe was dependent on the parliamentary timetable.
2. The chairman asked why there had been delays in enacting the powers. Mr Read recognised that the Department for Transport had had a series of additional priorities, including EU transition which had delayed guidance and the imposition of powers.
3. In response to a question from Mr Watkins, Mr Jones confirmed that the pricing structure for fixed penalty notices, issued under the powers, were set nationally.

RESOLVED to note the update.

### **80. Buglife and Kent Wildlife Trust Bugs Matter Report** *(Item 7)*

*Paul Hadaway (Director of Conservation at Kent Wildlife Trust) and Elizabeth Milne (Natural Environment and Coast Manager) were in virtual attendance for this item.*

1. The chairman set out the reasons the Kent Wildlife Trust Bugs Matter Report had been brought to the committee. He shared his concern at the steep

decline in insect numbers in Kent over the past 17 years and recognised the importance of the issue in relation to Kent's Plan Bee.

2. Mr Hadaway gave a presentation. Topics covered included: research into invertebrate decline; citizen science methods; the bugs matter app ([www.bugsmatter.app](http://www.bugsmatter.app)); key survey results, including a 58.5% decline in insect numbers since 2004; stakeholder engagement; future solutions and funding requirements. He confirmed that the methodology used in the 2021 Bugs Matter Citizen Science Survey was identical to that used by the RSPB in 2004, aside from the use of an app.
3. In response to a question from Mr Sandhu on the national organisation of Wildlife Trusts and their communications networks, Mr Hadaway confirmed there were 46 federated wildlife trusts nationally, with 12 having been involved in the recent Bugs Matter programme. He noted that insect numbers in Kent were below the national average. He stressed the importance of multi-agency biodiversity planning.
4. Ms Dawkins asked whether KCC used pesticides. Miss Carey confirmed that pesticides were not used on the KCC estate and that herbicide use was minimised, where possible. She reminded members that, to support Kent's Plan Bee, tiered rural swathe conservation cuts had commenced across the county. Mr Jones gave further reassurance that KCC used DEFRA approved products for weed clearance. He told the committee that the Soft Landscaping team had embedded input from Kent Wildlife Trust into their operations.
5. Following a question from Mr Watkins, Ms Milne reassured members that a revised plan for monitoring the impact of Plan Bee was expected for Autumn 2022.
6. In response to a question from Mr Lewis on the scope of cross working between KCC and Kent Wildlife Trust, Ms Milne reassured members that she met and consulted with the Trust regularly.
7. Members thanked Mr Hadaway for his presentation, the responses given and invited further collaboration between the committee and Kent Wildlife Trust.

RESOLVED to note the contents of the report.

## **81. Plan Sea**

*(Item 8)*

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

1. Mr Hills, as Deputy Cabinet Member for Environment, gave a verbal overview of the report, addressed its scope and emphasised the importance of Kent's coastal and marine environment. He summarised existing responsibilities and the work undertaken by partners including the Kent and Essex Inshore Fisheries and Conservation Authority.

2. Ms Milne addressed the key elements of the report which included: the current picture, with multiple agencies working in isolation on coastal environment; minimising duplication; statutory responsibilities; Local Nature Recovery Strategies; future risks; and opportunities.
3. Mr Baldock asked that coastal communities be directly involved in the development of the strategy and its proposed actions, in order to ensure local support and awareness.
4. Mr Baker stressed the importance of forming precise desired outcomes, to maximise impact and prevent mission creep.
5. Following a question from Ms Dawkins, Ms Milne agreed to circulate information on coastal land ownership following the meeting.
6. Mr Dendor emphasised the need for KCC to lead on coastal environment, given the numerous organisations involved and current lack of a clear champion.
7. The committee supported the development of a coastal and marine strategy.

RESOLVED to comment on the considerations laid out by the report in respect of Kent County Council taking forward a coastal and marine strategy.

## **82. Environment, Net Zero and Section 31 Public Sector Decarbonisation Scheme Update**

*(Item 9)*

*Helen Shulver (Interim Head of Sustainable Business and Communities) was in attendance for this item.*

1. Miss Carey introduced the report, reminded members of the £20.6m Public Sector Decarbonisation Scheme grant received from government, projects delivered and planned, and the challenges faced delivering projects against strict central deadlines. She informed members that the extended deadline to complete all projects was 30 June 2022. She explained the projects' significant role in achieving KCC net zero by 2030.
2. Mr Baldock asked that the Cabinet Member lobby central government for a long-term national decarbonisation programme in order to sustain funding. He raised concern at the future funding challenges mentioned in section 9.4 of the report and asserted that further external funding was important for the Council achieving organisational net zero by 2030.

RESOLVED to:

1) note the considerable progress towards KCC Net Zero 2030 target achieved in 2021 despite the challenging operating environment;

2) discuss the changes to external funding that impacts on KCC's ability to deliver the Net Zero by 2030 ambition and wider programme beyond 2023/24;



3) note the risks associated with the Net Zero and Public Sector Decarbonisation Scheme Programmes as outlined in section 6.

### **83. Electric Vehicle Charging Infrastructure in Kent**

*(Item 10)*

*Tim Middleton (Transport Innovations Programme Manager) was in attendance for this item.*

1. Mr Brazier introduced the report which updated the committee on national and local electric vehicle charging infrastructure developments. He highlighted that government had published its 'Taking charge: the electric vehicle infrastructure strategy' in March, which expected KCC, as a local highways authority, to develop its own strategy outlining how the Council would meet the national ambitions. He noted that government's strategy recognised that the required combination of high powered and slower chargers was unclear as the market was still developing. He recognised that private enterprise would play an increasing role in the expansion of electric vehicle infrastructure.
2. Mr Middleton gave further detail on local government's role within government's strategy, which included the development of local charging infrastructure, facilitating infrastructure planning, maximising public accessibility to charging points and ensuring timely installation.
3. In relation to sections 2.14 and 2.15 of the report, Mr Middleton agreed to provide members with updated figures following the meeting.

RESOLVED to note the contents of the report.

### **84. 22/00039 - Pothole Programme**

*(Item 11)*

*Andrew Loosemore (Head of Highways Asset Management) was in attendance for this item.*

1. Mr Brazier explained the key decision to fund an annual pothole and patching programme of £7m per annum, totalling £21m over 3 years. He informed members that the impetus for the decision had been a £9m reduction in the Department for Transport's highways grant, which had impacted the budget available for asset management, including pothole and patching work.
2. Mr Jones explained the decision's funding arrangements, which constituted a re-profiling of existing borrowing, which would not increase borrowing for the current financial year. He confirmed that the contract base would be reassessed in years 2 and 3 of the programme.
3. Mr Loosemore outlined the impact of previous pothole blitz programmes, which formed a proactive approach to asset management. He stated that the previous programmes had reduced the volume of public pothole enquires over the previous 5 years. In relation to the price of materials and resulting increase

in contracts costs, he noted that there had been increases over the previous year of 6-10%. He confirmed that the proposed pothole programme would be in addition to regular asset management operations.

4. Following a question from Mr Lewis, Mr Loosemore confirmed that the reduction in Department for Transport grant represented a 20% overall reduction in highways asset management funding.
5. Mr Dendor asked what was done to hold utility companies to account on the quality of their works, given the impact on the highway network and possibility that poor work led to potholes. Mr Loosemore confirmed that all works were inspected and that contractors were liable to compensate KCC if works were substandard.
6. Mr Sole asked how much previous pothole blitz programmes had cost and whether the categorisation of a pothole had changed. Mr Jones confirmed that there was no change in the pothole requirement and that previous programmes were £10m per annum.

RESOLVED to endorse the Cabinet Member for Highways and Transport on the proposed decision to fund an annual pothole and patching programme (Pothole Blitz) of £7m per annum totalling £21m over 3 years;

delegation of authority to the Corporate Director of Growth, Environment and Transport and the Corporate Director of Finance to agree funding mechanisms to support the programmes; and

delegation of authority to the Director of Highways and Transportation to award and enter appropriate contractual arrangements for the provision of the Pothole and Patching programme (Pothole Blitz) contracts.

## **85. Supported Buses Consultation Update**

*(Item 12)*

*Mr C Simkins (Member for Ashford Rural West), Mr R Lehmann (Member for Swale East) and Stephen Pay (Transport Integration Manager) were in attendance for this item.*

1. Mr Brazier gave an update on the Bus Funding Reduction public consultation which closed on 20 April. He explained the purpose of bus subsidisation, current provision, cost and that there was no statutory requirement for the Council to subsidise bus services. He reminded members of the desire to make savings to the Council's revenue budget, with a service saving of £2.2m required, which represented an overall annual reduction of £3m. He confirmed that an Equalities Impact Assessment had been completed and reviewed. Members were informed that the key decision on the issue would come to the committee's July meeting for consideration.
2. Mr Lightowler explained the eight-week public consultation process, including the incorporation of locally organised surveys and noted that 2,562 responses were received. Mr Pay outlined the most common responses given by

residents, which included concerns that a future reduction in bus services would impact wellbeing and increase isolation.

3. Ms Dawkins asked that the feasibility of cross directorate funding for supported bus services be investigated, in order to mitigate any impact on home to school transport.
4. Mr Jeffrey asked that Public Transport work with operators to review timetabling following any service changes, in order to maximise public accessibility.
5. Mr Lehmann warned that a reduction in bus services could negatively impact the climate and increase the volume of journeys on Kent's roads.
6. Mr Simkins shared his concerns that a withdrawal of subsidised services would disproportionately impact elderly residents, school children and communities without local amenities.

RESOLVED to note the paper and initial consultation outcomes.

#### **86. 22/00046 - Environmental Remediation Works at North Farm Closed Landfill Site**

*(Item 13)*

*David Beaver (Head of Waste Management and Business Services) and Charlotte Beck (Infrastructure Project Coordinator) were in attendance for this item.*

RESOLVED to endorse the Cabinet Member for Environment on the proposed decision to provide approval to spend and award a Contract for environmental remediation works at North Farm Closed Landfill Site.

#### **87. Performance Dashboard**

*(Item 14)*

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

1. Ms Kennard gave a verbal summary of the performance dashboard up to March 2022. She confirmed that of the 19 key performance indicators within the remit of environment and transport, 15 had been RAG rated green, 3 amber and 1 red. She acknowledged that this reflected good overall performance. In relation to the red rating, WM03: Waste recycled and composted at Household Waste Recycling Centres, she noted that an Environment Agency directive, that household waste wood could no longer be recycled, had meant that more non-recyclable waste was taken to Centres. She outlined the proposed indicators and targets for the 2022-2023 Performance Dashboard.

RESOLVED to note the Performance Dashboard and agree the proposed indicators and targets for 2022/23.

**88. Work Programme**  
(Item 15)

RESOLVED that the work programme be noted.

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

To: Environment & Transport Cabinet Committee – 6 July 2022

Subject: Performance Dashboard

Classification: Unrestricted

**Summary:**

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

Eleven of the seventeen KPIs achieved target and are RAG rated Green. Four KPIs were below target but did achieve the floor standard and are RAG rated Amber. One KPI was below floor standard and is RAG rated Red. One new KPI will be reported on when Quarter 1 data is available.

**Recommendation(s):**

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

**1. Introduction**

1.1. Part of the role of Cabinet Committees is to review the performance of the functions of the Council that fall within the remit of the Committee. To support this role, Performance Dashboards are regularly reported to each Cabinet Committee throughout the year, and this is the first report for the 2022/23 financial year.

**2. Performance Dashboard**

2.1. The Dashboard provides a progress report on performance against target for the Key Performance Indicators (KPIs) for 2022/23. These KPIs, activity indicators and targets came before the Cabinet Committee for comment in May 2022. The current Environment and Transport Cabinet Committee Performance Dashboard is attached at Appendix 1.

2.2. The current Dashboard provides results up to the end of March/April 2022.

2.3. KPIs are presented with RAG (Red/Amber/Green) alerts to show progress against targets. Details of how the alerts are generated are outlined in the Guidance Notes, included with the Dashboard in Appendix 1.

- 2.4. Four out of five KPIs in Highways & Transportation achieved or exceeded target for latest month performance and were RAG rated Green. Potholes repaired in 28 calendar days dropped below target for April.
- 2.5. One of the three digital take-up indicators in Highways and Transportation was RAG rated Green, with online completion of public enquires for Highways Maintenance, and speed awareness courses booking, being above floor standard but not achieving their new higher targets, and so rated Amber.
- 2.6. Six of the nine indicators for Environment and Waste were above target, leaving two that were below. Municipal waste recycled and composted achieved floor standard but was below target; HWRC recycling and composting is below floor standard. The one new indicator on HWRC waste recycled and wood converted to energy at a biomass facility, will be reported on when Quarter 1 data is available.

### **3. Recommendation(s):**

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

#### **4. Contact details**

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Corporate Director, Growth, Environment and Transport  
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# **Environment and Transport Performance Dashboard**

## **Financial Year 2022/23**

### **Results up to March/April 2022**

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**Produced by Kent Analytics**

**Publication Date: June 2022**



## Guidance Notes

Data is provided with monthly frequency except for Waste Management and Greenhouse Gases where indicators are reported with quarterly frequency and as rolling 12-month figures to remove seasonality.

### RAG RATINGS

GREEN	Target has been achieved
AMBER	Floor Standard* achieved but Target has not been met
RED	Floor Standard* has not been achieved

\*Floor Standards are the minimum performance expected and if not achieved must result in management action

### Activity Indicators

Activity Indicators representing demand levels are also included in the report. They are not given a RAG rating. Instead, they are tracked within an expected range represented by Upper and Lower Thresholds. The Alert provided for Activity Indicators is whether they are within their expected range or not. Results can either be within their expected range (**Yes**), or **Above** or **Below** their expected range



## Key Performance Indicators Summary

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

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

Environment & Waste	RAG
WM01 : Municipal waste recycled and composted	AMBER
WM02 : Municipal waste converted to energy	GREEN
WM01 + WM02 : Municipal waste diverted from landfill	GREEN
WM03 : Waste recycled and composted at HWRCs	RED
WM04 : Percentage of HWRC waste recycled and wood converted to energy at biomass facility	*
WM08 : Percentage of customers satisfied with HWRC services	GREEN
EPE14 : Greenhouse Gas emissions from KCC estate (excluding schools)	GREEN
EW1: Percentage of statutory planning consultee responses submitted within 21 days	GREEN
DT05 : Percentage of HWRC voucher applications completed online	GREEN

\* To be reported when Quarter 1 data available.

<b>Division</b>	<b>Corporate Director</b>	<b>Cabinet Member</b>
Highways & Transportation	Simon Jones	David Brazier

### Key Performance Indicators

Ref	Indicator description	Jan-22	Feb-22	Mar-22	Apr-22	Month RAG	Year to Date	YTD RAG	Target	Floor	Prev. Yr
HT01	Potholes repaired in 28 calendar days (routine works not programmed)	98%	98%	90%	80%	AMBER	80%	AMBER	90%	80%	95%
HT02	Faults reported by the public completed in 28 calendar days	91%	91%	89%	90%	GREEN	90%	GREEN	90%	80%	90%
HT04	Customer satisfaction with service delivery (100 Call Back)	99%	99%	97%	96%	GREEN	96%	GREEN	95%	85%	96%
HT08	Emergency incidents attended to within 2 hours	99%	99%	99%	98%	GREEN	98%	GREEN	98%	95%	98%
HT12	Streetlights, illuminated signs and bollards repaired in 28 calendar days	81%	96%	93%	94%	GREEN	94%	GREEN	90%	80%	89%

HT01 – The below target performance in April is mainly due to a lack of available resource from Amey our term maintenance contractor. This was discussed at our regular Contract Board meetings and they have reassured us they are actively working to resolve this issue to get us back on track in the coming months. Previous monthly performance has been above target.

<b>Division</b>	<b>Corporate Director</b>	<b>Cabinet Member</b>
<b>Highways &amp; Transportation</b>	<b>Simon Jones</b>	<b>David Brazier</b>

### Activity Indicators

Ref	Indicator description	Dec-21	Jan-22	Feb-22	Mar-22	Apr-22	Year to Date	In expected range?	Expected Range Upper   Lower	
HT01b	Potholes repaired (as routine works and not programmed)	1,053	409	949	1,187	1,495	<b>1,495</b>	Yes	1,800	1,400
HT02b	Routine faults reported by the public completed	3,621	2,680	4,299	4,864	4,127	<b>4,127</b>	<b>Below</b>	5,400	4,400
HT06	Number of new enquiries requiring further action (total new faults)	4,729	6,462	7,456	6,727	5,493	<b>5,493</b>	<b>Below</b>	8,200	6,600
HT07	Work in Progress (active enquiries/jobs) - end of month snapshot	5,535	5,626	5,699	5,330	<b>5,417</b>	N/a	<b>Below</b>	7,100	6,100
HT13	Streetwork permits issued	11,024	12,761	13,151	14,430	12,432	<b>12,432</b>	Yes	12,600	10,300

HT02b – Demand is below the lower expected range due to the drier weather and the Easter holiday producing fewer reported faults.

HT06 – Demand is below previous years across all our key service areas in April (potholes, street lighting, insurance enquiries, drainage, trees, soft landscapes, and winter service and streetworks permits), again mainly due to drier weather and the Easter holiday.

HT07 – As a result of lower demand over the last few months, staff have been able to focus on the Work in Progress and have done a good job in reducing the current open enquiries to lower than the expected level.

<b>Division</b>	<b>Corporate Director</b>	<b>Cabinet Member</b>
<b>Highways and Transportation</b>	<b>Simon Jones</b>	<b>David Brazier</b>

### Digital Take-up indicators

Ref	Indicator description	Jan-22	Feb-22	Mar-22	Apr-22	Year to Date	YTD RAG	Target	Floor	Prev. Year
DT01	Percentage of public enquiries for Highways Maintenance completed online	60%	54%	61%	55%	55%	AMBER	60%	50%	59%
DT03	Percentage of concessionary bus pass applications completed online	73%	70%	66%	72%	72%	GREEN	70%	60%	69%
DT04	Percentage of speed awareness courses bookings completed online	89%	89%	87%	88%	88%	AMBER	90%	80%	87%

DT01 – Target was increased from 55% last year following above target performance. Online reporting of faults tend to reduce slightly after the winter as less complex defects such as potholes and streetlights reduce and more complex defects such as vegetation (which can be harder to plot on the online map) begin to increase. Work has begun to improve the fault reporting tool and a pilot called My Kent Highways is being scoped which aims to encourage more online reporting and reduce phone calls.

DT04 – Target was increased from 85% last year following above target performance and we remain slightly below the new higher target. During the height of the pandemic the only option available to customers was to attend courses online which may have also increased numbers booking online. Since the Government's removal of all social distancing requirements, our service offers a blended approach of both virtual and physical courses to ensure we are inclusive to all our customers. Demand has therefore increased for attending courses physically as well as increasing levels of customers telephoning in to book onto courses.

<b>Division</b>	<b>Corporate Director</b>	<b>Cabinet Members</b>
<b>Environment &amp; Waste</b>	<b>Simon Jones</b>	<b>Susan Carey</b>

### Key Performance Indicators (Rolling 12 months except WM08)

Ref	Indicator description	Mar-21	Jun-21	Sep-21	Dec-21	Mar-22	RAG	Target	Floor	
WM01	Municipal waste* recycled and composted	46%	47%	46%	46%	<b>45%</b>	AMBER	50%	45%	
WM02	Municipal waste* converted to energy	52%	51%	53%	54%	<b>54%</b>	GREEN	49%	44%	
01+02	Municipal waste diverted from landfill	98.1%	98.1%	99.0%	99.8%	<b>99.2%</b>	GREEN	99%	95%	
WM03	Waste recycled and composted at Household Waste Recycling Centres (HWRCs)	70%	69%	68%	66%	<b>61%</b>	RED	70%	65%	
WM04	Percentage HWRC waste recycled & wood converted to energy at biomass facility	To be reported when Quarter 1 data available							70%	65%
WM08	Overall score for mystery shopper assessment of Household Waste Recycling Centres	N/a	97%	96%	96%	<b>97%</b>	GREEN	96%	85%	

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

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

WM03 – This remains below the 70% target. There was less recycling and more non-recycling taken to HWRCs in Quarters 3 and 4 this year compared to the same Quarters last year, due to an Environment Agency directive that household waste wood can no longer be recycled, however it is now converted to energy in the County.

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

### Activity Indicators (Rolling 12 months)

Ref	Indicator description	Mar-21	Jun-21	Sep-21	Dec-21	Mar-22	In expected range?	Expected Range Upper   Lower	
WM05	Waste tonnage collected by District Councils	602,744	601,274	599,294	592,614	587,096	<b>Above</b>	550,000	530,000
WM06	Waste tonnage collected at HWRCs	73,002	89,405	96,438	95,721	95,616	<b>Below</b>	150,000	130,000
05+06	Total waste tonnage collected	675,746	690,680	695,731	687,522	679,987	Yes	700,000	660,000
WM07	Waste tonnage converted to energy at Allington Waste to Energy Plant	327,984	329,380	341,831	343,989	334,601	Yes	340,000	320,000

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

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

<b>Division</b>	<b>Corporate Director</b>	<b>Cabinet Member</b>
<b>Environment &amp; Waste</b>	<b>Simon Jones</b>	<b>Susan Carey</b>

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

Ref	Indicator description	Sep-20	Dec-20	Mar-21	Jun-21	Sep-21	Dec-21 <sup>1</sup>	RAG	Target	Floor
EW2	Greenhouse Gas emissions from KCC estate (excluding schools) in tonnes	18,235	16,940	16,251	16,519	16,601	16,774	GREEN	20,079	22,086

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

**Key Performance Indicators** (monthly)

Ref	Indicator description	Nov-21	Dec-21	Jan-22	Feb-22	Mar-22	Full Year	Year End RAG	Target	Floor
EW1	Percentage of statutory planning consultee responses submitted within 21 days	85%	100%	81%	80%	74%	88%	GREEN	85%	76%
DT05	Percentage of HWRC voucher applications completed online	99%	100%	99%	99%	99%	99%	GREEN	95%	85%

<sup>1</sup> The service is expecting the latest performance figure early July and will verbally report this to Members at the Cabinet Committee meeting.

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From: David Brazier, Cabinet Member for Highways and Transport  
Simon Jones, Corporate Director, Growth, Environment and Transport  
Phil Lightowler, Interim Director of Highways and Transportation

To: Environment and Transport Cabinet Committee – 6 July 2022

Subject: **KCC Supported Bus Funding Review**

Key decision 22/00052

Classification: **Unrestricted**

**Past Pathway of Paper:** 18 February 2022 and 19 May 2022

**Future Pathway of Paper:** for Cabinet Member Decision

**Electoral Division:** Countywide

**Summary:** The budget for supported bus services in 2021/22 was £6m net. For the financial year 2022/23 and to support the Council achieve a balanced budget, the net budget for supported bus services is proposed to decrease by £2.2m.

In order to retain spend within the reduced budget available, 48 bus subsidy contracts, with a value of £3M, have been identified for potential withdrawal from end of October 2022.

To inform the final decisions, an eight-week public consultation was conducted from 24<sup>th</sup> February until 20<sup>th</sup> April attracting over 2,562 responses.

This report summarises the outcomes of the consultation, the themes and the user impacts and outlines a revised service proposal.

**Recommendation:**

The Cabinet Committee is asked to consider and endorse, or make recommendations to the Cabinet Member for Highways and Transport on the proposed decision to withdraw funding support from 39 supported bus services as shown at Appendix A.

**1. Introduction**

- 1.1 The financial support of public bus services is a discretionary activity with the only obligation on Local Transport Authorities to consider funding (but not to actually fund) bus services in this way. In response to austerity and reduced funding from the Government, a number of Authorities have reduced or completely ceased to fund public bus services.
- 1.2 The pandemic has had a profound impact on the use of buses in Kent and across the UK. Government advice to avoid the use of Public Transport during

the pandemic plus changes to lifestyle and working patterns have contributed to a sharp decline in the use of services, particularly at off-peak times. In 2019/20 over 3.7m journeys were completed on KCC subsidised bus services. In 2021/22, this figure was 2.3m, so increasing the £ per passenger journey subsidy provided to all services supported by KCC.

- 1.3 From April 2022, the net budget for supported bus services has reduced from £6m to £3.8m to support the Council achieve a balanced budget in 2022/23. In order to retain spend within the reduced budget available, 48 bus subsidy contracts with a NET cost of £3m were identified for potential withdrawal from end of October 2022.
- 1.4 This paper summarises the outcomes from the associated public consultation, highlighting impacts and considerations to inform final decisions.

## **2. Background and approach to identifying services for consultation**

- 2.1 Since 2014/15 Public Transport have been working to reduce the cost of supported services, with the least impact on service users. Costs have been reduced through a range of measures including; commercialisation of previously tendered services, the re-planning and rationalisation of tendered services and a flexible approach to the use of Bus Service Operator Grant Funding received from the Government.
- 2.2 The reduced use of buses during and since the pandemic coupled with the rising costs of fuel and driver salaries has seen a partial reversal of this trend and additional cost commitments were absorbed by KCC during 2021/22 relating to commercial bus withdrawals and the increased costs of some existing contracts. Hence the additional £800k, required on top of the £2.2m to bring the supported bus budget in line with the set budget.
- 2.3 There are currently 129 contracts supported by the Council, including those for the Kent Karrier Dial-a-Ride services. These contracts cover a range of service types including support for specific journeys, journeys on specific days i.e., Sundays, funding for whole services and journeys to and from school.
- 2.4 In response to previous needs to reduce the spend on public bus services but where the saving required has been smaller, the approach adopted has been to focus resulting changes on frequency reductions, sharing resource and other solutions designed to limit the impacts on passengers
- 2.5 The saving required in this instance is too great as a proportion of the overall budget to allow for this approach and the opportunities for savings have largely been deployed and are now extremely limited
- 2.6 For this reason, the approach to identifying the potential saving required has been to apply KCC's Criteria for the Support of Public Bus Services to identify contracts for potential withdrawal. The Criteria prioritises services taking account of the days and times of use and the performance of the contract in value for money terms, calculated as a £ per passenger journey figure. \*\*

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

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

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

2.8 By applying the Criteria, 49 contracts up to the total value of £3m were identified for potential withdrawal. It should be noted that these include all contracts in categories 8 through to 2 and some of the more poorly performing contracts in Category 1.

2.9 As a consequence, the contracts identified include services and journeys of all types including those used by school children, services which represent the only public transport for some rural communities and all of KCC's Kent Karrier Dial-a-Ride services.

### **3. Consultation**

3.1 In order to fully understand equality and other impacts and to inform final decisions a public consultation ran for eight weeks from 24 February to 20 April 2022. The consultation asked for a range of feedback to understand user characteristics, journey purposes, user impacts and equalities implications.

3.2 To support the consultation a comprehensive communications campaign was undertaken, including; a mailshot to Kent Karrier Members, emails to Kent Travel Saver card holders and stakeholder organisations, organic social media, paid Facebook and Kent Messenger adverts, media release with coverage on BBC Politics Southeast and BBC Radio Kent, Kent Online, Kent Live and Kent Messenger newspapers, Member briefing, posters displayed on buses and material in Kent Libraries and Gateways and through Community Wardens. Over 5,700 invitations were sent to Let's talk Kent registered users who had expressed an interest in transport and roads and general interest

3.3 2,562 responses were received along with 55 letters and emails sent to the Public Transport team. In addition, the Council has also received three petitions, focussed surveys conducted by Kent Karrier operators and a Parish Council, four MPs letters and a focussed report by Compaid the operator of west Kent Karrier schemes regarding the impacts of the withdrawal of these services.

- 3.4 A copy of the full consultation report is provided as Appendix B to this report. Specific comment regarding the equalities' impacts are made in section 7 of this report. The key findings are summarised below:
- 3.5 The majority of those responding to the consultation are Kent residents (93%). Whilst the consultation was open to all Kent residents to participate, the majority of residents responding indicated they are current users of the proposed services for withdrawal (78%).
- 3.6 Services are currently used for a variety of purposes with leisure (58% of service users), essential food shopping (57%), healthcare (54%) and education (52%) the most common. There are significant differences in use by age with a higher proportion of residents aged 65 & over using them for essential food shopping and healthcare.
- 3.7 When asked openly, the main areas of impact are children accessing school / college (30% of consultees) and groups of the population not being able to access transport alternatives (21%) for reasons such as shopping (16%), healthcare (15%) and social contact (14%).
- 3.8 Equality Impact Assessment feedback focuses on how proposals adversely affect specific demographic groups - the elderly, those with disabilities, children and young people, those who do not drive and low-income households.
- 3.9 Saving suggestions put forward vary. However, the most common are prioritising scale backs instead of full withdrawal of specific services, using smaller buses as alternatives and exploring whether council spend could be reduced in other areas. These were reviewed, as set out below.
- 3.10 **Use of smaller vehicles.** For supported bus services, operating between school times, it is not cost realistic to provide a large conventional bus, for school times and then a smaller one for non-school times; it is in fact doubling cost. For supported bus services, not linked with school journeys, smaller vehicles have a lower cost, but this is not a substantially lower cost, as many would still be required to be low floor fully DDA compliant and the driver would need to be PCV licensed.
- 3.11 **Reduce frequency of some supported services.** As a significant number of supported services are already on reduced frequency there is limited opportunity for further reductions and the cost of the driver/vehicle, cannot be reduced.
- 3.12 A high proportion of responders indicated that they do not an alternative option for at least one of the services they use (41%). The proportion of respondents unable to identify an alternative travel is notable and this increases amongst the elderly and disabled. (27%) state they have no alternative across any services they use.
- 3.13 20% of consultees consider the service a lifeline but the proportion of responses to this effect increases significantly in the most elderly age group, for those with a disability and for Kent Karrier users 40% of which state to relying entirely on

the service and being unable to survive without it. Consideration of services as a lifeline and a route to independence is higher than average for service users aged 75 & over (36%) and residents with a disability (37%).

- 3.14 Fears of isolation and impact on mental wellbeing are key concerns.
- 3.15 Whilst in many instances, the number of residents using these services are quite limited and have fallen during and since the pandemic, it is clear that the KCC supported bus network fulfils a genuine need for users and the impacts of withdrawal are therefore significant.
- 3.16 Significant response from district / borough / parish council representatives, councillors, and MPs; emphasising service users concerns for specific population groups and requests for engagement at a local level to discuss possible solutions / alternatives to the proposed service withdrawals. As part of the on-going commitment to Community Transport, KCC will work with community stakeholders to identify potential for alternative solutions.

#### **4. Other Considerations**

- 4.1 It is important to consider these savings in the context of the wider (commercially provided) bus network which faces its own challenges. Use of buses across the County is struggling to recover from the impacts of the pandemic and when coupled with rising costs, this is already leading to the withdrawal of services by bus operators. This will make the likelihood of providing alternative solutions more limited and there is a concern that the withdrawal of significant funding from the network could prompt further commercial service cancellations and may jeopardise the viability of some smaller transport businesses.
- 4.2 17 contracts included for consideration are identified as meeting a school transport need. 50 children using these services have a legal entitlement to free transport to school and will need to be provided with an alternative solution. This alternative transport will be funded from the CYPE budget, as are season tickets now on supported bus services, therefore the additional cost to the CYPE budget is anticipated in the £150k range. However, for those children, not entitled to free home to school transport, there will be no alternative public transport.
- 4.3 It is important to note that children currently travelling will have predicated their choice of school on the presence of a bus service and whilst no service is “guaranteed” it is clear from the consultation responses that users and their parents will have organised domestic arrangements around the current network and alternative travel options are identified as limited amongst this group.
- 4.4 Related to the above, the impacts on traffic congestion at peak times and air quality should also be considered. Contracts with a school journey element are not concentrated in one area of the county but do include services in Tonbridge, Tunbridge Wells and Sittingbourne all of which have existing issues with congestion on certain corridors. Although it is not possible to reliably quantify the air quality implications, assessment of the carbon impact relating to one of the school-day only services has estimated that 21 tonnes of carbon per annum

would be generated should all bus journeys be made by car compared to 2.7 tonnes on the current bus service.

- 4.5 Although many of the bus services operating at off peak times will cater for the same group of users and carry many of the same impacts, because of it being more focussed on elderly and disabled members and those living in the most rural areas, the impacts on Kent Karrier members should be given particular consideration.
- 4.6 Kent Karrier is a demand responsive transport scheme with eligibility for membership orientated towards those who cannot use or do not have access to conventional public transport. It is therefore important to consider the presence of Kent Karrier as a form of “safety net” offering limited access to essential services for anyone meeting the criteria. Therefore, whilst the nature of these services means that these contracts perform poorly in value for money terms, they offer a different value to the user as is identified in the consultation outputs.
- 4.7 Through the conducting of their own survey and the submission of a more focussed report, the operators of the Kent Karrier service have highlighted their concern about the impacts on services users whilst also raising the risk of knock-on impacts on other Council services in respect of SEN Transport costs and on Adult Social Care.

## **5. Revised service proposal – post consultation**

- 5.1 The results of the consultation have been carefully considered and the EqlA (as shown in Appendix D) has been updated.
- 5.2 It is clear from the consultation that in proposing to withdraw 48 supported bus services, including the Kent Karriers, that the impact on the most vulnerable users is significant and, in some areas, there would be no provision of any form of public transport.
- 5.3 Taking account of need to achieve the Council’s budget for supported buses, but at the same time having regard to the consultation responses and the identified equalities impacts and therefore ensuring that there is still some form of public transport provision in selected areas, it is proposed that the 8 Kent Karrier services will be retained. They will continue to provide a bookable bus service for those most in need and particularly in areas where conventional bus services are not available. In retaining the Kent Karriers, they will be removed from the supported bus budget and sit as a defined line within the Public Transport budget. These will be funded, in future years, from a number of external sources including BSOG surplus, DfT funding already held, DfT LTF, and increased passenger revenue.
- 5.4 In the consultation document we identified that the 208 service would be withdrawn but it would be replaced by a parallel commercial service. Since the consultation was undertaken, it has become clear that the parallel commercial service would not replace the 208, in fact it is to be withdrawn. Had the information been known at the time, the consultation response in respect to service 208 may have been different and as such it would not be appropriate to move forward with this withdrawal. Funding for service 208 will be provided

through other public transport efficiencies, so that there is no impact to the saving.

- 5.5 The revised proposal identifies 39 supported bus services, as shown in Appendix C where funding will be withdrawn as of the end of October 2022. The Kent Karriers and service 208 will be retained. The reduction in the supported bus budget would remain as is-£2.2m, with funding for the Kent Karriers and the service 208, found from elsewhere as identified in paragraph 5.3.
- 5.6 Students entitled to free home to school transport, will be provided with alternative transport.
- 5.7 Any person / family who has purchased a Kent Travel Saver, for any service that is withdrawn, will be provided with a pro-rata refund, based on the date of withdrawal.
- 5.8 KCC Public Transport will continue to provide grants for Community Transport groups, focusing on those areas where conventional bus services have been withdrawn. Grants will be for the establishment of new schemes or expansion to current schemes.

## **6. Financial implications**

- 6.1 From April 2022, the budget for socially necessary bus services has been reduced from £6m to £3.8m. Not withdrawing service/and funding from other sources, to the value of £3m, would see the budget overspent.
- 6.2 As noted, in retaining the Kent Karriers, these will be funded from external sources.
- 6.3 KCC has been provisionally awarded £35m funding from the Government to support delivery of Kent's Bus Service Improvement Plan (BSIP). The BSIP funding conditions preclude us from using the revenue funding element to support existing commercial / supported services, its focus is on future developments. However, we will review the potential to use BSIP funding to provide areas, which have seen service withdrawals, with new services, tailored to the changed travel market and which would be sustainable.
- 6.4 A condition of the BSIP funding is to "lock in" spend on bus services at 2022/23 levels for three years and so the decision in this instance will inform funding levels over this period.

## **7. Legal implications**

- 7.1 The proposal, consultation process and EqlA have been reviewed by an external legal firm.
- 7.2 KCC's Public Transport and the Cabinet Member for Highways and Transport have paid close consideration to consultation feedback and the equalities implications of the proposals, including how the adverse impacts might be mitigated. As a result, the proposals have been revised to lessen the impact.

- 7.3 In considering the consultation, updating the EqIA and revising the proposal, the advice of the legal representative has been followed.
- 7.4 In particular, section 63 of the Transport Act 1985 that requires that Local Transport Authorities are required “*to secure the provision of such public passenger transport services as the council considers it appropriate to secure to meet any public transport requirements within the county which would not in their view be met apart from any action taken by them for that purpose*”. To ensure KCC complies with this requirement, the proposals have been revised to retain the Kent Karrier services and service 208, where it was shown a commercial alternative was not appropriate.
- 7.5 As set out in 5.8, KCC Public Transport will continue to work with the Community Transport sector in Kent, to provide additional / alternative services supporting conventional bus services.
- 7.6 Services carrying children with a statutory entitlement to free transport to school under the Education Act are unaffected by these proposals, as where required alternative provision will be provided through dedicated contracted provision not open to the public.

## **8. Equalities implications**

- 8.1 An Equalities Impact Assessment (EqIA) was completed prior to the consultation which identified more significant and adverse impacts for users with the protected characteristics of; Age (the elderly), Sex (females), Disability and those with carer responsibilities.
- 8.2 The outcomes of the consultation re-enforced this understanding in identifying that these groups are more likely to be reliant on these services for their journey purpose and less likely to have access to alternative transport solutions. In addition, Age in respect of Younger Persons has also been identified as being more adversely impacted for the same reason and notably that these users are unable to legally drive as an alternative.
- 8.3 The retention of the Kent Karrier dial-a-ride services seek to mitigate the most acute impacts of service withdrawals and ensure some level of provision for all residents including those from protected groups.
- 8.4 As set out in 5.8, KCC Public Transport will continue to work with the Community Transport sector in Kent, to provide additional/alternative services supporting conventional bus service.

## **9. Other corporate implications**

- 9.1 None.

## **10. Timetable**

- 10.1 The proposed timetable for this proposal is;

- End July 2022 Contractual notice to be given to bus operators



- End Oct 2022 Services stop

## 11. Recommendation(s):

11.1 The Cabinet Committee is asked to consider and endorse, or make recommendations to the Cabinet Member for Highways and Transport on the proposed decision to withdraw funding support from 39 supported bus services as shown at Appendix A.

## 12. Background documents

- Appendix A – Proposed Record of Decision
- Appendix B - Bus Funding Consultation Report:  
<https://democracy.kent.gov.uk/documents/s112583/AppendixBBusFundingConsultationReport.pdf>
- Appendix C – Full list of services consulted on for withdrawal
- Appendix D – Updated Equality Impact Assessment

## 13. Contact details

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# KENT COUNTY COUNCIL – PROPOSED RECORD OF DECISION

**DECISION TO BE TAKEN BY:**

**David Brazier, Cabinet Member for Highways and Transport**

**DECISION NO:**

22/00052

**For publication**

**Key decision: YES**

**Subject Matter / Title of Decision:** KCC Supported Bus Funding Review

**Decision:**

As Cabinet Member for Highways and Transport, I agree to withdraw funding support from 39 supported bus services.

**Reason(s) for decision:**

The financial support of public bus services is a discretionary activity with the only obligation on Local Transport Authorities to consider funding (but not to actually fund) bus services in this way. From April 2022, the net budget for supported bus services has reduced from £6m to £3.8m to support the Council achieve a balanced budget in 2022/23.

**Cabinet Committee recommendations and other consultation:**

The issue has been discussed by Environment and Transport Cabinet Committee (ETCC) Members on:

- 18 February 2022
- 19 May 2022

The proposed decision is to be discussed on 6 July 2022 by ETCC Members.

A public consultation ran for eight weeks from 24 February to 20 April 2022 and was supported by a comprehensive communications campaign. 2,562 responses were received along with 55 letters and emails sent to the Public Transport team. In addition, the Council has also received three petitions, focussed surveys conducted by Kent Karrier operators and a Parish Council, four MPs letters and a focussed report by Compaid the operator of west Kent Karrier schemes regarding the impacts of the withdrawal of these services.

**Any alternatives considered and rejected:**

To use funding from the Bus Service Improvement Funding however the funding conditions preclude KCC from using the revenue funding element to support existing commercial / supported services; its focus is on future developments.

Frequency reductions and sharing resource however the opportunities for these types of savings have largely been previously deployed with limited scope for further adjustments; and the saving required was too great as a proportion of the overall budget to allow for this approach.

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

.....  
signed

.....  
date

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## Summary of services proposed to be withdrawn

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

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

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

61/61A	Stagecoach	Aycliffe, Dover Town Centre, River to Whitfield	Withdrawal of three Monday to Saturday evening journeys starting with the 18:18 from Whitfield. Daytime service not included as part of this contract.	£33,477
70	Nu-Venture	Borough Green, Platt, Offham to Larkfield	Withdrawal of all journeys on service 70 which provides eight off peak journeys for Borough Green, Platt and Offham.	£61,851
502	Nu-Venture	West Malling to Wrotham School	Withdrawal of the 502 service from West Malling to Wrotham School.	Included above
88	Nu-Venture	Maidstone to Kings Hill	Withdrawal of the commuter service operating Monday to Friday from Maidstone to Kings Hill via Barming and Watlington providing one journey in the morning and two journeys in the afternoon.	£30,444
90/61/61A	Stagecoach	Aycliffe, Dover Town Centre, River to Whitfield	Withdrawal of Sunday evening service including the 18:28 journey from Aycliffe and all later journeys. The rest of this service before this time and other days of the week is not covered by this contract.	£10,296
111	Stagecoach	Ashford to Folkestone	Withdrawal of Thursday only service also operating via Mersham, Aldington, Lympne, West Hythe and Burmarsh.	£13,007
123	Stagecoach	Biddenden to Ashford	Withdrawal of the whole service operating Monday to Friday to Ashford from Smarden, Pluckley, Egerton and Hothfield, including journeys to and from Ashford schools.	£85,627
222	Autocar	Wrotham, Ightham, Borough	Withdrawal of four journeys Monday to Friday and all	£40,500

		Green, Shipbourne to Tonbridge	Saturday journeys. Other Monday to Friday journeys, including those at school times will continue.	
255	Autocar	Benenden to Tunbridge Wells	Withdrawal of three day a week (Wednesday, Friday and Saturday) service between Benenden and Tunbridge Wells via Hawkhurst, Flimwell and Lamberhurst.	£23,034
266	Autocar	Kilndown to Maidstone	Withdrawal of Tuesday only service between Kilndown and Maidstone via Horsemonden, Claygate, Laddingford and Nettlestead.	£11,115
277	Arriva	Henwood Green to Tunbridge Wells	Withdrawal of one early morning journey operating Monday to Friday leaving Stone Court Lane at 06:37.	£6,281
292/299	Autocar	Tenterden to Sandhurst and Tonbridge to Tenterden	Withdrawal of the 292 Tenterden to Sandhurst and 299 Tonbridge to Tenterden services which provide one return journey each operating on Fridays only.	£14,498
293	Autocar	Tunbridge Wells to Rye	Withdrawal of Thursday only bus service to Rye operating via; Lamberhurst, Kilndown, Flimwell, Hawkhurst, Benenden, Rolvenden and Appledore.	£15,498
296	Autocar	Paddock Wood to Tunbridge Wells	Withdrawal of the 296 service which operates on Monday, Thursday and Saturday between Paddock Wood and Tunbridge Wells via Horsmonden, Brenchley and Kippings Cross.	£25,720
332	Chalkwell	Stockbury, Yelsted to Sittingbourne schools	Withdrawal of school day only service to Sittingbourne schools.	£43,055



360	Chalkwell	Leysdown to Sheerness and Queenborough	Withdrawal of the whole Sunday service operating between Leysdown and Sheerness. The Monday to Saturday service is not covered by this contract.	£31,779
433	Arriva	Bluewater, Longfield, Hartley to New Ash Green	Withdrawal of the whole Sunday service. The Monday to Saturday service is not covered by this contract.	£34,005
489	Arriva	New Ash Green, Southfleet, Longfield, Gravesend	Withdrawal of the whole Sunday service. The Monday to Saturday service is not covered by this contract.	Included above
474/5	Go Coach	Bluewater to Longfield	Withdrawal of the whole service which runs Monday to Saturday, operating a circular service between Bluewater and Longfield via Bean, Betsham, Southfleet and New Barn.	£114,847
541/542/544	Regent's Coaches	Dover, Deal, Sandwich to Canterbury	Withdrawal of all 541, 542 and 544 journeys which operate on different days from Monday to Saturday for these rural parts of Dover. This includes the cancellation of the 541 journey to Adisham Primary School.	£81,270

662	Chalkwell	Teynham to Faversham schools	Withdrawal of school day only service.	£62,069
664	Chalkwell	Conyer to Lynstead Primary School	Withdrawal of school day only service.	Included above
666	Chalkwell	Faversham to Sheldwich School	Withdrawal of school day only service.	Included above

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

Sandwich Connect	Britannia	Staple, Sandwich, Northbourne	Withdrawal of the Sandwich Connect service which operates Monday to Friday to Sandwich from Northbourne, Staple and Ash.	£51,657
S4	Go Coach	Wrotham to Sevenoaks Schools	Withdrawal of school day only service.	£81,686

Tenterden Hopper Service	Tenterden Social Hub	Tenterden Village service	Withdrawal of the Tenterden Hopper Service which operates Monday to Friday and on four different routes to various villages just outside of Tenterden.	£50,934
TW9	Go Coach	Langton Green to Tunbridge Wells	Withdrawal of school day only service.	£38,170
X1/X2	Arriva	Kings Hill to Maidstone	Withdrawal of the whole Monday to Friday service linking Kings Hill with Maidstone and West Malling Station including an express link for students attending Maidstone schools.	£207,721
Total				£2,285,350



## EQIA Submission – ID Number

### Section A

EQIA Title	Kent County Council Bus Service Funding Reduction 2022-2023
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Responsible Officer	Steven Benjamin - GT TRA
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#### Type of Activity

Service Change	No
Service Redesign	No
Project/Programme	No
Commissioning/Procurement	No
Strategy/Policy	No
Details of other Service Activity	Reduction of funding of £2.2m for supported local bus services and withdrawal of journeys impacting 52 bus services (48 contracts)

#### Accountability and Responsibility

Directorate	Growth Environment and Transport
Responsible Service	Highways and Transportation (Public Transport Department)
Responsible Head of Service	Philip Lightowler - GT TRA
Responsible Director	Philip Lightowler - GT TRA

#### Aims and Objectives

##### Context

Bus services in Kent fall into two categories:

- commercially (profit-making) operated services
- subsidised (part-Kent County Council funded) services which includes our Kent Karrier (Dial-a-Ride) services.

Since bus privatisation in 1985, operators in Kent run routes on a commercial basis, where there are enough passengers to fund the service. Around 90% of journeys in Kent run in this way – with around 40 operators providing over 500 services – without any funding from Kent County Council (KCC). On these services, we have no say over routes, timetables, or fares.

But not all of Kent's bus services are run on a purely commercial basis. For the last 30 years, KCC has funded some routes which, while not cost effective (commercially viable), have been considered important to the needs of the communities and passengers they serve.

KCC currently spends about £6m per year to contract services which are not profitable for transport companies but which the Council thinks are important. These are often the services running in more rural areas, in the evenings and at weekends and includes our Kent Karrier (Dial-a-Ride) services and the Gravesend to Tilbury Ferry.

We have worked hard to protect this funding, but the financial pressures placed on KCC's budget mean that the Council faces an intensely challenging period ahead, where tough decisions will need to be taken. The impact of this does unfortunately mean that the Council is having to consider savings measures across a whole range of services.

## Aims and Objectives

To meet the financial challenge being posed by this year's budget, KCC's Public Transport team has been asked to reduce planned spending on this funding by £2.2m from 2022/23. To achieve this reduction, we would need to end 48 contracts with a total value of £3m which would affect around 52 supported bus services from Summer 2022.

The Council is committed to doing so in the fairest way possible taking account of all legislation and its own criteria for the support of public bus services that governs activity in this area. Around 52 contracts / services are likely to be affected subject to the outcome of the consultation and these have been included as an appendix A and B to this EqIA.

This Equality Impact Assessment (EQIA) assesses the impact and considers the implications of this funding reduction for current passengers, particularly those who are part of a protected group within the Equality Act. Information on each service/contract identified will be included in an appendix to this EqIA along with individual assessments of the impact that may result from withdrawal of each contract/service.

The EQIA will be updated on an ongoing basis during and following completion of public consultation and more detailed analysis at individual service level of the implications for all bus passengers but particularly those protected under EQIA legislation.

## Section B – Evidence

Do you have data related to the protected groups of the people impacted by this activity?	Yes
It is possible to get the data in a timely and cost effective way?	Yes
Is there national evidence/data that you can use?	Yes
Have you consulted with stakeholders?	No
Who have you involved, consulted and engaged with?	<ul style="list-style-type: none"><li>• Bus operators</li><li>• Bus Users and Kent Karrier members</li><li>• Parish Councils</li><li>• Neighbouring local authorities &amp; MPs</li><li>• Schools and Student Groups</li><li>• Specialist Groups (Aged UK, Kent Association for the Blind, Mobility and Access Groups etc.)</li><li>• Passenger Groups (Bus Users UK, Passenger Focus etc)</li><li>• Wider Public (through full public consultation)</li><li>• KCC elected members</li></ul>
Has there been a previous Equality Analysis (EQIA) in the last 3 years?	No
Do you have evidence that can help you understand the potential impact of your activity?	Yes

## Section C – Impact

### Who may be impacted by the activity?

Service Users/clients	Service users/clients
Staff	No

Residents/Communities/Citizens	Residents/communities/citizens
Are there any positive impacts for all or any of the protected groups as a result of the activity that you are doing?	No
Details of Positive Impacts	
Not Applicable	
<b>Negative impacts and Mitigating Actions</b>	
19.Negative Impacts and Mitigating actions for Age	
Are there negative impacts for age?	Yes
Details of negative impacts for Age	
<p>Initial Assessment:</p> <p>Greater reliance on bus services due to availability of other transport modes heightens the impact of any service withdrawal or reduction on this user group.</p> <p>However, the precise extent of this impact will remain unknown until completion of a full public consultation, detailed service analysis and identification of any mitigation measures and approval of final decisions.</p> <p>Update post consultation:</p> <p>The updated EQIA cannot record every relevant issue raised in the consultation but takes a general view on impacts to protected groups. The consultation as a whole has been carefully considered and the main themes recorded.</p> <p>The consultation highlighted that most respondents fell into the 65+ category (41%). While in contrast a much lower proportion fell in to the under 34's (9%) and the 35–64 year olds (26%).</p> <p>Overall, the consultation attracted a greater response from more senior age groups suggesting that these proposals will have a greater impact on the elderly. 29% of over 65's suggested they would have no alternative means of travel, while the main impacts were access to essential food shopping (78%) and access to medical services (65%).</p> <p>It is worth noting that a high percentage (40%) of Kent Karrier members, who may be eligible for the service based on age, indicated that the Kent Karrier was a lifeline, with 19% indicating that they would be unable to go anywhere and would lose their independence.</p> <p>It is acknowledged that there needs to be a more balance consideration with respect to Age and that the withdrawal of these services will also impact other age groups. For instance, young people who fall into the under 15 category are unable to drive and are dependent on parents/guardians who may work or are not able to provide alternative transport. We should clarify that this is not restricted to under 15's and that young people aged 16 and above will also be less likely to drive or have access to a car. It was noted in the consultation responses that as children reach the age of independence the withdrawal of services will impact on their ability to participate in wider society independently.</p> <p>The vast majority of respondents in the 0-15 year old category (87%) said that they could not access education and the majority of respondents in the 35 – 49 year category (70%) also said this would impact on their children's ability to get to school. Overall, 52% of respondents use these services to get to a place of education.</p> <p>It is important to recognise that there is also an impact on the 35-49 year old category in this regard as</p>	

there may be an impact on their ability to work or look for work or means that they have to pay for more costly transport provision for their children.

Looking at responses of those commenting on the Equality Impact Assessment 38% believed it disproportionately impacted the elderly while 25% believed it disproportionately impacted children/young people and those accessing education. We therefore conclude that while impacts vary across all age groups these two age groups will in particular likely be more adversely impacted by these proposals and that the effects of not being able to access transport and or lack of an alternative may be more acutely felt by the elderly and children than for other groups.

#### Mitigating Actions for Age

##### Initial Assessment:

Approach identified will seek to work with community transport providers to develop local schemes.

Implementation of Kent Bus Service Improvement Plan (subject to funding from Government) giving particularly priority to developing the network to fill any gaps or areas left unserved and to recovery post pandemic.

Utilising Local Transport Fund over the next 6 months to help support and develop the network to achieve a sustainable post covid level of service.

##### Update post consultation:

In order to respond to the financial pressure and meet the current 2022/23 budget gap the Public Transport Department has had to identify a range of cost saving measures focused on discretionary spend areas. Consultees suggested reducing spend in other areas, however these savings have not solely or disproportionately focused on the Local Bus Budget or the Public Transport Department but have also included other areas for example reducing spend on the Kent Travel Saver Bus Pass and more widely savings are also being sought from other areas and budgets across the Council as part of this year's financial settlement.

Consultees suggested making reductions in frequency and scale backs rather than withdrawing services outright. However, the nature of services that are provided on a subsidised basis mean that often it is not possible to scale back provision or provide a reduced timetable where for example we may only provide funding for a single vehicle paid for at a daily or annual rate. In recent years the Council has been able to realise and meet smaller scale reductions to the budget through service redesign and working with operators to push some services commercial, however the opportunities for this and the size of the saving as well as the current climate within the industry has meant these opportunities are limited.

The following provides further detail on mitigating actions identified as part of the initial assessment in addition to any further actions we propose to take to address impacts that may resulting from withdrawal of the identified services.

1.) KCC's Community Transport Grant enables communities in Kent to develop their own community transport schemes. KCC allocates funding for this each year and each year KCC invites bids from community groups and provides grants to organisations whose goals and purpose align with our strategic aims and priorities. This means that any award could take into consideration gaps in the network resulting from these service withdrawals.



Grants are awarded for wide ranging projects from booking software systems and new office equipment to vehicles or retro fitting vehicles with accessible ramps etc. KCC provides a Toolkit to guide organisations through this process and while we do not get directly involved with the running of the schemes, the Council does offer its expertise in helping to facilitate and enable organisations to run these schemes by themselves. The team who look after this area are also looking to increase this funding in this area over the next few years as part of Kent's Bus Service Improvement Plan (BSIP) giving a greater ability to mitigate against any service withdrawals.

2.) The Department for Transport (DFT) has provided an indicative settlement of £35.1 million towards our Bus Service Improvement Plan (BSIP), which the Council is in the process of confirming. This funding comes with a set of requirements and caveats stipulating that it cannot be put towards maintaining existing services; however, a small portion of this funding can be used to provide new services to help fill gaps in the network.

£7.5m may be available for this purpose up to March 2025 and KCC will consider means of using this funding to fill gaps in the network. This could be used to fill gaps in the network by introducing new services. A network review is currently being carried out as part of the Local Transport Fund to understand where funding can be targeted as part of a re based network post October 2022 and will inform any year 1 initiatives as part of the Bus Service Improvement Plan (BSIP). KCC are also looking to procure a network planning tool to inform further enhancements to the network for years 2 and 3 initiatives. This could focus on areas impacted by both commercial and subsidised bus withdrawals

3.) The Council has received just over £1.5m as part of the Local Transport Fund which will be used to support the network over the next 6 months as the Council works with operators to develop a based and sustainable network post covid. This will take account of gaps left in the network and the Council will be working with operators through its county wide network review to identify opportunities where adaptations to the network can be made.

4.) In consideration of the consultation response and the impacts identified on protected groups, the Council will consider retaining its Kent Karrier services, where we see a particular impact given the criteria for joining the scheme includes age and disability. The consultation shows that these services were particularly important to the elderly and disabled with 40% of respondents saying they were a lifeline.

Retention of the Kent Karrier services will also mitigate against impacts of this protected group resulting from withdrawal of other services as it will ensure that no resident of Kent is left entirely without a public transport option or is left isolated. The Kent Karrier Dial a Ride scheme is open to anyone who is more than 500m from their nearest service and as such any area that has lost a service would have the Kent Karrier as an alternative to access essential amenities.

5.) The EQIA notes that some groups maybe at a disadvantage when accessing information as such the measures below were carried out to make sure the consultation was accessible to all.

Hard copies available in Libraries, Gateways on request and posted to Kent Karrier members

Easy Read and Large Print versions

KCC's Community Warden service asked to engage on behalf of the service with their communities, raising awareness and supporting participation (hard copies provided)

Letters or emails providing feedback analysed and considered alongside the questionnaire responses

Freepost address for hard copy returns

Phone numbers and email addresses for queries and requests for hard copies and alternative formats on consultation and promotional material

Mix of comms activity carried out to ensure that individuals who do not have access to online channels would hear about the consultation and be able to take part (see summary of activity below).

Promotional activities included:

Letter to Kent Karrier members with hard copy of doc and questionnaire

Emails to Kent Travel Saver and English National Concessionary Travel Scheme passholders and stakeholder list (including Kent MPs, Healthwatch Kent and equality organisations)

Media release – coverage included Cabinet Member interviews on BBC Politics Southeast programme and BBC Radio Kent (at start and towards end of consultation), KentOnline, Kent Live and KM newspapers

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Articles in KCC e-residents' newsletter, Kelsi Schools e-bulletin and KALC newsletter

Responsible Officer for Mitigating Actions – Age	Steve Pay, Public Transport Planning and Operations Manager
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## 20. Negative impacts and Mitigating actions for Disability

Are there negative impacts for Disability?	Yes
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### Details of Negative Impacts for Disability

Initial Assessment:

Greater reliance on bus services due to availability of other transport modes heightens the impact of any service withdrawal or reduction on this user group.

Access to information about the consultation and any subsequent service changes which could be compromised by disability, most notably visual impairment.

However, the precise extent of this impact will remain unknown until completion of a full public consultation, detailed service analysis and identification of any mitigation measures and approval of final

decisions.

Update post consultation:

The updated EQIA cannot record every relevant issue raised in the consultation but takes a general view on impacts to protected groups. The consultation as a whole has been carefully considered and the main themes recorded.

18% of respondents to the consultation indicated that they have a disability. 44% of respondents did not consider themselves to have a disability and 38% preferred not to say. Further analysis suggested that this spanned all age groups.

Of those who indicated they had a disability, 37% indicated that their service was a lifeline, and they would not be able to survive without it, with 24% saying they did not have access to a car/train or it was too far to walk. The main impacts being access to shops for food/banks/post offices (36%) and access to health care (27%). The consultation indicated that these impacts were of greater concern to those with a disability.

Consideration of services being a lifeline is highest amongst Kent Karrier users responding (40%). The main impacts of access to shops for food, banks and post offices was much higher (39%) than non-Kent Karrier users. This is to be expected given the nature of the Kent Karrier service which membership criteria focuses on the elderly and disabled.

The above reinforces our initial assessment that those with a disability will be impacted by these proposals with a particularly high percentage indicating it was a lifeline and that they would not be able to survive without it compared to other groups. We therefore conclude that this group will likely be more adversely impacted by these proposals and that the effects of not being able to access transport and or lack of an alternative may be more acutely felt by the disabled than for other groups

#### Mitigating actions for Disability

Initial Assessment:

Approach identified will seek to work with community transport providers to develop local schemes.

Implementation of Kent Bus Service Improvement Plan (subject to funding from Government) giving particularly priority to developing the network to fill any gaps or areas left unserved and to recovery post pandemic.

Utilising Local Transport Fund over the next 6 months to help support and develop the network to achieve a sustainable post covid level of service.

Update post consultation:

In order to respond to the financial pressure and meet the current 2022/23 budget gap the Public Transport Department has had to identify a range of cost saving measures focused on discretionary spend areas. Consultees suggested reducing spend in other areas, however these savings have not solely or disproportionately focused on the Local Bus Budget or the Public Transport Department but have also included other areas for example reducing spend on the Kent Travel Saver Bus Pass and more widely savings are also being sought from other areas and budgets across the Council as part of this year's financial settlement.

Consultees suggested making reductions in frequency and scale backs rather than withdrawing services outright. However, the nature of services that are provided on a subsidised basis mean that often it is not possible to scale back provision or provide a reduced timetable where for example we may only provide funding for a single vehicle paid for at a daily or annual rate. In recent years the Council has been able to realise and meet smaller scale reductions to the budget through service redesign and working with operators to push some services commercial, however the opportunities for this and the size of the saving as well as the current climate within the industry has meant these opportunities are limited.

The following provides further detail on mitigating actions identified as part of the initial assessment in addition to any further actions we propose to take to address impacts that may resulting from withdrawal of the identified services.

1.) KCC's Community Transport Grant enables communities in Kent to develop their own community transport schemes. KCC allocates funding for this each year and each year KCC invites bids from community groups and provides grants to organisations whose goals and purpose align with our strategic aims and priorities. This means that any award could take into consideration gaps in the network resulting from these service withdrawals.

Grants are awarded for wide ranging projects from booking software systems and new office equipment to vehicles or retro fitting vehicles with accessible ramps etc. KCC provides a Toolkit to guide organisations through this process and while we do not get directly involved with the running of the schemes, the Council does offer its expertise in helping to facilitate and enable organisations to run these schemes by themselves. The team who look after this area are also looking to increase this funding in this area over the next few years as part of Kent's Bus Service Improvement Plan (BSIP) giving a greater ability to mitigate against any service withdrawals.

2.) The Department for Transport (DFT) has provided an indicative settlement of £35.1 million towards our Bus Service Improvement Plan (BSIP), which the Council is in the process of confirming. This funding comes with a set of requirements and caveats stipulating that it cannot be put towards maintaining existing services; however, a small portion of this funding can be used to provide new services to help fill gaps in the network.

£7.5m may be available for this purpose up to March 2025 and KCC will consider means of using this funding to fill gaps in the network. This could be used to fill gaps in the network by introducing new services. A network review is currently being carried out as part of the Local Transport Fund to understand where funding can be targeted as part of a re based network post October 2022 and will inform any year 1 initiatives as part of the Bus Service Improvement Plan (BSIP). KCC are also looking to procure a network planning tool to inform further enhancements to the network for years 2 and 3 initiatives. This could focus on areas impacted by both commercial and subsidised bus withdrawals

3.) The Council has received just over £1.5m as part of the Local Transport Fund which will be used to support the network over the next 6 months as the Council works with operators to develop are based and sustainable network post covid. This will take account of gaps left in the network and the Council will be working with operators through its county wide network review to identify opportunities were adaptations to the network can be made.

4.) In consideration of the consultation response and the impacts identified on protected groups, the Council will consider retaining its Kent Karrier services, where we see a particular impact given the criteria for joining the scheme includes age and disability. The consultation shows that these services were particularly important to the elderly and disabled with 40% of respondents saying they were a lifeline.

Retention of the Kent Karrier services will also mitigate against impacts of this protected group resulting

from withdrawal of other services as it will ensure that no resident of Kent is left entirely without a public transport option or is left isolated. The Kent Karrier Dial a Ride scheme is open to anyone who is more than 500m from their nearest service and as such any area that has lost a service would have the Kent Karrier as an alternative to access essential amenities.

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Responsible Officer for Disability	Steve Pay, Public Transport Planning and Operations Manager
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## 21. Negative Impacts and Mitigating actions for Sex

Are there negative impacts for Sex	Yes
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### Details of negative impacts for Sex

#### Initial Assessment:

Greater barriers to the use of alternative transport solutions heightens the impact of any service withdrawal or reduction on this user group.

However, the precise extent of this impact will remain unknown until completion of a full public consultation, detailed service analysis and identification of any mitigation measures and approval of final decisions.

#### Update post consultation:

The updated EQIA cannot record every relevant issue raised in the consultation but takes a general view on impacts to protected groups. The consultation as a whole has been carefully considered and the main themes recorded.

The consultation received a greater response from females (45%) to Males (20%) although 35% preferred not to say.

When looking at responses of those commenting on the Equality Impact Assessment 5% believed it disproportionately impacted women and mothers. It is noted that there is a certain amount of interplay between sex and maternity with specific references in the consultation to parents with babies and that this is more likely to be women.

Given the profile of responses to the consultation, it should be concluded that the impact of these proposals will be felt more acutely by females, as such this confirms our original assessment that there would be an impact on this group specifically women.

### Mitigating actions for Sex

#### Initial Assessment:

Approach identified will seek to work with community transport providers to develop local schemes.

Implementation of Kent Bus Service Improvement Plan (subject to funding from Government) giving particularly priority to developing the network to fill any gaps or areas left unserved and to recovery post pandemic.

Utilising Local Transport Fund over the next 6 months to help support and develop the network to achieve a sustainable post covid level of service.

#### Update post consultation:

In order to respond to the financial pressure and meet the current 2022/23 budget gap the Public Transport Department has had to identify a range of cost saving measures focused on discretionary spend areas. Consultees suggested reducing spend in other areas, however these savings have not solely or

disproportionately focused on the Local Bus Budget or the Public Transport Department but have also included other areas for example reducing spend on the Kent Travel Saver Bus Pass and more widely savings are also being sought from other areas and budgets across the Council as part of this year's financial settlement.

Consultees suggested making reductions in frequency and scale backs rather than withdrawing services outright. However, the nature of services that are provided on a subsidised basis mean that often it is not possible to scale back provision or provide a reduced timetable where for example we may only provide funding for a single vehicle paid for at a daily or annual rate. In recent years the Council has been able to realise and meet smaller scale reductions to the budget through service redesign and working with operators to push some services commercial, however the opportunities for this and the size of the saving as well as the current climate within the industry has meant these opportunities are limited.

The following provides further detail on mitigating actions identified as part of the initial assessment in addition to any further actions we propose to take to address impacts that may resulting from withdrawal of the identified services.

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Grants are awarded for wide ranging projects from booking software systems and new office equipment to vehicles or retro fitting vehicles with accessible ramps etc. KCC provides a Toolkit to guide organisations through this process and while we do not get directly involved with the running of the schemes, the Council does offer its expertise in helping to facilitate and enable organisations to run these schemes by themselves. The team who look after this area are also looking to increase this funding in this area over the next few years as part of Kent's Bus Service Improvement Plan (BSIP) giving a greater ability to mitigate against any service withdrawals.

2.) The Department for Transport (DFT) has provided an indicative settlement of £35.1 million towards our Bus Service Improvement Plan (BSIP), which the Council is in the process of confirming. This funding comes with a set of requirements and caveats stipulating that it cannot be put towards maintaining existing services; however, a small portion of this funding can be used to provide new services to help fill gaps in the network.

£7.5m may be available for this purpose up to March 2025 and KCC will consider means of using this funding to fill gaps in the network. This could be used to fill gaps in the network by introducing new services. A network review is currently being carried out as part of the Local Transport Fund to understand where funding can be targeted as part of a re based network post October 2022 and will inform any year 1 initiatives as part of the Bus Service Improvement Plan (BSIP). KCC are also looking to procure a network planning tool to inform further enhancements to the network for years 2 and 3 initiatives. This could focus on areas impacted by both commercial and subsidised bus withdrawals

3.) The Council has received just over £1.5m as part of the Local Transport Fund which will be used to support the network over the next 6 months as the Council works with operators to develop a based and sustainable network post covid. This will take account of gaps left in the network and the Council will be working with operators through its county wide network review to identify opportunities where adaptations to the network can be made.

4.) In consideration of the consultation response and the impacts identified on protected groups, the

Council will consider retaining its Kent Karrier services, where we see a particular impact given the criteria for joining the scheme includes age and disability. The consultation shows that these services were particularly important to the elderly and disabled with 40% of respondents saying they were a lifeline.

Retention of the Kent Karrier services will also mitigate against impacts of this protected group resulting from withdrawal of other services as it will ensure that no resident of Kent is left entirely without a public transport option or is left isolated. The Kent Karrier Dial a Ride scheme is open to anyone who is more than 500m from their nearest service and as such any area that has lost a service would have the Kent Karrier as an alternative to access essential amenities.

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Responsible Officer for Sex	Steve Pay, Public Transport Planning and Operations Manager
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**22. Negative Impacts and Mitigating actions for Gender identity/transgender**

Are there negative impacts for Gender identity/transgender	No
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Negative impacts for Gender identity/transgender

Not Applicable

Mitigating actions for Gender identity/transgender

Not Applicable

Responsible Officer for mitigating actions for Gender identity/transgender	Not Applicable
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**23. Negative impacts and Mitigating actions for Race**

Are there negative impacts for Race	No
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Negative impacts for Race

Not Applicable

Mitigating actions for Race

Not Applicable

Responsible Officer for mitigating actions for Race	Not Applicable
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**24. Negative impacts and Mitigating actions for Religion and belief**

Are there negative impacts for Religion and belief	No
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Negative impacts for Religion and belief

Not Applicable

Mitigating actions for Religion and belief

Not Applicable

Responsible Officer for mitigating actions for Religion and Belief	Not Applicable
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**25. Negative impacts and Mitigating actions for Sexual Orientation**

Are there negative impacts for Sexual Orientation	No
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Negative impacts for Sexual Orientation

Not Applicable

Mitigating actions for Sexual Orientation

Not Applicable

Responsible Officer for mitigating actions for Sexual Orientation	Not Applicable
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**26. Negative impacts and Mitigating actions for Pregnancy and Maternity**

Are there negative impacts for Pregnancy and Maternity	No
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Negative impacts for Pregnancy and Maternity

Update Post Consultation:

Consultation responses note that there may be an interaction between sex and maternity. This has been dealt with above under Sex.

#### Mitigating actions for Pregnancy and Maternity

Not Applicable

Responsible Officer for mitigating actions for Pregnancy and Maternity	Not Applicable
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#### 27. Negative impacts and Mitigating actions for Marriage and Civil Partnerships

Are there negative impacts for Marriage and Civil Partnerships	No
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#### Negative impacts for Marriage and Civil Partnerships

Not Applicable

#### Mitigating actions for Marriage and Civil Partnerships

Not Applicable

Responsible Officer for Marriage and Civil Partnerships	Not Applicable
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#### 28. Negative impacts and Mitigating actions for Carer's responsibilities

Are there negative impacts for Carer's responsibilities	Yes
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#### Negative impacts for Carer's responsibilities

Initial Assessment:

Greater reliance on bus services due to availability of alternatives heightens the impact of any service withdrawal or reduction on this user group.

However, the precise extent of this impact will remain unknown until completion of a full public consultation, detailed service analysis and identification of any mitigation measures and approval of final decisions.

Update post consultation:

The updated EQIA cannot record every relevant issue raised in the consultation but takes a general view on impacts to protected groups. The consultation as a whole has been carefully considered and the main themes recorded.

The consultation identified that 10% of those responding considered identified as carers. While 53% were not and 37% preferred not to say. However, 24% of consultees indicated that they used one or more of these services to care for a friend or relative.

When looking at responses of those commenting on the Equality Impact Assessment 2% believed that these proposals disproportionately impacted on carers.

The above supports our initial assessment that carers will be impacted by these proposals.

#### Mitigating actions for Carer's responsibilities

Initial Assessment:

Approach identified will seek to work with community transport providers to develop local schemes.

Implementation of Kent Bus Service Improvement Plan (subject to funding from Government) giving particularly priority to developing the network to fill any gaps or areas left unserved and to recovery post pandemic.

Utilising Local Transport Fund over the next 6 months to help support and develop the network to achieve a sustainable post covid level of service.

Update post consultation:

In order to respond to the financial pressure and meet the current 2022/23 budget gap the Public Transport Department has had to identify a range of cost saving measures focused on discretionary spend areas. Consultees suggested reducing spend in other areas, however these savings have not solely or disproportionately focused on the Local Bus Budget or the Public Transport Department but have also included other areas for example reducing spend on the Kent Travel Saver Bus Pass and more widely savings are also being sought from other areas and budgets across the Council as part of this year's financial settlement.

Consultees suggested making reductions in frequency and scale backs rather than withdrawing services outright. However, the nature of services that are provided on a subsidised basis mean that often it is not possible to scale back provision or provide a reduced timetable where for example we may only provide funding for a single vehicle paid for at a daily or annual rate. In recent years the Council has been able to realise and meet smaller scale reductions to the budget through service redesign and working with operators to push some services commercial, however the opportunities for this and the size of the saving as well as the current climate within the industry has meant these opportunities are limited.

The following provides further detail on mitigating actions identified as part of the initial assessment in addition to any further actions we propose to take to address impacts that may resulting from withdrawal of the identified services.

1.) KCC's Community Transport Grant enables communities in Kent to develop their own community transport schemes. KCC allocates funding for this each year and each year KCC invites bids from community groups and provides grants to organisations whose goals and purpose align with our strategic aims and priorities. This means that any award could take into consideration gaps in the network resulting from these service withdrawals.

Grants are awarded for wide ranging projects from booking software systems and new office equipment to vehicles or retro fitting vehicles with accessible ramps etc. KCC provides a Toolkit to guide organisations through this process and while we do not get directly involved with the running of the schemes, the Council does offer its expertise in helping to facilitate and enable organisations to run these schemes by themselves. The team who look after this area are also looking to increase this funding in this area over the next few years as part of Kent's Bus Service Improvement Plan (BSIP) giving a greater ability to mitigate against any service withdrawals.

2.) The Department for Transport (DFT) has provided an indicative settlement of £35.1 million towards our Bus Service Improvement Plan (BSIP), which the Council is in the process of confirming. This funding comes with a set of requirements and caveats stipulating that it cannot be put towards maintaining existing services; however, a small portion of this funding can be used to provide new services to help fill gaps in the network.

£7.5m may be available for this purpose up to March 2025 and KCC will consider means of using this funding to fill gaps in the network. This could be used to fill gaps in the network by introducing new services. A network review is currently being carried out as part of the Local Transport Fund to understand where funding can be targeted as part of a re based network post October 2022 and will inform any year 1 initiatives as part of the Bus Service Improvement Plan (BSIP). KCC are also looking to procure a network planning tool to inform further enhancements to the network for years 2 and 3 initiatives. This could focus on areas impacted by both commercial and subsidised bus withdrawals

3.) The Council has received just over £1.5m as part of the Local Transport Fund which will be used to support the network over the next 6 months as the Council works with operators to develop a based and sustainable network post covid. This will take account of gaps left in the network and the Council will be working with operators through its county wide network review to identify opportunities where adaptations to the network can be made.

4.) In consideration of the consultation response and the impacts identified on protected groups, the Council will consider retaining its Kent Karrier services, where we see a particular impact given the criteria for joining the scheme includes age and disability. The consultation shows that these services were particularly important to the elderly and disabled with 40% of respondents saying they were a lifeline.

Retention of the Kent Karrier services will also mitigate against impacts of this protected group resulting from withdrawal of other services as it will ensure that no resident of Kent is left entirely without a public transport option or is left isolated. The Kent Karrier Dial a Ride scheme is open to anyone who is more than 500m from their nearest service and as such any area that has lost a service would have the Kent Karrier as an alternative to access essential amenities.

5.) The EQIA notes that some groups may be at a disadvantage when accessing information as such the measures below were carried out to make sure the consultation was accessible to all.

Hard copies available in Libraries, Gateways on request and posted to Kent Karrier members

Easy Read and Large Print versions

KCC's Community Warden service asked to engage on behalf of the service with their communities, raising awareness and supporting participation (hard copies provided)

Letters or emails providing feedback analysed and considered alongside the questionnaire responses

Freepost address for hard copy returns

Phone numbers and email addresses for queries and requests for hard copies and alternative formats on consultation and promotional material

Mix of comms activity carried out to ensure that individuals who do not have access to online channels would hear about the consultation and be able to take part (see summary of activity below).

Promotional activities included:

Letter to Kent Karrier members with hard copy of doc and questionnaire

Emails to Kent Travel Saver and English National Concessionary Travel Scheme passholders and stakeholder list (including Kent MPs, Healthwatch Kent and equality organisations)

Media release – coverage included Cabinet Member interviews on BBC Politics Southeast programme and BBC Radio Kent (at start and towards end of consultation), KentOnline, Kent Live and KM newspapers

KM newspaper adverts – 10 appearances between 9 and 10 March and 23 and 24 March

Posters displayed on buses/stations

Postcards and posters displayed in libraries and gateways and a feature on library computer welcome screens

Invite sent to 5,759 Let's talk Kent registered users who have expressed an interest in transport and roads and general interest

Organic social media posts on KCC Facebook, Twitter, and Nextdoor accounts and two weeks of paid Facebook adverts

Promoted on Kent.gov homepage and service pages and through KNet and KMail

Briefing provided to all KCC Members and promotional material left in pigeonholes.

Articles in KCC e-residents' newsletter, Kelsi Schools e-bulletin and KALC newsletter

Responsible Officer for Carer's responsibilities

Steve Pay, Public Transport Planning and Operations Manager

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From: **Susan Carey, Cabinet Member for the Environment**  
**Simon Jones, Corporate Director for Growth, Environment and Transport**  
**Matthew Smyth, Director for Environment and Waste**

To: **Environment and Transport Cabinet Committee, 6<sup>th</sup> July 2022**

Subject: **Annual update on the Energy and Low Emissions Strategy**

Non-Key decision

Classification: **Unrestricted**

Past Pathway of report: **None**

Future Pathway of report: **None**

Electoral Division: **ALL**

**Summary:** This report provides the first annual update on the implementation of the Kent & Medway Energy and Low Emissions Strategy. The report will include a summary of progress to date, an update on work to establish and monitor key indicators and an overview of the next steps for the strategy.

Overall, delivery of the Energy and Low Emissions Strategy is RAG rated as Amber. This reflects that broadly the strategy is on track, but there are significant risks and issues in some areas. Chief among these is resourcing, both in terms of the staff to deliver the actions and the finance required to deliver agreed projects and outputs. It should be noted that this is a partnership strategy, and as such the resourcing issue does not sit solely with KCC but applies across partners.

Of the 78 actions within the Energy and Low Emissions Strategy action plan, 15 are RAG rated Red, 30 amber and 33 green. In many cases the red RAG rating reflects funding gaps for the projects.

Highlights include:

- 87 businesses in Kent & Medway have been supported with funding to retrofit energy efficiency and renewable technologies in business premises, leading to annual greenhouse gas savings of over 533 tonnes CO2 emissions.
- £28m of funding secured through the Public Sector Decarbonisation Scheme.
- Successful funding bids for 9 new cycle schemes and 14 walking schemes.
- Progress with EV charging networks with Medway and 5 districts agreeing a 600+ EV charging point network and other districts their own charging point schemes.
- £9.8m of external funding to deliver active travel projects.
- 150 Kent REVs van loans in all districts in Kent and six trials of new transport projects that drive the transition to Ultra Low Emission Vehicle public transport.
- Over 2000 solar panels have been installed on domestic properties in Kent via the Solar Together scheme.

- The Trees Outside Woodland project has successfully established 3,000 native trees in 6 urban ‘mini’ woodland trial plots with plans to create further ‘mini’ forests across Kent. 14,000 new trees were planted in early 2021 as part of Medway Council’s Urban Tree Challenge Fund.
- The Low Carbon Across the South East project won the Delivering Clean Grown Category at the Association of Directors of Environment, Economy, Planning and Transport (ADEPT) Awards in June 2021.

**Recommendation(s):**

The Cabinet Committee is asked to consider and note the first year of progress on delivery of the Energy and Low Emissions Strategy for Kent & Medway and endorse the progression of the proposed areas for future delivery of the strategy at paragraph 4.

**1. Introduction**

- 1.1 The Kent and Medway Energy and Low Emissions Strategy, adopted in 2020, sets out how KCC, in partnership with Medway Council and the Kent district councils, will respond to the UK climate emergency and drive clean, resilient economic recovery across the county. The overarching vision is for the county of Kent to reduce its emissions to Net Zero by 2050 and to benefit from a competitive, innovative, and resilient low carbon economy, with no deaths associated with poor air quality. The Energy and Low Emissions Strategy sits within the framework of, and supports, the Kent Environment Strategy, published in 2016. The 2050 target sits alongside, but is separate to, KCC’s commitment to achieving Net Zero by 2030 for its own estate.
- 1.2 The Energy and Low Emissions Strategy is supplemented by an implementation plan, which sets out the detailed actions required between October 2020 and December 2023. The first implementation plan was published in May 2021. This report primarily updates on delivery against that implementation plan, as well as covering the overall direction for the future of the Energy and Low Emissions Strategy.
- 1.3 All districts, as well as Medway, have now either formally endorsed, or recognised the strategy and have been involved in developing and updating the implementation plan. Partners have taken different approaches to how they view the implementation plan, with some endorsing the plan through their formal governance systems, and others continuing to be involved in delivery without formally adopting the plan.
- 1.4 The strategy has four overarching aims:
  - 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.
  - Policy & Strategy: Facilitate the development of evidence-based policy and strategy to future-proof economic recovery, tackle emerging issues and realise opportunities.
  - Leadership: Support the public sector across Kent and Medway to play a strong leadership role with regards to challenges and opportunities.
  - Action: Facilitate increased and accelerated action and implementation across Kent and Medway.



In addition to these aims, there are a number of co-benefits associated with the strategy, including cost savings (in the long term), improvements to health and wellbeing, support for the green economy and improvements to biodiversity and green spaces.

1.5 There are 10 priority areas which support these aims:

- Emission reduction pathways to 2050,
- Public sector decision making,
- Planning and development,
- Climate Emergency Investment Fund,
- Building retrofit programme,
- Transport, travel, and digital connectivity,
- Renewable energy generation,
- Green infrastructure,
- Supporting low carbon business and
- Communications.

The implementation plan is also themed around these ten priorities. We have committed to having a named lead officer for each priority area to facilitate and monitor progress.

## 2. Delivery to date

2.1 A full report covering delivery to date on the Energy and Low Emissions Strategy is available at Appendix One. This report has been compiled through extensive engagement with all delivery partners and named priority leads.

2.2 Overall, delivery of the Energy and Low Emissions Strategy is RAG rated as Amber. This reflects that broadly the strategy is on track, but there are significant risks and issues in some areas. Chief among these is resourcing, both in terms of the staff to deliver the actions and the finance required to deliver agreed projects and outputs. It should be noted that the resourcing issue does not sit solely with KCC but applies across partners. A gap analysis has been undertaken suggesting that there are 25 projects within the Energy and Low Emissions Strategy implementation plan that are currently not fully funded. These projects are due to be analysed further to identify their costs. Further work is underway by KCC officers and partners to fully cost out these actions and the total funding gap.

Overall	Milestones/deliverables	Risks/Issues	Finance
AMBER	GREEN	RED	RED

2.3 The annual review process has highlighted significant successes over the past year as well as areas that are behind schedule and require more focus.

#	Priority	Major successes, risks, and opportunities
1	Emission Reduction Pathways to 2050	<b>Successes:</b> The Kent Emissions Pathways Report has been published and noted. This sets out 5 yearly carbon budgets for Kent & Medway and a pathway to Net Zero emissions by 2050.

		<p><b>Risks:</b> Risk that not all authorities agree on the best pathway to follow between the high ambition pathway and the Paris compliant pathway (see paragraph 3.5). In any case, implementation of the high ambition pathway is in itself very challenging for all partners.</p>
2	Public Sector Decision Making	<p><b>Successes:</b> An officer procurement subgroup has been established and has produced a joint market position statement for tailoring and use by all local authorities.</p> <p><b>Risks:</b> Procurement remains a complex area as suppliers are at different stages in their decarbonisation journeys. It is important that Small and Medium Enterprises are not disadvantaged.</p>
3	Planning and Development	<p><b>Successes:</b> Seven local plans have been updated with Net Zero commitments and related policies, in line with planned refreshes. The Kent Design Guide refresh has been significantly delayed but has been to consultation.</p> <p><b>Risks:</b> Current feedback from Chief Planners suggests that the Kent Design Guide will be used as a framework across Kent rather than being formally adopted by planning authorities.</p>
4	Climate Emergency Investment Fund	<p><b>Successes:</b> Swale are part of the pilot project of nature-based climate solutions. The findings of this will enable a model 'brokerage hub' to be developed.</p> <p><b>Risks:</b> Work in this area needs to ramp up if we are to deliver the ambition of having a climate emergency investment/offset fund for Kent.</p>
5	Building Retrofit Programme	<p><b>Successes:</b> 87 businesses in Kent &amp; Medway have been supported with funding to retrofit energy efficiency and renewable technologies in business premises, leading to annual greenhouse gas savings of over 533 tCO<sub>2</sub>e. Most public sector organisations also now have organisational action plans to deliver Net Zero public sector estate by 2030. Across Kent districts, Medway and KCC over £28m of funding was obtained through the Public Sector Decarbonisation Scheme (PSDS).</p> <p><b>Risks:</b> The major gap in this area is resource to develop a Domestic Retrofit Action Plan. A number of other actions in our plan depend on this being produced.</p>
6	Transport, Travel & Digital Connectivity	<p><b>Successes:</b> There have been successful funding bids for 9 new cycle schemes and 14 walking schemes across Kent &amp; Medway. KCC has installed 9 rapid Electric Vehicle chargers for taxis and private hire vehicles and 18 charge points in parish hall car parks. £9.8m of external funding has been leveraged to deliver active travel projects. There have been 150 Kent REV van loans in all districts in Kent and six trials of new transport projects that drive the transition to Ultra Low Emission Vehicle public transport. The Kent EV600 project (a public/partnership project) launched in</p>

		<p>November 2021 to install 600 electric vehicle chargers in 150 car parking locations across Kent and Medway over the next 2 years.</p> <p><b>Risks:</b> The major risk in this area is the high level of dependence on external funding streams, many of which are not guaranteed to continue.</p>
7	Renewable Energy Generation	<p><b>Successes:</b> 7 local authorities have submitted successful bids for the Public Sector Decarbonisation Scheme. KCC have installed 3 heat pump projects, 6 LED lighting projects and 7 solar PV projects on our KCC estate. Over 2000 solar panels have been installed on domestic properties in Kent via the Solar Together scheme.</p> <p><b>Risks:</b> The rapid release of government funding, with very short timescales for bidding and delivery has meant that partners are focused on responding to these immediate funding calls, rather than looking at longer-term opportunities. Resources have yet to be secured for a new renewable energy and storage opportunity study or work to understand the barriers/role of local authorities in increasing household uptake of renewables. Government grant funding is shifting more towards heat decarbonisation and so future funding opportunities for renewable energy generation may be more limited.</p>
8	Green Infrastructure	<p><b>Successes:</b> The Natural Solutions to Climate Change report, written by Burro Happold, was published in Spring 2021. This assessed opportunities for nature-based solutions across Kent. The Trees Outside Woodland project has successfully established 3,000 native trees in 6 urban 'mini' woodland trial plots with plans to create further 'mini' forests across Kent. Between 2019 and 2021, KCC and partners have planted over 75,000 trees and hedges. 14,000 new trees were planted in early 2021 as part of Medway Council's Urban Tree Challenge Fund.</p> <p><b>Opportunities:</b> It has become clear that the forthcoming Local Nature Recovery Strategy will provide a spatial framework and measures for nature-based solutions. Once the Local Nature Recovery Strategy is produced, it will be considered what else is needed for nature-based solutions.</p>
9	Supporting Low Carbon Business	<p><b>Successes:</b> A report funded by the Southeast Local Enterprise Partnership was produced in December 2021 to identify the economic opportunities of the low carbon sector, including Kent &amp; Medway. This will help to inform economic strategy to grow the green economy. Low Carbon Across the South East (LoCASE) has awarded grants to 87 SMEs and provided training for over 20 SMEs to undertake carbon footprints and</p>

		<p>develop reduction plans. The Low Carbon Across the South East project won the Delivering Clean Growth Category at the Association of Directors of Environment, Economy, Planning and Transport (ADEPT) Awards in June 2021.</p> <p><b>Risks:</b> All programmes and activities in this priority have been funded through European Union funding programmes such as the European Regional Development Fund and Interreg. Identifying and securing new funding to continue low carbon business support beyond Spring 2023 is the biggest risk to delivery.</p>
10	Communications	<p><b>Successes:</b> A communications strategy was developed by KCC and completed in April 2021. The annual Kent Environment Strategy Conference was held in November 2021 with 163 attendees (online and in person). This coincided with COP26 and a shared calendar of 76 COP26 related events was produced. The Kent Connected Journey planner app was relaunched and had 3208 downloads in August 2021.</p> <p><b>Opportunities:</b> Work is needed over the coming year to expand the reach of activity and to explore behaviour change approaches.</p>

2.4 There are 78 actions within the Energy and Low Emissions Strategy action plan. Appendix One provides a detailed account of progress against each action and provides a RAG rating for each. Of the 78 actions, 15 are RAG rated Red, 30 amber and 33 green. In many cases the red RAG rating reflects the funding gaps for the projects. There are some unfunded projects currently RAG rated as Amber, this is either because there are plans in place to secure funding or because the action is currently on track but there is a risk that the project will not be funded beyond 2023 (the end date for this implementation plan).

### 3. Measuring progress

3.1 The most important indicator for progress on the Energy and Low Emissions Strategy is the total carbon dioxide emissions for Kent and Medway. There is a lag in the reporting of this data as it is compiled by the Department for Business, Energy, and Industrial Strategy. The most recently available data is for 2019. An update is expected this summer (2022) on emissions for 2020. As this 2019 data precedes the publication of the Energy and Low Emissions Strategy and action plan it is not possible to attribute any of the reductions seen to date to activity associated with the strategy. Once the nationally reported data is released for 2021 (the first operational year of the implementation plan) it will be feasible to start tracking emissions against activity, with some caveats (see paragraph 3.2). The bulk of emissions reductions so far have been as a result of decarbonisation of the national grid.

3.2 Given the number of factors that can influence overall carbon emissions for the county, it will always be important for us to consider more granular indicators that allow us to track progress more closely. As part of the review of the indicators for the

strategy (see paragraph 3.10) a number of lead indicators have been agreed. These are indicators that are predictive of change, but do not directly measure emissions.

- 3.3 The table below outlines total carbon dioxide emissions for Kent and Medway.<sup>1</sup> The baseline for the Energy and Low Emissions Strategy was set at the 2017 figures, with 2005 figures included for context. From 2017 to 2019 there was an 8% reduction in emissions across Kent and Medway.

	2005 (ktCO <sub>2</sub> )	2017 (ktCO <sub>2</sub> )	2018 (ktCO <sub>2</sub> )	2019 (ktCO <sub>2</sub> )
<b>Kent</b>	12912.5	7902.4	7720.4	7285.9
<b>Medway</b>	1326.3	909.8	874.9	820.5
<b>Total</b>	14238.8	8812.2	8595.3	8106.4

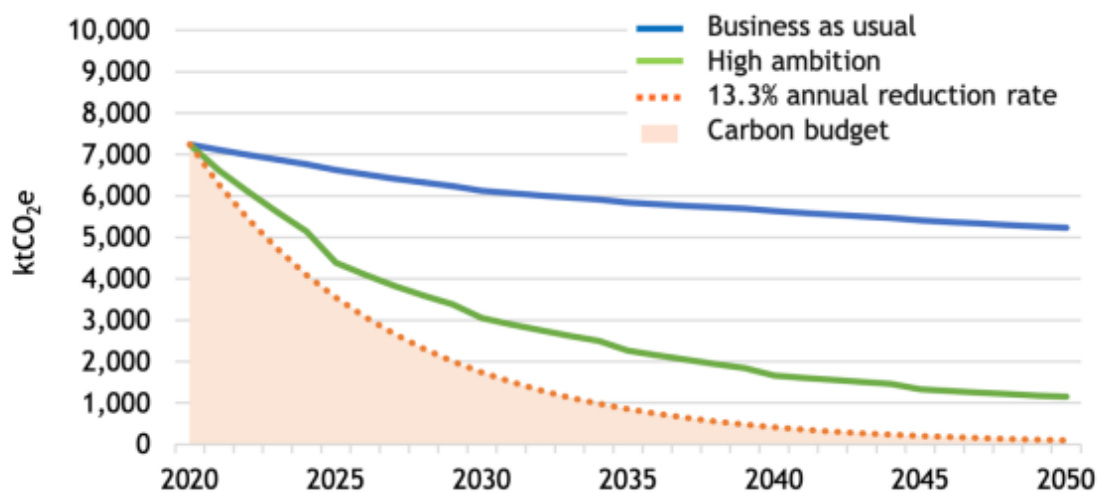
- 3.4 Whilst an 8% reduction towards a 2050 target is encouraging, it is important to note that decarbonisation needs to happen swiftly to meet the commitments of the United Nations Paris Agreement. Every tonne of greenhouse gas emitted between now and 2050 will count. The Tyndall Centre for Climate Change Research, based at the University of Manchester, recommends that the county must achieve an average annual emissions reduction rate of 13.3% to contribute towards the agreement's goals of staying well below 2°C and pursuing a rise of no more than 1.5°C. The Tyndall Centre has suggested Kent and Medway should have a budget of 57,700 ktCO<sub>2</sub>e for the period 2020-2050. Based on the currently available data and our current trajectory that carbon budgets will be used within seven years.
- 3.5 A report to this committee in June 2021 outlined possible pathways to 2050, modelled by the sustainability consultants Anthesis (see paragraph 10.4). The report set out a business-as-usual pathway, a high ambition pathway, and a Paris compliant pathway that would not exceed our carbon budget.<sup>2</sup> The proposed pathways are outlined at Figure 1.
- 3.6 The recommendation from officers (see paragraph 4.3.2) is that Kent Leaders agree to track Kent and Medway's progress against the high ambition pathway for the purposes of the Energy and Low Emissions Strategy. This will allow for clearer comparisons of our progress and assessments of whether the county is on track to meet our Net Zero commitment. It should be noted that this pathway results in an 88% reduction by 2050 against 2017 levels, meaning there are still some residual emissions. It is estimated that following this pathway, annual emissions in 2050 will be around 1,155 ktCO<sub>2</sub>e, with the bulk of emissions at that time coming from domestic buildings (50%) and the industrial and commercial sector (39%). Reporting will also continue against the Paris compliant pathway, given the UK's ratification of the Paris Agreement.

<sup>1</sup> Department for Business, Energy, and Industrial Strategy (2021) 'UK local authority and regional carbon dioxide emissions national statistics: 2005 to 2019.' <https://www.gov.uk/government/statistics/uk-local-authority-and-regional-carbon-dioxide-emissions-national-statistics-2005-to-2019>

<sup>2</sup> The pathways report utilised the Scatter methodology for calculating emissions rather than the BEIS data. The main difference is that BEIS account only for CO<sub>2</sub>, whilst Scatter include other greenhouse gases such as Nitrous Oxide (N<sub>2</sub>O) and Methane (CH<sub>4</sub>). We also measure and report using the Scatter methodology in our list of indicators, and so it should be possible in future years to compare how we are progressing against the pathways modelled by Anthesis.

3.7 The Anthesis report and pathway is based on currently available emissions factors, current legislation, and government policy, published emission scenarios and proven technologies. As such, it should be understood that compliance with the pathway does not guarantee that Kent and Medway will meet the Net Zero 2050 target and is not fully compliant with the targets of the United Nations Paris Agreement (limiting global warming to well below 2°C and pursuing efforts to limit it to 1.5°C). Nonetheless, the high ambition pathway provides a realistic approach that will need to be supplemented by emerging technologies and future changes to legislation if Kent and Medway are to meet the 2050 target for Net Zero.

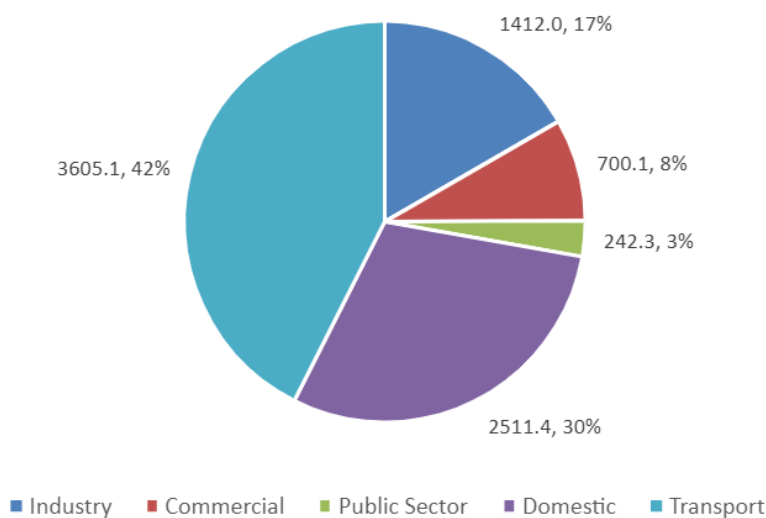
Figure 1: Emissions reduction pathways for Kent and Medway



3.8 The 2019 emissions profile for Kent and Medway shows that the largest sector for emissions is transport, at 42%. The second largest is the domestic sector at 30%. In keeping with this, transport and buildings are major themes within the Energy and Low Emissions Strategy implementation plan.

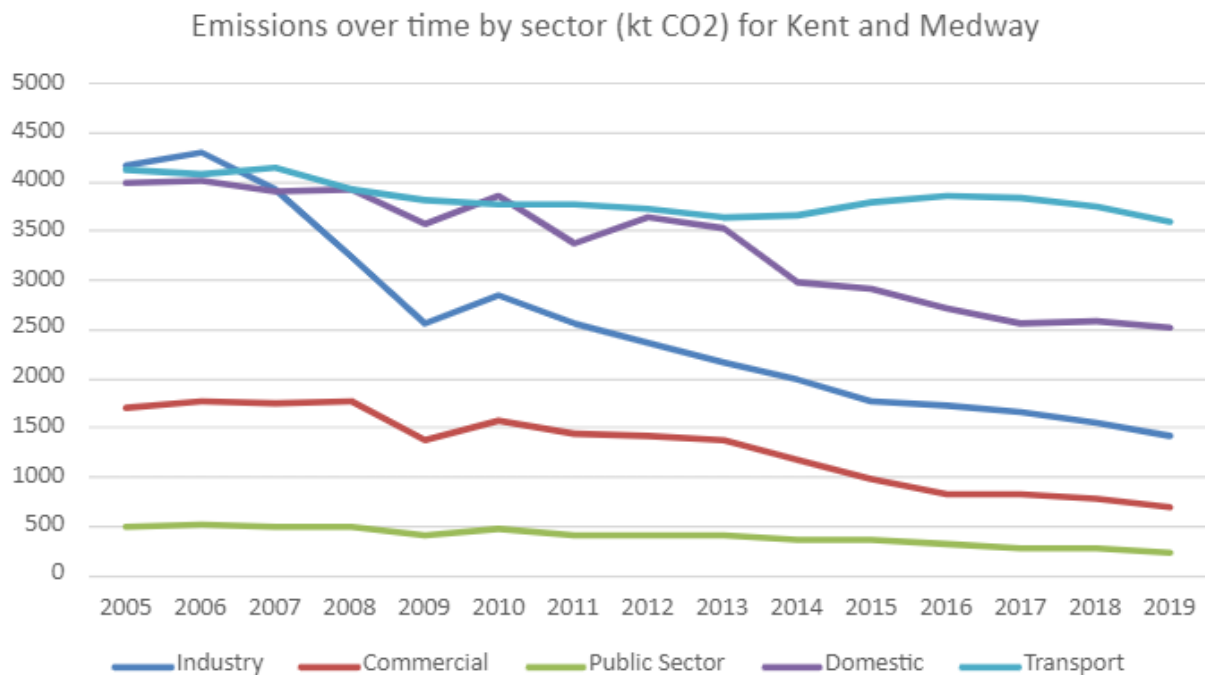
Figure 2:

Emissions by sector (kt CO<sub>2</sub>) for Kent and Medway (2019)



3.9 Figure 3 shows emissions reduction progress across the six key sectors. This illustrates the progress that has been made in industrial, commercial, public sector and to a lesser degree the domestic sector, largely due to decarbonisation of the national grid. Transport as a sector has seen much less progress. These figures do not reflect the impact of the Covid-19 pandemic and homeworking on transport. The Department for Business, Energy & Industrial Strategy estimated that emissions from transportation dropped nearly 20% between 2019 and 2020<sup>3</sup>, however the long-term effects of greater homeworking on emissions have yet to be determined.

Figure 3:



3.10 The Energy and Low Emissions Strategy was published with a list of suggested indicators to monitor and evaluate progress against our priorities, in addition to the key indicator of total carbon dioxide emissions. At the time of publication (2020), only some of these indicators had been fully developed and had a baseline set.

3.11 The initial intention was to report quarterly against these indicators. However, many of these indicators are reliant on data that is only published annually and as such quarterly reporting would not show progress. One indicator (relating to how people commute to work) relies on census data which is only published every ten years. A further consideration is that many of these datasets have a considerable time-lag, often being published two to three years after the period they relate to. This means that it may take several years before any progress could be attributed to our activity. For the majority of indicators, we expect data for 2021, the first year of implementation of the ELES, to become available over the next year, with the full emissions data for 2021 due to be published in the summer of 2023.

<sup>3</sup>[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/1051408/2020-final-greenhouse-gas-emissions-statistical-release.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1051408/2020-final-greenhouse-gas-emissions-statistical-release.pdf)

3.12 Following extensive discussions with partners, the list of indicators has been refined. The intention is to report on these indicators annually, given that most datasets are only updated once per year. We will also seek to make these lead indicators more sophisticated over time to predict the impact of changes more accurately on overall emissions. The updated list of indicators is available at Appendix Two.

#### **4. Next steps for delivery of the Energy and Low Emissions Strategy**

4.1 The implementation plan for the Energy and Low Emissions Strategy is under review to ensure that actions remain up to date and appropriate for our ambitions. Where actions from the previous plan have been completed, they have been removed or replaced with follow on actions. Partners have also taken the opportunity in consultation with KCC to highlight where they think action points need amending or where there are gaps in our approach.

4.2 Ongoing discussions with delivery partners for the Energy and Low Emissions Strategy have highlighted action points that need to be amended. The main reason for this is that the original action point is felt to be ambiguous or to not clearly reflect the intentions of Energy and Low Emissions Strategy. There were also felt to be some key actions missing from the existing plan.

4.3 The implementation plan remains a live document. The Implementation Plan will be formally monitored on an annual basis at financial year end and reported to the Kent and Medway Environment Group, the Kent Environment Board and Kent Leaders. A summary of the proposed updates for 2022 is as follows:

- 4.3.1 Replace the completed action to develop an emissions reduction pathway to read 'Agree reporting format, review process and publication route for carbon emissions data.'
- 4.3.2 Modified action to 'Adopt and monitor progress against the high ambition emissions reduction pathway for Kent & Medway as a whole.'
- 4.3.3 Clarify that we will utilise DEFRA emissions data to measure consumption-based emissions.
- 4.3.4 Adopt and/or reference the refreshed Kent Design Guide as Supplementary Planning Documents (subject to adoption by KCC), in line with Local Plan updates or priorities.
- 4.3.5 Identify funding opportunities and investigate green financing for the Energy and Low Emissions Strategy.
- 4.3.6 Develop a portfolio of quick wins and 'shovel-ready' projects that deliver nature-based solutions plus a register of sites that present potential nature-based solutions opportunities. For delivery through biodiversity net gain investment or other external funding.
- 4.3.7 Modify the action which currently reads 'to work with public transport providers to achieve EURO VI emissions standards by 2023.' This will be replaced with an action to work towards EURO VI as the network will not be EURO VI by 2023.
- 4.3.8 Modified action to support Building Digital UK in the delivery of the Government's forthcoming Project Gigabit Programme to upgrade broadband connectivity across Kent.



- 4.3.9 Broaden the existing action to develop and implement the Maidstone Heat Project to also cover other Heat Decarbonisation projects across Kent and Medway. The Maidstone Heat Network remains an ambition within this.
- 4.3.10 Modified action to develop the local nature recovery strategy for Kent and ensure provisions are made for nature-based solutions.
- 4.3.11 Modified action on the supply chain analysis for the low carbon sector. Action now reads 'review the report with the Clean Growth Working Group with a view to utilising the findings.'
- 4.3.12 Widen the action to support businesses with sustainability support which currently only mentions Low Carbon Across the South East.
- 4.3.13 Expand the action around supporting the offshore wind sector to also include green hydrogen.
- 4.3.14 Produce calendar of events to promote Kent wide green action.
- 4.3.15 Review the impact of the water reduction campaign to inform future projects, including a project on helping residents to reduce domestic energy usage.
- 4.3.16 Discussions are also ongoing with colleagues in Public Health to include more health focused actions within the Energy and Low Emissions Strategy, acknowledging the direct link between climate change and health.
- 4.3.17 Progressing relevant responsibilities under the Environment Act (dependent on secondary legislation).

4.4 An infographic that summarises progress for the first year of the Energy and Low Emissions Strategy is currently in development. This will provide a snapshot of progress for interested parties and is intended for publication in July 2022.

4.5 Case studies are being prepared in written, video and podcast formats to highlight best practice. These will be shared with partners, other local authorities and with residents later in 2022.

## **5. Financial Implications**

5.1 This is an update report so does not in itself have financial implications but it does highlight areas where finance will impact implementation. The core budget of the Sustainable Business and Communities Team support the strategy and implementation plan. A significant number of current staff are EU funded at present. This funding, which supports our work with local businesses and adaptation, will not be available past June 2023. Alternative funding needs to be identified to support this work and the delivery of the Energy and Low Emissions Strategy. The source and nature of future funding remains a risk for delivery of the strategy.

5.2 In addition to the core budget, there is currently a £1m KCC Reserve (The Net Zero reserve) that can be accessed via a bid process to support this work.

## **6. Legal implications**

- 6.1 No legal implications have been identified. Legal advice will be sought where necessary for any delivery under the strategy.

## **7. Equalities implications**

- 7.1 An Equalities Impact Assessment was undertaken when the strategy was developed and was updated as a result of the public consultation. This has been reviewed in the preparation of this report and no material changes have been identified as a result of the modified action plan, i.e., there are no significant negative impacts or new impacts arising from this report. As this Strategy is aimed at improving health outcomes, there are likely to be more positive equality impacts than negative, particularly for Age, Maternity and Disability. The intention is to fully refresh the EQiA in consultation with the Public Health team over the next six months.

## **8. Other corporate implications**

- 8.1 The Energy and Low Emissions Strategy is at heart a partnership strategy and covers multiple themes. Within KCC, the delivery of the Energy and Low Emissions Strategy is dependent on a number of other departments, including transport, planning, procurement, public health, property, public rights of way, school transport, economic development, children and young people (schools), and the natural environment and coasts team. Delivery of the Energy and Low Emissions Strategy requires all of these departments to progress and regularly report their actions and for a whole organisation approach to Net Zero to be adopted.

## **9. Conclusions**

- 9.1 The annual review process has highlighted significant successes over the past year and is testament to the collaborative approach being taken by partners across Kent and Medway. Whilst these successes should be celebrated, the scale of the challenge and pace of change needed over the coming years to meet our ambitions cannot be overstated. The gaps in resourcing to deliver against the Energy and Low Emissions Strategy implementation plan represent a real risk to delivery and to Net Zero targets for the county. Activity to address these gaps remains the key priority for delivery of the strategy.

## **10. Recommendation(s):**

- 10.1 The Environment and Transport Cabinet Committee is asked to consider and note the first year of progress on delivery of the Energy and Low Emissions Strategy for Kent & Medway and endorse the progression of the proposed areas for future delivery of the strategy at paragraph 4.

## **11. Background Documents**

- 11.1 Kent Environment Strategy – [www.kent.gov.uk/environmentstrategy](http://www.kent.gov.uk/environmentstrategy)

- 11.2 Kent & Medway Energy and Low Emissions Strategy –  
[https://www.kent.gov.uk/\\_data/assets/pdf\\_file/0009/112401/Kent-and-Medway-Energy-and-Low-Emissions-Strategy.pdfadd](https://www.kent.gov.uk/_data/assets/pdf_file/0009/112401/Kent-and-Medway-Energy-and-Low-Emissions-Strategy.pdfadd)
- 11.3 Kent and Medway Energy and Low Emissions Strategy: Implementation Plan 2020-2023 – [https://www.kent.gov.uk/\\_data/assets/pdf\\_file/0004/121954/Kent-and-Medway-Energy-and-Low-Emissions-Strategy-Implementation-Plan-2020-2023.pdf](https://www.kent.gov.uk/_data/assets/pdf_file/0004/121954/Kent-and-Medway-Energy-and-Low-Emissions-Strategy-Implementation-Plan-2020-2023.pdf)
- 11.4 Kent & Medway Emissions Analysis and Pathways to Net Zero -  
[https://www.kent.gov.uk/\\_data/assets/pdf\\_file/0003/122898/Kent-Emissions-Pathway-Report.pdf](https://www.kent.gov.uk/_data/assets/pdf_file/0003/122898/Kent-Emissions-Pathway-Report.pdf)

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# Kent and Medway Energy and Low Emissions Strategy Implementation Plan 2020-2023

Year 1 activity monitoring report

Oct 2020 – Mar 2022



## INTRODUCTION

This report summarises the progress that has been made during the first year of implementing the Energy and Low Emissions Strategy. Each chapter gives an overview of the key achievements and emerging risks for each theme, and then describes the progress that has been made under each activity in the implementation plan. The report also highlights the activities being undertaken by district and borough councils in Kent.

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## 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.

### SUMMARY OF PROGRESS

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The ELES provides the overarching area Net Zero plan for Kent and Medway and has been formally endorsed or supported by all local authorities, in addition to its endorsement at Kent Leaders in October 2020.

Six local authorities have published local area Net Zero plans, with the rest in progress. Some area plans only consider actions for the current year, with no long-term plan. Actions with long lead-times, actions that are difficult to influence, or actions that are cost-prohibitive are often excluded from plans. This means that few areas have fully identified the actions they need to take to lower area emissions to Net Zero.

Local authorities have agreed to work together to establish a mechanism for consistent measuring of area emissions across all of Kent and Medway.

The Kent Emissions Pathway Report was published in March 2021 and continues to inform other reports and plans across the area. Work to further refine the pathways at a sector and area level, and to estimate costs, will need to be done alongside future sectoral plans, such as Kent's Local Transport Plan 5, and a Kent Domestic Retrofit Strategy. Delivery leads, resources and timelines will need to be identified in due course. An approach on how to consider emissions from consumption will need to be discussed and agreed in 2022.

Progress of the ELES is being monitored through quarterly meetings with Priority Leads and discussion at the Kent Climate Change Network. Annual monitoring took place during November/December 2021 with a full report due to be presented to KMEG, before going to Kent Chief Executives and Kent Leaders. In addition, almost all partners are monitoring their climate change activity through internal governance processes and are providing updates on their websites.



<b>X RED (2)</b> Activity on hold or significantly behind schedule with a risk of non-delivery	<b>X AMBER (2)</b> Activity changed and/or timeline revised, but on track for delivery within life of ELES 2023	<b>X GREEN (2)</b> Activity on track or completed
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**Table 1: Priority 1 action RAG status** (Delivery of actions as set out in the 2020 Implementation Plan)

**PRIORITY 1: EMISSION REDUCTION PATHWAYS TO 2050**

Action	Progress	RAG
<p>1.1: Agree evidence/baseline and set 5 yearly carbon budgets for Kent and Medway as a whole.</p> <p><i>LEAD partner: KCC</i></p>	<p>This action is complete. The <u>Kent Emissions Pathway Report</u> was published in March 2021 and contains the carbon emissions' baseline for Kent and Medway. 5 yearly carbon budgets were set for Kent and Medway as a whole.</p> <p><b>RISK:</b> None. Action completed.</p>	GREEN
<p>1.2 Develop Kent and Medway emission reduction pathway to Net Zero by 2050.</p> <p><i>LEAD partner: KCC</i></p>	<p>A Kent and Medway emissions reduction pathway report was published in March 2021 showing various pathways to Net Zero 2050 including a high ambition pathway. The report and high ambition pathway were noted at KCC's Environment and Transport Cabinet Committee in July 2021. This pathway report will be utilised to inform other reports and plans.</p> <p><b>RISK:</b> Whilst action has been completed, there is a risk that not all authorities agree on the best pathway to follow between the high ambition pathway and the Paris compliant pathway. In any case, implementation of the high ambition pathway is in itself very challenging for all partners.</p>	AMBER
<p>1.3 Develop local strategies that set out how Net Zero will be achieved in their area, using carbon budgets and emission reduction pathway report to inform the evidence base where appropriate.</p> <p><i>LEAD partner: All local authorities</i></p>	<p>Most local authorities are looking to develop Net Zero plans for their area emissions; however, it was agreed by partners that a co-ordinated and consistent approach to measuring emissions will be required for the whole of Kent. KCC has facilitated these discussions and a Kent-wide approach has been agreed (reporting using BEIS and Scatter figures). Following this, partners are working to develop their own strategies/plans to reduce carbon emissions for their areas.</p> <p><b>RISK:</b> Scarcity of staff resource (within KCC and districts) to monitor and measure emissions in a consistent and co-ordinated manner.</p>	AMBER

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Action	Progress	RAG
<p>1.4 Continue to develop and refine detailed emission reduction pathways for key sectors based on emerging policy and good practice, incorporating estimated costs where possible.</p> <p><i>LEAD partner: TBC</i></p>	<p>This action has not begun due to resourcing issues. It is expected that detailed emissions reduction pathways would be developed for key sectors including transport, buildings, manufacturing and construction, agriculture, fugitive emissions, industry, waste, international aviation and shipping, land use change &amp; forestry, electricity &amp; heat.</p> <p><b>RISK:</b> This action is at risk of non-completion due to the lack of a lead partner and resourcing.</p>	RED
<p>1.5 Monitor and publicly report progress against net zero targets.</p> <p><i>LEAD partner: All local authorities</i></p>	<p>The Kent and Medway Energy and Low Emissions Strategy implementation plan is monitored quarterly, and an annual report (this document) will be published in summer 2022 and annually thereafter.</p> <p><b>RISK:</b> Disagreements between partners about how best to calculate area emissions could delay progress on this action.</p>	GREEN
<p>1.6 Consider how emissions from consumption could be calculated and incorporated into future area pathways/targets.</p> <p><i>LEAD partner: TBC</i></p>	<p>Current targets and pathways are focused on production emissions, in line with the UK's targets. These are the emissions occurring within our territorial boundaries. However, we must also consider the impact of consumption-based emissions, which in 2018 were 37% higher than production emissions for the UK as a whole. Consumption-based emissions can be defined as all emissions along the economic supply chain, no matter where in the world they occur. This method allocates emissions to the area where the consumer of the final good or service is based. Partners have agreed to use the DEFRA consumption-based emissions figures but more work is required to consider how these could be incorporated into the next iteration of the implementation plan.</p> <p><b>RISKS:</b> This action is at risk of non-completion due to the lack of a lead partner and resourcing.</p>	RED

## 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.

### SUMMARY OF PROGRESS

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A Kent Climate Change Network procurement subgroup has been established, made up of local authority commissioners and climate change officers. The group is looking at how officers can revise their own contracts and commissioning processes to support Net Zero and is developing a set of recommendations for public sector contracts. Officers have shared best practice and provided training for commissioners. The group has successfully developed a joint Market Position Statement to influence the market and assist with supplier engagement. Some councils have experimented with implementing net zero questions in the Information to Tender documents with some success in influencing tenders. Medway Council have agreed that from September 2021, contracts of more than £5 million will require evidence of a carbon reduction plan and invitation to tender documents over £100K also include a compulsory request for evidence of savings in carbon emissions (excluding offsetting) achieved through the contract.

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However, it has become apparent that extra staffing resources are required to fully embed sustainable procurement and commissioning within organisations. For instance, some councils have a Sustainable Procurement Manager to facilitate this. The long-term success of priority 2 is likely to be limited without additional staff resource, particularly within large public sector organisations.

An Environment and Climate Change Impact Assessment has been developed in a simple Word form with the intention to create an online tool, however, this project has been paused while a decision is made on the direction and scope of the assessment process. Meanwhile, many local authorities are including a section on climate change impacts of projects on all decision-making reports.

KCC continues to offer support to any Small and Medium sized enterprises (SMEs) within local public sector supply chains looking to effect positive environmental change through its LOCASE and STEM support programmes, which are funded until 2023.

<b>X RED (1)</b> Activity on hold or significantly behind schedule with a risk of non-delivery	<b>X AMBER (2)</b> Activity changed and/or timeline revised, but on track for delivery within life of ELES 2023	<b>X GREEN (2)</b> Activity on track or completed
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**Table 2: Priority 2 action RAG status** (Delivery of actions as set out in the 2020 Implementation Plan)

**PRIORITY 2: PUBLIC SECTOR DECISION MAKING**

Action	Progress	RAG
<p>2.1 Develop a simple checklist to identify where significant environmental issues and opportunities may arise in response to Covid-19 recovery</p> <p><i>LEAD: KCC</i></p>	<p>This action has been completed.</p> <p><b>RISK:</b> None. Action completed.</p>	GREEN
<p>2.2 Develop recommended requirements to be included within public sector contracts to align to net-zero ambition and support use of local goods and services where possible</p> <p><i>LEAD: Kent Climate Change Network</i></p>	<p>The Climate Change Network set up a procurement subgroup in May 2019 aiming to share good practice and ideas on embedding sustainability and net zero into procurement processes and contracts. The group meets 6 weekly and consists of procurement professionals and climate change officers from across Kent and Medway. The group has produced a best practice guidance document and a joint Market Position Statement to influence the market and assist with supplier engagement. The Local Government Association have produced a sustainable procurement toolkit for use by local authorities. The procurement subgroup members are considering this toolkit for their own use.</p> <p><b>RISK:</b> There is a risk that procurement activities to encourage net zero could inadvertently dissuade SMEs from bidding for contracts. Lack of staff and training on sustainable procurement within councils could mean that net zero requirements may not be fully embedded in contracts and opportunities could be lost.</p>	AMBER

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Action	Progress	RAG
<p data-bbox="125 237 568 363">2.3 Review contracts and commissioning processes to implement recommended requirements (see 2.2), tailored to organisational/local needs as necessary</p> <p data-bbox="125 483 479 512"><i>LEAD: All Local Authorities</i></p>	<p data-bbox="651 237 1939 368">Local authorities are beginning to review their contracts and commissioning processes to meet net zero ambitions. Some have begun piloting different actions in commissioning, for example, the use of weighting for climate questions, asking net zero related questions on the invitation to tender, updating their terms and conditions and developing a procurement policy.</p> <p data-bbox="651 389 1939 555">KCC have developed a road map to embedding net zero into the commissioning process and have reviewed their commissioning standards. A list of the templates/documents that require further consideration for net zero has been developed. KCC are developing specific requirements for critical contracts including establishing baseline emissions. KCC are also considering developing a social value and sustainable procurement policy.</p> <p data-bbox="651 576 1939 707">Several councils have examples of contracts that have been revised to include net zero ambitions. For example, Medway Council have revised their mixed, dry recycling contract to include extensive environmental impact clauses as part of the tender/award process. Several councils are revising their maintenance contracts.</p> <p data-bbox="651 727 1939 858">Medway Council have also agreed that from September 2021, contracts of more than £5 million will require evidence of Carbon Reduction Plans. Innovatively, they have also included a compulsory request for evidence of savings in carbon emissions (excluding offsetting) achieved through the contract in the Invitation to Tender documents.</p> <p data-bbox="651 927 1883 1026"><b>RISK:</b> Embedding net zero and sustainability into contracts and commissioning processes is resource intensive and local authorities are likely to need a dedicated sustainable procurement officer to implement a change of this scale.</p>	<p data-bbox="2007 197 2074 226">RAG</p> <p data-bbox="2007 592 2047 687">AMBER</p>

Action	Progress	RAG
<p>2.4 Develop, test and rollout a comprehensive climate change impact assessment and social value framework for public sector decision making, with associated policies, guidance, training and support.</p> <p><i>LEAD: KCC</i></p>	<p>KCC have developed a simple, draft environment and climate change assessment pro forma with an intention to develop this into an online assessment tool. Guidance notes have been produced to accompany this. This action has been temporarily paused whilst the working group is reconvened, and a decision is made by senior management on the direction and scope of the assessment process.</p> <p>Many local authorities in Kent now ask that all decision-making reports should include a section to prompt officers to consider climate change/carbon impacts of their projects.</p> <p><b>RISK:</b> This action is currently paused and at risk of non-completion due to staff resource.</p>	RED
<p>2.5 Encourage and support SMEs within public sector supply chains to effect positive environmental change by utilising LoCASE and STEM support programmes (see 9.2 and 9.3)</p> <p><i>LEAD: All Local Authorities</i></p>	<p>Since the relaunch of LoCASE, a further 87 Kent and Medway businesses have been supported with funding. 53 SMEs have been supported with resource efficiency projects and 34 businesses in the low carbon sector with development grants. The refreshed Steps to Environment Management (STEM) workshops have helped 20 firms with environmental management systems and benchmarking their footprint, five of these businesses are from Kent. CCN procurement sub-group have been engaged in preparing a minimum standards joint market position statement to encourage more of our supply chain into the STEM scheme and/or other Low Carbon Kent support.</p> <p><b>RISK:</b> Tightening tender processes too much, too quickly, will risk disenfranchising the smaller, less-prepared SMEs. An open, supportive approach is needed to bring our supply chains with us on the Net Zero journey.</p>	GREEN

### 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.

#### SUMMARY OF PROGRESS

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Seven local plans are being updated with net zero commitments and related policies, in line with planned refreshes. However, the 5-year cycle of Local Plan refreshes means that it will still be a few years before all plans include net zero.

The Kent Design Guide refresh has been significantly delayed, but the website on which it sits has now been refreshed and has undergone a full consultation with over 200 responses. The consultation responses are being reviewed. The Guide has been referenced as a Supplementary Planning Document in most local authorities' Local Plans. However, current feedback from chief planners suggests that the Guide will be used as a framework for collaboration, rather than being formally adopted.

Work to coordinate the development of a clean growth strategic planning framework and associated training is on hold whilst recruitment takes place. Once in place, work will first focus on securing support from the Planning Policy Forum, Kent Chief Planners and the Development Management Group.

After extensive internal consultation, draft building standards (new build and refurbishment) have been developed for KCC's estate but require further development before they will be made available for other partners to utilise as appropriate.

<b>X RED (3)</b> Activity on hold or significantly behind schedule with a risk of non-delivery	<b>X AMBER (3)</b> Activity changed and/or timeline revised, but on track for delivery within life of ELES 2023	<b>X GREEN (0)</b> Activity on track or completed
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**Table 3: Priority 3 action RAG status** (Delivery of actions as set out in the 2020 Implementation Plan)

**PRIORITY 3: PLANNING AND DEVELOPMENT**

Action	Progress	RAG
<p>3.1 Refresh the Kent Design Guide to reflect clean growth, net zero targets and climate change adaptation.</p> <p><i>LEAD: KCC</i></p>	<p>The Kent Design Guide is being refreshed and updated as a website. During September 2021, the guide underwent soft testing, followed by a full consultation (November 2021- January 2022). The consultation is now finished, however the evaluation and review of over 200 responses to produce a consultation report is delayed due to lack of resources. Workshop sessions are planned with planners and developers in February/March 2022 to enable further engagement with the guide.</p> <p><b>RISK:</b> The development of the consultation report is delayed due to lack of resources.</p>	<b>AMBER</b>
<p>3.2 Adopt and/or reference the refreshed Kent Design Guide as Supplementary Planning Documents, in line with Local Plan updates</p> <p><i>LEAD: All Local Authorities</i></p>	<p>The Kent Design Guide is referenced as a supplementary planning document for all local authorities' Local Plans, bar three. Seven local authorities are currently reviewing their Local Plans and it is hoped that the Kent Design Guide will be referenced in these. Currently feedback from chief planners suggests that the Guide will be used as a framework for collaboration rather than formally adopted. This is because the Guide covers so many different aspects of planning design that achieving formal adoption is challenging for Kent's local planning authorities.</p> <p>Swale Borough Council have requested strict climate change planning conditions prior to the adoption of their new Local Plan. The conditions will reduce the operational carbon of new dwellings by 50% compared to current Building Regulations.</p> <p><b>RISK:</b> Lack of resourcing may mean that the Kent Design Guide is not referenced in refreshed local plans.</p>	<b>AMBER</b>

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Action	Progress	RAG
<p>3.3 Secure agreement and identify scope and resource requirements to develop a shared Kent and Medway clean growth evidence-base and strategic planning policy and guidance framework</p> <p>LEAD: KCC</p>	<p>This action has not been started due to lack of staff resource. Recruitment for the post needed to progress this action is ongoing.</p> <p><b>RISK:</b> This action is at risk of non-completion due to lack of staff resource.</p>	RED
<p>3.4 Using the outputs from action 3.3, to develop a shared Kent and Medway clean growth strategic planning policy and guidance framework that identifies latest evidence, good practice, position statements and policies for Local Plans and Development Management</p> <p>LEAD: KCC</p>	<p>This action has not been started due to lack of staff resource. Recruitment for the post needed to progress this action is ongoing.</p> <p><b>RISK:</b> This action is at risk of non-completion due to lack of staff resource.</p>	RED
<p>3.5 Raise clean growth/climate change awareness and skills of planners, planning committees, developers and supply chain</p> <p>LEAD: KCC</p>	<p>This action has not been started due to lack of staff resource. Recruitment for the post needed to progress this action is ongoing.</p> <p><b>RISK:</b> This action is at risk of non-completion due to lack of staff resource.</p>	RED
<p>3.6 Develop tailored Kent and Medway public sector building design guidance for new build and refurbishment</p> <p>LEAD: KCC</p>	<p>KCC are developing draft Building Standards for both new and refurbished public sector buildings. The standards are ambitious, with performance-based targets and a focus on carbon reduction, health and wellbeing and climate adaptation. The standards need to be further refined, with additional detail on the benefits and costs associated with their implementation. Lack of resourcing means that further development of the standards has been paused.</p> <p><b>RISK:</b> Whilst some work has already been undertaken, there is a current lack of staff resource for the development of the standards.</p>	AMBER

## Priority 4 Climate Emergency Investment Fund

Establish a trusted Kent and Medway 'Climate Emergency' carbon sequestration, offset and renewable energy investment scheme and fund.

### SUMMARY OF PROGRESS

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Various government departments have released large amounts of funding over the past year. This funding has tended to be one-off funding, with very short timescales for bids and delivery. This has meant that activity under this priority has focused on responding to these funding calls (with many partners submitting successful bids), rather than establishing a strategic investment fund mechanism.

The sudden release of Covid recovery funding has reinforced the need for a pipeline of 'shovel ready' decarbonisation projects (as identified in the ELES implementation plan). Almost all partners are reporting a lack of staff skills and/or capacity to develop business cases, or funding to undertake feasibility studies to develop a sufficient pipeline.

In conjunction with the Kent Nature Partnership, KCC are developing a Local Nature Recovery Strategy, which, together with the ongoing work to develop a pipeline of Net Gain projects, will support a portfolio of investment-ready projects for external funding in the future. The requirement to develop a Local Nature Recovery Strategy was confirmed in the Environment Act although the detail on how to prepare and what to include is still awaited. Workshops and training are scheduled for Spring 2022.

The South East Nature Partnership project "Accelerating Nature Based Climate Solutions", of which Kent Wildlife Trust and the Kent Nature Partnership are partners, will help accelerate the supply and demand of nature-based solutions and identify a preferred model for a SE-wide brokerage hub. Currently this work is being trialled with Swale BC and once completed, it will be necessary to establish a working group to evaluate options for a joint climate emergency investment fund.

<b>X RED (0)</b> Activity on hold or significantly behind schedule with a risk of non-delivery	<b>X AMBER (3)</b> Activity changed and/or timeline revised, but on track for delivery within life of ELES 2023	<b>X GREEN (3)</b> Activity on track or completed
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**Table 4: Priority 4 action RAG status** (Delivery of actions as set out in the 2020 Implementation Plan)

**PRIORITY 4: CLIMATE EMERGENCY INVESTMENT FUND**

Action	Progress	RAG
<p>4.1 Review existing internal and external funding streams, expertise and opportunities that could be used to deliver ELES actions. Develop into a central collaborative resource.</p> <p><i>LEAD: KCC/Kent Climate Change Network</i></p>	<p>A review of existing internal and external funding streams that could be used to deliver ELES actions was conducted and a resource was developed which was published on the Climate Change Network Teams site for collaborative use.</p> <p><b>RISK:</b> None. Action completed.</p>	GREEN
<p>4.2 Accelerate the ‘supply and demand’ of nature-based climate solutions (understand demand, assess skills/capacity gaps, develop resources to support delivery)</p> <p><i>LEAD: East Sussex County Council</i></p>	<p>Accelerating Nature Based Climate Solutions is a South East Local Enterprise Partnership (SELEP) Sector Support Fund project which includes Kent Nature Partnership, under the banner of the South East Nature Partnership (SENP). It will run until September 2022. Kent Wildlife Trust are working with the Kent case study – Swale Borough Council. For this district, carbon reduction strategies, estimates of carbon offsetting requirements and policies have been received and analysed, as part of the demand aspect. A full mapping and carbon sequestration potential quantification exercise has also been completed as part of the supply aspect.</p> <p><b>RISK:</b> None. Project is on time.</p>	GREEN

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Action	Progress	RAG
<p>4.3 Create the framework for a SE-wide 'brokerage hub' that can bring together 'buyers' and 'sellers' to co-develop nature-based carbon sequestration projects</p> <p><i>LEAD: East Sussex County Council</i></p>	<p>This is the ultimate goal of Accelerating Nature Based Climate Solutions, the SELEP Sector Support Fund project. The findings, available at the end of 2022, will help to provide a model for such a 'brokerage hub'. This concept is linked to, but distinct from the Wilder Carbon initiative, which is already up and running. A number of potential project pipeline pilots have been identified within Swale as part of the project. The lead organisation is East Sussex County Council as part of SENP, but KWT are commissioned for much of the work.</p> <p><b>RISK:</b> None.</p>	GREEN
<p>4.4 Establish a working group and evaluate options for a Kent and Medway climate emergency investment fund/offset fund to support local natural capital and renewable energy projects.</p> <p><i>LEAD: KCC</i></p>	<p>This action is currently awaiting the development of the brokerage hub model. Once this has been developed, a working group will be established to evaluate options for a joint climate emergency investment fund. Action expected to begin late 2022.</p> <p><b>RISK:</b> Whilst this action is not expected to begin until late 2022, there are no dedicated resources for the development of a climate emergency investment fund.</p>	AMBER
<p>4.5 Develop a portfolio of 'shovel-ready' domestic retrofit and renewable energy projects suitable for external funding</p> <p><i>LEAD: All Local Authorities</i></p>	<p>The sudden release of government funding has reinforced the need for a pipeline of 'shovel ready' decarbonisation projects. However, all partners are reporting a lack of staff skills and/or capacity to develop business cases, or funding to undertake feasibility studies to develop a sufficient pipeline. In some cases, this lack of staff capacity has prevented organisations from bidding for funding. The issue of funding is also a focus of the Environmental Audit Committee's inquiry into the role of local government in delivering net zero, to which the Kent Climate Change Network <u>submitted evidence</u> in August 2021.</p> <p><b>RISK:</b> In the absence of the portfolio of shovel ready projects, district partners are reporting a lack of staff skills and/or capacity to develop business cases, or funding to undertake feasibility studies to develop a sufficient pipeline of domestic retrofit projects. In some cases, this lack of staff capacity has prevented organisations from bidding for funding.</p>	AMBER

Action	Progress	RAG
<p>4.6 Develop a portfolio of quick wins and 'shovel-ready' natural capital / carbon sequestration projects suitable for delivery through Net Gain or other external funding</p> <p><i>LEAD: Kent Nature Partnership</i></p>	<p>In conjunction with the Kent Nature Partnership, KCC are developing a Local Nature Recovery Strategy, which together with the ongoing work to develop a pipeline of Net Gain projects, will support a portfolio of investment-ready projects for external funding in the future. The requirement to develop a Local Nature Recovery Strategy was confirmed in the Environment Act whilst the detail on how to prepare and what to include is still awaited.</p> <p>Partners met in early 2022 to discuss coordinating the call for land to support Biodiversity Net Gain, tree establishment, carbon offsetting, nutrient neutrality etc. This work is ongoing.</p> <p><b>RISK:</b> There are multiple demands on land to deliver nature-based solutions and a number of organisations and authorities looking to secure land for different purposes. Lack of coordination could result in competition and also potential disengagement of private landowners. Coordinating a call and having a central register of sites would likely secure the best and greatest benefits and services from available land. A meeting to discuss this has now been held, to determine initial views on the proposal and potential buy in and support from the relevant stakeholders engaged in this agenda.</p>	<p>AMBER</p>

## Priority 5 Building Retrofit Programme

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

### SUMMARY OF PROGRESS

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All but 3 councils (Dartford BC, Gravesham BC and Thanet DC) have published an organisational net zero plan, with Thanet and Gravesham's in progress. Some only focus on immediate actions with further scoping and modelling underway. All are expected to report progress at least annually. Kent Police, the NHS and Kent Fire & Rescue Service also have decarbonisation plans. Most public sector organisations are implementing energy and water efficiency retrofit projects and several have benefited from successful Public Sector Decarbonisation Fund bids, including projects to retrofit Masters House into a community hub (£0.3m, Swale BC), upgrades to the Stour Leisure Centre (£1.7m, Ashford BC), retrofit of council buildings (£1.3m, Dartford BC), office and museum energy upgrades (£0.8m, Dover DC), funding for developing decarbonisation plans for council buildings and the retrofit of Weald Leisure Centre and North Farm Depot (£1.5m, Tunbridge Wells BC), and solar and energy upgrades to 13 schools and buildings (£21.8m, Kent CC). Staff capacity is a risk to delivery of retrofit projects, with some organisations also finding that there were unable to bid for funding due to staff capacity and/or skills gaps.

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The development of the Kent & Medway Domestic Retrofit Action Plan and corresponding funding has been put on hold due to lack of resource. Furthermore, the role and future of the Kent and Medway Sustainable Energy Partnership (the provisional owner of the Retrofit Action Plan), needs to be urgently reviewed and resources secured to provide secretariat services. Kent Housing Group have set up a new Asset Management sub-group, which will consider decarbonisation and net zero as one of its core priorities. This group, together with the Kent Energy Efficiency Partnership (focused on tackling fuel poverty), will be important delivery partners in the development of the Domestic Retrofit Action Plan. The Government's Heat and Buildings Strategy (published October 2021) will also be key to developing the action plan.

Stock-holding authorities and social housing providers are putting together plans to retrofit their housing stock, but implementation needs to ramp up considerably to meet government targets. Several funding streams have been utilised to support fuel poor homes including the Social Housing Decarbonisation Fund, The Green Homes Grant (LAD) scheme, Warm Homes (utilising ECO funding) and most recently the Sustainable Warmth Competition. All these funding streams support fuel poor homes to become more energy efficient and/or decarbonise heating.

Whilst the government funding has been beneficial, the funds have very short application windows and unrealistic delivery timescales, which is causing severe staff capacity issues in participating local authorities and has meant that proactive work to develop long-term plans has been delayed. However, KCC's successful Sector Support Fund bid has enabled the development of the C-Path data analysis tool, which is a powerful, data driven energy and carbon planning tool for the domestic sector. The tool was launched in September 2021.

Since February 2021, KCC's LoCASE programme has provided support and grant funding to 34 Kent-based SMEs to retrofit energy and renewable energy technologies into their business premises. Grant funding is available through to Spring 2023.

<b>X RED (3)</b> Activity on hold or significantly behind schedule with a risk of non-delivery	<b>X AMBER (6)</b> Activity changed and/or timeline revised, but on track for delivery within life of ELES 2023	<b>X GREEN (2)</b> Activity on track or completed
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**Table 5: Priority 5 action RAG status** (Delivery of actions as set out in the 2020 Implementation Plan)

**PRIORITY 5: BUILDING RETROFIT PROGRAMME**

Action	Progress	RAG
<p>5.1 Develop organisational action plans to deliver net zero public sector estate by 2030 at the latest. Monitor and report progress.</p> <p><i>LEAD: All Local Authorities</i></p>	<p>The majority of local authorities in Kent have organisational action plans to deliver net zero public sector estate by 2030. Medway Council have organisational action plans for Net Zero 2050 and Swale BC has a target of 2025.</p> <p>The Kent Fire &amp; Rescue Service also have plans for 2030 while Kent Police's net zero plans are yet to be agreed as they are re-assessing their carbon management plans. The 6 NHS trusts in Kent and Medway have all developed draft Green Plans which will input into the regional integrated care systems Green Plan. All these Green Plans fit with the Greener NHS goals of Net Zero 2040 (direct control) and 2045 for scope 3. The Kent Integrated Care System recognises that whilst the Trusts have developed Green Plans, such plans have not been developed in Primary Care (e.g., General Practices) and challenges remain to get primary care engaged.</p> <p><b>RISK:</b> Ongoing challenges of resourcing the development and monitoring of organisational net zero plans. The NHS have the additional challenge of engaging primary care with fewer opportunities for funding and expertise in privately run general practice. Medway Council are expected to deliver net zero public sector estate by 2050 and not 2030.</p>	<b>GREEN</b>

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Action	Progress	RAG
<p>5.2 Implement a public sector building retrofit programme (energy and water), identifying joint projects that maximise economies of scale where possible.</p> <p><i>LEAD: All Local Authorities</i></p>	<p>Many Kent local authorities submitted bids for Public Sector Decarbonisation Scheme (PSDS) funding provided by BEIS. This capital funding is for energy efficiency and heat decarbonisation projects within public sector non-domestic buildings. The grant scheme was supported by the Public Sector Low Carbon Skills Fund which was used to support organisations to develop their applications. There have been three phases of this funding with later phases focusing on heat decarbonisation.</p> <p>Six Kent local authorities were successful in bidding for phase 1 of this highly competitive funding, totalling £27m. Those that were successful have found that tight timescales and spiralling costs, due to resource issues, has made it difficult to complete projects on time. BEIS are aware of these issues and those authorities who were due to complete in March 2022 have been given an extension to 30 June 2022. Projects benefiting from this funding include a retrofit of Masters House into a community hub (£0.3m, Swale BC), upgrades to the Stour Leisure Centre (£1.7m, Ashford BC), retrofit of council buildings (£1.3m, Dartford BC), office and museum energy upgrades (£0.8m, Dover DC), and solar and energy upgrades to 13 schools and buildings (£21.8m, Kent CC).</p> <p>Tunbridge Wells BC was successful in securing £1.5m for phase 2, PSDS, to develop decarbonisation plans for the Council's least energy efficient buildings and more recently phase 3 PSDS funding to retrofit Weald Leisure Centre and North Farm Depot. Ashford have also been successful in securing phase 3 PSDS funding for the installation of air to water pumps at Civic Centre and air to water pumps and solar PV at Tenterden Leisure Centre.</p> <p>Medway are currently progressing Phase 1 of Re:fit, a £12million energy efficiency programme within 11 council-owned buildings. Solar panels have already been installed at Medway Park, The Central Theatre and libraries in Cuxton and Lordswood, and LED lighting installed at Civic Offices. Heat pumps are due to be installed at Gillingham, Lordswood and Wigmore libraries. The annual carbon savings, across all 11 sites is expected to equal 446 tonnes of CO<sub>2</sub>. Given the difficulties with the PSDS funding, other public sector organisations have used their own capital funding and other loan schemes to undertake projects. Kent Police have installed over 1500 PV panels on police stations across the county as part of their Kent Police Capital Funded Environmental Projects.</p> <p><b>RISK:</b> Short timescales and the competitive nature of PSDS funding means that local authorities need to be prepared with 'shovel ready' projects for when funding rounds open.</p>	<p>AMBER</p>



Action	Progress	RAG
<p>5.3 Develop a comprehensive Kent and Medway Domestic Retrofit Action Plan (excluding social housing) that identifies the actions and financial mechanisms for all income levels, to reduce emissions (from electricity, heat and water) from all property types, with evidence-led targets and costed actions where possible.</p> <p><i>LEAD: Strategic Domestic Retrofit Group/Net Zero Hub</i></p>	<p>This action has been paused, as the Kent and Medway Sustainable Energy Partnership (KMSEP) was heavily dependent on KCC staff resource which is no longer available. Other mechanisms for delivering this action are currently being explored and a new Strategic Domestic Retrofit Group has been convened that shares the secretariat burden among partners.</p> <p><b>RISK:</b> There is a serious risk of non-delivery of this action due to lack of staff resource.</p>	RED
<p>5.4 Secure funding and implement projects identified in the Domestic Retrofit Action Plan (excluding social housing)</p> <p><i>LEAD: Strategic Domestic Retrofit Group /Net Zero Hub</i></p>	<p>The Domestic Retrofit Action Plan has not been developed due to lack of resources and consequently, no implementation of the plan has taken place.</p> <p><b>RISK:</b> This action is at risk of non-delivery due to lack of staff resource.</p>	RED
<p>5.5 Develop costed action plans to deliver net zero social housing by 2030. Monitor and report progress.</p> <p><i>LEAD: Stock holding authorities (Medway, Ashford, Canterbury, Dartford, Dover, Gravesham, Folkestone &amp; Hythe, Thanet)</i></p>	<p>In Kent we have 8 stock-holding authorities providing social housing. Most of the 8 stock-holding authorities have begun completing surveys to understand the EPC rating and condition of their stock and have begun modelling studies to understand how they might reduce carbon emissions from each housing type. The data from these will be used to inform the production of costed action plans to deliver net zero social housing.</p> <p><b>RISK:</b> Resource will be required to complete the surveys and modelling studies ahead of the development of the action plans. In addition, concerns have been raised about the lack of resource, supply chain, cost and skills to deliver social housing retrofit.</p>	AMBER

Action	Progress	RAG
<p data-bbox="125 233 568 325">5.6 Support and facilitate registered providers to develop costed action plans to decarbonise their housing stock</p> <p data-bbox="125 392 562 491"><i>LEAD: Kent and Medway Sustainable Energy Partnership/Registered Providers</i></p>	<p data-bbox="602 233 2000 395">Registered providers in Kent will need to ramp up their efforts to reach government targets of Net Zero 2050. Many providers have a sustainability strategy that includes their own net zero targets for new homes but retrofitting existing stock remains challenging. Several providers have additional targets of EPC rating C by 2030. Most providers are currently completing stock condition surveys and performing modelling studies to understand how they can reduce their carbon emissions which will be used to inform costed action plans.</p> <p data-bbox="602 416 1962 480">Golding Homes received a SHIFT 2021 award for their contribution to sustainability in the housing sector (February 2022).</p> <p data-bbox="602 501 1984 564"><b>RISK:</b> Resource will be required to complete the surveys and modelling studies ahead of the development of the action plans.</p>	<p data-bbox="2022 233 2089 579" style="text-align: center; background-color: yellow;">AMBER</p>

Action	Progress	RAG
<p data-bbox="125 233 562 424">5.7 Implement projects to improve the energy efficiency of social housing, focusing on whole house retrofit to PAS2035 standards and identifying joint projects that maximise economies of scale where possible.</p> <p data-bbox="125 491 546 560"><i>LEAD: Stock holding authorities/Registered Providers</i></p>	<p data-bbox="602 233 1935 331">There are four main funding opportunities for funding energy efficiency improvements to social housing stock: The Social Housing Decarbonisation Fund, The Green Homes Grant Local Authority Delivery Scheme (LAD), the Energy Company Obligation (ECO3) and The Sustainable Warmth Competition.</p> <p data-bbox="602 347 1991 483">In Kent, Tonbridge and Malling BC were successful in bidding for £4.5m of funding from the Social Housing Decarbonisation Fund Demonstrator Fund for the retrofit of 80 'hard to treat' properties in Tonbridge with match funding from the stock owner, Clarion Housing Group. The project focuses on bringing homes that were EPC rating of D or below to EPC rating C.</p> <p data-bbox="602 499 1966 635">Following on from the demonstrator fund, registered providers and stock-holding authorities were able to apply to Wave 1 of the Social Housing Decarbonisation Fund (SHDF) to support the installation of energy performance measures to upgrade social homes in England to EPC rating of C. Applications closed in October 2021 and successful projects in Kent include:</p> <ul data-bbox="658 655 1621 759" style="list-style-type: none"> <li>• £2m for 107 homes in Folkestone &amp; Hythe District Council,</li> <li>• £800K for insulation for 364 homes,</li> <li>• double glazing windows for 30 homes in Gravesham Borough Council.</li> </ul> <p data-bbox="602 775 1962 842">As mentioned in Action 4.5 above, funding has been obtained by various local authorities from the Green Homes Grant Local Authority Delivery Scheme (LAD) to upgrade social housing stock to EPC rating C.</p> <p data-bbox="602 858 1989 994">The Energy Company Obligation is a government programme where major energy companies are required to fund domestic energy saving measures. In Kent, the administration of ECO3 was through the Warm Homes scheme and this scheme finished in December 2021. In the final phase of the Warm Homes scheme over 240 measures were installed in social housing.</p> <p data-bbox="602 1010 1984 1145">The Sustainable Warmth Competition is the latest funding available to England local authorities to upgrade energy inefficient homes of low-income households. Local authorities in Kent (except Dartford and Dover) joined a consortium and were successful in receiving funding. Projects are due to start in early 2022 and complete by March 2023.</p> <p data-bbox="602 1161 1980 1265"><b>RISK:</b> Complicated and quickly changing funding streams can be difficult to navigate. Local authorities are choosing to work in partnership in order to provide a more efficient way of providing energy efficiency services.</p>	<p data-bbox="2022 233 2089 256">RAG</p> <p data-bbox="2022 703 2063 807">AMBER</p>

Action	Progress	RAG
<p>5.8 Update and deliver the Kent Fuel Poverty Strategy (in association with action 5.3); supporting vulnerable and fuel poor households to access affordable energy.</p> <p><i>LEAD: Kent Energy Efficiency Partnership</i></p>	<p>The Kent Fuel Poverty Strategy is championed and written by the Kent Energy Efficiency Partnership – a partnership of district officers. Due to resourcing constraints, this partnership has been unable to progress this action. However, it is expected that a working group will be set up in autumn 2022 to revise the existing Kent Fuel Poverty Strategy in line with the most recent Fuel Poverty Strategy for England (published February 2021).</p> <p><b>RISK:</b> Resource constraints mean that progress on the development of the Kent Fuel Poverty Strategy has paused.</p>	<p>AMBER</p>

Action	Progress	RAG
<p data-bbox="125 236 546 325">5.9 Support and enforce private sector landlords to make improvements to rental properties.</p> <p data-bbox="125 395 546 491"><i>LEAD: District/Borough (Private Sector Housing/Environmental Health)</i></p>	<p data-bbox="602 236 1977 363">Support for private sector landlords is provided by local authority housing teams. Current support is limited and varied across local authorities. Most local authorities promote energy efficiency funding schemes and some fund their own schemes. Ashford Borough Council operate their own landlord accreditation scheme, providing financial help and training to landlords joining the free accreditation scheme.</p> <p data-bbox="602 387 1977 619">Energy Company Obligation (ECO3) funding schemes were available to private sector landlords as part of phase 3 of the Warm Homes Scheme and 17 privately rented properties benefited from this funding. In addition, Green Homes Grant Local Authority Delivery Scheme has been running across parts of Kent. Although it should be noted that for Phase 2 of this funding, many local authorities are focusing on their own stock. ECO4 funding is planned for later in 2022 but will require landlords to contribute to some of the cost, if their property meets the criteria. Other funding for landlords is available via LoCASE, but there are many exclusions which means it is of limited practical benefit to private sector landlords.</p> <p data-bbox="602 643 1977 874">In terms of enforcement, the introduction of the Minimum Energy Efficiency Standard (MEES) Regulations (2020), means that local authorities now have additional powers to improve properties with poor energy efficiency ratings of EPC F &amp; G. Most local authorities lack the resources to fully implement these regulations. A few local authorities across Kent have been successful in applying for additional funding to take a more proactive approach. Some local authorities will use the opportunity of ECO4 funding to incentivise landlords to undertake improvements, without the need for councils to take further action such as issuing fines for non-compliance or prosecuting.</p> <p data-bbox="602 898 1977 1098">Enforcement can also be undertaken by Trading Standards, however, enforcement by both Kent and Medway Trading Standards is limited and they deal predominantly with allegations regarding unrated properties. However, Kent Trading Standards are working very closely with Trading Standards South East to develop some training for letting agents on the current regulations, EPCs and how to get support for landlords to make improvements to properties. Medway Council Trading Standards have drafted a policy for enforcement of housing standards for private landlords, which is in the process of being adopted.</p> <p data-bbox="602 1121 1977 1209"><b>RISK:</b> The current funding climate for domestic energy efficiency improvements is confusing, with grants coming and going, making local authority support challenging. A lack of officer resource means that enforcement is piecemeal and limited and needs to be more proactive to be effective.</p>	<p data-bbox="2022 201 2092 225">RAG</p> <p data-bbox="2022 679 2092 775">AMBER</p>

Action	Progress	RAG
<p>5.10 Support SMEs to retrofit energy efficiency and renewable technologies in business premises through LOCASE grant funding.</p> <p>LEAD: KCC</p>	<p>Since the relaunch of LoCASE, a further 87 Kent and Medway businesses have been supported with funding. 53 SMEs have benefited from resource efficiency projects (totalling 533 TCO<sub>2</sub>e annual savings) and 34 businesses in the low carbon sector with development grants, to support local suppliers of these technologies increase capacity and/or capabilities. This is in addition to previous support in the county of over 540 businesses and £4 million of EU grant funding.</p> <p><b>RISK:</b> Issues with engagement through COVID and general economic uncertainty, but established and growing partnerships and increased focus through COP26 is making this a more attractive business proposition.</p>	GREEN
<p>5.11 Assess the feasibility and funding mechanisms for 'place-based' retrofit schemes (e.g., street-by-street, whole business park, community scale), combining business, residential, public realm retrofit schemes.</p> <p>LEAD: TBC</p>	<p>The action has not commenced yet as there is currently no one leading this action.</p> <p><b>RISK:</b> There is currently no staff resource or funding to progress this action</p>	RED

## 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.

### SUMMARY OF PROGRESS

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Business mile reduction targets or revised corporate travel policies have been included in all partners' corporate net zero plans published to date. Many are looking to adopt a post-Covid hybrid working model that supports virtual meetings and home working permanently. Most organisations are also looking to review staff travel and encourage walking, cycling or car sharing. Most public sector partners are starting to transition their fleets to Ultra Low Emission Vehicles (ULEV), although in many cases this is dependent upon the continuation of ULEV funding.

KCC with district partners, and Medway Council continue to improve and increase walking and cycling routes. KCC were awarded £1.6m from the first round of the government's Emergency Active Travel Fund to encourage more people to walk and cycle. Nine cycle schemes and 14 walking/footpath schemes were funded, including some which were implemented on a trial basis. 20mph zones in Faversham and Tonbridge were also trialled, with the 20mph zone in Faversham being made permanent and some roads in Tonbridge too. A further £6.5 million was awarded in the second round of funding to create long-term projects. Medway Council were awarded over £1.1million from the same fund to create new cycle lanes, install cycle racks and improve footpaths. KCC and Medway Council have also recently been awarded Capability Funding (£387,540 and £232,107 respectively), to continue their programmes to increase cycling and walking trips, particularly for travel to school. KCC continues to work with district and borough councils to develop or update walking and cycling strategies, with six cycling strategies now published. Sevenoaks DC and Canterbury CC are also developing broader movement and transport strategies.

There are many projects underway that aim to drive the transition to Ultra Low Emission Vehicles (ULEVs) for public transport. In celebration of Clean Air Day on 17 June 2021, a hydrogen powered bus was trialled in Sevenoaks. Electric bus trials have taken place on Fast Track routes in Dartford; park and ride services in Canterbury and Maidstone; and small-scale trials in Medway. In Canterbury, e-scooters are being trialled with Canterbury universities. KCC also conducted an electric mini-bus trial in partnership with the charity Compaid. The ability to conduct these trials has been heavily dependent upon external grant funding and the support of public transport providers, and it is uncertain how the transition from trial to larger roll-out will be funded.

All local authorities are developing local EV strategies. KCC received funding from OLEV and has installed 9 rapid EV chargers for taxis and private hire vehicles to use, 18 charge points in parish hall car parks, and plans to install charge points in district/borough owned public car parks, and at KCC owned locations. Dover DC received funding from the Open Golf Tournament to install 49 EV chargers in public car parks and on-street parking areas.

However, most public chargers continue to be installed commercially, with Kent and Medway now home to at least 455 charging devices, of which 126 are rapid chargers ([ONS](#), Jan 2022). Some local authorities have expressed concerns over the potential financial burden from having to upgrade or remove obsolete chargers in the future.

The Kent EV600 project is a public/partnership project that launched in November 2021 to install 600 electric vehicle chargers in 150 car parking locations across Kent and Medway over the next 2 years. The charge points will be located on streets and in council car parks. The partnership is between Kent County Council, Connected Kerb, Medway, Folkestone & Hythe District Council, Gravesham Borough Council, Sevenoaks District Council, Thanet District Council and Tonbridge and Malling Borough Council.

Councils across Kent are reviewing taxi licencing policies to find ways to encourage the switch to ultra-low emissions taxi vehicles. Currently councils are drafting different policies and a joined-up approach is required to prevent further carbon emissions.

KCC is working in partnership with district and borough councils to support local businesses to switch to ULEV vans through the [Kent REVS Up for Cleaner Air Scheme](#). So far vans have been loaned to businesses in all districts of Kent and in Medway. KCC intends to incorporate these vehicles into its own fleet or sell to partners at the end of the scheme.

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Various schemes are in operation to support modal shift away from car ownership and/or reduce car dependency including car clubs and e-scooter trials. KCC's Mobility as a Service (MaaS) in Ebbsfleet, a multimodal transport integration service (including train, fast track electric bus, bike, e-bike, hire, and electric car club) is still at the early stages of development and is awaiting funding decisions.

Reducing emissions from freight and international traffic is recognised as an important action but is not currently an active work programme. It is likely that this, together with the feasibility of developing 'low carbon transport hubs' will be incorporated into Local Transport Plan 5, which will be developed over the next two years.

All but two local authorities in Kent have an Air Quality Management Area and are therefore obligated to develop Air Quality Action Plans. However, many of the action plans are outdated and 7 are currently being revised. Despite this, most councils are implementing actions such as anti-idling campaigns to improve air quality. The Kent & Medway Air Quality Partnership secured funding to develop a new [Kent Air website](#) (which is now live), including a new educational resource and planning guidance.



<b>X RED (1)</b> Activity on hold or significantly behind schedule with a risk of non-delivery	<b>X AMBER (6)</b> Activity changed and/or timeline revised, but on track for delivery within life of ELES 2023	<b>X GREEN (8)</b> Activity on track or completed
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**Table 6: Priority 6 action RAG status** (Delivery of actions as set out in the 2020 Implementation Plan)

PRIORITY 6: TRANSPORT, TRAVEL AND DIGITAL CONNECTIVITY

Action	Progress	RAG
<p>6.1 Review business mileage, set challenging reduction targets in light of COVID ways of working and expand sustainable travel polices that reduce the need to travel, encourage modal shift to active travel/public transport or increase car sharing.</p> <p><i>LEAD: All Local Authorities</i></p>	<p>Most public sector organisations are reviewing staff travel in light of the pandemic and changes to working practices, with more staff and members working from home. Business mile reduction targets or revised corporate travel policies have been included in all corporate net zero plans published to date, with many looking to adopt a post-Covid hybrid working model that supports virtual meetings and home working permanently.</p> <p>There are numerous initiatives being developed by public sector organisations in Kent to encourage modal shift to active travel or public transport, these include: developing sustainable staff travel plans, car sharing, staff travel planning, electric car lease schemes, reviewing business mileage policies, developing hybrid working practices, fully online member meetings (subject to legislation), cycle to work and cycle hire schemes, employer travel clubs and developing strategic mapping projects to understand where staff are commuting from, to better target action.</p> <p><b>RISK:</b> Covid has impacted the promotion of KCC and Medway Council's car share scheme although it is anticipated that this will be reviewed or promoted in 2022. Issue of gaining consistent and accurate data for staff working from home and from which locations.</p>	<b>GREEN</b>

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Action	Progress	RAG
<p data-bbox="125 236 754 325">6.2 Work in partnership to influence and develop plans to transition public sector fleets to Ultra Low Emission Vehicles (ULEV).</p> <p data-bbox="125 395 479 424"><i>LEAD: All Local Authorities</i></p>	<p data-bbox="777 236 1966 395">Almost all local authorities have plans to transition public sector fleets to ultra-low emission vehicles. Some authorities have set targets e.g., Medway Council plan to be all electric vehicle fleet by 2027 and KCC by 2030. Other public sector organisations such as the NHS, Kent Police and Kent Fire &amp; Rescue Service also have plans to move to ultra-low emission vehicles.</p> <p data-bbox="777 419 1928 515"><b>RISK:</b> The main risk has been the availability of electric vehicle charging points. There is also the issue of insufficient electricity capacity at some sites to provide for the charging points.</p>	<p data-bbox="2002 201 2089 228">RAG</p> <p data-bbox="2002 331 2089 432">AMBER</p>

Action	Progress	RAG
<p>6.3 Implement the Rights of Way Improvement Plans for <u>Kent</u> and for <u>Medway</u>; to develop motor-vehicle free routes for walking and cycling:</p> <ul style="list-style-type: none"> <li>Identify areas where most benefit will be achieved</li> <li>Identify gaps in the network and develop schemes to join up existing routes</li> <li>Identify opportunities linked to new developments</li> </ul> <p>Work in partnership to access government funding and maximise developer contributions to fund new schemes.</p> <p><i>LEAD: KCC &amp; Medway Council</i></p>	<p>KCC and Medway Council both have Rights of Way Improvement Plans:</p> <p><a href="https://www.kent.gov.uk/about-the-council/strategies-and-policies/environment-waste-and-planning-policies/countryside-policies-and-reports/public-rights-of-way-improvement-plan">https://www.kent.gov.uk/about-the-council/strategies-and-policies/environment-waste-and-planning-policies/countryside-policies-and-reports/public-rights-of-way-improvement-plan</a></p> <p><a href="https://www.medway.gov.uk/downloads/file/5080/medway_rights_of_way_improvement_plan_2020_to_2030_executive_summary">https://www.medway.gov.uk/downloads/file/5080/medway_rights_of_way_improvement_plan_2020_to_2030_executive_summary</a></p> <p>Over the past year, KCC have made improvements to the network by removing a further 185 stiles, resulting in a further 70km of the network being more accessible to the ambulant disabled, elderly and those with young families. There has been significant progress on the establishment of the England Coast Path National Trail with the Woolwich to Grain section officially opened in January 2022. This includes a further 28.4km of England Coast Path in Kent and also completes the Thames Path, source to sea.</p> <p>In addition, the Contained Outbreak Management Fund (COMF) has supported a £600,000 programme of repair and improvement to the network due to the wear and tear of higher levels of use, during the periods of lockdown. Higher levels of use continue to be measured across the network.</p> <p>Medway Council have improved 130km of cycle paths and have plans to improve 350km of walking routes as funding becomes available. They are developing a survey for every right of way in Medway. This will enable a comprehensive asset register to be developed allowing the Highway Authority to properly assess the state of the network and plan improvements.</p> <p><b>RISK:</b> High inflation is causing cost increase in labour, fuel and materials. There is also a significant shortage of materials and labour too. Funding for projects is insufficient to meet the demand for improvements.</p>	<p>AMBER</p>

Action	Progress	RAG
<p data-bbox="125 233 741 392">6.4 Update and implement the <a href="#">Kent Active Travel Strategy</a> and implement the <a href="#">Medway Sustainable School Travel Strategy</a> to promote and incentivise walking and cycling through the provision of infrastructure, facilities, training and engagement.</p> <p data-bbox="125 459 286 491"><i>LEAD: KCC</i></p>	<p data-bbox="777 233 1951 296">Whilst the Kent Active Travel Strategy is still being updated, there have been a huge array of different activities to promote and incentivise walking and cycling in Kent and Medway.</p> <p data-bbox="777 316 1980 651">Kent County Council and Medway Council were successful in receiving funding of £7.6 million and £1.1 million respectively, from the Department for Transport Emergency Active Travel Fund to support in tranche 1; the installation of temporary projects for the COVID 19 pandemic and tranche 2; the creation of longer-term projects. KCC have used this funding to implement 9 cycle schemes, 6 walking schemes and 7 schemes to improve access to Kent's public rights of way network. Following this tranche 1 implementation, tranche 2 funding has enabled delivery of 5 permanent active travel schemes. Medway Council have used the funding to make improvements to cycle lanes, install cycle storage in Chatham, create a pedestrian zone in Chatham, widen paths on 11 miles of footpath, and install 18 dropped kerbs at different junctions.</p> <p data-bbox="777 670 1980 836">KCC were also successful in obtaining funding of £484,000 from the Department for Transport Access Fund in 2020 and the replacement Capability Fund in 2021 of £387,540 to provide revenue funding for promoting cycling and walking in their areas. Medway Council successfully secured £232,107 of capability funding. These funding streams and others have enabled a number of initiatives including:</p> <ul data-bbox="837 855 1973 1241" style="list-style-type: none"> <li>• cycle training for children and adults</li> <li>• e-bike training for adults</li> <li>• the StAR 'Step Ahead of the Rest' programme for 15 different programmes for schools</li> <li>• updated Kent Connected journey planner app to include public rights of way</li> <li>• Medway's COP26 Walk to School initiative</li> <li>• the Green Corridors scheme providing connected routes in North Kent</li> <li>• two new 20mph speed limit zones in Faversham and Tonbridge</li> <li>• a cycle mapping project to map all of Kent's cycle routes for better allocation of resources and the publication of Vision Zero; KCC's ambition to see zero or as near as, road fatalities or life changing injuries on Kent roads by 2050</li> </ul> <p data-bbox="777 1260 1957 1324"><b>RISK:</b> Initiatives developed to promote and incentivise walking and cycling are reliant upon funding.</p>	<p data-bbox="2024 193 2092 225"><b>RAG</b></p> <p data-bbox="2024 735 2058 831">GREEN</p>

Action	Progress	RAG
<p>6.5 Work in partnership to prepare and implement local walking and cycling strategies.</p> <p>LEAD: KCC</p>	<p>Each council within Kent is leading on the creation of their own local cycling and walking strategies with KCC assisting. All districts and boroughs have either a Local Cycling &amp; Walking Infrastructure Programme (LCWIP) in place or are in the process of developing or planning LCWIPs. Many councils have benefited from funding from the Department for Transport to develop LCWIPs while others have used other funding mechanisms and produced other types of strategies/plans. Sevenoaks DC and Canterbury CC are also developing broader movement and transport strategies.</p> <p><b>RISK:</b> Individual councils writing plans could lead to uncoordinated efforts across Kent. KCC are assisting councils so that plans have a consistent and coordinated approach.</p>	<p>GREEN</p>

Action	Progress	RAG
<p>6.6 Work with public transport providers to achieve EURO VI emissions standards or better.</p> <p>LEAD: KCC</p>	<p>KCC continues to encourage the county's bus operators to develop their fleets to improved emissions standards, partly through showcasing options available through trials (see 6.7). There is support amongst operators to do so. However, cost remains a prohibitive factor especially given the impacts of the Covid-19 pandemic (passenger numbers at approximately 60-70%). This has meant that, at this stage, operators' predominant focus is on providing services themselves. After the successful trial of the electric vehicle on Fastrack, funding was sought from the Department for Transport Zero Emission Bus Regional Areas (ZEBRA) to move the whole Fastrack bus rapid transit (BRT) bus fleet in Thameside and Dover to zero emission buses (£9.5 million for 33 buses). The funding was confirmed in October 2021 and procurement began in January 2022. KCC has also bid for further funding through the National Bus Strategy process and awaits a funding announcement.</p> <p>Medway's Air Quality Action Plan 2015 includes a measure to increase proportion of Euro V and subsequent (or equivalent) buses in fleet:  <a href="https://www.medway.gov.uk/downloads/file/1982/medway_air_quality_action_plan_2015">https://www.medway.gov.uk/downloads/file/1982/medway_air_quality_action_plan_2015</a></p> <p>In Medway, since April 2021, all 57 of ASD Coach's fleet has been Euro 5 or 6 standard. Of Arriva's 109 fleet at Gillingham Depot, 72 are Euro 5 or 6 or 66.1% of vehicles. Other operators are also improving their fleets. The council continues to look at further funding initiatives to improve fleets as opportunities arise with the Medway Bus Improvement Plan.</p> <p><b>RISK:</b> The pandemic has had an impact on the bus industry and efforts are focussed on providing services. Funding for low emissions buses remains a challenge.</p>	<p>RED</p>

Action	Progress	RAG
<p data-bbox="125 233 730 292">6.7 Trial new transport projects that drive the transition to Ultra Low Emission Vehicle public transport</p> <p data-bbox="125 360 282 387"><i>LEAD: KCC</i></p>	<p data-bbox="779 233 1962 328">KCC has carried out a number of trials of zero emission public transport vehicles in order to identify appropriate technology for deployment in the county where funding permits and to showcase opportunities to operators. These have included:</p> <ul style="list-style-type: none"> <li data-bbox="779 352 1951 448">a) Trial of an opportunity charged (best optimisation of cost, available service hours and grid load) fully electric vehicle on the Fastrack network (which led to a successful bid to DfT to convert the Fastrack fleet to zero emission from 2023)</li> <li data-bbox="779 453 1845 480">b) Trials of battery powered electric vehicles on Fastrack and wider Kent services</li> <li data-bbox="779 485 1951 549">c) Trial of a fully electric minibus on the Kent Karrier Community Transport service (which is now in full-time operation)</li> <li data-bbox="779 553 1435 580">d) Trial of a hydrogen powered bus in Sevenoaks</li> <li data-bbox="779 585 1384 612">e) Plans for a ULEV Autonomous shuttle trial.</li> <li data-bbox="779 617 1973 713">f) Medway Council supported a week-long electric vehicle trial at the end of 2019 with ASD coaches. Feedback from the trial was positive, however, this work was paused due the financial impact of COVID.</li> </ul> <p data-bbox="779 737 1767 764">Medway Council and KCC continue to monitor opportunities for further trials.</p> <p data-bbox="779 836 1951 900"><b>RISK:</b> COVID paused work on trials due to increasing financial costs. Trials are dependent upon successful funding bids.</p>	<p data-bbox="2024 528 2056 619">GREEN</p>

Action	Progress	RAG
<p data-bbox="125 233 748 292">6.8 Trial and implement projects that support modal shift away from car ownership and/or reduce car dependency.</p> <p data-bbox="125 360 282 387">LEAD: KCC</p>	<p data-bbox="777 233 1957 292">Several projects have been implemented across Kent to support modal shift away from car ownership and/or reduce car dependency:</p> <p data-bbox="777 331 1980 564"><b>Canterbury E Scooter Trail:</b> Since the launch in November 2020, the Canterbury E Scooter trial has been subject to a phased expansion. The first phase saw ridership limited to staff and students at Canterbury universities. Phase 2 saw the operational area of the trial expanded to cover Canterbury City Centre and train stations. The final phase saw the operational area expanded again, to cover some of the residential areas surrounding the city centre. The Department for Transport granted an extension of the trial for six months to the end of March 2022.</p> <p data-bbox="777 604 1939 837"><b>Bus Service Improvement Plans (BSIP):</b> In response to the government's National Bus Strategy, KCC and Medway Council have published separate Bus Service Improvement Plans (BSIP) which set out improvements to bus provision and passenger uptake in Kent and Medway, respectively. The KCC BSIP includes 47 initiatives in areas such as fares, innovation, information, network development and highways management. Both KCC and Medway Councils' BSIPs seek to build back the bus network after the pandemic and to subsequently deliver growth.</p> <p data-bbox="777 877 1973 1075"><b>Mobility as a Service:</b> KCC are developing a Mobility as a Service (MaaS) app which will help those travelling to, from and within Kent get to their destination in the most efficient and cost-effective way. The app will include travel options, payment, and integrate all forms of transport, including cycle, e bike, electric car hire, walking routes, public transport, car sharing and car pooling. For MaaS Ebbsfleet, an electric car club and e bike hire scheme are being developed.</p> <p data-bbox="777 1115 1966 1211"><b>District Car Clubs:</b> Canterbury, Maidstone and Tunbridge Wells have set up successful car clubs in their districts and are hoping to expand them. Several other districts are looking to set up their own schemes.</p> <p data-bbox="777 1267 1868 1294"><b>RISK:</b> The development and implementation of these initiatives is reliant on funding.</p> <p data-bbox="777 1318 1968 1414">In August 2021 phase 3 of the e scooter trial had to be paused due to criminal damage to the e scooter fleet. Vandals were targeting the scooters for their batteries, which were being forcefully removed.</p>	<p data-bbox="2024 193 2092 225">RAG</p> <p data-bbox="2024 783 2058 879">AMBER</p>



Action	Progress	RAG
<p data-bbox="125 233 730 323">6.9 Work with private transport sector, including school transport providers and taxi licencing to incentivise and switch to Ultra Low Emission Vehicles</p> <p data-bbox="125 392 479 424"><i>LEAD: All Local Authorities</i></p>	<p data-bbox="777 233 1980 400">KCC are rationalising all hired client school transport services to minimise the number of services operating and thereby reduce carbon emissions. Of those remaining services, KCC are exploring ways to incentivise private school transport providers to switch to ultra-low emissions vehicles (ULEV). One way that KCC can incentivise is through the access to LoCASE grant funding, however this can only be utilised with used ULEV.</p> <p data-bbox="777 416 1968 515">KCC are currently updating their 4-16 School Transport Policy to include considerations of the carbon emissions and air pollution and are exploring ways to incentivise travel to school by ULEV.</p> <p data-bbox="777 531 1962 735">Councils across Kent are reviewing taxi licencing policies to find ways to encourage the switch to ultra-low emissions taxi vehicles. Currently councils are drafting different policies and there is no joined up approach. For example, a driver living in one part of Kent could licence in another part of Kent with more favourable licencing conditions and could inadvertently cause an increase in carbon emissions. For this reason, councils in Kent wish to explore a more joined up approach to licencing across Kent.</p> <p data-bbox="777 751 1980 887">Medway Council have obtained funding from the DEFRA Air Quality Grant to carry out a comprehensive taxi and private hire ultra-low emission vehicle feasibility study looking at the barriers and opportunities for ULEV uptake by the trade in Medway. The results of this will inform future incentivisation schemes.</p> <p data-bbox="777 903 1962 970">Several councils in Kent have also taken up the free online training, for taxi and private hire drivers to test drive an electric vehicle, provided by the Energy Saving Trust</p> <p data-bbox="777 986 1962 1121"><b>RISK:</b> Electric vehicles remain prohibitively expensive up front, compared to internal combustion engine vehicles for taxi companies. Whilst funding does exist towards the cost of these vehicles, relatively small grants and eligibility are hampering uptake. Moreover, there is a global shortage of electric vehicles leading to supply issues.</p> <p data-bbox="777 1137 1924 1204">Wider issues of school travel, including the large distances some students are travelling, need to be addressed.</p>	<p data-bbox="2024 679 2058 778">AMBER</p>

Action	Progress	RAG
<p data-bbox="125 236 739 391">6.10 Consider future opportunities and interventions for reducing emissions from freight and international traffic including use of rivers and wharfs, improved journey efficiency, improved efficiency of vehicles and FORS and ECOSTars schemes</p> <p data-bbox="125 459 533 491"><i>LEAD: KCC &amp; Medway Council</i></p>	<p data-bbox="779 236 1980 499">Medway Council and KCC have been involved in the development of the Transport for South East Freight Strategy. The Strategy undertook a wide consideration of freight and the challenges of decarbonisation, as well as water-borne freight. The conclusion was that water-borne freight opportunities for inland Kent are limited to the Medway, north of Allington Lock. The Strategy also assessed alternative fuels, highlighting hydrogen fuel cells technology and hydrogen production as a key opportunity in the south east, with Kent seeing hydrogen production plans – for both green and blue progressing, with the potential for significant contribution to national energy mix targets for hydrogen.</p> <p data-bbox="779 520 1966 783">The Cross River Partnership – Clean Air Village 4 programme have produced a river freight study, which includes London and Dartford, looking at the potential for receiving pier terminals. Unfortunately, Dartford did not make the receiving pier terminal options shortlist. However, a river freight trial has occurred at Dartford Pier to take goods by river to Butlers Wharf, London for onward travel of freight to Guys and St Thomas' Hospital in London. Further work to assess pollution in Dartford is underway, using more energy efficient boats. Additionally, the partnership is currently working on a rail freight study and engaging with stakeholders in this process.</p> <p data-bbox="779 855 1957 986"><b>RISK:</b> It is widely acknowledged within the public sector that there a lack of data and information about the freight sector, given it is operated largely by the private sector. As such, understanding the progress on fleet management towards low emission vehicles and practices is difficult for public sector organisations, like KCC, to track.</p>	<p data-bbox="2022 201 2085 225"><b>RAG</b></p> <p data-bbox="2022 568 2056 663">GREEN</p>

Action	Progress	RAG
<p data-bbox="125 233 741 325">6.11 Work collaboratively with the public and private sector to roll out electric charging points across Kent and Medway, in line with local EV strategies.</p> <p data-bbox="125 392 479 424"><i>LEAD: All Local Authorities</i></p>	<p data-bbox="779 233 1980 400">All local authorities in Kent are developing plans/strategies to roll out electric charging points across Kent and Medway. Other public sector organisations such as the NHS also have plans to roll out EV charging. The Kent Fire &amp; Rescue Service and Kent Police are currently developing EV strategies to change their fleets to low emissions and will develop EV charging in tandem with this.</p> <p data-bbox="779 416 1861 448">There are several joint initiatives with councils to develop EV charging across Kent:</p> <ol data-bbox="779 464 1980 1382" style="list-style-type: none"> <li>(1) Kent EV600 project: This public/private partnership project launched in November 2021 to install 600 electric vehicle chargers in 150 car parking locations across Kent and Medway over the next 2 years. The charge points will be located on streets and in council car parks.</li> <li>(2) Rapid taxi charger project: This project funded by an Office for Ultra Low Emission Vehicles (OLEV) grant has provided 9 rapid electric taxi chargers across Kent. Usage is high as customers are keen to use the rapid chargers, although they are not always used by taxis.</li> <li>(3) Parish charger network: This project utilised grant funding from the OLEV and has installed 18 electric vehicle chargers in parish communities across Kent with a further ten due to be commissioned. Applications are expected to be reopened in 2022 subject to new funding being found.</li> <li>(4) Bus charger project: Following the Department for Transport's, Zero Emission Bus Regional Areas (ZEBRA) scheme funding, KCC are planning to install pantograph chargers and depot chargers around the Dover and Thameside routes for April 2023.</li> <li>(5) Mobility as a Service (MaaS) project: As part of the MaaS Ebbsfleet project there are plans to provide electric car charging for the electric car club and electric bike charging for the e bike hire scheme. Specifications for both projects are being developed in early 2022.</li> <li>(6) Ultra Rapid Hubs: KCC are exploring opportunities for Ultra Rapid charging hubs on KCC owned land.</li> <li>(7) On street residential charge point funding: Some councils have utilised this OLEV funding to provide on-street electric vehicle charging. Medway Council have received £85,000 resulting in the installation of 34 charge points across 3 council owned carparks in Medway.</li> <li>(8) Dover DC received funding from the Open Golf Tournament to install 49 EV chargers in public car parks and on-street parking areas.</li> </ol> <p data-bbox="779 1414 1895 1551"><b>RISK:</b> Development and installation of electric charging points is dependent upon the availability of grant funding. Electrical connection costs can be prohibitive to some schemes. Some local authorities have expressed concerns over the potential financial burden from having to upgrade or remove obsolete chargers in the future.</p>	<p data-bbox="2024 193 2092 225">RAG</p> <p data-bbox="2024 839 2069 935">AMBER</p>

Action	Progress	RAG
<p data-bbox="125 236 730 292">6.12 Support local SMEs to switch to ULEV vans through the Kent REVS Up for Cleaner Air scheme.</p> <p data-bbox="125 363 282 387"><i>LEAD: KCC</i></p>	<p data-bbox="777 236 1957 432">Kent REVS Up for Cleaner Air scheme provides businesses with the opportunity to try an electric van. KCC run the scheme which successfully secured £1.5 million funding from Highways England and has just completed its first year with 150 van loans from across all districts in Kent. The aim is that organisations will see the benefits of electric vehicles and are encouraged to purchase their own. So far, 1 electric vehicle has been purchased and 5 electric vehicles have been leased by SME's that have participated in the scheme.</p> <p data-bbox="777 472 1917 528">There is one more year left of the scheme. At the end of the scheme, these vehicles are expected to be integrated into the KCC fleet.</p> <p data-bbox="777 584 1973 751"><b>RISK:</b> Global supply chain issues affecting the availability of electric vehicles are hampering those looking to switch to electric after having a positive loan experience. Supply chains are also affecting the availability of vans for loans leading to long waiting lists for those wanting to participate in the scheme. KCC have reduced the loan time to 6 weeks from 2 months to help reduce the list.</p>	<p data-bbox="2024 443 2058 539">AMBER</p>
<p data-bbox="125 762 689 818">6.13 Assess the feasibility of developing 'low carbon transport hubs' for EV cars, e-bikes and push bikes.</p> <p data-bbox="125 890 427 914"><i>LEAD: KCC &amp; Medway</i></p>	<p data-bbox="777 762 1973 1026">KCC are exploring the applicability and suitability of mobility hubs in areas of Kent. This will support the assessment of this option for Kent's future transport mix in KCC's new Local Transport Plan. Low carbon transport or mobility hubs are being developed at Ebbsfleet and Otterpool Park. The Ebbsfleet hub is being developed as part of the Mobility as a Service (MaaS) project with an electric car club and bike hire scheme. Procurement for the car club is expected in Spring 2022 and a grant provided by KCC is expected to establish a bike or e bike hire scheme. Designs for MaaS Ebbsfleet mobility hub will be made more quickly because of design guidance for Otterpool Park.</p> <p data-bbox="777 1082 1962 1249"><b>RISK:</b> The application of mobility hubs in England is low - it remains a relatively untried and untested concept. Main comparisons are with urban settings in Europe. The scale of urban areas may also be a challenge within Kent, with other mooted locations in England typically being larger, more populous, urban areas which may aid viability. In addition, funding for hubs remains challenging.</p>	<p data-bbox="2024 962 2058 1058">GREEN</p>

Action	Progress	RAG
<p>6.14 Tackle poor air quality hotspots through the implementation of Air Quality Action Plans.</p> <p><i>LEAD: Local Authorities</i></p>	<p>Since 1997, each local authority in Kent has been carrying out its own air quality assessments to determine if national air quality objectives have been achieved. If an objective is not achieved, then the local authority must declare an Air Quality Management Area (AQMA) and put together an action plan to tackle those poor air quality hotspots. In Kent, all but two (Ashford and Folkestone &amp; Hythe) districts have Air Quality Management Areas with 41 AQMAs in total. All districts have written air quality plans to try to improve air quality, however many of the action plans are outdated and 7 are currently being revised. Despite this, most councils are implementing actions such as anti-idling campaigns to improve air quality. Whilst the implementation of air quality action plans remains the duty of individual local authorities, the Kent &amp; Medway Air Quality Partnership (KMAQP) continues to meet quarterly to discuss current issues and concerns to ensure a joined-up approach to tackling poor air quality across Kent. In 2021 KMAQP re-tendered the Kent and Medway Air Quality Monitoring Network data management contract, which was awarded to Ricardo Plc, who have already revamped the Kent Air website as a single point resource for residents seeking information on air quality in Kent.</p> <p><b>RISK:</b> The Environment Act requires government to set new targets to reduce air pollution by particulate matter (PM2.5) and councils will be required to work together more closely to tackle local air quality issues. It is unclear what these changes will mean in practice for the local authorities in Kent and whether extra resourcing will be required for its implementation.</p>	<p>GREEN</p>
<p>6.15 Continue to work with government to increase the number of homes and businesses with access to fast broadband.</p> <p><i>LEAD: KCC</i></p>	<p>The current ELES target has been met and over 5,000 additional homes and businesses now have access to gigabit-capable broadband connections, as a result of the work of the Kent BDUK and the Kent Top-Up Voucher Scheme Projects. Moving forward, Kent will be working with BDUK to support the delivery of the Government's new Project Gigabit Programme. This national programme aims to connect 85% of the UK's premises to gigabit-capable broadband connections by the end of 2025.</p> <p><b>RISK:</b> None: action completed</p>	<p>GREEN</p>

## Priority 7 Renewable Energy Generation

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

### SUMMARY OF PROGRESS

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Most public sector organisations have identified renewable energy projects within their corporate net zero plans. As described in Priority 5, seven local authorities submitted successful bids to the first round of Public Sector Decarbonisation Fund, which included renewable heat and electricity generation in corporate buildings and schools. KCC is also developing plans for more solar parks and a heat network. Stock-holding authorities are planning to install solar panels and heat pumps in new and existing properties. The rapid release of government funding, with very short timescales for bidding and delivery has meant that partners are focused on responding to these immediate funding calls, rather than looking at longer-term opportunities.

Solar Together Kent, the county's first group-purchasing scheme for solar panels and battery storage, has successfully installed 2000 panels on nearly 200 properties in Kent and Medway so far, with over 100 properties also installing batteries. The scheme has been heavily disrupted by covid and global shipping delays, with the installations expected to continue through 2022. Despite this, a second round was launched in February 2022 with registrations exceeding the phase 1 total.

KCC provide technical support for community renewable energy projects, however the focus is currently on the KCC estate, given the limited staff resource. Resources have yet to be secured for a new renewable energy and storage opportunity study or work to understand the barriers/role of local authorities in increasing household uptake of renewables.

<b>X RED (5)</b> Activity on hold or significantly behind schedule with a risk of non-delivery	<b>X AMBER (3)</b> Activity changed and/or timeline revised, but on track for delivery within life of ELES 2023	<b>X GREEN (0)</b> Activity on track or completed
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**Table 7: Priority 7 action RAG status** (Delivery of actions as set out in the 2020 Implementation Plan)

PRIORITY 7: RENEWABLE ENERGY GENERATION

Action	Progress	RAG
7.1 Undertake a renewable energy (and storage) opportunities study for Kent and Medway focusing on all existing and emerging technologies and avoiding unintended negative impacts  <i>LEAD: KCC/Medway Council</i>	The action has not been completed due to time and resource issues. It is intended to take place as part of Local Area Energy Planning requirement, but this is still dependent on funding.  <b>RISK:</b> This action is at serious risk of non-completion due to funding and co-ordination issues.	<b>RED</b>

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Action	Progress	RAG
<p>7.2 Work in partnership to identify, support and promote new renewable energy projects across Kent and Medway, maximising funding from the Growth Fund, future Prosperity Fund and SE Energy Hub.</p> <p>LEAD: KCC</p>	<p>KCC are implementing Public Sector Decarbonisation Scheme (PSDS) funding of £18 million for two large solar projects (24MW in total) due to be completed by June 2022.</p> <p>In addition, KCC have completed the following PSDS Heat pump projects:</p> <p>Swattenden Centre: £260,439, saving 16.62 tonnes of CO2e annually,  Oakwood House: £235,631, saving 43 tonnes of CO2e annually,  Ashford Highways Depot: £155,300, saving 3 tonnes of CO2e annually.</p> <p>KCC have also completed some LED projects (PSDS &amp; Salix loan funding):</p> <p>Ashford Henwood offices: £89,052, saving £6,522 annually and 11 tonnes of CO2e annually  Cheriton Library: £10,835 saving £746 per year in energy costs and 1.35 tonnes of CO2e annually  Broadstairs Library: £13,947 saving £1,543 per year and 5.96 tonnes of CO2e annually  Cliftonville Library: £7,688, saving £987 per year and 3.81 tonnes of CO2e annually  Eden Centre: £3,112 saving £1,392 per year in energy costs and 6.29 tonnes of CO2e annually  Margate Adult Education Centre: £17,652 saving £2,829 per year and 10.92 tonnes of CO2e annually</p> <p>Medway Council have a river source heat pump study underway, further to a successful award of funding from the Department of Business, Energy and Industrial Strategy (BEIS). A Heat District Network Feasibility Study for the Hoo Peninsula and Strood has been completed and it is anticipated that the report will be progressed through the relevant democratic process for the findings and recommendations to be formally recognised. Medway Council have been awarded funding of £76,000 from the Department for Business, Energy and Industrial Strategy (BEIS) for a techno-economic feasibility study (the next stage in the process for developing a viable heat district network.)</p> <p>As mentioned in Priority 5, seven local authorities submitted successful bids to the first round of Public Sector Decarbonisation Fund, which included renewable heat and electricity generation in corporate buildings and schools.</p> <p><b>RISK:</b> The rapid release of Government funding, with very short timescales for bidding and delivery has meant that partners are focused on responding to these immediate funding calls, rather than looking at longer-term opportunities. Sourcing equipment as availability is limited.</p>	<p>AMBER</p>



Action	Progress	RAG
<p>7.3 Continue to install solar panels on suitable public sector buildings and land, including offices, schools and landfill sites.</p> <p><i>LEAD: All Local Authorities</i></p>	<p>KCC have received PSDS funding of £407,823 for solar PV to be installed on seven KCC buildings and completed by 31 March 2022: Brook House, Ashford MASH (Rainbow Centre), Swanley Link, Sunrise Centre, Kent Scientific Services, St Peters House &amp; Herne Bay High School. Swanley Link and Kent Scientific Services installations have completed.</p> <p>Public sector organisations in Kent continue to install solar with five councils in Kent, the Kent Fire and Rescue Service, Kent Police and NHS installing on suitable buildings during 2021.</p> <p><b>RISK:</b> Completing projects within the time constraints. Sourcing equipment as availability is limited.</p>	<p>AMBER</p>
<p>7.4 Develop and implement the Maidstone Heat Project.</p> <p><i>LEAD: KCC</i></p>	<p>The project was progressed to the commercialisation phase but latest cost estimates meant it was not economically viable. The project has been put on hold to be re-activated if project redesign or other changes make it cost effective.</p> <p><b>RISK:</b> Rising costs outweigh the benefits.</p>	<p>RED</p>
<p>7.5 Identify the barriers and local authority role in supporting households to install renewable heat and electricity technologies. Incorporate findings into action 5.3 (domestic retrofit strategy).</p> <p><i>LEAD: All Local Authorities</i></p>	<p>The action has not been completed due to time and resource issues.</p> <p><b>RISK:</b> This action is at serious risk of non-completion due to funding and co-ordination issues</p>	<p>RED</p>

Action	Progress	RAG
<p data-bbox="125 236 584 392">7.6 Develop and implement projects to support households to install renewable heat and electricity technologies (linked to action 5.4 – deliver domestic retrofit strategy).</p> <p data-bbox="125 459 479 488"><i>LEAD: All Local Authorities</i></p>	<p data-bbox="616 236 1850 296">There have been several projects developed over the last year, to support households to install renewable heat and electricity technologies.</p> <p data-bbox="616 316 1912 448">Households in Kent &amp; Medway were successful in securing funding from the Green Homes Grant voucher scheme. From September 2020 to January 2022, homes in Kent had 1260 measures installed of which 488 were in low-income homes. In Medway, this was 193 installations of which 87 were in low-income homes.</p> <p data-bbox="616 467 1912 632">Launched in August 2020, two local authorities in Kent were successful in securing funding from phase 1 of the Green Home Grant Local Authority Delivery Scheme (LAD1A/B). This funding sought to improve energy efficiency of low-income households. Sevenoaks were successful in securing £1.5m to upgrade up to 150 mobile-home owners and Dartford won LAD1A funding of £144,139.62 and LAD1B of £1.3m for 40 homes so far, with various insulation measures.</p> <p data-bbox="616 651 1912 852">Local authorities in Kent were successful in securing £5,226,500 funding from phase 2 of the Green Home Grant Local Authority Delivery Scheme (LAD 2) in February 2021. This scheme aims to raise the energy efficiency of low income and low energy performance homes with a focus on energy performance certificate (EPC) ratings of E, F and G. This funding was allocated to the Greater South East Energy Hub who are the region’s point of expertise and coordination on energy issues and have been engaging with all local authorities in Kent to deliver the scheme.</p> <p data-bbox="616 871 1912 1003">The delivery of LAD 2 is delayed due to issues with procurement of managing agents. BEIS granted an extension in mid-December 2021 allowing SE Energy Hub to recruit households onto the scheme until 31 March 2022, and then three months to complete delivery of upgrades to homes, through recovery plans, until 30 June 2022.</p> <p data-bbox="616 1023 1912 1155">The Energy Company Obligation is a government programme where major energy companies are required to fund domestic energy saving measures. In Kent, the administration of ECO 3 was through the Warm Homes scheme and this scheme finished in December 2021. In the final phase of the Warm Homes scheme over 65 replacement heating systems were installed in houses.</p> <p data-bbox="616 1174 1912 1342">The Solar Together scheme was set up in the Autumn of 2020 as a collective buying scheme to help ‘able to pay’ households get a reduced-price installation of solar panels. This resulted in the registration of the target 4000 households and the installation of over 2,000 panels of 675KW and a saving of 180 TCO2. Phase 2 of the Solar Together Scheme was launched (February 2022) and registrations exceeded the phase 1 total.</p> <p data-bbox="1653 1361 1935 1390" style="text-align: right;">Continued over page.</p>	RED

Action	Progress	RAG
<p>7.6 Continued: Develop and implement projects to support households to install renewable heat and electricity technologies (linked to action 5.4 – deliver domestic retrofit strategy).</p> <p>LEAD: All Local Authorities</p>	<p>The Triple A project was an Interreg funded project to support homeowners to adopt different low carbon technologies in their homes. The project began in January 2017 and completed in June 2021 and aimed to stimulate the adoption of low carbon technologies by homeowners through increased awareness and easy access Initiatives included 10 demonstration homes, energy advice ‘pop ups’ in libraries, trials of smart technology to control energy use in the home and the development of the Warm Homes web module which was visited over 6000 times</p> <p><b>RISK:</b> Solar Together Scheme (phase 1) was successful in obtaining registrations, but installations have not kept up with demand due to severe labour and equipment shortages. The Warm Homes Scheme has finished and has not been continued due to resource constraints.</p> <p>Funding for future retrofit schemes is uncertain and the simpler, most cost-effective interventions have been addressed in previous schemes, leaving more costly and complex retrofit for future schemes to tackle. Some schemes have been delayed by the COVID pandemic and issues with labour and materials.</p>	<p>AMBER</p>
<p>7.7 Provide technical support for community renewable energy projects.</p> <p>LEAD: KCC</p>	<p>KCC have signposted community groups to Community Energy England, Kent Community Energy Partnership and the Greater South East Energy hub for help. KCC also supported the application for Shoreham Village to fund a feasibility study for a village heat network and supported Orchard Energy in their attempts to increase the size of their solar park in Iwade. However other community energy work has been put on hold due to other energy team commitments and a funding hiatus.</p> <p><b>RISK:</b> Funding for project implementation and long planning timescales.</p>	<p>AMBER</p>
<p>7.8 Support the development of future housing micro-grids, smart energy grids, and low carbon heat networks for new build homes</p> <p>LEAD: KCC</p>	<p>The action has not been completed due to time and resource issues.</p> <p><b>RISK:</b> This action is at risk of non-completion due to resource constraints</p>	<p>RED</p>

## Priority 8 Green Infrastructure

Develop and implement 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.

### SUMMARY OF PROGRESS

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Burro Happold were commissioned by KCC to research and write the Natural Solutions to Climate Change Report, which was published in Spring 2021. Since the report, it has become clear that the forthcoming Local Nature Recovery Strategy will provide a spatial framework and measures for nature-based solutions. Once the Local Nature Recovery Strategy is produced, it will be considered whether a further strategy for nature-based solutions is required.

KCC's ambition is that the county's tree cover will be extended by 1.5 million, establishing one new tree for every resident living in the county. A Kent Tree Strategy Officer is developing the necessary Tree Establishment Strategy to support this and reviewing what contribution we can make to the national target of 19% UK woodland cover by 2050. Many of the county's districts support this aspiration within their own targets and Medway Council are developing their own Tree Strategy too. Some councils are also aiming to plant one tree representing each resident in their area. Tree planting has taken place in most areas to support climate action plans. KCC and districts were successful in securing £275,129 of funding from the Local Authority Treescape Fund, delivering 250 standard trees and 41,000 whips in two districts, planting ends March 2022.

An urban tree establishment pilot is underway by KCC, funded through Defra's Promoting Trees Outside Woodland Project. So far, 6 urban woodland sites have been established. Between 2019 and 2021, KCC and partners have planted over 75,000 trees and hedges. Medway Council's Urban Tree Challenge Fund bid was successful and almost 14,000 new trees were planted in early 2021.

Activity in this priority is progressing well, with strong public and political will to improve the natural environment. However, we are also in a period of significant legislative change, with the recent Environment Act. The details and impact of the Act, including secondary legislation and statutory guidance, are not expected to be fully known until later this year, when a review of appropriate short/medium-term actions and risks will be needed.

<b>X RED (0)</b> Activity on hold or significantly behind schedule with a risk of non-delivery	<b>X AMBER (1)</b> Activity changed and/or timeline revised, but on track for delivery within life of ELES 2023	<b>X GREEN (3)</b> Activity on track or completed
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**Table 8: Priority 8 action RAG status** (Delivery of actions as set out in the 2020 Implementation Plan)

**PRIORITY 8: GREEN INFRASTRUCTURE**

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Action	Progress	RAG
<p>8.1 Undertake an assessment of Kent and Medway's opportunities for natural solutions to climate change.</p> <p><i>LEAD: KCC</i></p>	<p>Burro Happold were commissioned by KCC to research and write the Natural Solutions to Climate Change Report, which was published in Spring 2021.</p> <p><b>RISK:</b> None, action completed.</p>	GREEN
<p>8.2 Using the results of the opportunity study, develop a framework for natural solutions to climate change, considering both mitigation and adaptation.</p> <p><i>LEAD: KCC</i></p>	<p>Since the conclusion of the nature-based solutions assessment, further details on the forthcoming Local Nature Recovery Strategies (as a result of the Environment Act) have indicated that these strategies will be required to map existing and potential opportunities for nature-based solutions and set out actions to realise these. Local planning authorities will have a statutory duty to consider the LNRS within planning and therefore this provides a more robust framework for nature-based solutions in Kent. Once the Local Nature Recovery Strategy is produced, it will be considered whether a further strategy for nature-based solutions is required. KCC will be the responsible authority for developing the LNRS for Kent and Medway, it is expected that KCC will be instructed to commence work in the summer 2022.</p> <p><b>RISK:</b> Since nature-based solutions will now be delivered through the Local Nature Recovery Strategy; commencement of this work is dependent on secondary legislation and statutory guidance to the Environment Act. It is also dependent on Defra providing sufficient funding to develop the LNRS.</p>	AMBER

Action	Progress	RAG
<p>8.3 Develop and implement a strategy to establish 1.5 million new trees (or their carbon sequestration equivalent) in Kent and Medway.</p> <p><i>LEAD: KCC with support of all Local Authorities</i></p>	<p>Plan Tree, KCC's draft Tree Establishment Strategy, has been produced and public consultation on the strategy ran from 8<sup>th</sup> March to 2<sup>nd</sup> May 2022. A Kent Tree Strategy Officer was appointed in November 2021 to take forward the strategy and work on its implementation, which will continue in advance of its formal adoption by KCC. £275,129 of funding was successfully secured from the Local Authority Treescape Fund, to deliver 250 standard trees and 41,000 whips in Swale and Ashford. KCC submitted further bids to support tree establishment in 2022-23 to the Local Authority Treescape Fund and Urban Tree Challenge Fund.</p> <p><b>RISK:</b> The implementation of the Tree Establishment Strategy is dependent upon resources and funding. Additionally, finding suitable land for tree establishment remains challenging.</p>	GREEN
<p>8.4 Develop cost effective and innovative approaches to establishing trees outside woodlands whilst strengthening biosecurity, through the Promoting Trees Outside Woodlands Project.</p> <p><i>LEAD: KCC</i></p>	<p>KCC successfully secured £500,000 from the Shared Outcomes Fund, to deliver 3,588 trees and 6,408m<sup>2</sup> of natural regeneration through the Trees Outside Woodland project (2020-23). This project has successfully established 3,000 native trees in six urban woodland trial plots across Mid Kent including trialling the Miyawaki method of 'mini' woodland creation. Following these successful trials, a further Miyawaki method woodland of 350 trees is expected to be created in Ashford and four trial plots of 700 new native trees, using the natural regeneration and broadcast sowing methods, in Lenham.</p> <p>Planning is underway to set up a community tree nursery within the grounds of HMP Maidstone, with the assistance of Greener Growth, a community interest company. The long-term aim is to produce hard to source, locally rare, native tree and shrub species, to restore landscape biodiversity. The scheme will also provide educational opportunities for inmates including the possibility of gaining a horticultural qualification.</p> <p>KCC have created 'Tree Planting Advice' on kent.gov to provide accessible advice on the funding available for individuals, communities, businesses, schools, landowners, and land managers wishing to access trees to plant on their land.</p> <p><b>RISK:</b> The biggest risk to the delivery of this project is the lack of rarer tree species. The HMP Maidstone community tree nursery is being set up to address this risk by providing rarer, native trees that can be used in Kent.</p>	GREEN

## Priority 9 Supporting Low Carbon Business

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

### SUMMARY OF PROGRESS

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KCC continues to provide LoCASE and Steps To Environmental Management (STEM) support programmes. Five people from across Kent trained so far in STEM Blue since February 2021, blue is the level of accreditation that shows management support for the business' environmental programme and that they have measured their baseline carbon emissions.

87 local small and medium enterprises (SMEs) have been supported with low carbon business development grants or grants to improve energy/resource efficiency since February 2021. One of the Kent businesses was showcased at the London Science Museum in the carbon capture exhibition.

The LoCASE project was awarded the winner of the Delivering Clean Growth Category at the ADEPT Awards in June 2021. Funding for both LoCASE and STEM has been secured up until Spring 2023, with new post-Brexit funding needing to be identified and secured to continue these support programmes beyond these dates.

The Inn2POWER project, which helped expand the capacity for innovation and improve SMEs' access to the offshore wind industry ended in its current form in April 2021, but has now been extended to relaunch a plan for offshore wind and hydrogen energy.

KCC and the Kent Resource Partnership are working to drive an increase in the local circular economy through the Upcycle Your Waste and BLUEPRINT projects. BLUEPRINT will upskill social enterprises, so they can train disadvantaged individuals to gain the skills they need to secure jobs in the circular economy, as well as shift behaviours. Upcycle Your Waste aims to train and facilitate SMEs and local authorities to adopt the circular economy into businesses cases. So far, the projects have engaged with over 130 businesses and all borough/district councils are engaged.

All programmes and activities in this priority have been funded through EU funding programmes such as ERDF and Interreg. Identifying and securing new funding to continue low carbon business support beyond Spring 2023 is the biggest risk to delivery.

<b>X RED (0)</b> Activity on hold or significantly behind schedule with a risk of non-delivery	<b>X AMBER (3)</b> Activity changed and/or timeline revised, but on track for delivery within life of ELES 2023	<b>X GREEN (2)</b> Activity on track or completed
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**Table 9: Priority 9 action RAG status** (Delivery of actions as set out in the 2020 Implementation Plan)

**PRIORITY 9: SUPPORTING LOW CARBON BUSINESS**

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Action	Progress	RAG
<p>9.1 Undertake a supply chain analysis of the economic opportunities from the low carbon sector in Kent and the wider South East Local Enterprise Partnership (SELEP) area.</p> <p><i>LEAD: KCC</i></p>	<p>Completed December 2021. Full report and annexes available. Follow on 'legacy' work will include using the database to further the work of the Clean Growth Programme. This will link all greening economic activity across the county and beyond. Additionally, some of the headline figures will help inform the economic strategy by framing and quantifying the Green Economy. Almost 2,000 businesses were highlighted in Kent and Medway.</p> <p><b>RISK:</b> None, action complete.</p>	GREEN
<p>9.2 Support local SMEs (small and medium sized enterprises) and public sector suppliers to complete Steps to Environmental Management (STEM) training.</p> <p><i>LEAD: KCC</i></p>	<p>Since the relaunch of LoCASE- the low carbon support programme, the Steps to Environmental Management (STEM) workshops have been refreshed and helped 20 SMEs with their environmental management systems and to benchmark their carbon footprint, 5 of these are from Kent. Great strides have been made through the Climate Change Network Procurement sub-group in preparing a market position statement to encourage more of our supply chain to utilise the STEM scheme and/or other Low Carbon Kent support.</p> <p><b>RISK:</b> Further work is needed to engage wider supply chains and support SMEs to understand the benefits and relevance to them.</p>	AMBER



Action	Progress	RAG
<p>9.3 Offer a low carbon support programme (LOCASE), for SMEs, including grants to reduce costs and carbon, and contribute to growth of the low carbon goods and environmental services sector.</p> <p>LEAD: KCC</p>	<p>Since the relaunch of LoCASE, a further 87 Kent &amp; Medway businesses have been supported with funding. 53 SMEs with resource efficiency projects and 34 businesses in the low carbon sector received development grants. These latest grants total £570,000. One of the Kent businesses was showcased at the London Science Museum in the <u>carbon capture exhibition</u>. The LoCASE project was awarded the winner of the <u>Delivering Clean Growth Category</u> at the ADEPT Awards in June 2021. Funding for both LoCASE and STEM has been secured up until Spring 2023.</p> <p><b>RISK:</b> Further work is needed to engage wider supply chains and provide clarity on relevance to some SMEs. New post-Brexit funding needing to be identified and secured to continue these support programmes beyond Spring 2023.</p>	<p>AMBER</p>
<p>9.4 Support the development of the offshore wind sector and local supply chain.</p> <p>LEAD: KCC</p>	<p>KCC were part of the Interreg funded Inn2POWER project which aimed to increase innovation and to improve access to the offshore wind industry for SMEs by connecting offshore wind businesses in the North Sea Region. This project completed in 2020 and since then, KCC have managed to secure a follow-on project for Inn2POWER to continue this work. KCC have until Spring 2023 to support those looking to join the sector and work with existing and proposed offshore projects. The project also includes the potential to link the offshore wind sector with proposed green hydrogen facilities in Kent and Medway.</p> <p><b>RISK:</b> Development of offshore wind is dependent upon the Department for Business, Energy &amp; Industry Strategy decisions on proposed extensions or construction of local projects.</p>	<p>GREEN</p>

Action	Progress	RAG
<p data-bbox="129 233 680 292">9.5 Drive an increase in the local circular economy within SMEs and Social Enterprises.</p> <p data-bbox="129 360 293 387"><i>LEAD: KCC</i></p>	<p data-bbox="757 233 1984 363">The Interreg project 'Upcycle Your Waste' has undertaken 'barrier/driver' interviews and waste scans with over 130 SMEs across Kent and Medway, plus worked with partners to survey 70 more in the Canterbury area. KCC are in the process of working with these firms to highlight possible business cases for a range of upcycling opportunities.</p> <p data-bbox="757 384 1977 483">The Interreg project 'BLUEPRINT' is linking existing businesses in the circular economy with the public and designing training packages to upskill businesses and staff in the concepts and practicalities of adopting a circular economy.</p> <p data-bbox="757 552 1984 715"><b>RISK:</b> There are limited resources within this project and so prioritisation is essential. A large proportion of the solutions are/will be private sector/commercially led. KCC would be looking at sharing and promoting best practice, transferring knowledge, supporting and testing viability of business cases and referring pilot projects and businesses to funding and/or sector-led support.</p>	<p data-bbox="2009 193 2085 228">RAG</p> <p data-bbox="2009 432 2051 531">AMBER</p>

## Priority 10 Communications

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

### SUMMARY OF PROGRESS

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A joint environmental communications, engagement and behaviour change strategy and action plan was developed in collaboration with the Kent Climate Change Network (CCN) and signed-off by KMEG in March 2021. To help coordinate delivery of the action plan, a communications sub-group of the CCN was also established, made up of public sector climate change and communications technical leads.

KCC's annual Kent Environment Strategy conference took place on 2 November 2021 at the Kent Show Ground with 163 attendees for the first blended online and in person conference. The key themes were aligned with COP26 in Glasgow, and this provided an opportunity to celebrate the progress that partners have made towards the Kent-wide net zero targets. In addition, to support COP 26, a shared calendar of 76 events was developed by a wide range of public and charitable organisations. KCC and the University of Kent kicked off their COP26 work in September 2021, with a business networking event, featuring the #ZeroCarbonTour electric bus. Canterbury CC also hosted a series of climate change events as part of the Canterbury Festival in October 2021. Medway organised a large-scale community climate change conversation event which encouraged residents to discuss climate change and start to identify a community action plan. A community network has since been set up to take the actions forward.

Another notable joint communications campaign developed by the Kent & Medway Air Quality Partnership was a social media campaign for Clean Air Day on 17 June 2021, which saw the launch of the hydrogen bus trial in Sevenoaks that featured on national TV.

Several districts were involved in The Great Big Green Week – a national campaign for climate and nature, between 18-26 September 2021. Funding from the Climate Coalition enabled districts to organise social media campaigns and over 35 events across Kent, including climate conversation coffee mornings, to specifically engage with residents about climate change and the environment.

KCC saw the re-launch of its Environmental Champion Network (staff to staff support network for the environment) in January 2022, with plans to introduce Green Lunches, an ambassador scheme and training sessions.

<b>X RED (0)</b> Activity on hold or significantly behind schedule with a risk of non-delivery	<b>X AMBER (1)</b> Activity changed and/or timeline revised, but on track for delivery within life of ELES 2023	<b>X GREEN (11)</b> Activity on track or completed
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**Table 10: Priority 10 action RAG status** (Delivery of actions as set out in the 2020 Implementation Plan)

**PRIORITY 10: COMMUNICATIONS**

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Action	Progress	RAG
10.1 Develop a joint communications, engagement and behaviour change strategy and action plan.  <i>LEAD: KCC</i>	The joint communications, engagement and behaviour change strategy and plan was completed in April 2021.  <b>RISK:</b> Buy in from communications officers across districts. Resource across districts to invest in joint campaigns	GREEN
10.2a Develop a communication working group/network to ensure consistency of messages and facilitate joint working.  <i>LEAD: KCC</i>	‘Kent Green Action’ is a communication subgroup of the climate change network set up in June 2021. It includes climate change officers and communication officers from all Kent district councils and Medway Council. Meetings occur twice quarterly, and a Teams site was created to facilitate joint working and consistency of messaging.  <b>RISK:</b> Attendance is variable and does not currently include all relevant communications professionals. Resource and agreement across districts to deliver messaging and joint projects	GREEN
10.2b Hold an annual environment conference to raise the profile and facilitate cross-sector collaboration and collective action.	The annual Kent Environment Strategy Conference took place on 2 November 2021 at the Kent Show Ground. There were 163 attendees for the first blended, online and in person, conference. Feedback forms highlighted the value of this networking opportunity and rated the in-person event as 7.4/10 and speakers 7.8/10. Attendance in person was limited due to the pandemic and online ratings and attendance suffered due to connectivity issues.  <b>RISK:</b> Appetite from partners to attend either online or in person.	GREEN

Action	Progress	RAG
<p>10.3 Maximise the impact of COP26 by developing and promoting a shared calendar of events and resources.</p> <p><i>LEAD: KCC</i></p>	<p>KCC developed and promoted a shared calendar of events for COP26. 76 events were listed from 28 organisations which reached over 61,000 people (81% reach from paid ads) 3,500 clicks through to our website from Facebook (98% from sponsored campaign) and 10% increase in Kent Green Action page likes. Increased contact with local groups has raised awareness of the Kent Green Action pages and of the active groups across Kent.</p> <p>KCC and the University of Kent kicked off their COP26 work in September 2021, with a business networking event, featuring the #ZeroCarbonTour electric bus. Canterbury CC hosted a series of climate change events as part of the Canterbury Festival in October. Medway organised a number of events including its first large scale community climate change conversation event which encouraged residents to discuss climate change and start to identify a community action plan. A Community Network has since been set up to take the actions forward. Also, in the lead up to COP26, Medway held its first EV event, an opportunity for the public to find out more about making the switch to electric.</p> <p>There is the opportunity to build on this success and produce calendars again for key events e.g., summer holidays or Great Big Green Week, solidify new relationships, encourage participation and normalise green action.</p> <p><b>RISK:</b> Sponsored advertising is needed to secure high engagement in social media campaigns.</p>	<p>GREEN</p>
<p>10.4 Implement joint communication campaigns to reduce air pollution around schools and children's centres.</p> <p><i>LEAD: Kent and Medway Air Quality Partnership, KCC/Medway Council</i></p>	<p>The Kent &amp; Medway Air Quality Partnership set up a communication subgroup in May 2021 to develop joint communication campaigns to reduce air pollution. The focus of the group for 2021 was schools and children's centres. Clean Air Day, June 2021, was the first campaign (detailed above) and was followed by a social media campaign for Bike to School week on 27 September to 1 October 2021 (which included some paid Facebook advertising) and reached 184,961 people, with 743 engagements and 662 clicks. District partners have successfully secured DEFRA funding for digital resources for schools which will be launched in April 2022.</p> <p><b>RISK:</b> Limited resources to effectively review and evaluate campaigns. Limited communications budgets mean fewer activities possible.</p>	<p>GREEN</p>

Action	Progress	RAG
<p>10.5 Implement joint communication campaigns to increase modal shift to active travel/public transport.</p> <p><i>LEAD: KCC &amp; Medway Council</i></p>	<p>There have been a plethora of joint communications campaigns to increase use of active travel/public transport using social media, production of new walk/cycle maps, in person events and promotional cycle videos. Part of the campaign for Clean Air Day was the launch of a hydrogen bus trial in Sevenoaks, which attracted national media attention with an ITV report and several articles. The Kent Connected journey planner app was promoted between 2 and 29 August 2021 via a social media engagement campaign. This targeted the whole of Kent via promotional videos and images, reaching 278,000 people and resulting in 3,208 downloads in August (normally 100 per month) with an increase in usage since then.</p> <p><b>RISK:</b> Funding remains a risk as ongoing revenue is required for continued paid for social media advertising.</p>	<p>GREEN</p>

Action	Progress	RAG
<p>10.6 Implement joint communication campaigns to help residents reduce their fuel bills/ save energy (linked to action 5.4).</p> <p><i>LEAD: Kent Energy Efficiency Partnership</i></p>	<p>KCC received £1million funding from the Department for Work and Pensions ‘Household Support Fund’ and Green Doctors, supported by KCC’s Helping Hands Scheme, is providing a Fuel Voucher Support Scheme to assist vulnerable households with their fuel bills as part of the COVID recovery. This scheme is currently being administered and aims to issue 12,000 vouchers to Kent residents experiencing financial hardship. Promotion of this campaign is via health professionals, social prescribers, community wardens who refer individuals into the scheme. Individuals can receive up to 3 vouchers worth £50 each. The campaign includes a flyer, social media campaign and direct messaging via partners including the Kent Energy Efficiency Partnership. The project is being closely monitored to ensure uptake is maximised and is due to complete in April 2022.</p> <p>Kent Energy Deal is a partnership between Kent Councils and iChoosr to help residents save money on their energy bills by using combined buying power to access highly competitive tariffs. The scheme has been in operation since 2013 in 5 districts and it is being promoted in communications campaigns organised by individual councils. Due to unprecedented market forces, the October 2021 auction did not take place and will be re-visited.</p> <p>The Warm Homes scheme was set up in 2013 to provide insulation and heating measures to low income and vulnerable residents across Kent. Due to funding constraints, the scheme ceased to be coordinated by KCC, who now provide links to districts’ individual funding streams from kent.gov. KCC and districts were also involved in a social media promotional campaign to promote the Green Homes Grants, however this voucher scheme ended suddenly in March 2021 and was not continued.</p> <p><b>RISK:</b> Being able to issue the volume of vouchers for the Fuel Voucher Support Scheme that have been procured within the time available.</p> <p>The funding landscape for domestic energy efficiency is fast-changing and poorly resourced, making it challenging to plan and deliver effective communication campaigns.</p>	<p>GREEN</p>

Action	Progress	RAG
<p>10.7 Implement joint communication campaigns to help residents reduce their water bills/ save water</p> <p><i>LEAD: KCC, Southern Water, South East Water, Affinity Water</i></p>	<p>A campaign was set up with Southern Water and South East Water to help vulnerable residents reduce their water bills and save money. There was a 6-week social media campaign during the summer and a postcard drop to vulnerable households in October 2021 encouraging householders to book a home water audit.</p> <p>A further campaign is planned with water companies for 2022.</p> <p><b>RISK:</b> The way in which the water companies track the outcomes of these campaigns makes it hard to measure whether they actually lead to a reduction in water usage. At present, the companies are tracking engagement with the campaign (e.g. how many residents booked a home water audit) but not looking at water usage following their interventions. Discussions are ongoing with the water companies on how this can be improved.</p>	<p>AMBER</p>
<p>10.8 Implement joint communication campaigns to reduce residents' environmental impact (Kent Green Action and District-level campaigns).</p> <p><i>LEAD: KCC</i></p>	<p>A Kent Green Action digital campaign on Facebook and Twitter has been set up to connect people with nature and inspire climate action. Newly developed videos have been shared to help explain the Kent &amp; Medway Energy and Low Emissions Strategy, climate change issues, low carbon technologies and make information easier to understand and accessible to all.</p> <p>Another communications campaign was developed with 9 district councils and Medway Council, to promote the Solar Together Scheme. This collective buying scheme helped 'able to pay' households get a reduced-price installation of solar panels. The campaign consisted of a direct mailing to 100,000 homes, social media promotion, press releases and articles in parish magazines. This resulted in the registration of the target 4000 households and the installation of over 2,000 panels of 675KW and a saving of 180 TCO<sub>2</sub>. Phase 2 of the Solar Together Scheme has now been launched (February 2022) with all Kent district councils and Medway council participating.</p> <p>Several districts were involved in The Great Big Green Week – a national campaign for climate and nature, between 18-26 September 2021. Funding from the Climate Coalition enabled districts to organise social media campaigns and over 35 events across Kent, including climate conversation coffee mornings, to specifically engage with residents about climate change and the environment.</p> <p><b>RISK:</b> Ensuring that we are gathering and utilising insight to supplement generic messaging with more targeted campaigns. This requires more resource and analysis in advance of campaigns, to develop specific messaging via the most appropriate channels to a target audience, to support behaviour change in future.</p>	<p>GREEN</p>



Action	Progress	RAG
<p>10.9 Implement joint communication campaigns to encourage and support SMEs to adopt environmentally sustainable practices.</p> <p><i>LEAD: KCC</i></p>	<p>A joint communications campaign that encouraged small to medium enterprises to take part in LoCASE (Low Carbon South East) resulted in 87 new businesses adopting more environmentally sustainable practices. Initially the Green Business Hub was contracted to promote the different low carbon business projects. However, this approach failed to reach new networks, so LoCASE refreshed its website, signed up to LinkedIn, engaged with the Kent Chamber of Commerce, Kent Growth Hub and the Kent Economic Development Group and used innovative methods such as live Radio (Weald Pod Radio), business programmes and podcasts to recruit businesses.</p> <p>In addition, the Interreg project 'Upcycle your Waste' has successfully completed a communications campaign of newsletters, posters and workshops to recruit businesses to take part in a trial in Canterbury to complete waste reviews. Over 120 businesses have successfully completed a review and a modified version of the scheme (an opportunity analysis, rather than a review) offered to the whole of Kent has begun with a new communications campaign to promote the scheme through the Kent Resource Partnership and Kent Green Action.</p> <p><b>RISK:</b> There are challenges engaging with new networks which could be overcome with the development and sharing of case studies and best practice.</p>	<p>RAG</p> <p>GREEN</p>
<p>10.10 Develop shared resources for public sector staff engagement.</p> <p><i>LEAD: KCC</i></p>	<p>The Environmental Champion network for KCC staff is relaunched in January 2022 with training materials under development. Once the package is complete this can be shared with partners more widely.</p> <p>Some Kent councils have developed training modules for staff, others have developed their own 'climate champions', climate change pledges and newsletters and articles. Councils share their resources on the Kent Green Action Teams channel and carbon literacy training with other councils.</p> <p><b>RISK:</b> That councils are producing multiple individual resources and duplicating efforts, the Kent Green Action network will help to reduce replication and share these resources more widely.</p>	<p>GREEN</p>

Action	Progress	RAG
<p data-bbox="129 233 667 328">10.11 Monitor and review effectiveness of communication campaigns and develop targeted behaviour change programmes.</p> <p data-bbox="129 392 295 424"><i>LEAD: KCC</i></p>	<p data-bbox="757 233 1984 296">All communications campaigns have been monitored. The communications campaigns for Clean Air Day, COP 26 and Solar Together were extensively reviewed with evaluation reports.</p> <p data-bbox="757 312 1973 448">These reports illustrate the importance of targeted campaigns, the need to ensure accessibility, particularly to those without access to the internet, and the importance of clear measures of effectiveness. These insights along with the Behaviour Insights Report 2020, will inform the communications campaigns for 2022.</p> <p data-bbox="757 464 1912 600"><b>RISK:</b> Resource, expertise and time to effectively research, test, develop then evaluate behaviour change campaigns. Shift from traditional aims of raising awareness across the whole population of Kent, to targeting segments of an audience and aiming to achieve behaviour change, rather than education.</p>	<p data-bbox="2018 376 2056 472">GREEN</p>

**Appendix Two: Energy and Low Emissions Strategy Indicators – updated July 2022**

#	Indicator	Baseline (2017 unless otherwise indicated)	New/ amended/ existing	Data source	Direct or indirect indicator of emissions	Lead or lag indicator <sup>1</sup>
1.	Total carbon dioxide emissions (kt CO <sub>2</sub> )	8812.2	Existing	<a href="#">BEIS</a>	Direct	Lag
2.	Total carbon dioxide emissions (kt CO <sub>2</sub> e)	9290	New	<a href="#">Scatter</a>	Direct	Lag
3.	Per capita carbon dioxide emissions (tonnes per person)	4.9	Existing	<a href="#">BEIS</a>	Direct	Lag
4.	Carbon emissions from 6 main sectors (industry/commercial/public sector/domestic/transport/LULUCF)	Industry: 1654.6 Commercial: 824.6 Public Sector: 282.6 Domestic: 2574 Transport: 3836.6 Land Use, Land Use Change and Forestry: -360.3	Amended	<a href="#">BEIS</a>	Direct	Lag
5.	Greenhouse gas consumption-based emissions (kt CO <sub>2</sub> e)	19508.0	New	DEFRA	Direct	Lag
6.	Per capita greenhouse gas consumption-based emissions (tonnes per person)	10.9	New	DEFRA	Direct	Lag
7.	Annual exceedance of key air pollutants	2 site failures for NO <sub>x</sub> and 2 site failure for O <sub>3</sub> (2018)	Existing	<a href="#">Kent Air</a>	Indirect	Lag
8.	Number of days of moderate or higher air pollution <sup>2</sup>	78 days (21.3% of the year), where at least one pollutant recorded levels of moderate or higher air pollution (2018)	Existing	<a href="#">Kent Air</a>	Direct	Lag
9.	Fraction of mortality attributable to particulate air pollution (%)	Kent: 7.7% (2018) Medway: 8.9% (2018)	Existing	<a href="#">Public Health</a>	Indirect	Lag

<sup>1</sup> Lead indicators predict future emissions reductions, lag have a time delay between the action and the effect.

<sup>2</sup> Methodology changes might result in slightly different air quality indicators moving forward, this will remain under review.

#	Indicator	Baseline (2017 unless otherwise indicated)	New/ amended/ existing	Data source	Direct or indirect indicator of emissions	Lead or lag indicator <sup>1</sup>
				<a href="#">England</a>		
10.	Number of air quality management areas	43 air quality management areas (2019)	Existing	DEFRA	Indirect	Lead
11.	Tree canopy coverage %	17%	Existing	National Tree Map	Indirect	Lag
12.	Carbon storage value of habitats (Net carbon sequestration from land use) (kt CO <sub>2</sub> )	-360.3	Existing	<a href="#">BEIS</a>	Direct	Lag
13.	Carbon storage value of habitats (carbon sequestration from land use subsets)	Croplands: 70.6 Forest land: -363.5 Grassland: -150.2 Settlements: 82.9 Wetlands: 0.0	New	<a href="#">BEIS</a>	Direct	Lag
14.	Average domestic energy consumption (gas and electricity) per customer (kWh)	16,781	Existing	BEIS	Direct	Lag
15.	Carbon emissions from gas and electricity consumption across all sectors (mega tonnes CO <sub>2</sub> )	4.87	Existing	BEIS	Direct	Lag
16.	Renewable electricity generated in Kent and Medway (GWh/yr)	4,386.32	Amended	<a href="#">BEIS</a>	Direct	Lag
17.	Active travel to school (walking, cycling, scooting)	64.2% of primary school children. 36.6% of secondary school children (2018)	Existing	<a href="#">National Travel Survey</a>	Indirect	Lead
18.	Active travel to work (% of people working within 5km of home that actively travel to work in Kent)	32% (2011)	Existing	<a href="#">Census</a>	Indirect	Lead
19.	Vehicle registrations by type	Diesel: 12,901,603 Petrol: 18,759,927 Hybrid: 336,896 Plug-in hybrid: 79,442	Existing	<a href="#">DfT</a>	Indirect	Lead

#	Indicator	Baseline (2017 unless otherwise indicated)	New/ amended/ existing	Data source	Direct or indirect indicator of emissions	Lead or lag indicator <sup>1</sup>
		Battery electric: 42,021				
20.	Average miles travelled per year per person (South East region, excludes aviation) Active travel modes and non-active travel modes	Active travel: 266 Non active travel: 7,184 Total: 7,554 (2017/18)	New	<a href="#">National Travel Survey Data (DfT)</a>	Indirect	Lag
21.	Road transport fuel consumption (tons of oil equivalent)	1,182,943	Existing	<a href="#">BEIS</a>	Direct	Lag
22.	Number and percentage of households in fuel poverty	73,010 (9.6%) households in fuel poverty	Existing	<a href="#">BEIS</a>	Indirect	Lag
23.	Excess winter deaths	1,610 (2017/18) Across Kent and Medway, 29.6% more deaths occurred in the winter months compared with the non-winter months (2017/18)	Existing	<a href="#">Public Health England</a>	Indirect	Lag
24.	Household water consumption (litres per day)	145 (3-year average April 2018 – March 2021)	Existing	<a href="#">Water UK</a>	Indirect	Lag
25.	Energy Performance Certificate (EPC) rating of homes (% rated A or B)	13.9% A or B (2022)	Existing	C-Path (using EPC data)	Indirect	Lead
26.	% of domestic properties in Kent and Medway predominantly heated by oil, gas or mineral solid fuels	86.8% (2022)	New	C-Path (using EPC data)	Indirect	Lead

#	Indicator	Baseline (2017 unless otherwise indicated)	New/ amended/ existing	Data source	Direct or indirect indicator of emissions	Lead or lag indicator <sup>1</sup>
27.	MCS certified <sup>3</sup> heat pumps installed (air, ground and water source)	185	New	<a href="#">MCS</a>	Indirect	Lead
28.	Number of energy efficiency measures installed in homes under the Energy Company Obligation (ECO) and Green Homes Grant Local Authority Delivery Scheme in Kent and Medway (cumulative since the launch of ECO)	38,974	Existing	<a href="#">BEIS</a>	Indirect	Lead
29.	Percentage of households in receipt of at least one ECO measure (since the launch of ECO)	4.3%	New	<a href="#">BEIS</a>	Indirect	Lead

<sup>3</sup> MCS (Microgeneration Certification Scheme) is a nationally recognised quality assurance scheme, supported by the Department for Business, Energy & Industrial Strategy. Whilst certification of a heat pump system via MCS is not mandatory, it is best practice and is required for Renewable Heat Incentive Payments and other government financial incentives.

**Indicators for further development**

#	Indicator	Baseline (2017 unless otherwise indicated)	New/ amended/ existing	Data source	Direct or indirect indicator of emissions	Lead or lag indicator
30	Background air quality measurements – average annual air quality measures for NO <sub>2</sub> , O <sub>3</sub> and particulate matter (average annual)	tbc	New	<a href="#">Kent Air</a> <sup>4</sup>	Direct	Lag
31	Total annual gas consumption of local authority estates owned and managed (all 14 councils)	tbc	Amended	LASER and each local authority	Direct	Lag
32	Length of network made more accessible (excludes vegetation clearance) (km)	Figures available for KCC, clarity being sought from Medway	Amended	Public Rights of Way teams	Indirect	Lead
33	Usage of public footpaths and cycle lanes	tbc	New	<a href="#">Strava Metro</a>	Direct	Lag

<sup>4</sup> Whilst local DEFRA data is available, it is purely modelling and not actuals. For this reason, two AURN sites have been chosen on the advice of air quality officers to represent a rural background (Rochester Stoke) and an urban background (Canterbury).

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

To: Environment and Transport Cabinet Committee, 6th July 2022

Subject: Transport for London Consultation on Extension of the Ultra-Low Emission Zone and Road User Charging

Decision: n/a

Classification: Unrestricted

Past pathway of paper: n/a

Electoral division: All divisions, though of particular note to Swanley, Sevenoaks North and Darent Valley, Sevenoaks West, Dartford North East, Dartford West, and Wilmington.

**Summary:** Transport for London (TfL) is consulting on proposals to extend their Ultra Low Emission Zone (ULEZ) to Outer London. The ULEZ is a cordon-based charge which non-compliant vehicles are charged £12.50 a day to cross. TfL plans to implement the extension on 29<sup>th</sup> August 2023. In some locations, the boundary of the ULEZ will extend up to the administrative border Kent County Council (KCC) shares with the Greater London Authority (GLA). TfL's stated aim is to reduce air pollution, reduce congestion and tackle their declared climate emergency.

The TfL consultation forecasts that c.1,200 car trips per day would be deterred from travelling from Kent into outer London. No information is provided about the volume of Light Goods Vehicle (LGV) traffic between Kent and London. Our own analysis shows c. 50,000 people are resident in wards that border the GLA and would therefore be most susceptible to journeys across the GLA border into what would become the charging zone.

We do not have sufficient information to conclude whether the ULEZ would have an adverse impact on residents and businesses in Kent. However, given the likelihood that a minority but potentially significant number of residents or businesses could be affected, officers have acted during the consultation window to widen the awareness of the consultation and encourage residents and businesses to respond.

Our draft consultation response requests that the Mayor of London work with central Government to secure funding, including committing receipts from charges arising from non-compliant trips between Kent and the ULEZ, to ensure a scrappage scheme is available to non-Londoners affected by the charge. Any scrappage scheme should ring fence funds for guaranteed use by Kent residents and businesses with adequate time available to do so prior to implementation of the expanded ULEZ in 2023.

Without the provision of a scrappage scheme as we are requesting, or if implemented with insufficient time prior to the introduction of the ULEZ expansion (scheduled for August 2023), we will regard the ULEZ expansion proposals as unacceptable.

**Recommendation:**

The committee is asked to consider and endorse or make recommendations to the Cabinet Member for Highways and Transportation on the proposed response by Kent County Council, attached in Appendix 1, to the Transport for London consultation on their proposed extension of the Ultra-Low Emission Zone.

**1. Introduction**

- 1.1 The UK has had targets concerning air quality since 2010. Amongst those targets, those concerning Nitrous Oxide (NO<sub>x</sub>) have seen consistent compliance failure in parts of the UK, including London.
- 1.2 Within this context, the Mayor of London, through his statutory transport body Transport for London (TfL), has introduced two charging regimes for vehicles based on their emissions. The Ultra-Low Emission Zone (ULEZ) is one regime applying to cars, Light Goods Vehicles (LGVs) and motorcycles. ULEZ is in addition to a Low Emission Zone (LEZ) which covers almost the whole Great London Authority (GLA) area and applies to the most polluting heavy diesel vehicles.
- 1.3 The Low Emission Zone has operated since February 2008. The ULEZ was introduced in London in April 2019, covering the same area as the central London Congestion Charge Zone. In October 2021, the ULEZ was extended to cover Inner London up to but not including the north and south circular roads (which in the east, closest to Kent, extends to the Woolwich Ferry crossing).
- 1.4 TfL is consulting on the extension of the Ultra-Low Emission Zone to cover broadly the whole GLA area. TfL's principal reason is that air quality in the capital is considered a public health crisis, with 4,000 Londoners estimated to have died prematurely in 2019 due to air pollution, with the majority of those attributed to outer London boroughs. In December 2020, the UK recorded its first death as attributable to air pollution, following a coroners' inquest<sup>1</sup>. TfL and the Mayor of London also view the ULEZ as a means of reducing traffic congestion and tackling their declared climate emergency. Kent County Council (KCC) has prepared a draft response to the consultation, attached in Appendix 1.
- 1.5 Note that as part of the consultation, TfL are also consulting on changes to the Mayor of London's Transport Strategy to reflect the new ULEZ proposals, and for views on the principles of future road user charging in the capital. Given the former aspect does not impact KCC *per se*, whilst the latter aspect is not at any technical stage to establish impact on road users from outside of London, neither of these aspects have been addressed in the draft KCC consultation response.

**2. Area and vehicles affected and planned timescales**

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<sup>1</sup> Concerning the case of Ella Adoo-Kissi-Debrah, who lived in Lewisham and died due to Asthma in 2013.

- 2.1 The area affected by the proposed extension of the ULEZ is shown in Appendix 2. TfL are targeting the proposed extension of the ULEZ to go-live on August 29<sup>th</sup>, 2023. TfL can achieve a rapid extension and implementation of the ULEZ as APNR camera infrastructure is already in place for the LEZ. The charge is planned to be £12.50 per day.
- 2.2 The extension of the boundary will, in some locations, come up to the administrative border with KCC. Based on the map released by TfL in the consultation, it appears that all bordering KCC electoral divisions would likely share some border with the charging zone. For some locations, the border will be inset from the administrative border owing to the layout of the road network and the need to provide charging zone entry points where the road network affords an alternative should the driver decide not to enter the zone. A more detailed depiction of the charging zone border with Kent is requested in the consultation response.
- 2.3 The ULEZ standards are:
  - 2.3.1 European emission standard Euro 4 (NOx) for petrol cars, vans, minibuses, and other specialist vehicles
  - 2.3.2 European emission standard Euro 6 (NOx and Particulate Matter (PM)) for diesel cars, vans and minibuses and other specialist vehicles
- 2.4 In practice the:
  - 2.4.1 Euro 4 standard became mandatory for all new cars in 2005 and light vans in 2006
  - 2.4.2 Euro 6 standard became mandatory for all new heavy-duty engines for goods vehicles and buses from January 2014, September 2015 for cars and light vans, and September 2016 for larger vans up to and including 3.5 tonnes gross vehicle weight.

### **3. Affect on Kent Residents and Businesses**

- 3.1 The mid-2020 population estimate from the Office of National Statistics (ONS) for those KCC wards that border the GLA area indicate 50,744 residents over the age of 16 (and hence potential drivers) live very close to the planned ULEZ zone. These residents are most likely to make crossings over the GLA boundary into what will become the ULEZ zone as part of day-to-day local vehicle trips.
- 3.2 Whilst the volume of residents is significant, what is relevant to the ULEZ proposals are the types of vehicle used and whether those would be compliant with the zone. We do not have information on the ownership of vehicles by type – but it is highly likely that whilst the majority are likely to own vehicles for personal use that are compliant, there will nonetheless be a sizeable number that own non-compliant vehicles, particularly owners of diesel vehicles registered pre-2015.
- 3.3 Sizeable numbers of business vehicles may also be non-compliant with the ULEZ charge, particularly among Small and Medium sized Enterprises (SMEs) that may lack the financial resources to regularly replace business vehicles. A typical diesel transit van registered in 2014 will have to pay the charge for example. For businesses that operate from bases in Kent and serve markets in

outer London, the charge may affect the viability of their operations. How heavily businesses are affected KCC cannot determine itself. The existing ULEZ area now operating across inner London may have created a shift in vehicle use already.

- 3.4 Given KCC does not have information about private or business vehicle fleet make-up in the county, KCC cannot conclude what the scale of adverse impact, if any, could be on Kent business or whether Kent residents would unfairly be affected (e.g., those who have to access services in Outer London and have no reasonable substitute form of travel or alternative location to travel to).
- 3.5 The TfL consultation sets out in a supporting Integrated Impact Assessment (IIA) the forecast impact on traffic volumes from outside the GLA into the Outer London area. Only private car use is described between each home county to the connecting outer London borough, split by business trips and other trips (e.g., leisure, education etc). The results are a forecast reduction of c.1,200 vehicles trips per day from Kent into the charging zone. TfL's work indicates that public transport, walk, and cycle trips are forecast to show a corresponding increase; however, this is not broken down to the home counties to outer London borough level whereby we can discern whether TfL forecast that the 1,200 fewer private car trips are forecast to re-mode or stop travelling into London entirely.
- 3.6 TfL's forecasting work also does not split the reductions in LGV trips down to a level of detail that enables KCC to discern the volume that are forecast to be making these trips between Kent and outer London and therefore how that volume would change. Our consultation response therefore requests further information.
- 3.7 TfL's forecasting does not include consideration of the displacement of non-compliant vehicles from the GLA area and into the market and use by residents and businesses of neighbouring authorities.

#### **4. Compliance of KCC's vehicle fleet**

- 4.1 KCC has a fleet of 158 owned and 242 leased vehicles at last count, operating across a range of the Council's responsibilities. Whilst the fleet's work during operational hours can reasonably be expected to be limited to the KCC area, some vehicles are kept overnight at workers residences. There is a small risk some of these residences may be based in Outer London and rely on having direct access to their KCC vehicles to carry out operations travelling direct from home addresses. Checks on the compliance of KCC's vehicles fleet against the ULEZ standards have been conducted.
- 4.2 The check shows that all currently leased vehicles are ULEZ compliant. Of KCC's owned fleet, 63 vehicles have been identified as non-ULEZ compliant. These vehicles are typically transit vans or large 4x4 / pick-up truck type vehicles, mini-buses or people carriers operating across the Highways function, country parks / Public Rights of Way (PROW) and children services, respectively. Of these, circa 25% clearly operate in areas of west Kent and so are closer to the proposed expanded ULEZ zone. However, some of their

functions mean they are likely limited to operations within discrete areas such as parks.

- 4.3 There is then, overall, a relatively small risk of any KCC owned vehicles being caught by charges from an expanded zone. It is recommended that in 2023, once TfL completes its review of the consultation and finalises proposals for the ULEZ expansion, that KCC re-review those non-ULEZ compliant vehicles operating in west Kent to check they are not driven by staff to and from home addresses in the GLA area.

## **5. Mitigating the impact on Kent residents and business**

- 5.1 To mitigate the impact of the proposed ULEZ extension, in the first instance KCC is enabling TfL to increase awareness of the forthcoming changes proposed. This will both aid residents and businesses in preparing for the proposed ULEZ extension; and ensures they can have their say in the consultation and encourage TfL to put in place mitigating actions.
- 5.2 KCC is advertising the TfL consultation through a wide range of channels available to it, including through its own consultation platform so that members of the public are more likely to be aware of the proposals. This includes an informative that will be included in all email alerts concerning consultations by KCC, highlighting that the recipient may be interested in the TfL consultation and provides a route to getting more information. Social media channels are also being utilised with a post each week advertising the TfL consultation until it closes on the KCC Facebook and Twitter pages. We are also utilising the KCC E-newsletter to advertise the TfL consultation.
- 5.3 For businesses, along with our efforts to sign-post the TfL consultation to the public, we are utilising our excellent engagement with business bodies in Kent, through the Kent and Medway Economic Partnership (KMEP) and the Kent Chamber of Commerce amongst others, to ensure as many businesses as possible become aware of the consultation and can act.
- 5.4 We have also discussed with TfSE their plan to respond, highlighting KCC's main concerns. We will share our draft response with TfSE prior to the consultation deadline to ensure the sub national transport body can echo key concerns that apply across the region.
- 5.5 Given the uncertainty of the impact on residents and businesses, KCC has included in its consultation response a call for continuation of a vehicle scrappage scheme, as ran for the former ULEZ extension to Inner London. The Mayor of London has committed to helping Londoners adapt to the expansion with a large scale and improved scrappage scheme. The former scrappage schemes TfL has operated, including for the Inner London ULEZ expansion worked, in part, by providing scrappage support to residents and businesses that were based outside of the ULEZ zone but were observed regular travellers within it. Along with eligibility criteria, the scrappage scheme funded the removal of 15,200 non-compliant vehicles.
- 5.6 KCC's consultation response calls for the Mayor of London to work with central Government to ensure funding support is provided to enable access to the

scrappage scheme for those residents and businesses based outside the proposed ULEZ zone, but that frequently travel into the zone owing to unavoidable personal reasons for private trips, or for businesses whose sales are reliant on access to the Outer London market. KCC considers that TfL should fund a scrappage scheme for non-Londoners using penalty charge receipts from non-compliant vehicles travelling into the ULEZ from outside the GLA area, including Kent. It is fair that TfL should re-invests penalty charge receipts to ensure those paying can take mitigating actions such as vehicle scrappage to avoid future penalties.

- 5.7 KCC's response further demands that the scrappage scheme is weighted by traffic flows observed crossing the border from Kent to the ULEZ and ringfenced to ensure that a set proportion of any scrappage scheme budget is available for KCC residents and businesses. This should be for a defined period from scrappage scheme introduction to post ULEZ extension, after which point any remaining funds could become available for TfL to administer to whatever areas see highest demand. This will ensure that scrappage scheme take-up is not limited to being administered on a first-come first-served basis.
- 5.8 Without these provisions for a scrappage scheme for non-London based residents and businesses, KCC will not regard the ULEZ as fair and acceptable.
- 5.9 KCC's consultation response queries whether the former TfL scrappage scheme and any planned new scrappage scheme allows for replacement of a non-compliant vehicle with a compliant second-hand vehicle. Given the current supply constraints in the car industry and waiting lists for newly manufactured vehicles, we have flagged a risk that if compliant second-hand vehicles cannot be purchased through a scrappage scheme, public and businesses may not be able to receive their desired vehicle in time for the implementation of the expanded ULEZ.
- 5.10 KCC's consultation response also requests that more measures are taken to forewarn motorists prior to their entry into the zone. On many routes, signage for the Low Emission Zone is small scale and easily missed given the complex junctions and other road markings and signage motorists must have regard to. Additional road markings, akin to the Congestion Charge red painted tarmac with white painted 'C,' perhaps equivalent in green with a white painted 'E' should be considered to make a far more pronounced indication to motorists that the route ahead lies within the proposed ULEZ zone.
- 5.11 KCC's consultation response further draws attention to the wider benefits of a scrappage scheme eligible for those affected in Kent would bring:
  - 5.11.1 Make the vehicle fleet operating in Kent cleaner, bringing air quality benefits, including to Air Quality Management Areas (AQMAs) close by to the boundary of the ULEZ such as in Swanley and Dartford town centres.
  - 5.11.2 Assist with decarbonisation of the vehicle fleet operating in Kent and London, by replacing older engines that typically also have higher CO2 emissions.

- 5.11.3 Add to existing activity underway by KCC and Local Planning Authorities responsible for AQMAs in raising general awareness of the impact of motor vehicle type and use on air quality and public health.
- 5.11.4 Ensure Kent's economy can continue to recover from the pandemic and current rising costs by providing financial support for them to obtain vehicles compliant with the ULEZ and continue to access their customer markets to grow and prosper, benefiting both customers and employees in London and Kent.

## **6. Financial Implications**

- 6.1 Given the level of compliance of KCC's vehicle fleet, there is a minor risk that KCC vehicles could inadvertently be caught by the ULEZ charge. This risk can be reduced through a re-review of vehicle use closer to the time of the ULEZ charge and taking mitigating actions where necessary if any of the small number of KCC owned vehicles tend to cross into the GLA area. There should be potential to avoid any financial implication to KCC given the time to plan prior to the proposed ULEZ expansion.

## **7. Equalities implications**

- 7.1 The TfL ULEZ extension proposals do not impact KCC's undertaking of its Equalities Duty, however TfL's proposals would impact on protected groups in Kent. Given the ULEZ already operates, TfL has devised a discounts and exemptions scheme which is set out in Appendix 3 to mitigate any inequalities that could otherwise arise. The draft KCC consultation response also requests further evidence of the Equalities Impact Assessment conducted by TfL.

## **8. Governance**

- 8.1 The response to the consultation will be submitted by the Cabinet Member for Highways and Transportation following consideration of the response at the Environment and Transport Cabinet Committee.

## **9. Conclusions**

- 9.1 Given the potential impact of the proposed ULEZ expansion on a sizeable number of Kent residents and businesses, particularly resident or operating close to the border of the GLA, the KCC draft consultation response requests that the Mayor of London work with central Government to secure funding to ensure a scrappage scheme is available for both Londoners and non-Londoners affected by the charge. The KCC draft response further requests that any scrappage scheme should ring fence funds for guaranteed use by Kent residents and businesses.
- 9.2 Without the provision of a scrappage scheme as we are requesting, or if implemented with insufficient time prior to the introduction of the ULEZ expansion (scheduled for August 2023), we will regard the ULEZ expansion proposals as unacceptable.

9.3 KCC itself is unlikely to be affected in any significant way by the proposed ULEZ expansion and any small risks that may currently exist owing to KCC's owned vehicle fleet operating in west Kent, should be mitigable in the time left prior to TfL's planned implementation.

## 10. Recommendation

### **Recommendation:**

The committee is asked to consider and endorse or make recommendations to the Cabinet Member for Highways and Transportation on the proposed response by Kent County Council, attached in Appendix 1, to the Transport for London consultation on their proposed extension of the Ultra-Low Emission Zone.

## 11. Background Documents

11.1 The TfL consultation is available to view here:

<https://haveyoursay.tfl.gov.uk/cleanair?cid=clean-air>

11.2 Appendix 1- Draft of the KCC consultation response to be sent to

[cleanairyourview@tfl.gov.uk](mailto:cleanairyourview@tfl.gov.uk)

11.3 Appendix 2 – Map of proposed extension of the Ultra-Low Emission Zone

11.4 Appendix 3 – List of proposed discounts and exemptions for the extended ULEZ

## 12. Contact details

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**Appendix 1 – Draft of the KCC consultation response to be sent to [cleanairyourview@tfl.gov.uk](mailto:cleanairyourview@tfl.gov.uk)**

Dear TfL,

Thank you for the opportunity to respond to the London-wide Ultra Low Emission Zone (ULEZ) expansion consultation. We appreciate your efforts in working with us to ensure the consultation is widely advertised in Kent and encourage you to work as closely with the Local Planning Authorities that border or are nearby to the Greater London Authority (GLA) area – namely Sevenoaks District Council, Dartford Borough Councils, Gravesham District Council, Tonbridge and Malling Borough Council and Tunbridge Wells Borough Council. We also encourage you to ensure that the sub national transport body, Transport for the South East (TfSE), is engaged with the proposals given they also represent the interests of councils and local authorities across the area up to the GLA boundary.

We recognise that businesses and residents of Kent travel into the proposed ULEZ zone, as some already do for the existing ULEZ. Those businesses staff and residents that work in London or enjoy its services are beneficiaries of London's efforts to clean its air, helping to prevent pollution having an adverse effect on their health and act as a block on their enjoyment of the capital.

The proposed zone extension would bring the boundary up to the administrative border of Kent County Council (KCC). A more detailed map showing the precise location of the proposed boundaries would be welcome. The consultation map is too indicative for KCC to precisely discern those routes out of Kent and into London that would see the charging zone come up to the KCC border.

Within west Kent, there are an estimated 50,000 residents of driving age living in wards that border the GLA area. For many of these locations, even short vehicle trips could entail a journey into the GLA area and therefore the proposed zone. We note no analysis has been taken of the volume of resident population, their estimated vehicle mix and its likely level of compliance with the ULEZ. Given the reported statistics in the ULEZ consultation brochure, of 82% of outer London vehicles already being compliant, we would like to draw your attention that if a similar figure applied to the 50,000 residents of driving age in Kent, this would still leave several thousand residents with likely access to non-compliant vehicles.

Furthermore, the proximity of these residents and their businesses to Outer London's range of services such as health, schools, community facilities, shopping, entertainment, and customer markets, means they are likely more susceptible than many others in Kent to the proposed ULEZ zone. London and its home counties enjoy a symbiotic relationship. The ULEZ zone if implemented in the right way has the potential to ensure that continues; however, we view that outcome as contingent on ensuring there is adequate and fair access to financial support by those residents and businesses who would need to replace their vehicles.

We understand the initial ULEZ was supported by a scrappage scheme which successfully replaced 13,000 polluting vehicles and saw a full draw down on the funding that was in place. We see no alternative but for that initiative to continue for the ULEZ to be successful and fair in its impact on communities in Kent affected by the ULEZ. We note in the consultation material that the Mayor of London is

committed to developing a new scrappage scheme. This scheme cannot discriminate between Londoners and non-Londoners when the ULEZ would come so close to creating a new constraint on the travel that people in Kent can do even on a short distance local basis. The spatial scope is too narrow for those affected to find alternative routes to travel, alternative locations to travel to, or alternative means of travel (particularly given the far lower density of public transport in south east London compared to the rest of the GLA area) in order to avoid the proposed ULEZ if they cannot afford to replace their vehicle or pay the charge.

Given this our consultation response calls for the Mayor of London to work with central Government to ensure funding support is provided to enable access to the scrappage scheme for those residents and businesses based outside the proposed ULEZ zone, but that frequently travel into the zone owing to unavoidable person reasons for private trips, or for businesses whose sales are reliant on access to the Outer London market.

Our response further demands that the scrappage scheme is weighted by traffic flows observed crossing the border from Kent to the ULEZ and ringfenced to ensure that a set proportion of any scrappage scheme budget is available for KCC residents and businesses. This should be for a defined time from scrappage scheme introduction to post ULEZ extension, after which point any remaining funds could become available for TfL to administer to whatever areas see highest demand. This will ensure that scrappage scheme take-up is not limited to being administered on a first-come first-served basis.

We also wish to flag for consideration that any new scrappage scheme consider, were the former scheme not operated on the following basis, that compliant second-hand cars can be purchased in replacement of scrapped vehicles. We are aware of the supply constraints in the car industry and the long waiting lists for some vehicles. Ensuring the public and businesses can utilise the second-hand market to source ULEZ compliant vehicles would help mitigate the risk, if it is likely to realise by the time a scrappage scheme is established and ensure eligible scrappage scheme users are ready to continue making their journeys when ULEZ expansion is implemented.

We also demand that until the full set of mitigations, which must include a scrappage scheme eligible for those outside of London, are established along with their planned implementation and eligibility criteria, or the ULEZ expansion should not be permitted to be implemented.

We encourage the Mayor of London and central Government to recognise the wider benefits a scrappage scheme that is eligible to both Londoners and non-Londoners could bring, specifically it would:

- Make the vehicle fleet operating in Kent cleaner, bringing air quality benefits, including to Air Quality Management Areas (AQMAs) close by to the boundary of the ULEZ such as in Swanley and Dartford town centres.
- Assist with decarbonisation of the vehicle fleet operating in Kent and London, by replacing older engines that typically also have higher CO2 emissions.

- Add to existing activity underway by KCC and Local Planning Authorities responsible for AQMAs in raising general awareness of the impact of motor vehicle type and use on air quality and public health.
- Ensure Kent's economy can continue to recover from the pandemic and current rising costs by providing financial support for them to obtain vehicles compliant with the ULEZ and continue to access their customer markets to grow and prosper, benefiting both customers and employees in London and Kent.

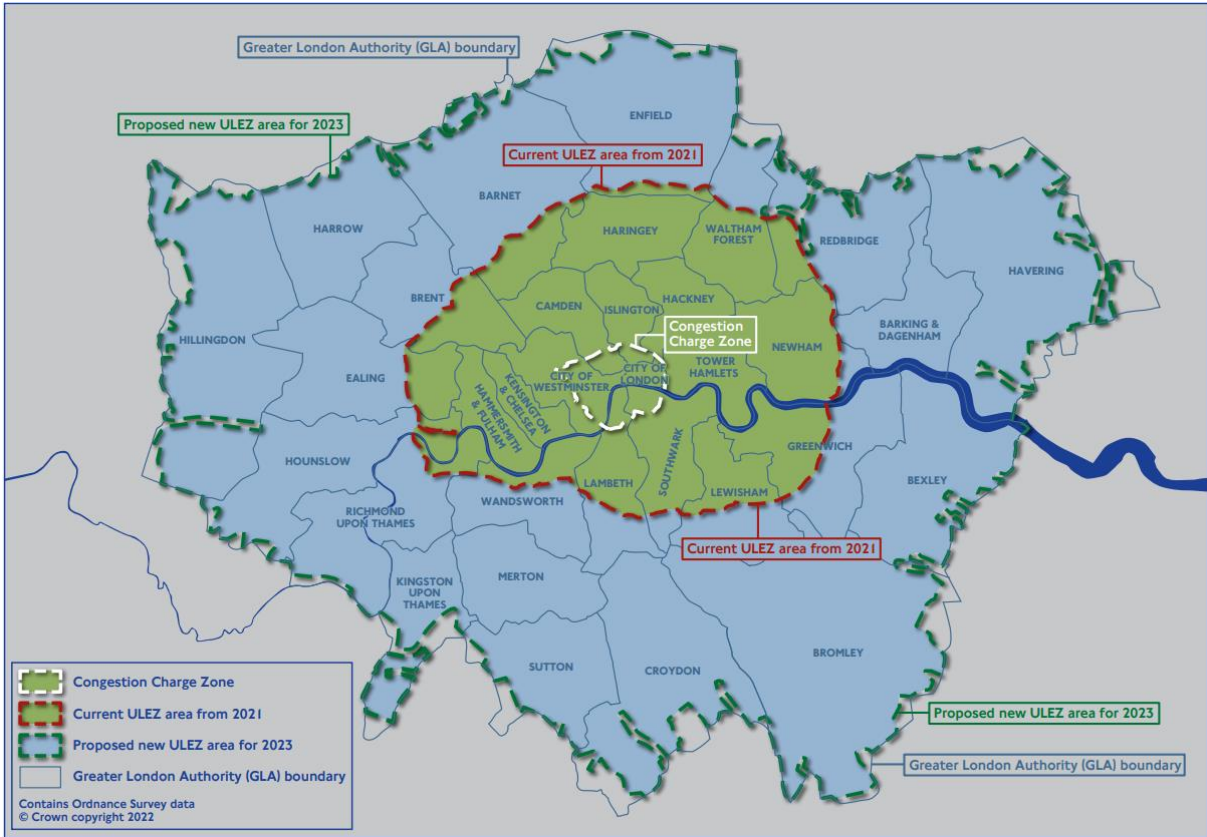
Without prejudice to our points above, we request that TfL provide further information in follow up to the consultation on the following aspects:

- The volume of Light Goods Vehicle (LGV) traffic movements forecast to occur between Kent and Bexley and Bromley in the without and with scheme case. In the Integrated Impact Assessment (IIA), only car traffic is reported to this level.
- Evidence of the Equalities Impact Assessment (EqIA) conducted that considers protected groups both within the extended charging zone and those affected by the extension that travel into the zone from outside it, so including in Kent.
- Evidence of consideration for the setting of the ULEZ expanded zone to correspond with the boundaries of the London AQMA as published on the [AQMAs interactive map \(defra.gov.uk\)](https://defra.gov.uk) . It is not clear why the charging zone is not limited to addressing the area established as requiring action as per the AQMA designation.

We trust you find our response helpful for your further consideration of the proposed expanded ULEZ. We look forward to seeing the response to the issues we have raised and are happy to work with TfL and the Mayor of London to ensure that the mitigations on non-Londoners that are under consideration are secured and implemented fairly.

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# Appendix 2 – Map of proposed extension of the Ultra-Low Emission Zone



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### **Appendix 3 – List of proposed discounts and exemptions for the extended ULEZ**

Some drivers and vehicles would qualify for at least a temporary discount from the ULEZ charge. Others would be entirely exempt as follows:

- Disabled and disabled passenger tax class vehicles (until Sunday 24 October 2027)
- Wheelchair accessible private hire vehicles (until Sunday 24 October 2027)
- NHS patient reimbursement scheme
- Minibuses used for community transport (until Sunday 26 October 2025)
- Taxis
- Historic vehicles
- Specialist non-road going vehicles
- Showman's vehicles

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**From:** Benjamin Watts, General Counsel  
**To:** Environment and Transport Cabinet Committee – 6 July 2022  
**Subject:** Work Programme

**Classification:** Unrestricted

**Past and Future Pathway of Paper:** Standard agenda item

**Summary:** This report gives details of the proposed work programme for the Environment and Transport Cabinet Committee.

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

## **1. Introduction**

- 1.1 The proposed work programme, appended to the report, has been compiled from items in the Future Executive Decision List and from actions identified during the meetings and at agenda setting meetings, in accordance with the Constitution.
- 1.2 Whilst the chairman, in consultation with the cabinet members, is responsible for the programme's fine tuning, this item gives all members of this cabinet committee the opportunity to suggest amendments and additional agenda items where appropriate.

## **2. Work Programme**

- 2.1 The proposed work programme has been compiled from items in the Future Executive Decision List and from actions arising and from topics, within the remit of the functions of this cabinet committee, identified at the agenda setting meetings [Agenda setting meetings are held 6 weeks before a cabinet committee meeting, in accordance with the constitution].
- 2.2 The cabinet committee is requested to consider and note the items within the proposed Work Programme, set out in appendix A to this report, and to suggest any additional topics to be considered at future meetings, where appropriate.
- 2.3 The schedule of commissioning activity which falls within the remit of this cabinet committee will be included in the work programme and considered at future agenda setting meetings to support more effective forward agenda planning and allow members to have oversight of significant services delivery decisions in advance.
- 2.4 When selecting future items, the cabinet committee should consider the contents of performance monitoring reports. Any 'for information' items will be

sent to members of the cabinet committee separately to the agenda and will not be discussed at the cabinet committee meetings.

### **3. Conclusion**

- 3.1 It is vital for the cabinet committee process that the committee takes ownership of its work programme to deliver informed and considered decisions. A regular report will be submitted to each meeting of the cabinet committee to give updates of requested topics and to seek suggestions for future items to be considered. This does not preclude members making requests to the chairman or the Democratic Services Officer between meetings, for consideration.

<p><b>4. Recommendation:</b> The Environment and Transport Cabinet Committee is asked to consider and agree its Work Programme.</p>
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**5. Background Documents:** None

### **6. Contact details**

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## Environment and Transport Cabinet Committee – Work Programme 2022

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

### 8 September 2022

No.	Item	Additional Comments
Page 159	Winter Service Policy	Annual
	Highways Assets Audit Status Report	Requested at ETCC on 19 May 2022
	Transport for the South East - Consultation response	
	Fastrack Service, including ZEBRA (Zero Emission Bus Regional Areas)	
	Kent Minerals and Waste Consultation	
	Adaptation Programme - Key Decision	
	Southern Water - Update	Requested at ETCC on 18 January 2022

### 8 November 2022

No.	Item	Additional Comments
	Budget Consultation	Annual
	Local Transport Plan 5 - Update	
	Plan Tree	

19 January 2023

Item	Additional Comments
Final Draft Budget	Annual

<b>Items for Consideration that have not yet been allocated to a meeting</b>	
Active Travel and Cycle Network - Update	Requested at ETCC on 18 January 2022
Moving Traffic Enforcement Act - Key Decision	
Adaptation Programme - Key Decision	