

ENVIRONMENT & TRANSPORT CABINET COMMITTEE

Thursday, 14th September, 2023

10.00 am

Council Chamber





AGENDA

ENVIRONMENT & TRANSPORT CABINET COMMITTEE

Thursday, 14 September 2023 at 10.00 am
Council Chamber, Sessions House, County Hall,
Maidstone.

Ask for: **Emily Kennedy**
Telephone: **03000 419625**

Membership (16)

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

UNRESTRICTED ITEMS

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

- 1 Introduction/Webcast announcement
- 2 Apologies and Substitutes
- 3 Declarations of Interest
- 4 Minutes of the meeting held on 5 July 2023 (Pages 1 - 14)
- 5 Verbal Updates by Cabinet Members and Corporate Director
- 6 Decisions taken between committee meetings (Pages 15 - 16)
- 7 Performance Dashboard (Pages 17 - 28)
- 8 Winter Service Policy for 2023-24 (Pages 29 - 34)
- 9 Drainage Infrastructure Maintenance (Pages 35 - 44)
- 10 Annual Update on the Energy and Low Emissions Strategy (Pages 45 - 122)
- 11 Processing of Dry Recyclables (Without Fibre) Contract (SC2058) (Pages 123 - 130)

- 12 Updating the Kent Minerals and Waste Local Plan and Kent Minerals Sites Plan - Results of Public Consultation and Next Steps (Pages 131 - 142)
- 13 Work Programme (Pages 143 - 146)

Motion to Exclude the Press and Public

That under Section 100A of the Local Government Act 1972 the press and public be excluded from the meeting for the following business on the grounds that it involves the likely disclosure of exempt information as defined in paragraph 3 of Part 1 of Schedule 12A of the Act.

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

Wednesday, 6 September 2023

KENT COUNTY COUNCIL

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 Wednesday, 5 July 2023.

PRESENT: Mr S Holden (Chairman), Mr N J Collor (Vice-Chairman), Mr N Baker, Mr T Bond, Mr P Cole, Mr D Crow-Brown, Ms M Dawkins, Mr M Dendor, Jenni Hawkins, Mr M A J Hood, Mr A J Hook, Mrs S Hudson, Mr B H Lewis, Mr H Rayner, Mr A Sandhu, MBE, Mr D Watkins and Mr M Whiting

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), Ms H Chughtai (Director of Highways and Transportation), Mr M Smyth (Director of Environment and Circular Economy), Mr M Dentten (Democratic Services Officer) and Mr J Potts (Democratic Services Officer)

UNRESTRICTED ITEMS**159. Interests**

(Item 4)

No declarations were made.

160. Previous Minutes

(Item 5)

RESOLVED that the minutes of the meeting held on 23 May 2023 were an accurate record and that they be signed by the Chairman.

161. Verbal updates by Cabinet Members and the Corporate Director

(Item 6)

1. Miss Carey, Cabinet Member for Environment told the Committee that she sent a regular newsletter to Members on her work and that she had no further updates to add.
2. Mr Brazier, Cabinet Member for Highways and Transport provided an update on the following:
 - a) Mr Brazier had visited Chestfield tunnel on the A299 where LED lighting units were being installed which were more efficient and would contribute towards net-zero targets. In addition, the closure required for installation provided an opportunity to carry out remedial work on the highway. He told Members all works would be completed on the 5 July and road reopened by the 9 July.

- b) He updated Members on the partial collapse of the highway at Galley Hill. Exploration of the site by engineers was still underway and legal teams had been heavily involved. A diversion had been put in place and Mr Brazier told Members that whilst it had caused some inconvenience it was working well.
- c) There was a closure at Leeds near Maidstone as South East Water had to excavate B2163 to lay a new water supply. A diversion had been put in place and KCC was working with South East Water to ensure that unsuitable Heavy Good vehicles were not entering narrow rural roads.
- d) He had been working with officers and London borough representatives on their opposition to the Mayor of London's ULEZ scheme. He told Members that although KCC was not party to it, a judicial review into the scheme was being pursued.
- e) A Public Consultation on the forthcoming Local Transport Plan was underway and a briefing session had been provided to all Members of the Council.
- f) The second Tranche of KCC's BSIP allocation funding had been received and plans for its use were being developed.
- g) Mr Brazier had attended the launch of Kent Electric Vehicle Charge Point Network in Folkestone. He told Members that KCC had been working with provider Connected Kerb and a number of the district and borough councils. Over 300 charge points had been installed across Kent. KCC had received £12 million from central government to fund LEVI – Local Electric Vehicle Infrastructure and work was still underway on how this funding would be used.
- h) The Kent Travel Saver application window had opened. A new app had been put in place for applications. Customers needed to apply by the 13 August to ensure they received their passes by first week of term.

3. Members asked Mr Brazier the following questions:

- a) On the road at Galley Hill, Mr Rayner asked whether the Cabinet Member could confirm whether the road would be restored in the future and raised concerns over the financial situation of Thames Water, as a party responsible for the road. Mr Brazier responded that no decision had been made as to whether to close or restore the road. Mr Jones added that his team were exploring options for the site. He said that once the scale of the problem had been assessed, they could then propose solutions. Mr Jones told Members that the financial situation of Thames Water was a concern and whilst Thames Water and their insurers would remain the primary point of contact, KCC would also be liaising with Government in case Thames Water was brought into public ownership.
- b) Mr Baker praised Mr Brazier and the Highways team on their work at the Chestfield Tunnel and for taking local concerns into consideration when arranging the diversions. They asked whether residents could be engaged at the soonest possibility on the planned A299 Thanet Way work in order to accommodate for their concerns and make reasonable adjustments.

- c) Mr Hood asked if the Electric Vehicle pilot would extend to streets made up predominantly of terrace housing. Mr Brazier said that the funding was provided for installation in residential areas. He said installation of charging points on streets made up of terrace houses was difficult and an alternative solution may need to be found.
 - d) The Chairman asked whether contractors had power to divert vehicles, specifically whether they could send heavy goods vehicles along alternative diversions to prevent damage or congestion on narrow rural roads. Mr Brazier responded that the Highways team were working on a scheme to try and deter heavy vehicles from using certain diversions via signage. He told Members that there was difficulty enforcing this under existing legislation.
4. Mr Jones, Corporate Director for Growth, Environment and Transport provided an update on the below:
- a) Mr Jones told Members that KCC had a number of consultations underway. The Local Transport Plan was launched 27 June 2023 and would run until the 18 September 2023, following which further plans would be drawn up and Members consulted. He confirmed that the Kent Street and Malling Road junction improvements, the Sevenoaks town centre walking, wheeling and cycling route, the Cheriton to Folkestone walking, wheeling and cycling route and the Lincoln crossroads on the A229 were all being consulted on. Lastly, there was also a Kent-wide cycling and walking infrastructure plan, which Mr Jones invited Members to comment on.
 - b) Members were told that National Highways and the Department for Transport were carrying out consultations. These were for the next road investment period the 2025-2030 period. Mr Jones explained that the Directorate would contact Members and had prepared a draft response which reiterated the existing priorities of the county.
 - c) He updated Members on Lower Thames Crossing, telling them that an investigation into the development consent order had commenced. All Members had been asked their views on this and were told that the examination would last 6 months. If approved, construction would start in 2026, with the new road and tunnel opened by 2032. His team had been preparing a local impact report as part of this process.
 - d) Other projects included the Longport-Canterbury active travel scheme which was in construction and had progressed well. The Directorate were also preparing for the Mount Field Park development which would provide a new junction arrangement for the A2 bridge alongside other road improvements. The Thanet Parkway station scheme was concluding and the station would open on the 31st of July to Southeastern services.
 - e) Mr Jones updated Members on routine maintenance, between April and June, confirming that 150,000 sq metres of road renewal had been delivered at a cost of £10.5 million. 450,000 sq metres of road preservation had also been carried out at a cost of £4.5 million. 6 new contractors had been appointed to fill potholes and since April and 17,600 potholes had been repaired for £2.2 million. In May a semi-

automatic machine had been introduced to repair potholes and this had proved successful and a second machine had been acquired.

- f) The Public Transport team had provided one of KCC's redundant minibuses to Royal British Legion. Staff from the Fast-track team won an award for best paper demonstrating sustainable transport access at the 2023 Transport Practitioners meeting.
- g) The Bus Service Improvement Plan (BSIP) had been used to support the Big Weekend of free bus transport. It was too early to report the final uptick in journeys taken but it was estimated to be around 30% more than previous weekends.
- h) Mr Jones reported that the waste management team had seen high volumes of waste collected in last few months. He told Members this may be due to the high number of public holidays. Contracts had been exchanged for the development of the Sevenoaks waste transfer station and construction had commenced. He told Members the site would provide sustainable waste disposal operations which accommodated future legislative changes.
- i) Mr Jones praised the Highways First Football Team who got to the final of the Kent Community Cup.

Members asked the following questions to Mr Jones:

- a) Mr Lewis raised concerns that during the Thanet Parkway scheme funding was spent developing a bus stop, but this would now only be used by replacement buses. He claimed this was a lack of strategic oversight by KCC. Mr Jones responded that 95% of operators across Kent were commercial operators and it is up to the individual companies to decide where they will run busses to and from.
- b) Ms Dawkins asked whether there would be an opportunity for a meeting between them and Corporate Director and what community engagement there would be on the Mount Fields site. Mr Jones responded that Section 106 agreement had been signed with the developer and it had identified what infrastructure was required. He told Members that much of this was pre-determined, but that the team would be happy to discuss what this means with the Member.
- c) Mr Watkins commented that he'd recently attended the Transport for South East board meeting as KCC's representative. He informed Members that the Department for Transport and National Highways confirmed at this meeting that they struggled with constrained budgets and that inflation over the last 3 years had made road building more expensive. Mr Jones added that they needed to engage with Government on road building and the role of the County Council in maintaining existing assets in lieu of new key infrastructure projects.
- d) Ms Hawkins asked how much had been spent on the free bus weekend and what the rationale behind it was. Mr Jones told Members it was part of a £19 million deal from Government to demonstrate the bus network in Kent and get people to interact with busses and make them consider travelling by bus in the future. The Member responded that they were concerned by this use of funding when bus services were being reduced. Mr Jones responded that aimed to restimulate ridership and to prevent further service deductions in the future they had to focus on ensuring that routes were commercially attractive.

RESOLVED to note the updates.

162. Performance Dashboard

(Item 7)

Matt Wagner (Interim Chief Analyst) was in attendance for this item.

1. Mr Wagner introduced the report. He told Members that this was the first performance report of the 2023/24 financial year. Of the 19 key performance indicators (KPIs) 9 were rated green, 4 amber and 5 red.
2. The indicators rated red were under Highways and Transport: potholes repaired in 28 calendar days, emergency incidents attended to within 2 hours, priority enquiries completed within 20 working days. Under Environment and Waste the two indicators rated red were: municipal waste recycled and composted and waste recycled and composted at Household Waste Recycling Centres. Mr Wagner then explained to Members the factors that led to underperformance in these areas.
3. Members asked the following questions to Mr Wagner:
 - a) Mr Lewis asked for clarification on appendix one, HT:12. The KPI this related to was rated green, but the appendix made clear that data had not yet been produced in the new financial year. Mr Wagner clarified that the rating had been based on data from March 2023 and told Members the next report would be more accurate as they would have received data from the current financial year.
 - b) Mr Bond asked a question about HT:13, which related to street works permits issued. The Member noted that there had been a sharp increase in the number of permits issued and asked why a percentage rather than the exact figures had been provided. Mr Jones responded that the Directorate had accurate information on this and would ensure that exact figures were provided in the future.
 - c) Mr Hood asked why the Deputy Chief Executive's Department had provided data and were responsible for some of the KPI's under Highways and Transport. Mr Jones told Members the Deputy Chief Executive's Department managed the correspondence for a number of directorates and that this provided consistency of approach, economies of scale and made recruitment easier. He told Members that they were seeing a month-on-month reduction in their backlog.
 - d) Mr Hook asked why the number of potholes repaired fluctuated so much month by month and on greenhouse gasses they asked why greenhouse gas emissions appeared to be flatlining once the very large contribution from the Bowerhouse 2 solar park was taken into account. Miss Carey responded to the question on greenhouse gas emissions, she told Members that KCC was committed to Net Zero and that this meant that there would always be an irreducible number of emissions that needed to be offset by projects such as Bowerhouse 2 and that the solar park at Kings Hill would soon be contributing to offsetting KCC's carbon emissions. KCC was not just relying on offsetting to reach Net Zero but had also been using Public Sector Decarbonisation funding to

invest in double glazing, LED lights and other energy savings. On potholes, Mr Jones responded that the fluctuation was due to poor weather over the winter months. He informed Members that a large amount of repair work occurred in October before the winter weather and then again once the worst of the winter weather is over.

- e) Mr Watkins commented that a seasonal approach was required when comparing emissions, especially as weather and temperature impact the amount of greenhouse gasses emitted and suggested data may be compared this way in the future.

RESOLVED to note the Performance Dashboard.

163. Household Waste Recycling Centre Review - Consultation document *(Item 8)*

David Beaver (Head of Resource Management and Circular Economy) and Hannah Allard (Insight and Development Manager) were in attendance for this item.

1. Following a Point of Order made by a Member under 15.11 of KCC's Constitution, the Clerk clarified that supplementary reports to the meeting's agenda could be published and made available to Members and the public within 5 clear working days of the meeting in accordance with Section 100B of the Local Government (Access to Information) Act 1985. It was noted that where the constitution and law were in conflict, that the law took precedence.
2. Miss Carey introduced the item. She discussed how Committee Members had helped shape the report via a working group. She told Members that Waste Management were required to reduce costs and balance the books and that this was agreed upon by Members in the budget. She assured Members that this decision was taken as a last resort and by making savings in this area KCC were able to ensure that funding to Social Care services was protected. She told Members that Officers had been tasked with creating a scheme that had the least impact on residents and residents would be consulted.
3. Mr Beaver provided further context to the Committee. He told Members that there was already more capacity than demand in the system and that waste processed by HWRC's had been reducing year on year. He told Members that modelling assumed there would be more rather than less waste in the future and accounted for potential changes in legislation. He reiterated the need to identify savings to support the other services.
4. Members made the following comments and asked questions of Miss Carey, Mr Symth, Ms Allard and Mr Beaver.
 - a) Mr Lewis raised their concerns that the proposed options would disproportionately impact East Kent and that residents should be provided with 'none of the above' as an option in response to the consultation. They also asked why the consultation was Kent-wide rather than targeted to areas likely to lose HWRCs and asked whether the consultation document was final. Miss Carey told Members that consultation questions were not usually reported to committees. She

said that the way options were phrased was intentional and that KCC do have a preferred option. She told Members it had been a data driven exercise and reducing impact has been at the forefront of the decision. Mr Smyth added that paragraph 2.4 were the 4 options that would be consulted on and were not draft options.

- b) Members praised Ms Carey for establishing the Member working group. They were pleased that Members had been consulted prior to the consultation beginning and that a free text output was being included in the consultation.
- c) Mr Bond told the Committee that they were concerned about the decision to reduce waste infrastructure as housing developments were being constructed. The Member asked for the savings per HWRC site.
- d) Ms Dawkins raised their concerns that the booking system was responsible for reducing the numbers attending the sites under consideration for closure. They also asked what impact the consultation was expected to have on the scheme. Miss Carey responded that the booking system was introduced due to problems during lockdown, it was found that it assisted traffic management and was co-designed with residents. A public consultation was held on whether to keep the booking system and a clear majority wanted it to be maintained. On how the consultation would be acted upon, she told Members it is not a referendum and savings will have to be found somewhere but that the public's preferences and comments will be taken into consideration.
- e) Mr Hood told the Committee they were concerned about the Government's push for a free to use waste and recycling service. They also asked whether the decision to close centres would increase the risk of fires at other sites and asked whether sites would be mothballed in case additional capacity is required in the future. Miss Carey agreed that the Government's approach had made matters more difficult and although waste management is funded by council tax, they were subject to legislation. On potential fires, Mr Beaver told Members that fires mostly occur in waste transfer stations rather than at HWRCs. On mothballing, this approach had been considered by the waste management team and they had informed corporate management of their preference.
- f) The Chairman asked if Government action had been considered in future capacity projections, particularly if the Government prevent councils from using a booking system. Miss Carey told the committee that this is a concern and she hopes the government do not go down this route. But that they will continue to work with households to reduce the amount of waste produced.
- g) Mr Hook commented that they were concerned about the impact on Faversham and argued that the proposals would cause disproportionate harm to local residents. They told the committee they would like a map showing the impact of closures on the time it takes to drive to a household waste recycling centre. The Member went on to raise concerns that air-pollution, the relative cost of living, demographics and future congestion had not been considered. Ms Allard responded that consultees would be provided with as much

information as possible and that most of the analytics produced had centred around drive times. She told Members that closures would mean that an additional 12,000 households would need to drive more than 20 minutes to reach a HWRC. Ms Allard also informed the Committee that capacity modelling had been updated following their meeting with the members group and told Members that although some centres could reach capacity on Sundays, all would have enough capacity during the week. Mr Beaver added that the closure of sites on some days would lose more capacity than the complete closure of specific sites.

- h) Mr Cole raised their concerns over the addition of Swanley as a site being considered for closure. The Member asked what changes had been made to the officer's methodology which meant that the Swanley site was being considered.
- i) Mrs Hudson asked on the mothballing of the sites whether this was an option and raised the Tovil, Maidstone Site. Ms Allard told Members future capacity was considered and growth was considered as part of this forecasting. She told Members that respondents will be provided with a graph showing how population growth and other factors will impact capacity in districts. Mr Beaver said they would investigate mothball further and report on it after consultation. A Member asked if the sites would be used for housing, Mr Beaver told the Committee that it was too early to determine.

5. Members voted on whether to agree the recommendations. The votes cast were as follows:

For (9): Mr Baker, Mr Collor, Mr Crow-Brown, Mr Dendor, Mr Holden, Mr Rayner, Mr Sandhu, Mr Watkins and Mr Whiting.

Against (8): Mr Bond, Mr Cole, Ms Dawkins, Ms Hawkins, Mr Hood, Mr Hook, Mrs Hudson and Mr Lewis.

6. The vote passed.

RESOLVED to note the report and measures planned to obtain public and stakeholder views on the proposals to meet budgeted cost savings required for 2023/24 and 2024/25.

164. BSIP Plus - Verbal update

(Item 9)

1. Mr Brazier introduced the item. He told Members that officers were beginning to deliver the tranche 1 schemes, and work was ongoing on the delivery of capital works in Dover, Ebbsfleet and Thanet. Following these, the public transport team would be delivering a bus information portal, real time information at stops and electronic ticket machines. Mr Brazier reiterated that the Kent Travel Saver opened for applications that week and that the price had been held at 22/23 levels using BSIP funding. Additionally, he confirmed that the Minister for Local Transport had visited Kent to announce further BSIP

funding, acceptance of this was subject to a proposed memorandum of understanding and Mr Brazier told Members they would be updated once appropriate. He explained that no further information had been provided on BSIP plus or its potential conditions by central government.

2. Members made the following comments and asked the following questions of Mr Brazier and Mr Jones.
 - a) Mr Lewis commented that they hoped the developments would make busses more reliable and cheaper to use. They told the Committee they believed this would ease congestion.
 - b) Mr Rayner thanked the Cabinet Member for maintaining prices and that this would be of great benefit to parents and carers. The Member welcomed the BSIP funding and BSIP plus.
 - c) Mr Watkins contributed that with any reduction in fares, data should be analysed to see if it led to more users and greater demand. They stated that the data would lead to better initiatives and support bus travel.
 - d) Mr Hood asked whether targeted advertisement or initiatives were being used to get groups who do not regularly use buses to adopt public transport. Mr Brazier responded that this would fall under the remit of the bus working group.
 - e) Ms Dawkins raised the need for reliability in bus services to encourage use. They raised the need to look at successful cities and regions for operational models. Mr Brazier responded that BSIP is being invested in plans to improve reliability. Mr Jones contributed that bus priority projects were aimed at improving journey time and reliability.

RESOLVED to note the update.

165. Environment Agency guidance on managing Polyfluoroalkyl Substances - Presentation

(Item 10)

Sally Harvey (Area Director for Kent, South London and East Sussex, Environment Agency) and Scott Cole (Groundwater and Contaminated Land Specialist) were in attendance for this item.

1. Ms Harvey introduced the work of the Environment Agency and its responsibilities in Kent this included investments in flood defences, maintaining flood defence assets, the regulation of waste and water companies, the regulation of oil and chemical sites, supporting planning decisions, influencing major infrastructure proposals to ensure consideration of the environment, and acting as a harbour and navigation authority on certain waterways.
2. Mr S Cole explained what Polyfluoroalkyl Substances were, how they were monitored and actions the Environment Agency had taken on them. He told Members that there were several scientific studies raising concerns over these products' resistance to degradation. He warned that the scientific studies were ongoing and that conclusions hadn't been drawn but that research was

indicating that these substances may be linked to low birth weights in human reproduction and may be toxic to marine life.

3. Mr S Cole told Members that the Environment Agency had been expanding their techniques for monitoring these substances and that they had been liaising with a wide range of sectors on PFAS. There had been a particular emphasis on finding where PFAS was impacting the Environment and how it entered water. They had monitored 80 groundwater sites across Kent, South London and East Sussex and had a steadily growing database on PFAS in water. Since 2021 they had been able to make use of local funds for prioritised local investigations.
4. The Agency had been developing a cross-government chemicals strategy which will be published later this year. In the meantime, they told the committee, that the agency provides its data to district councils and water companies.
5. Members asked the following questions of Ms Harvey and Mr S Cole.
 - a) Mr Crow-Brown asked if the military fire school at Thanet was a site of concern. Mr S Cole told the Member it was on their radar as were other sites in Thanet including farmland. He told Members that Water Companies have also been instructed to look for PFAS and they have been informing the Environment Agency and the Drinking Water Inspectorate (DWI) is producing a report on this.
 - b) Mr Hook asked if health outcomes could be assessed against sites with high levels of PFAS and which organisations remit it would fall under to assess sites and how sources could be identified. They also asked if the DWI's legal PFAS threshold was lower than other countries. Mr S Cole told Members that the DWI value was agreed with the UK Health Security Agency and that whilst the WHO doesn't provide guidance for PFAS it does provide guidance for the two most common PFAS chemicals and the DWI's threshold is in line with WHO and EU standards and is considered robust and conservative in terms of health. Mr S Cole told Members that the Agency were looking into sources of PFAS nationally and that pilot studies were investigating discharge from sewage and landfill operators specifically. He told Members that KCC's landfill team had been approached to discuss surveying for PFAS. The Environment Agency were targeting sites with higher levels to build a more detailed case study on origin and on mapping health outcomes he told Members that this would fall under the UK Health Security Agency but they were being collaborated with.
 - c) Ms Dawkins asked as evidence is built up, what role would the Environment Agency have in discussing the future of PFAS chemicals and whether they could be filtered out of the water supply. Mr Cole told the Committee that many PFAS chemicals had been withdrawn from use and so going forward the focus would be on managing the legacy of PFAS chemicals. On removal of the chemicals from water systems, Mr Cole told Members that water companies will dilute the water by using multiple sources in order to reduce the amount of chemicals

found in the end product. He added that carbon filtration was useful against some PFAS but not all and the remediation sectors were already looking into this.

- d) Mr Lewis raised concerns about sewage discharge in Thanet by Southern Water. Ms Harvey told Members investigations take a significant amount of time but that the Environment Agency were monitoring this area.

RESOLVED to note the contents of the presentation.

166. Feasibility of temporary road closure actions - Report

(Item 11)

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

1. Mr Loosemore introduced the item and reported on the feasibility of options considered to address concerns of disruption and road closures across the county. He told Members that a designated Road Closure Inspector had been implemented as a trial and that this had proved successful.
2. Members asked the following questions:
 - a) Mr Bond raised concerns over the lack of communication and coordination between KCC and utility companies on road closures. They were concerned about utility companies undertaking works on roads designated as diversion routes by KCC and asked if closures on roads by utility companies were monitored by KCC.
 - b) Mr Lewis commented that local representatives should contact utility companies and ask for site meetings. The Member said they had pursued this approach in the past and had influenced diversion routes.
 - c) Members raised concerns over the process for checking roadworks on which work had been completed. They believed it was a source of frustration for residents to see a road closed or partially closed when work was already complete.
 - d) Mr Loosemore responded to the Members comments and questions. On emergency closures of roads by utility companies, he told Members that utility companies did not have to inform KCC until 2 hours after urgent work had started. He praised the creation of a designated Road Closure Inspector and told the Committee that his team were in the final stages of agreeing a prosecution process to reduce the number of emergency closures. Mr Loosemore told the Committee that intense negotiations had occurred with South East Water on closures and diversions and that they were keen to make closures or diversions as smooth as possible. He told Members that planning for non-emergency closures often was sufficient and that negative impacts were mitigated. Mr Jones added that Government was concerned about the impact of road closures and a consultation would come forward later in the year.
 - e) The Chairman asked if the Inspector could also look at ways of segregating Heavy Good Vehicles out of diversionary lanes and Mr Loosemore said they would look into this.

3. The Chairman moved an amendment to add “recommend that the Cabinet Member for Highways and Transport maintain a dedicated road closure inspection measure and investigate funding to enable its continued provision” to the motion. This was agreed without a vote.

RESOLVED to:

- a) note the details of the report and actions being taken, regarding Temporary Road Closures across the county; and
- b) recommend that the Cabinet Member for Highways and Transport maintain a dedicated road closure inspection measure and investigate funding to enable its continued provision.

167. Road Conditions - Update

(Item 12)

1. Mr Brazier introduced the item and told the committee that the update had been brought before the committee on the condition of KCC’s highways and how they would deteriorate overtime based on existing funding. He told Members that if Highways did not receive a funding increase there would be a higher number of roads deteriorating in the future.
2. Mr Lewis raised concerns that roads currently under construction or planned hadn’t been included in the report.

RESOLVED to note the contents of the report.

168. 23/00066: A28 Sturry Link Road - Compulsory Purchase Order

(Item 13)

Richard Shelton (Project Manager) and Lee Burchill (Major Capital Programme Manager) were in attendance for this item.

1. Mr Jones introduced the item. He told Members that the proposed decision sought the ability to use compulsory purchase at the site in order to reduce risk.
2. Mr Shelton explained how the scheme had been progressing and told Members they were at the point where contracts were being developed. He told the Committee that a voluntary purchase was desired following negotiations with landowners but that in order to reduce risk and uncertainty his team were seeking authorisation of the use of compulsory purchase orders if necessary.
3. Members made the following statements and asked the following questions:
 - a) Mr Bond asked where the funding would be found should compulsory purchase need to be used. Mr Shelton responded that there a full costing is available, and that Members were not being asked to consider any increase in budgets, only the use of compulsory purchase as a tool.

- b) Ms Dawkins raised their concerns over the impact on residents and commented that residents believed that there had not been good consultation.
- c) Mr Rayner raised concerns over the cost increase since Members originally agreed to the scheme. They told the committee they were particularly concerned about how long compulsory purchases could take and how much costs could increase during this period. Mr Shelton provided clarity over funding the sources and that developers were delivering on their commitments. He also told Members that the request to be able to use CPO's was in order to reduce risk and he outlined contingency plans which had been made.
- d) Mr Lewis asked how many homes were involved and what the cost of CPO's would be to the council. Mr Shelton responded that no homes were impacted and that the compulsory purchase impacted a single landholder.

4. Ms Dawkins abstained from endorsing the proposed decision.

RESOLVED to endorse the Cabinet Member's proposed decision to give approval to:

- i) all acts required to acquire the land and rights for the carrying out and completion of the A28 Sturry Link Road scheme, including by means of a compulsory purchase order;
- ii) all acts required to provide new, or improved highways including the closure of private means of access for the carrying out and completion of the A28 Sturry Link Road scheme, including by means of a side roads order;
- iii) give delegation to the Corporate Director of Growth, Environment & Transport in consultation with the Cabinet Member for Highways and Transport to take relevant actions including but not limited to entering into contracts and other legal agreements, as necessary to implement the decision; and
- iv) confirm that other decisions in Record of Decision 18/00027 remain extant.

169. Work Programme

(Item 14)

- 1. The following changes were made to the Work Programme:
 - a. that the Environment Agency be asked to return to provide update at a future meeting; and
 - b. that the Drainage Infrastructure Maintenance Report be considered by the committee at its next meeting.

RESOLVED to agree the Work Programme.

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From: Neil Baker, Cabinet Member for Highways and Transport
Simon Jones, Corporate Director - Growth, Environment and Transport

To: Environment and Transport Cabinet Committee – 14 September 2023

Decision No: N/A – For information only

Subject: **Decisions taken between Cabinet Committee Meetings**

Classification: Unrestricted

Past Pathway of Paper: Cabinet Member Decision

Future Pathway of Paper: N/A

Electoral Division: County-wide

Summary: The attached decision was taken between meetings of the Environment and Transport Cabinet Committee as it could not be reasonably deferred to the next programmed meeting of the Cabinet Committee for the reasons set out in paragraphs 2.2 and 2.3 below.

Recommendation:

The Environment and Transport Cabinet Committee is asked to note that decision 23/00058 Highways Term Maintenance Contract was taken between meetings of the Cabinet Committee in accordance with the process set out in the Council's constitution.

1. Introduction

- 1.1 Decision 23/0058: Highways Term Maintenance Contract was taken between meetings of the Environment and Transport Cabinet Committee, as it could not reasonably be deferred.

2. Background and Reason for Urgency

- 2.1 KCC has a legal duty to maintain its respective sections of the highway network under section 41 of the Highways Act 1980 and this demands continuity of operational service. Many of these services are delivered through a Highway Term Maintenance Contract (HTMC) with Enterprise AOL Limited (known as Amey). The current contract expired on 31 August 2023.
- 2.2 Whilst the intention was to undertake a full procurement for the services under the contract, as previously reported to the 23rd May Environment & Transport Cabinet Committee meeting market intelligence is that there is little confidence that a new contract at this time would represent best value for Kent County

Council as the industry continues to experience significant volatility due to the impact and aftermath of COVID-19 and the war in Ukraine; in turn leading to widescale challenges in the supply of materials, skilled and unskilled labour, and increasing fuel and financing costs.

- 2.3 Extending the contract for a period of 32-months will allow time for the market to re-stabilise and enable a full re-procurement of the contract. A Steering Group comprising KCC Senior Managers will be established to provide oversight and governance.
- 2.4 The proposed approach was discussed and debated by Members of Environment and Transport Cabinet Committee at a briefing meeting on 18th August.

3. Recommendation(s)

- 3.1 The Environment and Transport Cabinet Committee is asked to note that decision 23/00058 Highways Term Maintenance Contract was taken between meetings of the Cabinet Committee in accordance with the process set out in the Council's constitution.

4. Background Documents

Decision 23/00058 – Highways Term Maintenance Contract: [Record of Decision \(kent.gov.uk\)](#)

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From: Neil Baker, 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 – 14 September 2023

Subject: Performance Dashboard

Classification: Unrestricted

Summary:

The Environment and Transport Cabinet Committee Performance Dashboard shows performance against targets set for Key Performance Indicators (KPIs). The latest Dashboard includes data up to June 2023.

Ten of the nineteen KPIs achieved target for latest performance and are RAG rated Green. Six KPIs were below target but did achieve the floor standard and are RAG rated Amber. Three KPIs were below floor standard and are RAG rated Red.

Recommendation(s):

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

1. Introduction

1.1. Part of the role of Cabinet Committees is to review the performance of the functions of the Council that fall within the remit of the Committee. To support this role, Performance Dashboards are regularly reported to each Cabinet Committee throughout the year, and this is the second report for the 2023/24 financial year.

2. Performance Dashboard

2.1. The Dashboard provides a progress report on performance against target for the Key Performance Indicators (KPIs) for 2023. The current Environment and Transport Cabinet Committee Performance Dashboard is attached as Appendix 1.

2.2. The current Dashboard provides results up to the end of June 2023.

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

- 2.4. One of the six KPIs in Highways & Transportation achieved target for latest month performance and was RAG rated Green. Two were below target but above floor standard and are RAG rated Amber, these are: Faults reported by the public completed in 28 calendar days, and Customer satisfaction with service delivery (100 Call Back). Three were below floor standard and are RAG rated Red, these are: Potholes repaired in 28 calendar days; Emergency incidents attended to within 2 hours; and the new KPI on Priority (Member) enquiries completed within 20 working days.
- 2.5. All three digital take-up indicators in Highways and Transportation were RAG rated Green.
- 2.6. Six of the ten indicators for Environment and Waste were above target and are RAG rated Green. The remaining four indicators relating to waste recycled and composted, and HWRCs are below target and rated Amber.

4. Recommendation(s):

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

5. Contact details

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Environment and Transport Performance Dashboard

Financial Year 2023/24

Results up to June 2023

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Produced by Kent Analytics



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)	RED	RED
HT02 : Faults reported by the public completed in 28 calendar days	AMBER	RED
HT04 : Customer satisfaction with service delivery (100 Call Back)	AMBER	AMBER
HT08 : Emergency incidents attended to within 2 hours	RED	RED
HT12 : Streetlights, illuminated signs and bollards repaired in 28 calendar days	GREEN	GREEN
HT14 : Priority (Member) Enquiries completed within 20 working days	RED	RED

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

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	AMBER
WM04 : Percentage of HWRC waste recycled and wood converted to energy at biomass facility	AMBER
WM08 : Overall score for mystery shopper assessment of HWRCs	AMBER
WM10 : Customer satisfaction with HWRCs	GREEN
EW2 : Greenhouse Gas emissions from KCC estate (excluding schools)	GREEN
EW1 : Percentage of statutory planning consultee responses submitted within 21 days	GREEN
DT05 : Percentage of HWRC voucher applications completed online	GREEN

Division	Corporate Director	Cabinet Member
Highways & Transportation	Simon Jones	Neil Baker

Key Performance Indicators

Ref	Indicator description	Mar-23	Apr-23	May-23	Jun-23	Month RAG	Year to Date	YTD RAG	Target	Floor	Prev. Yr
HT01	Potholes repaired in 28 calendar days	69%	79%	75%	77%	RED	77%	RED	90%	80%	76%
HT02	Faults reported by the public completed in 28 calendar days	84%	80%	73%	83%	AMBER	78%	RED	90%	80%	84%
HT04	Customer satisfaction with service delivery (100 Call Back)	89%	93%	89%	90%	AMBER	90%	AMBER	95%	85%	94%
HT08	Emergency incidents attended to within 2 hours	93%	90%	92%	93%	RED	91%	RED	98%	95%	94%
HT12	Streetlights, illuminated signs and bollards repaired in 28 calendar days	96%	97%	95%	92%	GREEN	95%	GREEN	90%	80%	95%
HT14	Priority Enquiries completed within 20 working days	13%	23%	17%	37%	RED	28%	RED	85%	75%	74%

HT01 – The number of potholes requiring repairs between April and June was 5,376 which was over 50% higher than for the same period last year. The increase in demand was mainly due to the weather. The Highways Management team continues to work with Amey, the term maintenance contractor, to ensure performance gets back to the target level.

HT02 – The weather during this period adversely affected performance for this KPI, resulting in continued pressure on highway services.

HT04 –The 100 call back survey scores were lower than usual during this period which began with customers unhappy with delays to repairs following on from the very busy winter and spring where we received high numbers of pothole issues. Feedback then moved onto the quality of repairs and poor communications about what we are doing about enquiries. This feedback has gone to all service managers to investigate and improve and we are hoping to improve communication to customers that have enquired through the new My Kent Highways system which we hope to roll out by the end of October.

HT08 – The service dealt with a total of 687 emergency incident calls between April and June, an increase of 43% compared to the same period last year. 627 were successfully attended to within 2-hours, with 40 failing the target attendance time but with all incidents made safe.

HT14 – This area of work is now under a newly centralised team within the Deputy Chief Executive’s Department who work closely with the Highways & Transportation Division. Low performance continues as a backlog of cases is dealt with which have exceeded the 20-day target, as it is only once a case is closed that it gets included in the KPI calculation.

Activity Indicators

Ref	Indicator description	Feb-23	Mar-23	Apr-23	May-23	Jun-23	Year to Date	In expected range?	<u>Expected Range</u> Upper Lower	
HT01b	Potholes due for repair (arising from faults reported)	2,622	1,867	1,487	2,230	1,659	5,376	Above	4,300	3,100
HT02b	Faults reported by the public due for completion	12,110	6,212	9,048	8,918	6,325	24,291	Above	13,800	10,800
HT06	Number of new enquiries requiring further action (total new faults)	7,584	11,358	10,331	8,217	7,800	26,348	Above	23,300	18,500
HT07	Work in Progress (active enquiries/jobs) - end of month snapshot	8,571	10,277	11,181	9,825	9,499	N/a	Above	6,800	5,800
HT13	Streetwork permits issued	14,466	15,298	10,728	12,604	14,139	37,471	Yes	42,600	35,000

HT01b & HT02b – The number of potholes requiring repair during this period is above the expected range owing to the adverse weather both over winter and spring, but the backlog is now decreasing.

HT06 – Enquiries which require further action remain high but have been on a reducing trend since March.

HT07 – Work in progress remains high as the backlog of repairs is addressed.

Division	Corporate Director	Cabinet Member
Highways and Transportation	Simon Jones	Neil Baker

Digital Take-up indicators

Ref	Indicator description	Mar-23	Apr-23	May-23	Jun-23	Year to Date	YTD RAG	Target	Floor	Prev. Year
DT01	Percentage of public enquiries for Highways Maintenance completed online	74%	75%	69%	65%	70%	GREEN	60%	50%	65%
DT03	Percentage of concessionary bus pass applications completed online	70%	78%	72%	73%	75%	GREEN	75%	65%	75%
DT04	Percentage of speed awareness courses bookings completed online	91%	89%	89%	89%	89%	GREEN	85%	75%	86%

Division	Corporate Director	Cabinet Members
Environment & Circular Economy	Simon Jones	Susan Carey

Key Performance Indicators - Rolling 12 months except WM08 (Quarterly) and WM10 (Half-yearly)

Ref	Indicator description	Jun-22	Sep-22	Dec-22	Mar-23	Jun-23	RAG	Target	Floor
WM01	Municipal waste* recycled and composted	44%	43%	43%	42%	42%	AMBER	50%	42%
WM02	Municipal waste* converted to energy	55%	56%	57%	58%	58%	GREEN	49%	44%
01+02	Municipal waste diverted from landfill	99.2%	99.2%	99.2%	99.8%	99.9%	GREEN	99%	95%
WM03	Waste recycled and composted at Household Waste Recycling Centres (HWRCs)	55%	47%	43%	42%	42%	AMBER	50%	42%
WM04	Percentage HWRC waste recycled/composted & wood converted to energy at biomass facility	68%	67%	66%	65%	66%	AMBER	70%	65%
WM08	Overall score for mystery shopper assessment of Household Waste Recycling Centres	93%	96%	95%	96%	96%	AMBER	97%	90%
WM10	Customer satisfaction with HWRCs	New indicator		96%	No Survey	**	GREEN	95%	90%

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

** Not available at time of reporting

WM01 & WM03 – Recycling and composting is being negatively affected by the loss of wood recycling at HWRCs which, due to Environmental Regulation, must now be processed as waste to energy. However, now this has been in place for 12 months, the decline in recycling rates has stopped with the 12 months to June producing the same result as the 12 months to March. The 50% target for this KPI is within the Kent Joint Municipal Waste Strategy agreed by the Kent Resource Partnership. Those Collection Authorities with Inter Authority Agreements with KCC do achieve better rates of recycling.

WM04 – Similarly, the decline in performance for this indicator has now stopped with a slight increase in the 12 months to June.

WM08 – This assessment creates insight to appraise the levels of customer service offered by Contractors. Latest performance is one percentage point below target. Improvement has been focused on two key areas where there has been lower than expected scores: ensuring there is a consistent ‘meet and greet’ operative at the entrance to sites and making sure sites are clean and well maintained.

Division	Corporate Director	Cabinet Members
Environment & Circular Economy	Simon Jones	Susan Carey

Activity Indicators (Rolling 12 months, except WM09)

Ref	Indicator description	Jun-22	Sep-22	Dec-22	Mar-23	Jun-23	In expected range?	Expected Range Upper Lower	
WM05	Waste tonnage collected by District Councils	575,765	562,301	557,149	554,919	559,790	Yes	570,000	550,000
WM06	Waste tonnage collected at HWRCs	97,687	93,920	93,897	94,213	96,048	Below	120,000	100,000
05+06	Total waste tonnage collected	673,452	656,220	651,046	649,132	655,838	Yes	690,000	650,000
WM07	Waste tonnage converted to energy at Allington Waste to Energy Plant	330,283	320,213	318,761	323,934	324,039	Below	347,250	327,250
WM09	Wood Tonnage converted to energy at Biomass Facility (Year to date from April 2022)	6,334	12,238	16,589	21,648	22,154	Yes	23,250	20,250

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WM06 – The volume of waste taken to HWRCs is close to 70% of pre-pandemic levels¹. Cross border usage is at its lowest with less than 2% of visitors to HWRCs now living outside of Kent, compared with 6% in 2018. This is largely due to a new policy to charge non-Kent residents for using these services. Good levels of booking capacity exist which is spread evenly throughout the day, with higher demand at weekends. On-the-day bookings remain available at all sites.

WM07 – Volumes at Allington are lower than expected, but reflect the decline in waste volumes overall, and are now at a similar level to pre-pandemic.

¹ This excludes hardcore volumes which have been affected more by the introduction of price charging since 2019 than by the pandemic.

Division	Corporate Director	Cabinet Member
Environment & Circular Economy	Simon Jones	Susan Carey

Key Performance Indicator (rolling 12-month total, reported one Quarter in arrears)

Ref	Indicator description	Dec-21	Mar-22	Jun-22	Sep-22	Dec-22	Mar-23	RAG	Target	Floor
EW2	Greenhouse Gas emissions from KCC estate (excluding schools) in tonnes	16,774	17,353	15,611	15,224	14,726	13,550	GREEN	15,000	16,500

EW2 – The greenhouse gas emission target for 2022/23 has been met with a total of 13,550 tCO₂e of greenhouse gas emissions compared with the target of 15,000 tCO₂e. Electricity generated by KCC's Bowerhouse II solar farm has had a positive impact on our net emissions for the year with a total of 2,765 tCO₂e of solar energy produced.

Key Performance Indicators (monthly)

Ref	Indicator description	Feb-23	Mar-23	Apr-23	May-23	Jun-23	Year to Date	YTD RAG	Target	Floor
EW1	Percentage of statutory planning consultee responses submitted within 21 days	96%	95%	92%	94%	96%	94%	GREEN	90%	80%
DT05	Percentage of HWRC voucher applications completed online	99%	99%	100%	100%	100%	100%	GREEN	98%	90%

From: Neil Baker, Cabinet Member Highways and Transport
Simon Jones, Corporate Director, Growth, Environment and Transport.

To: Environment and Transport Cabinet Committee – 14 September 2023

Subject: Winter Service Policy for 2023/24

Classification: Unrestricted

Past Pathway of paper: N/A

Future Pathway of paper: N/A

Divisions Affected: Countywide

Summary: Each year officers review the Council's Winter Service Policy and the operational plan that supports it considering changes in national guidance and lessons learnt from the previous winter. This report sets out revisions to this year's policy.

Recommendation: The Cabinet Committee is asked to note and comment on the operational revisions to the Winter Service Policy for 2023/24 as set out in para 6.1

1. Introduction

- 1.1 The 2022/23 winter weather started with heavy rainfall followed by an extreme cold snap before conditions averaged out and was on par with previous years, with 63 primary salting routes completed compared with the budgeted 66 runs and 14,445 tonnes of salt was used.
- 1.2 Additionally, dedicated gritters continued to be assigned to treat sites associated with the EU exit / inland border facility at Ashford.

2. Financial implications

- 2.1 The allocated budget for winter service agreed at County Council in February for 2023/24 is £3,784,500.00.
The budget is broken down as follows:

Pre-Salting Gritting Operation	1,236,600.00
Plant & Equipment	2,396,900.00
Maintenance Of Farmers Ploughs	50,000
Weather Forecasting	20,000
Ice Prediction	35,000

Supply & Maintain Salt Bins	81,000
Supply Of Salt To Districts	10,000
Publicity Campaign	5,000
TOTAL	£3,784,500

2.2 The cost of the winter service will be £800k higher due to higher cost rates for the Highways Term Maintenance Contract, however beneficial streetlight energy summer rate prices has delivered an in-year underspend that will compensate for the 23/24 pressure of the uplift.

3. Winter planning

3.1 Over the 2023 summer period work has been undertaken to further refine and improve the winter service; this focused on:

- Review of primary routes
- Review of snow routes
- Considering operational timings for salting
- Consideration for combining evening and morning gritting runs, where possible – subject to application rates and weather conditions.
- Reduction in fleet – through route reviews
- Further winter route optimisation
- Salt bin replacement and filling
- Salt storage at depots – New Swanley salt barn
- Review of District plans and existing routes

Winter route optimisation

3.2. All gritting routes are contained with specific climatic domains to improve the effectiveness of gritting decisions made, by only treating those routes that need treatment. Previously, routes often crossed between domains, which would lead to treating parts of the network unnecessarily, as it was not possible to split the routes, where they crossed domains. Further work has been undertaken to optimise the existing winter routes within the new domains, to further improve efficiency.

Salt bins

3.3 There are over 3,000 salt bins in the county and this stock is considered sufficient to meet the needs of local communities. No new salt bins will be placed this winter. County Members can still use their Combined Member Grant to purchase salt bins, subject to meeting our salt bin criteria.

3.4 Following on from last season, all reports received regarding empty and damaged salt bins were actioned. For this coming winter season, officers will continue utilising individual reports from the highways team and customer enquiries, to ensure salt bins are full. In addition, officers

will be producing an article for Kent Association of Local Councils (KALC) newsletter to ask Parishes to report empty salt bins in their local area, via our online fault reporting tool.

- 3.5 Salt bins will be filled once during the season, however in the event of a snow event they may be refilled, subject to available resources. Officers will continue to monitor salt bin usage over the coming winter season, to ensure bins are located where needed on the network.
- 3.6 To enable good record keeping over the last few years all salt bins have been given unique references. This should help ur residents in reporting issues and for officers respond / monitor usage of individual assets.

Snow routes

- 3.7 The winter service is focused on keeping open the network of primary routes comprising 1,597 miles, (2,571 km) which are the main A and B roads and locally important roads in the county. During snow events these remain the focus or our activity.
- 3.8 However, it is recognised that other parts of the highway in the county are adversely affected by snow, and this can have a detrimental impact on communities relying on these roads to get to the main roads. Whilst policy, service levels and resources enable us to meet our statutory duty we are mindful that other parts of the road network do experience difficulties. These include hilly areas, exposed roads subject to drifting and other factors. These have been designated snow routes and will be treated, as resources allow, when there is a snow event. These routes have been digitised and loaded into the in- cab Navtrak system. Additionally, we will continue to have the support of our contracted farmers who clear snow from pre-approved areas of the rural network.

Winter resilience

- 3.9 Officers have identified the Operational Winter Period as October to April within this a Core Winter Period December to February; and the stocks of salt needed during those periods to effectively treat the network in line with recommended resilience levels. The minimum levels of salt needed to maintain the resilient network (as defined in the Quarmby review 2012) is 16,800 tonnes. KCC maintains a salt stock of 23,000 tonnes (including 2,000 tonnes of a salt/grit mix which is held in a strategic stockpile at Faversham Highway depot) ensuring the recommended minimum levels are achieved. Arrangements are in place for salt deliveries during the winter to ensure recommended resilience stock levels are available.
- 3.10 In addition, 5,000 tonnes of salt are held as an operational contingency, in the event of an emergency being declared or if supplies nationally become frustrated.

4. Collaboration with neighbouring authorities

- 4.1 Mutual aid arrangements are in place with national highway Area 4 and Medway Council. The annual winter meeting with all southeast highway authorities to finalise arrangements is scheduled for late September 2023.

5. Media and communication

- 5.1 As in previous years a media campaign will be used during the winter season. A series of infographics have been prepared which gives information about the winter service in an engaging manner. These will feature in a range of media, including social media.
- 5.2 The campaign will increase awareness of the service and encourage everyone to be prepared and undertake self-help when possible. This year radio, television and press will be provided with media briefs in advance of the winter season detailing the essentials of the winter service.
- 5.3 Key staff in Highways are working with the press office to prepare statements and press releases for rapid issue at the onset of winter conditions. These will be pre-approved for use during periods of severe conditions when the winter service delivery team will be busy.

6. Winter Service Policy and Plan 2023/24

- 6.1 The Winter Service Policy is presented at Appendix B. The following additions have been made to this year's policy:

(5.6.6) When the winter duty officer is making a routine decision for precautionary salting, consideration should be given to both evening and morning salting runs, to reduce the number of vehicle movements, by considering combining these to one salting run, with a higher spread rate.

(5.6.7) It will only be possible to consider combining morning and evening salting runs up to 10g /run, giving a total of 20g.

(5.6.8) Consideration will also be given to local weather conditions and possible water runoff, from wet spots that may prohibit combining the evening / morning salting run.

- 6.2 The Winter Service Policy is supported by an Operational Plan which has been updated in line with the Policy and discussions have taken place with our Highway Maintenance Service Provider to ensure that plans are aligned.

7. Strategic Statement

- 7.1 Winter service is essential Priority 2 in Framing Kent's Future as part of the commitment to a highways maintenance approach that balances efficiency and responsiveness with investment in the condition and safety of the highways network .

8. Equality Impact Assessment

- 8.1 An equality impact assessment (EQIA) has been carried out on the Policy.

9. Conclusion

- 9.1 The Winter Service Policy sets out the Council's arrangements to deliver a winter service across Kent. There are limited revisions that have been made to this year's policy, due to the excellent progress made over the last few years, to ensure our winter service policy is robust and deliverable.

10. Recommendations

- 10.1 The Cabinet Committee is asked to note and comment on the operational revisions to the Winter Service Policy for 2023/24 as set out in para 6.1

11. Background documents

- 11.1 Well Managed Highways 2016; NWSRG Best Practice Guidance - Planning Section

12. Contact details

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From: Neil Baker Cabinet Member for Highways and Transport
Simon Jones, Corporate Director Growth, Environment and Transport

To: Environment & Transport Cabinet Committee – 14 September 2023

Subject: Drainage Infrastructure Maintenance - Report

Classification: Unrestricted

Electoral Division: Countywide

Summary: This report details the Drainage Infrastructure Maintenance operational activity; (revenue, capital and emergency works), new initiatives and outlines some of the current and future challenges to the service.

Recommendation(s):

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

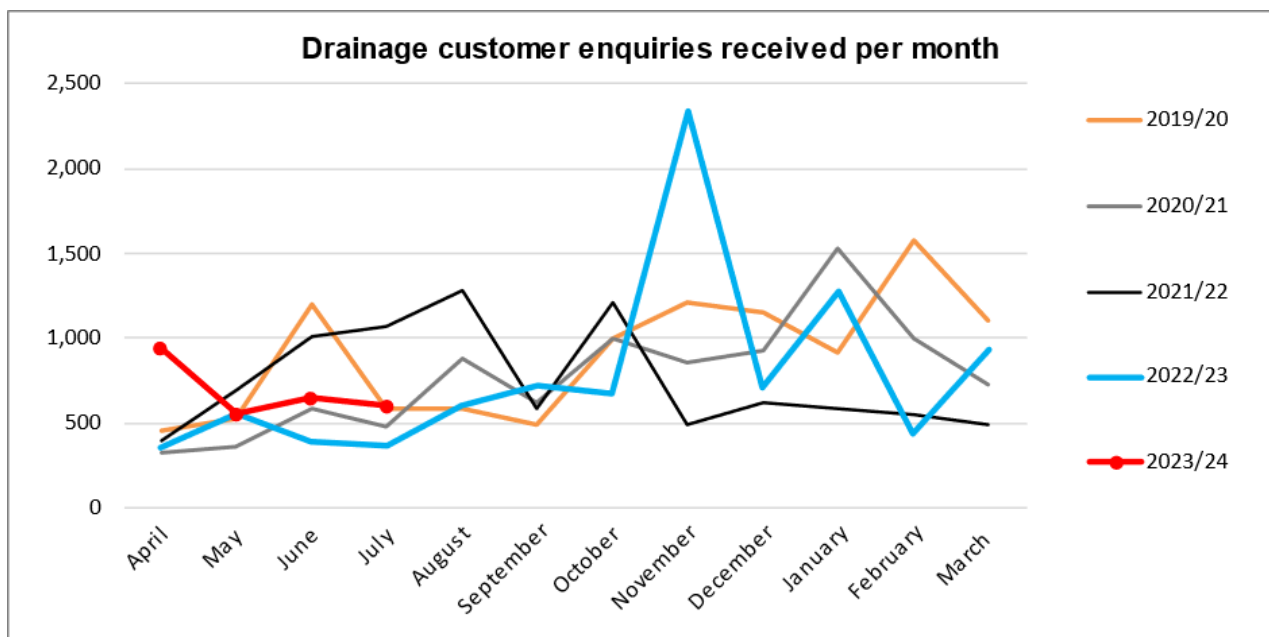
1. Introduction

- 1.1 The County Council is responsible for the maintenance of 5,400 miles of public highway including 250,000 road drains and associated drainage systems.
- 1.2 Highway Drainage is the second largest asset group after Road and Footways. The primary objectives of the highway drainage system are:
- Removal of highway surface water from the highway to help keep roads safe and minimise problems.
 - prevent damage and make roads last longer through effective drainage.
 - minimise surface water from the highway affecting properties or land.
- 1.3 Highway flooding and drainage issues generate around 9,000 customer enquiries every year. Most drainage enquiries relate to blocked drains, carriageway flooding and flooding to private property. All drainage and flooding enquiries are risk assessed and prioritised on the basis of:
- Risk to private property flooding (internal residential or business only)
 - Risk to Strategic and Locally Important Road (impassable flooding or impact to traffic movement)
 - Risk to area of local importance (e.g. Schools, Nurseries, GP Surgeries, Hospital, Health Centre, Residential homes etc, Controlled Pedestrian Crossings)
 - Is the speed limit above 50mph with a risk to aquaplaning or a higher risk location (e.g., bend or approach to busy junction)

1.4 Due to the varied nature of drainage issues dealt with by the County Council, the time taken to resolve a drainage enquiry varies from a few hours to several months.

1.5 Since April 2022 we have:

- received over 12,610 customer enquiries relating to drainage and flooding.
- responded to over 574 reports of flooding emergencies (2-hour response)
- inspected and cleansed over 118,905 drains on the cyclical programme.



1.6 The volume of enquiries received is influenced by the weather with peaks in demand during the winter months and flash flooding that occurs during summer months.

1.7 The drainage team currently has 25 staff covering the County. Although the team increased the size in 2019, staffing resources are limited. There is one drainage engineer per district (except Dartford and Gravesham and Thanet and Dover, where one engineer covers each pair of districts). For drainage schemes, there are two engineers covering the entire county.

2. Revenue Funded Drainage Maintenance

2.1 We recently adopted a pro-active risk-based approach, following the Well Managed Highway infrastructure and our approach to Asset Management of the Highway. This shift aims to achieve more cleansing activity per public pound by delivering a proactive risk-based service.

2.2 Our new approach considers many factors attaining to various risks across the highway network such as road hierarchy, speed limit or whether it is a known flood zone. These factors combined will produce individual risk weightings for every road.

2.3 Maintaining over 250,000 highway drains across the county we now aim to cleanse all highway drains on a countywide programme at least every three years with an annual cleansing of our Strategic Network (57000 gullies) and

High-Speed Road Network (9000 gullies); with r Minor Network (56000 gullies) adopting a risk-based approach which could involve an annual, bi annually or triannual check;

- 2.4 Since the shift in moving from a largely reactive service to a proactive service we have identified significant numbers of further works that are required to bring the asset up to standard. These works include basic maintenance such as jammed covers, broken covers, compacted silt and blocked pipes. Repairs are currently being prioritised where a higher risk is present, however outstanding defects will form part of an unfunded backlog.
- 2.5 In order to achieve a balanced budget a reduction to the service standard/intervention of £1m was agreed by Members in February 2023. This particularly affects customer enquiries, reactive gully cleansing, pipe defects such as root cutting, CCTV investigations and expensive soakaway cleansing.

3. Capital Funded Drainage Maintenance

- 3.1 The Highway Asset Management Plan (HAMP) includes a forward works programme based upon known flooding hotspots and locations of larger asset renewals, as well as assessed areas where there could be flood risks to the public highway in the future.
- 3.2 58 sites on the HAMP Forward Works Programme have been delivered since 2019. Capital investment identified under the Forward Works Programme alone has totalled over £2.68m over this period.
- 3.3 Following an increase in capital budget in 2019/20 the Drainage Team procured a framework contract for civil engineering works which commenced in May 2020 to assist with the delivery of smaller civil engineering works (generally less than £15k). The contract was highly successful and represents £7.3m of capital investment in remedying defects across 1093 individual jobs throughout the duration of the contract.
- 3.4 At the ETCC meeting of 23rd May 2023, it was resolved to agree the Capital Drainage Framework for a maximum of four years, and this commenced in August 2023. Up to £15m will be spent through the duration of the contract, inclusive of works from other teams relating to drainage and related highway works.
- 3.5 In addition to this, the team continues to use existing arrangements with Amey under the HTMC for the delivery of schemes as well as for some minor works and ironworks repairs. 16 drainage schemes are currently earmarked for delivery via Amey in the financial year 2023/24 from the HAMP Forward Works Programme with a budget of approximately £1.2m. Many of these have already been issued for delivery. A table of these works is included in Appendix A.
- 3.6 Our Forward Works Programme is treated as a live document and additional schemes and asset renewals are always being identified and added to the programme. Presently 107 sites are awaiting assessment, design works or delivery to be delivered in future years. Many schemes will take several years

to come forward once identified. A table of the forward works programme is included in Appendix B.

- 3.7 The backlog within the Forward Works Programme is significant and will affect other asset groups, due to the links between drainage and ensuring the long-term structural integrity of the carriageway.

4. Emergency Weather Events

- 4.1 Exceptional weather events including severe storms, have caused significant and continued strain upon Kent County Council's Highways operational response, critical highway infrastructure and emergency financial reserves.
- 4.2 Since January 2022 Kent has experienced several named storms. These events are managed with up to six Drainage Technicians.
- 4.3 If a Met Office weather warning is issued, individual cost codes are raised to capture costs pertaining to each storm experienced. This allows us to show pressures caused by these extreme events. Recovery relating to these events can take some months to fully resolve and return to business as usual.
- 4.4 The Drainage Flooding emergency process has recently been reviewed for implementation in Winter 2023 in response to the increased frequency of events being experienced.
- 4.5 As a result of the review, the way we manage emergencies has been aligned with the other service groups within Highways. The structure has been defined to be more consistent with Kent Resilience Forum and a more Strategic Management Lead on flooding events.

5 Improving the effectiveness of the Highway Drainage Network

- 5.1 In April 2021, the service implemented a KaarbonTech Asset Management Platform with a goal to achieve better drainage management.
- 5.2 KaarbonTech allows us to:
- Collect all asset data for drainage including pipes, catch pits, soakaways, ponds etc.
 - View asset history from Confirm and previous interfaces.
 - Create and view drainage maintenance programmes.
 - Monitor gully condition.
 - Carry out lifecycle modelling costs.
 - View live and historic rainfall data.
 - Visualise defects identified from CCTV surveys across our asset and plan for future budget bids or repairs.
- 5.3 All new roads to be adopted by the Highway Authority have a full CCTV survey of the highway drainage system to confirm they have been built to adoptable standards to ensure we obtain the maximum life span of the assets from the adoption date. This information is also then uploaded to our asset records on KaarbonTech.

- 5.4 Any key assets which are being adopted are also being uploaded to KaarbonTech to ensure this is accessible in future years.
- 5.5 To date approximately 249,600 gullies, 5469 catch pits, 6508 soakaways and 63,370 lengths of channel have been plotted in KaarbonTech.
- 5.6 Drainage is a key consideration for all highway improvement works and any amendments proposed to the highway must consult the Highway Drainage Team through the Technical Approval Process. Through the technical approval process, which was introduced 1st February 2021, we have reviewed a total of 1434 applications including:
- 269 Developer and Third-Party requests (including C2 searches which are not rechargeable)
 - 968 Technical Approval Applications
- 5.7 Monthly meetings are being held with Thames Water, identifying problematic sites and collaboratively working together to overcome flooding issues. KCC Highways is currently working collaboratively with Southern Water on the Pathfinder Project.
- 5.8 The Highway Drainage Team attends and participates in Flood Action Groups and Multi-Agency Meetings.

6. Current Challenges

- 6.1 As the Highway Authority we are the first responders to any issues affecting the public highway, even where the issue is not the Highway Authority's responsibility to resolve. Where responsibility is disputed, this can take time to resolve putting pressure on officer time and resources.
- 6.2 There is a lack of awareness of the differences between the statutory role of the Council as the Highway Authority and Lead Local Flood Authority in relation to flooding.
- 6.3 Water runoff from areas outside of the public highway (such as from fields or private land and increases in hard surfacing due to additional driveways or development), which impacts the highway. It is public perception that the Highway Authority has both the responsibility and the powers to resolve, which is unfortunately not the case. These can be a very complex matter to resolve.

7. Future Challenges

- 7.1 Climate change poses a significant risk of challenge to the Drainage Team. The most recent decade (2009-2018) has been on average 1% wetter than 1981-2010 and 5% wetter than 1961-1990 for the UK overall.
- 7.2 Winters in the UK, for the most recent decade (2009-2018), have been on average 5% wetter than 1981-2010 and 12% wetter than 1961-1990. Summers in the UK have also been wetter, by 11% and 13% respectively.

UKCP suggests significant increases in hourly precipitation extremes in the future. For example, rainfall associated with an event that occurs typically once every 2 years increases by 29% (central estimate). This has several implications for how we manage water. It is worth noting that whilst the intensity of hourly rainfall is projected to increase in the future, overall summers are projected to become drier.

7.3 All the above is likely to cause further increases in enquiry demand and emergency response.

8. Financial Implications

8.1 In 2023/24 allocated revenue budget for highway drainage cleansing is £5.5m

8.2 In 2022/23 Emergency Flood Events cost £567,000 which adds a significant strain to the revenue budget.

8.3 The allocated budget for renewals and improvements is £4,500,000 and is largely capital funded.

8.4 There is a significant backlog of works already identified in the Forward Works Programme for capital investment. It is difficult to reliably estimate the cost of delivering the full Forward Works Programme, but it is likely the backlog in the order of £7-10m. With the current level of resources and funding, it will take a minimum of 5 years to deliver the programme. This is on top of our routine repairs and improvements.

9 Recommendation(s)

Recommendation(s):

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

10. Appendices

Appendix A – Drainage Schemes FY 23/24

Appendix B - Drainage FWP -

<https://democracy.kent.gov.uk/documents/s120677/AppendixBDrainageFWPETCC.xlsx.pdf>

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Appendix A : Drainage Schemes FY23/24:

Location	District	Description	Job Pack Issue Date
Plough Road, Eastchurch	Swale	Abandon existing damaged culvert, install replacement culvert between Warden Road and Stream	18/05/2023
Sutton Road, Maidstone Plough Wents to Farm Entrance	Maidstone	Abandon existing damaged drainage pipe, install new carrier pipe to remedy flooding and ironworks failures	11/05/2023
Church Hill Culvert, Bethersden	Ashford	Upgrade of existing highway culvert to reduce flooding risk in the surrounding area, together with reconstruction of headwalls on existing culverts.	24/07/2023
Brookside Road, Istead Rise	Gravesham	Repair works to 2no. Soakaways and drainage improvements to remedy full width highway flooding and flooding affecting multiple properties.	02/05/2023
Whitstable Road, Faversham	Swale	Upgrades to existing drainage opposite Park Row to alleviate carriageway flooding and property flooding risk.	05/04/2023
Broadsole Lane, West Hougham	Dover	Installation of replacement drainage system to remedy persistent flooding issues.	TBC
Bob Dunn Way, Dartford	Dartford	Replacement Drainage System including pumping station and new main lines and rising main once design is finalised and agreed with Thames Water and relevant stakeholders.	TBC
A299 Thanet Way near Wagtail Bridge	Thanet	Drainage works to reduce flooding at crossfall change where there is a history of road traffic accidents.	02/06/2023
The Avenue, Hersden	Canterbury	Renewal of existing drainage main lines to remedy defects causing flooding to the highway and private properties.	17/07/2023
Gatland Lane, Maidstone	Maidstone	Installation of replacement soakaways and associated drainage works to remedy deep highway flooding and property flooding.	16/06/2023

Wellesley Close, Westgate-on-sea	Thanet	Replacement of existing unlined soakaway with new concrete ring soakaway to remedy asset deterioration and flooding to private property.	TBC
Selling Road Phase 2 - Fox Lane Flooding	Swale	Drainage improvement scheme to alleviate deep flooding under railway bridge.	TBC
Castle Road, Tunbridge Wells	Tunbridge Wells	Jetting and investigation works, together with drainage repair works throughout road to remedy defects and reduce flood risk in the vicinity.	11/05/2023
Rosemary Lane, Flimwell	Tunbridge Wells	Drainage improvement scheme to remedy persistent full width flooding of road adjacent to A21	20/06/2023
Hardres Court Road, Upper Hardres	Canterbury	Refurbishment of existing soakaway and reconstruction of damaged drains to remedy persistent flooding and highway safety risks.	04/07/2023

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,**

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 second annual update on the implementation of the Kent & Medway Energy and Low Emissions Strategy. The report focuses on the amendments proposed for the 2024 implementation plan.

Overall, delivery of the Energy and Low Emissions Strategy is again 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.

Recommendation(s):

The Cabinet Committee is asked to consider and note the second 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 and borough 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 second implementation plan was published in July 2022. This report primarily updates on delivery against that implementation plan for 2022, as well as the amendments proposed for the 2024 implementation plan.
- 1.3 All districts, as well as Medway, have 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.

2. Delivery to date

- 2.1 A full report covering delivery to date for 2022 on the Energy and Low Emissions Strategy (the ELES progress report) is available at appendix 3. 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. Of the 78 actions, 13 are RAG rated red, 29 amber and 36 green. This shows a considerable improvement in implementation since the first year, (year 1 figures for comparison were 15 red, 30 amber and 33 green).
- 2.3 In many cases the red RAG rating reflects the funding gaps for the projects. 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. There are also issues such the availability of trained staff and materials. Some of the projects have funding that ends in June 2023 and the proposed implementation plan amendments address this in terms of identifying alternative funding options. Other programmes are stalled due to delays in secondary legislation. It should be noted that resourcing issue does not sit solely with KCC but applies across partners.

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 Energy and Net-Zero. 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). This data should be available later in 2023.
- 3.2 For reference, a report to this committee in June 2021 outlined possible pathways to 2050, modelled by the sustainability consultants Anthesis. The link to this report can be found at 11.4. 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.

- 3.3 The Anthesis report and pathway was 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.
- 3.4 Following extensive discussions with partners, the list of associated indicators has been refined. The intention is to report on these indicators annually. We will also seek to make these lead indicators more sophisticated over time to more accurately predict the impact of changes in overall emissions. The updated list of indicators is available at appendix 2, (ELES indicators 2017 – 2022 updated Feb 2023).

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. Partners have also taken the opportunity to highlight where they think action points need amending or where there are gaps in our collective approach.
- 4.2 The Implementation Plan remains a live document. It is 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.
- 4.3 A summary of the proposed updates for the 2024 implementation plan are detailed in appendix 1.
- 4.4 Further case studies and an infogram of highlights of 2022 progress are being prepared to highlight best practice.

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 future implementation which will be raised with Members **on a project specific basis**.
- 5.2 KCC's commitment to delivering ELES is demonstrated through the core funding of the Environment team. The reorganisation of this team went live in June 2023. The team is working with colleagues from across the partnership to leverage additional resources from both the public and private sector in order to support the delivery of this strategy.

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. 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.

8. Other corporate implications

- 8.1 The ELES is at heart a partnership strategy and covers multiple themes. Within KCC, the delivery of the ELES is dependent on teams from across the organisation working together to support the delivery of this strategy.

9. Conclusions

- 9.1 The annual review process, detailed in appendix 1, 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 ELES 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 endorse the second 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.

- 11.1 Kent Environment Strategy – www.kent.gov.uk/environmentstrategy

- 11.2 Kent & Medway Energy and Low Emissions Strategy Page – [Kent and Medway Energy and Low Emissions Strategy - Kent County Council](#)

- 11.3 Kent and Medway Energy and Low Emissions Strategy: Implementation Plan 2020-2023 – [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

Appendix 1 : ELES Implementation Plan Action amendments 2024.
Appendix 2 : ELES indicators 2017 – 2022 updated Feb 2023
Appendix 3 : ELES Progress report 2022

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ELES Implementation Plan Actions for implementation Jan 2024 – Dec 2027

ELES New and Modified Actions for Implementation Plan 2024		
No	ACTIONS	New Action (additions in red)
1	Emission Reduction Pathways to 2050	
1.1	Agree evidence/baseline and set 5-yearly carbon budgets for Kent and Medway as a whole	Add: Monitor delivery against the five-year carbon budgets for Kent and Medway as a whole.
1.2	Develop Kent and Medway emission reduction pathway to Net Zero by 2050	Add: Monitor delivery against the high ambition pathway and the 1.5° compliant pathway set by the Tyndall Centre.
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	
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	
1.5	Monitor and publicly report progress against net-zero targets	
1.6	Consider how emissions from consumption could be calculated and incorporated into future area pathways / targets	Add: Incorporate consumption-based emissions into ELES targets and implementation plan.
2	Priority 2: Public Sector Decision Making:	
2.1	Develop a simple checklist to identify where significant environmental issues and opportunities may arise in response to Covid-19 recovery.	Removed as relates to Covid-19 recovery

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.	
2.3	Review contracts and commissioning processes to implement recommended requirements (see 2.2), tailored to organisation / local needs as necessary	
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	Add: Rollout time-frame is 2023/24.
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)	Replace with: Encourage and support SMEs within public sector supply chains to effect positive environmental change by utilising Low Carbon Kent and linked support programmes across the county.
2.6	Add new action:	Conduct policy and service reviews to align policy, spending, and functions with net-zero commitments at both national and local level. Identify challenges/misalignment, then put in place mitigation plans to align them at a future date and reduce emissions in the meantime. Develop project and financial appraisal systems that include emissions and climate impacts.
3	Priority 3: Planning & Development: TBC	
3.1	Refresh the Kent Design Guide to reflect clean growth, net-zero targets, and climate change adaptation	
3.2	Adopt and/or reference the refreshed Kent Design Guide as Supplementary Planning Documents, in line with Local Plan updates	
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	

3.4	Using the outputs from action 3.3, 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	
3.5	Raise clean growth / climate change awareness and skills of planners, planning committees, developers, and supply chain	
3.6	Develop tailored Kent and Medway public sector buildings design guidance for new build and refurbishment.	
4	Priority 4: Climate Emergency Investment Fund: HS	
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.	
4.2	Accelerate the 'supply and demand' of nature-based climate solutions (understand demand, assess skills/capacity gaps, develop resources to support delivery)	
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	
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.	Replace with: Review and act on the outcomes of the SELEP Sector Support Fund project, and Accelerating Nature Based Climate Solutions conclusions.
4.5	Develop a portfolio of 'shovel-ready' domestic retrofit and renewable energy projects suitable for external funding	Replace with: Grow and maintain a portfolio of 'shovel-ready' renewable energy projects suitable for external funding.

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	
5	Priority 5: Building Retrofit Programme:	
5.1	Develop organisational action plans to deliver net-zero public sector estate by 2030 at the latest. Monitor and report progress.	
5.2	Implement a public sector building retrofit programme (energy and water), identifying joint projects that maximise economies of scale where possible.	
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	
5.4	Secure funding and implement projects identified in the Domestic Retrofit Action Plan (excluding social housing)	
5.5	Develop costed action plans to deliver net-zero social housing by 2030. Monitor and report progress.	Add: For new builds as well as existing housing stock.
5.6	Support and facilitate Registered Providers to develop costed action plans to decarbonise their housing stock	Add: This should include the costs of material and labour.
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.	

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	
5.9	Support and enforce private sector property owners to make improvements to rental properties	Replace with: Provide advice and guidance to private sector property owners, taking enforcement action where necessary, to ensure improvements are made on privately rented properties.
5.10	Support SMEs to retrofit energy efficiency and renewable technologies in business premises through LOCASE grant funding	Replace with: Support SMEs to retrofit energy efficiency and renewable technologies in business premises through Low Carbon Kent support and signposting to local solutions.
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	
6	Priority 6: Transport, Travel & Digital Connectivity: DK	
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.	
6.2	Work in partnership to influence and develop plans to transition public sector fleets to Ultra Low Emission Vehicles (ULEV).	
6.3	Implement the Rights of Way Improvement Plans for Kent and for Medway; to develop motor-vehicle free routes for walking and cycling:	

6.4	Update and implement the Kent Active Travel Strategy and implement the Medway Sustainable School Travel Strategy to promote and incentivise walking and cycling through the provision of infrastructure, facilities, training, and engagement	Replace with: Update and implement the Kent Cycling and Walking Infrastructure Plan (KCWIP) and related strategies and the Medway Sustainable School Travel Strategy to promote and incentivise walking, wheeling, and cycling through the provision of infrastructure, facilities, training, and engagement
6.5	Work in partnership to prepare and implement local walking and cycling strategies	Add: Measure the amount of new and improved walking and cycling infrastructure delivered in Kent.
6.6	Work with public transport providers to achieve EURO VI emissions standards or better	
6.7	Trial new transport projects that drive the transition to Ultra Low Emission Vehicle public transport	
6.8	Trial and implement projects that support modal shift away from car ownership and/or reduce car dependency	
6.9	Work with private transport sector, including school transport providers and taxi licencing to incentivise and switch to Ultra Low Emission Vehicles	
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 Fleet Operator Recognition Scheme and ECOStars schemes	
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	
6.12	Support local SMEs to switch to ULEV vans through the Kent REVS Up for Cleaner Air scheme	Add: Support further measures to encourage Kent business to switch to electric vehicles.

6.13	Assess the feasibility of developing 'low carbon transport hubs' for EV cars, e-bikes, and push bikes	Replace with: Support progress in Kent regarding "low carbon multimodal transport hubs" to include measures such as multimodal integrated transport next to Fastrack electric BRT network, train stations, key bus corridors, public EV infrastructure, bike/e-bike share schemes, secure bike storage, electric car clubs with associated EV infrastructure, ecargo bike trials.
6.14	Tackle poor air quality hotspots through the implementation of Air Quality Action Plans	
6.15	Continue to work with government to increase the number of homes and businesses with access to fast broadband	Remove due to the closure of the national superfast programme. (The successor 'Project Gigabit' programme will be led centrally and will not be devolved.)
	Priority 7: Renewable Energy Generation: SB	
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	Replace with: Undertake a Local Area Energy Plan for Kent (or multiple smaller LAEP's) that focus on all existing and emerging technologies.
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	
7.3	Continue to install solar panels on suitable public sector buildings and land, including offices, schools, and landfill sites	
7.4	Develop and implement the Maidstone Heat Project	
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)	
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)	

7.7	Provide technical support for community renewable energy projects	Add: Look at how to support community energy generation across Kent and Medway
7.8	Support the development of future housing micro-grids, smart energy grids, and low carbon heat networks for new build homes	
	Priority 8: Green Infrastructure: LM	
8.1	Undertake an assessment of Kent and Medway's opportunities for natural solutions to climate change	
8.2	Using the results of the opportunity study, develop a framework for natural solutions to climate change, considering both mitigation and adaptation	Replace with: Develop a Local Nature Recovery Strategy for Kent and Medway that agrees priorities for nature recovery, maps the most valuable existing areas for nature, and maps opportunities for creating or improving habitat for nature and delivering wider environmental goals (nature-based solutions).
8.3	Develop and implement a strategy to establish 1.5 million new trees (or their carbon sequestration equivalent) in Kent and Medway	
8.4	Develop cost effective and innovative approaches to establishing trees outside woodlands whilst strengthening biosecurity, through the Promoting Trees Outside Woodlands Project	
	Priority 9: Supporting Low Carbon Business: RR	
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	Replace with: Utilise and build on the Clean Growth South East supply chain analysis to help realise and link the economic opportunities from the low carbon sector across Kent and the wider South East Local Enterprise Partnership (SELEP) area.

9.2	Support local SMEs (small and medium sized enterprises) and public sector suppliers to complete Steps to Environmental Management (STEM) training	Replace with: Support local SMEs (small and medium sized enterprises) and public sector suppliers to progress through Steps to Environmental Management (STEM) training accreditation and enhance their knowledge of the key themes through Low Carbon Kent's Sustainable Business Toolkit.
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	Replace with: Offer a low carbon support programme for SMEs, including support to highlight and signpost to funding, reduce costs, and carbon, and actively contribute to growth of the low carbon and renewable energy economy (LCREE) and environmental goods and services sectors (EGSS) through tailored support and collaboration.
9.4	Support the development of the offshore wind sector and local supply chain	Replace with: Support the continued development of the onshore & offshore wind sector, green hydrogen, and related local supply chain
9.5	Drive an increase in the local circular economy within SMEs and Social Enterprises	Replace with: Drive an increase in the local circular economy within Kent's resident and business communities through effective support, benchmarking, collaboration, and business case support.
9.6	Add new action	Investigate workforce upskill/ training requirements for retrofit and green business.
9.7	Add new action	To consider the environmental impact of tourism in Kent and work with partners to measure the impact and benefit of tourism. Also, support tourist business to be more sustainable.
	Priority 10: Communications: LT	
10.1	Develop a joint communications, engagement and behaviour change strategy and action plan	
10.2a	Develop a communication working group/network to ensure consistency of messages and facilitate joint working	
10.2b	Hold an annual environment conference to raise the profile and facilitate cross-sector collaboration and collective action	Replace with: Consider the impact of reviewing and potentially rebranding the annual environment conference.

10.3	Maximise the impact of COP26 by developing and promoting a shared calendar of events and resources	Replace with: Promote a calendar of events and local activities that support ELES.
10.4	Implement joint communication campaigns to reduce air pollution around schools and children's centres	Replace with: Implement joint communication campaigns to raise awareness of the health impacts of air pollution and ways to protect health and improve air quality. Include progress on Kent air quality funding projects/programmes.
10.5	Implement joint communication campaigns to increase modal shift to active travel / public transport	
10.6	Implement joint communication campaigns to help residents reduce their fuel bills / save energy (linked to action 5.4)	Replace with: Support joint communication campaigns on behaviour change projects focused on tackling residents carbon emissions.
10.7	Implement joint communication campaigns to help residents reduce their water bills / save water	
10.8	Implement joint communication campaigns to reduce resident's environmental impact (Kent Green Action and District-level campaigns)	
10.9	Implement joint communication campaigns to encourage and support SMEs to adopt environmentally sustainable practices	
10.10	Develop shared resources for public sector staff engagement	
10.11	Monitor and review effectiveness of communication campaigns and develop targeted behaviour change programmes.	
10.12	Add new action	Investigate the training, skills and education needs for climate awareness for Kent & Medway (including schools, residents)

Energy and Low Emissions Strategy Indicators through time – updated February 2023

#	Indicator Baseline in bold	2017 (unless indicated in brackets)	2018	2019	2020	2021	2022	Data source	Direct or indirect indicator of emissions	Lead or lag indicator ¹
1.	Terrestrial/Production emissions from 6 main sectors in Kent (industry/commercial/public sector/domestic/transport/Land use land use change (LULUC)). Total greenhouse gas emissions (kt CO2e) covers CO ₂ , CH ₄ and N ₂ O.	Not available	9791.9	9262.5	8398.2	Released in June 2023	Released in June 2024	BEIS Territory-based emissions, (also known as production emissions) are those that take place within a country's territorial boundaries and include exports but omit imports. The transport category does not include emissions from airports, ports, or military transport. These are calculated at country level, rather than county level and the UK Government is responsible for reducing these.	Direct	Lag
2.	Carbon emissions from 6 main sectors (industry/commercial/public sector/domestic/transport/LULUCF) (kt CO2e) (These figures are the breakdown of row 1.)	<i>BEIS methodology was updated in 2022 to include methane and nitrous oxide emissions from livestock and agricultural soils. This data has been backdated to 2018, but no earlier, meaning earlier data is not comparable.</i>	Industry: 1440.2 Commercial: 690.3 Public Sector: 327.3 Domestic: 2634.7 Transport: 3807.2 LULUCF: -331.6 Agriculture: 620.3 Waste Management: 603.5	Industry: 1305.8 Commercial: 614.1 Public Sector: 294.8 Domestic: 2525.1 Transport: 3677.3 LULUCF: -334.5 Agriculture: 603.1 Waste Management: 576.8	Industry: 1247.6 Commercial: 525.6 Public Sector: 272.8 Domestic: 2517.7 Transport: 3046.0 LULUCF: -332.3 Agriculture: 583.2 Waste Management: 537.2	Released in June 2023	Released in June 2024	BEIS	Direct	Lag
3.	Per capita greenhouse gas emissions for terrestrial/production emissions (tonnes CO2e per person) (These emissions are row 1 divided by the number of people in Kent.)		5.3	5.0	4.5	Released in June 2023	Released in June 2024	BEIS	Direct	Lag
4.	Total greenhouse gas emissions (kt CO2e) Covers CO ₂ , CH ₄ and N ₂ O, aligned to Global Covenant of Mayors common reporting framework, including categories of industrial products and processes, agriculture, land use and livestock.	8956.5	Data requested for both Kent and Medway from Anthesis (Scatter).	8633.4	Not yet released	Not yet released	Not yet released	Scatter Scatter calculates terrestrial/production emissions similar to BEIS, but with just a few small differences hence the small difference in figures. It is added to this spreadsheet for completeness.	Direct	Lag

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

#	Indicator Baseline in bold	2017 (unless indicated in brackets)	2018	2019	2020	2021	2022	Data source	Direct or indirect indicator of emissions	Lead or lag indicator ¹
5.	Greenhouse gas consumption-based emissions giving the total carbon footprint of Kent (kt CO ₂ e) ² (N.B This is based on Kent's proportion of England's total carbon footprint (England's total carbon footprint divided by the proportion of Kent's population). It includes emissions from everything we consume in the UK including imports. As we import more than we export, these emissions are more than our production emission.)	21490.34	21922.14	21648.88	Released in May 2023	Released in May 2024	Released in May 2025	https://www.gov.uk/government/statistics/uks-carbon-footprint/carbon-footprint-for-the-uk-and-england-to-2019 DEFRA	Direct	Lag
6.	Total carbon footprint per capita greenhouse gas consumption-based emissions (CO ₂ e tonnes per person) (N.B these are row 5 figures divided by the population of people in Kent.)	11.7	11.9	11.6	Released in May 2023	Released in May 2024	Released in May 2025	DEFRA	Direct	Lag
7.	Fraction of mortality attributable to particulate air pollution (%)		Kent: 7.7% Medway: 8.9%	Kent: 7.4% Medway: 8.4%	Kent: 6.0% Medway: 7.1%	Not yet released	Not yet released	Public Health England	Indirect	Lag
8.	Number of air quality management areas	43	40	40	40	41	35	DEFRA	Indirect	Lead
9.	Tree canopy coverage %	17%	17%	17%	17%	tbc ³	tbc	National Tree Map	Indirect	Lag
10.	Carbon storage value of habitats (Net carbon sequestration from land use) (kt CO ₂ e)		-331.6	-334.5	-332.3	Released in June 2023	Released in June 2024	BEIS	Direct	Lag
11.	Carbon storage value of specific habitats (carbon sequestration or emissions from land use subsets) (kt CO ₂ e)		Forest land: - 367.4 Cropland: 65.3 Grassland: -87.1 Wetlands: 0.0 Settlements: 55.9 Harvested Wood Products: 0.0 Indirect N₂O: 1.8	Forest land: - 366.6 Cropland: 66.3 Grassland: -92.0 Wetlands: 0.0 Settlements: 56.0 Harvested Wood Products: 0.0 Indirect N ₂ O: 1.7	Forest land: - 366.0 Cropland: 66.6 Grassland: -91.6 Wetlands: 0.0 Settlements: 57.0 Harvested Wood Products: 0.0 Indirect N ₂ O: 1.7	Released in June 2023	Released in June 2024	BEIS	Direct	Lag
12.	Mean domestic gas consumption per meter (kWh) ⁴	13155.7	13069.7	13066.2	13250.8	12,616.0	Released in January 2024	BEIS	Direct	Lag

² This is based on Kent's share of England's consumption footprint by population. This methodology is expected to improve in future years (see [University of Leeds work with London Councils](#)).

³ Updated data on tree canopy coverage is due to be available in Summer 2023 following a successful bid to the Woodland Creation Accelerator Fund.

⁴ Mean consumption (kWh per meter): Domestic, Column K, Kent & Medway, Subnational Gas Consumption Statistics. Note gas data is weather corrected.

#	Indicator Baseline in bold	2017 (unless indicated in brackets)	2018	2019	2020	2021	2022	Data source	Direct or indirect indicator of emissions	Lead or lag indicator ¹
13.	Mean domestic electricity consumption per household (kWh) ⁵	4041.1	3906.4	3874.8	4094.5	3815.3	Released in January 2024	BEIS	Direct	Lag
14.	Total annual gas consumption of local authority estates owned and managed (kWh) (all 14 councils) Excludes KCC street lighting and highways	Earlier figures excluded Dover and used expected rather than actual consumption		83,788,527 (Oct 18 – Sep 19)	65,160,411 (Oct 19 – Sep 20)	76,290,221 Oct 20 – Sep 21)	tbc	LASER	Direct	Lag
15.	Total annual electricity consumption of local authority estates owned and managed (kWh) (all 14 councils) Excludes KCC street lighting and highways	Earlier figures excluded Dover and used expected rather than actual consumption		69,179,240	47,672,536	43,531,688	tbc	LASER	Direct	Lag
16.	Carbon emissions from gas and electricity consumption across all sectors (mega tonnes CO ₂ e)	4.16	4.06	3.80	3.66	Released in June 2023	Released in June 2024	BEIS	Direct	Lag
17.	Renewable electricity generated in Kent and Medway from solar photovoltaics (mWh/yr) ⁶	447,796	449,550	442,598	462,012	421,242	Released in September 2023	BEIS	Direct	Lag
18.	Active travel to school (walking, cycling, scooting) Excludes park & walk.	45.9% of primary school children. 29.5% of secondary school children	51.1% of primary school children. 34.4% of secondary school children	48.4% of primary school children. 29.5% of secondary school children	58.9% of primary school children. 47.9% of secondary school children ⁷	51.4% of primary school children. 28.1% of secondary school children	Not yet released	Kent County Council Active Travel team	Indirect	Lead
19.	Active travel to work (% of people working within 5km of home that actively travel to work in Kent)	32% (2011)	n/a	n/a	n/a	To input from 2021 census once multivariate datasets have been released. Due Spring 2023.	n/a	Census	Indirect	Lead

⁵ Mean consumption (kWh per household): Domestic, Column X, Kent & Medway, Subnational Electricity Consumption Statistics. Note gas is per meter and electricity per household, as not all households use gas, but virtually all use electricity.

⁶ This indicator formerly covered all renewable electricity generation in Kent and Medway, however from 2019 BEIS suppressed any information in their releases which could be used identify the output of specific plants. This meant that significant volumes of offshore wind and other renewable generation was excluded and the indicator was no longer representative, hence the decision to report only on Solar PV.

⁷ Smaller sample size in 2020 due to Covid-19.

#	Indicator Baseline in bold	2017 (unless indicated in brackets)	2018	2019	2020	2021	2022	Data source	Direct or indirect indicator of emissions	Lead or lag indicator ¹
20.	Licensed cars by fuel type (%) (UK data, as of Q4 of each year) ⁸	Diesel: 40.1% Petrol: 58.3% Hybrid: 1.0% Plug-in hybrid: 0.2% Battery electric: 0.1%	Diesel: 39.9% Petrol: 58.2% Hybrid: 1.3% Plug-in hybrid: 0.4% Battery electric: 0.2%	Diesel: 39.1% Petrol: 58.5% Hybrid: 1.6% Plug-in hybrid: 0.4% Battery electric: 0.3%	Diesel: 38.2% Petrol: 58.4% Hybrid: 2.0% Plug-in hybrid: 0.6% Battery electric: 0.6%	Diesel: 36.9% Petrol: 58.0% Hybrid: 2.8% Plug-in hybrid: 0.9% Battery electric: 1.2%	Released in May 2023	DfT (Veh1103)	Indirect	Lead
21.	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: 7,185 Total: 7,451 (2017/18)	Active Travel: 248 (2018/19) Non active travel: 7,342 Total: 7,590 (2018/19)	No data for 2019 – shifted to calendar year reporting	Active Travel: 275 Non active travel: 4,404 Total: 4679 (2020)	Active Travel: 300 Non active travel: 4,522 Total: 4822 (2021)	Released in August 2023	National Travel Survey Data (DfT) (NTS9904)	Indirect	Lag
22.	Road transport fuel consumption by all vehicles (thousand tonnes of oil equivalent, (ktoe))	1,243.7	1,240.8	1230.8	1008.5	Released in June 2023	Released in June 2024	BEIS	Direct	Lag
23.	Number and percentage of households in fuel poverty	73,010 (9.6%) households in fuel poverty	67,801 (8.9%) households in fuel poverty	65,715 (8.6%) households in fuel poverty⁹	75,941 (9.8%) households in fuel poverty	Released in April 2023	Released in April 2024	BEIS	Indirect	Lag
24.	Excess winter deaths	1,610 (2017/18)	820 (2018/19)	1,190 (2019/20)	Not yet released	Not yet released	Not yet released	Public Health England	Indirect	Lag
25.	Energy Performance Certificate (EPC) rating of homes (% rated A/B)						13.9% A or B (2022)	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)	C-Path (using EPC data)	Indirect	Lead
27.	MCS certified ¹⁰ heat pumps installed (air, ground and water source)	185	189	239	232	469	627	MCS	Indirect	Lead
28.	Number of energy efficiency measures installed in homes under the Energy Company Obligation (ECO) in Kent and Medway (cumulative since the launch of ECO)	38,974	43,019	44,099	46,224	49,099	Full 2022 figures released by May 2023	BEIS	Indirect	Lead

⁸ The totals given here do not include less common fuel types such as electric vehicles with auxiliary power units, fuel cell electric and gas.

⁹ From 2019 onwards, fuel poverty has been calculated using the LILEE metric (Low Income Low Energy Efficiency). 2018 and earlier used a different methodology, known as the Low Income High Costs (LIHC) definition. This means that comparisons cannot be made between years and for the purposes of comparison 2019 is being used as a baseline.

¹⁰ 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.

#	Indicator Baseline in bold	2017 (unless indicated in brackets)	2018	2019	2020	2021	2022	Data source	Direct or indirect indicator of emissions	Lead or lag indicator ¹
29	Percentage of households in receipt of at least one ECO measure (since the launch of ECO)	4.3%	4.8%	4.9%	5.1%	5.3%	Full 2022 figures released by May 2023	BEIS	Indirect	Lead

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

Year 2 activity monitoring report

Jan 2022 – Dec 2022



INTRODUCTION

This report summarises the progress that has been made during the second 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

The Kent and Medway Energy and Low Emissions Strategy (ELES) continues to provide the overarching Kent and Medway area net-zero plan. In 2020 it was formally endorsed or supported by all local authorities, in addition to its endorsement at Kent Leaders in October 2020.

Eleven Kent local authorities (LAs) and Medway Council have published local area net-zero plans, some of which have other names such as carbon action plans. Dover DC currently have plans in draft form. These all include a section regarding internal emissions within direct control of the local authority, focussing on scope 1 and 2 emissions.

In terms of external scope 3 emissions, which are harder for a local authority to influence, these are covered in plans by Canterbury CC, Dartford BC, Gravesham BC, Maidstone BC, Medway C, Swale BC, Thanet DC, Tonbridge and Malling BC and Tunbridge Wells BC. Both Folkestone and Hythe DC and Sevenoaks DC are looking at covering these emissions more fully as their plans progress. Ashford BC are adding scope 3 emissions with retrospective baselines to supplement existing scope 1 and 2 in early 2023.

Local authorities have agreed to work together to establish a method to consistently measure area-wide emissions across 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 refine the pathways at a sector and area level, and to estimate costs, is needed alongside future sectoral plans, such as Kent's Local Transport Plan 5 (LTP5), and the Kent and Medway Domestic Retrofit Action Plan. Internal consultation on the draft of Kent's Climate Adaptation Action Plan has led to a revised approach, where an internal steering group has been formed and actions refocused towards KCC's assets and services.

Progress with the ELES is being monitored through quarterly meetings with Priority Leads and quarterly discussion at the Kent Climate Change Network (CCN). Annual monitoring took place during November/December 2022 with a full report due to be presented to Kent and Medway Environmental Group (KMEG), before going to Kent Chief Executives and Kent Leaders. Most partners are monitoring their climate change activity using internal governance processes and some are providing annual updates of plans on their websites.

Other active members of the CCN group have also published their own net-zero plans. Kent Police have published a carbon management plan, and Kent Fire & Rescue Service have published an Environment and Assets Strategy which includes a Climate Action Plan.

Kent and Medway NHS published their Green Plan with investment to commit to Net Zero by 2040 for direct emissions and a 2045 target for indirect emissions. This plan sets out nine aims to meet the stated vision detailing influential areas such as estates and facilities, ways of working, medicines, and transport. For example, they have a commitment to train Growing Green Ambassadors in every department with time and resource allocated to support their role.

All the indicators under this heading are progressing apart from the action to develop detailed emissions reduction pathways for key sectors. This action suffers from a lack of lead partner, although some elements may be delivered going forward through the evidence base for LTP5 next year. There is a scarcity of staff resource in all councils to monitor and measure emissions in a consistent and co-ordinated manner.

X RED (1) Activity on hold or significantly behind schedule with a risk of non-delivery	X AMBER (2) Activity changed and/or timeline revised, but on track for delivery within life of ELES 2023	X GREEN (3) 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 Kent Emissions Pathway Report 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. Page 19 of the report shows a 4 yearly carbon budget (CO2 only). These budgets are aligned to government reporting frameworks.</p> <p>RISK: 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>This action is complete. The Kent Emissions Pathway Report published in March 2021 set out a high ambition pathway based on tangible measures (achieving an 88% reduction in emissions by 2050) along with a 1.5°C compliant pathway which achieves 100% reduction by 2050. Kent County Council's (KCC) Environment and Transport Cabinet Committee agreed in July 2022 to track progress against the high ambition pathway. Future reporting will track both against the high ambition pathway and the 1.5°C compliant pathway.</p> <p>RISK: None. Action completed.</p>	GREEN

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Action	Progress	RAG
<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>Eleven Kent local authorities (LAs) and Medway Council have published local area net-zero plans, some of which have other names such as carbon action plans. Dover DC currently have plans in draft form. These all include a section regarding internal emissions within direct control of the local authority, focussing on scope 1 and 2 emissions.</p> <p>In terms of external scope 3 emissions, which are harder for a local authority to influence, these are covered in plans by Canterbury CC, Dartford BC, Gravesham BC, Maidstone BC, Medway C, Swale BC, Thanet DC, Tonbridge and Malling BC and Tunbridge Wells BC.</p> <p>Both Folkestone and Hythe DC and Sevenoaks DC are looking at covering these emissions more fully as their plans progress. Ashford BC are adding scope 3 emissions with retrospective baselines to supplement existing scope 1 and 2 in early 2023.</p> <p>Review times for documents vary, but most are being reviewed annually as a minimum. Maidstone BCs document is being reviewed every three months and Ashford BCs is a live document.</p> <p>Internal consultation on the draft of Kent's Climate Adaptation Action Plan has led to a revised approach, where an internal steering group has been formed and actions refocused towards KCC's assets and services.</p> <p>RISK: Scarcity of staff resource (within KCC and local authority areas) to monitor and measure emissions in a consistent and co-ordinated manner.</p>	<p>AMBER</p>
<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 remains outstanding. The intention is to develop more detailed emissions reduction pathways and actions for key sectors (transport, buildings, manufacturing and construction, agriculture, industry, waste, land use change and forestry). Elements of a transport pathway are being delivered through the evidence base for LTP5.</p> <p>RISK: This action is at risk of non-completion due to the lack of a lead partner and resourcing.</p>	<p>RED</p>
<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 (ELES) implementation plan is monitored quarterly, and an annual report (this document) will be published in summer 2023.</p> <p>Most of the Districts and Boroughs plan to report annually or more often on their area-wide carbon reductions plans.</p> <p>RISK: If there is any lack of consistency regarding local authority's methods for monitoring progress against net-zero targets, then this could hamper further progress.</p>	<p>GREEN</p>

Action	Progress	RAG
<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>Previously targets and pathways were 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, Consumption-based emissions can be defined as all emissions along the economic supply chain, no matter where they occur. This method allocates emissions to the area where the consumer of the final good or service is based. We are now using DEFRA data to track consumption-based emissions locally. However, these do not formally form part of our targets or implementation plan. Discussions on how to incorporate this into the 2023 version of the implementation plan and ELES targets are required.</p> <p>RISK: This action is at risk of non-completion due to the lack of a lead partner and resourcing.</p>	<p>AMBER</p>

Priority 2 Public Sector Decision Making

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

SUMMARY OF PROGRESS

A Kent Climate Change Network (CCN) Procurement sub-group made up of local authority commissioners and climate change officers has made considerable progress. 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 group is working on an Ethical and Sustainable Commissioning and Procurement policy which will determine net-zero requirements for contracts. Canterbury CC and Medway C have confirmed they are planning to use the Joint Market Position Statement in their procurement activities.

The Social Value Exchange element of contracting has been piloted within four KCC tenders.

Page 74 KCC have developed a draft environment and climate change assessment pro forma. This action has been paused whilst the working group is re-established, and a decision is made by senior management on the direction and scope of the assessment process.

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.

KCC continues to offer support to many small and medium enterprises (SMEs) within local public sector supply chains looking to effect positive environmental change through its Low Carbon Across the South East (LoCASE) and Steps to Environmental Management (STEM) support programmes, which are funded until June 2023. A further 124 Kent and Medway businesses were supported with resource efficiency projects or development grants. STEM workshops assisted 16 Kent businesses with environmental management systems and benchmarking their footprint.

At a meeting of the Kent HR officer network in December it was agreed that net-zero issues should be a standing agenda item going forward.

Overall, it has become apparent that extra staffing resources are required to fully embed sustainable procurement and commissioning within organisations. For example, the long-term success of priority 2.4 is likely to be limited without additional staff resource, particularly within large public sector organisations.

X RED (1) Activity on hold or significantly behind schedule with a risk of non-delivery	X AMBER (1) Activity changed and/or timeline revised, but on track for delivery within life of ELES 2023	X GREEN (2) 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>LEAD: KCC</p>	<p>This action has been completed.</p> <p>RISK: 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>LEAD: Kent Climate Change Network</p>	<p>The Climate Change Network (CCN) Procurement sub-group meets every 6 weeks 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. Last year KCC Commissioning Standards published guidance and templates for procurement activity which included elements to encourage staff to consider Net Zero more in contracts. The group is working on an Ethical and Sustainable Commissioning and Procurement policy which will determine net-zero requirements for contracts.</p> <p>Folkestone and Hythe DC started reviewing the hurdles to, and will identify solutions for, local small and medium enterprises (SMEs) engagement with Council tenders through their Carbon Innovation (CI-Lab) work with internal procurement. This was set up to explicitly encourage local SMEs to invest in bidding for Council-led contracts.</p> <p>RISK: 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>2.3 Review contracts and commissioning processes to implement recommended requirements (see 2.2), tailored to organisational/local needs, as necessary.</p> <p><i>LEAD: All Local Authorities</i></p>	<p>KCC have initiated procedures to strengthen the environmental sections of the contract and commissioning process, for example, within the hard services contract between KCC and Skanska.</p> <p>The Social Value Exchange element of contracting has been piloted on four KCC tenders. This means that the tenderers had to commit to environmental programmes such as Plan Bee and Plan Tree as well as other measures such as limiting single use plastics.</p> <p>Canterbury CC have confirmed they are planning to use the Joint Market Position Statement in their procurement activities. Medway C will consider applying the Joint Market Position Statement within procurement activities once it has been through KCC's governance processes.</p> <p>Folkestone and Hythe DC are piloting an inclusive and quantitative sustainability section in the Council's tendering and contract award evaluation process.</p> <p>RISK: whilst some work in this area has started, this is the beginning of a major change to working practices with limited resource.</p>	<p>AMBER</p>
<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 draft environment and climate change assessment pro forma. This action has been paused whilst the working group is re-established, and a decision is made by senior management on the direction and scope of the assessment process. KCC will allocate a responsible officer to deliver this piece of work.</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>Risk: This action is currently paused and at risk of non-completion due to staff resources.</p>	<p>RED</p>

Action	Progress	RAG
<p data-bbox="125 237 624 363">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 data-bbox="125 675 479 703"><i>LEAD: All Local Authorities</i></p>	<p data-bbox="651 237 1944 571">In 2022, a further 124 Kent and Medway businesses have been supported with £946 000 of LoCASE funding. Of this figure, 75 SMEs were investing in resource efficiency projects and 49 businesses in the low carbon sector received development grants to help support Kent's green economy. 100 firms across Kent have also been supported in implementing low cost but high impact changes in their business activities through the Green Recovery Voucher scheme. The refreshed Steps to Environment Management (STEM) workshops have helped a further 94 regional firms with environmental management systems and benchmarking their footprint, 16 of these businesses are from Kent. 36 food and drink sector businesses were supported with decarbonisation plans through the Growing Green project with 24 of these also gaining grant support of up to £8 000 towards a diverse range of innovations. The Climate Change Network (CCN) Procurement sub-group have been engaged and supported in preparing a minimum standards Joint Market Position Statement to encourage more of our partners' supply chains into the STEM scheme and/or other Low Carbon Kent support.</p> <p data-bbox="651 624 1944 711">RISK: 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, alongside practical, relatable, local examples from those already engaged.</p>	<p data-bbox="2002 197 2074 225">RAG</p> <p data-bbox="2024 432 2051 528">GREEN</p>

Priority 3 Planning and Development

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

SUMMARY OF PROGRESS

Most local authority Local Plans in Kent have been or are in the process of being updated with net-zero commitments and related policies. However, the 5-year cycle of Local Plan refreshes means that it will still be a few years before all plans include Net Zero.

KCC have developed 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 tested and refined to ensure they incorporate a whole-building approach. Current lack of resourcing means further development has been paused.

The Kent Design Guide refresh has been significantly delayed, and the consultation exercise was not completed, so all action will need to be relaunched when resources allow.

Work to coordinate the development of a clean growth strategic planning framework and associated training is under review during business planning for 2023/24.

All areas within this priority are at risk of non-completion due to lack of dedicated staff and resource. Whilst progress has been made on the training of local authority staff in Kent regarding climate change, more resource intensive carbon literacy training has been limited and work to create training programmes for specific groups has not yet been progressed.

X RED (5) Activity on hold or significantly behind schedule with a risk of non-delivery	X AMBER (1) Activity changed and/or timeline revised, but on track for delivery within life of ELES 2023	X GREEN (0) 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>During September 2021, the Kent Design Guide draft went through soft testing, followed by a public consultation (November 2021- January 2022). However, the consultation exercise was not finished due to a lack of resource and will need to be revisited. The Kent Design Guide website is not launched.</p> <p>RISK: Significant as it is referenced in the Framing Kent's Future strategy document. This action is currently paused and at risk of non-completion due to staff resources.</p>	RED
<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>As the document is not completed it could not be adopted and so has not been directly referenced as a Supplementary Planning Document in Local Plan updates.</p> <p>RISK: High as it could take a minimum of 12 months for the Kent Design Guide to be adopted.</p>	RED
<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><i>LEAD: KCC</i></p>	<p>Resource requirements were identified, however recruitment to a newly created 'Senior Climate Change Officer' role was unsuccessful. The scope of the role is currently under review during business planning for 2023/24.</p> <p>RISK: This action is at risk of non-completion due to lack of staff resource.</p>	RED

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Action	Progress	RAG
<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>Given 3.3, policy and guidance has yet to be prepared but best practice in terms of evidence, guidance and policy is routinely shared through well-established officer networks including Kent Chief Planners and the Kent Planning Policy Forum. Seven of the districts and borough councils have commented that they include net-zero carbon considerations in their local plans.</p> <p>RISK: 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 started, see notes for 3.3 and 3.4.</p> <p>RISK: This action is at risk of non-completion due to lack of staff resource and time to train the target audience of planners, planning committee members, developers, and supply chain staff.</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 have developed 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 tested and further refined to ensure they address the whole-building approach. Current lack of resourcing means that further development of the Standards has been paused, however KCC will allocate a responsible officer to deliver this piece of work.</p> <p>RISK: Whilst a draft has been produced, with the current lack of staff, this work has stalled.</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

Various government departments have released substantial amounts of funding over the past year. This funding has tended to be one-off, with 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.

Work on the South East Local Enterprise Partnership (SELEP) funded "Accelerating Nature Based Climate Solutions" project continued through the year. The project is led by East Sussex, but Kent Wildlife Trust are commissioned to deliver much of the work. The project has produced a user guide to support buyers and sellers of nature-based carbon offsets which will be published in early 2023. There will also be a longer synthesis report which brings together all the findings as well as case studies and demonstration projects from this work.

Page 87 The environmental consultancy "Economics for the Environment" (EFTEC) presented research commissioned as part of the SELEP funded project on nature-based solutions and market enablers at the July 2022 project steering group. The steering group are providing further comments on EFTEC's research which will then lead to a final report on how to support a brokerage hub.

Through Plan Tree, Kent sites suitable for tree planting, and tree establishment plans are continuing to be identified to develop a project pipeline that will enable carbon sequestration amongst other nature-based solution, ecological and societal benefits.

The Environment Act introduced a mandatory approach to biodiversity net gain (BNG) that will apply from late 2023. However, BNG and Kent Local Nature Recovery Strategy work has been restricted due to delayed secondary legislation and statutory guidance.

A proposal for an online system to register potential "green sites" for BNG units or carbon trading, and for developers to register their needs for such sites, has been developed by Kent Wildlife Trust and has the potential to create a more streamlined funding source.

The short time frame for bidding processes 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 sufficient pipeline programmes.

In summary, a combination of lack of resource and expertise, lack of feasibility work for suitable projects, and delays to legislation are all combining to hinder the completion of actions identified under this priority.

X RED (0) Activity on hold or significantly behind schedule with a risk of non-delivery	X AMBER (3) Activity changed and/or timeline revised, but on track for delivery within life of ELES 2023	X GREEN (3) 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 (CCN) Teams site for collaborative use.</p> <p>RISK: 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>Work on the SELEP funded "Accelerating Nature-Based Climate Solutions" project continued through the year. The project is led by East Sussex, but Kent Wildlife Trust are commissioned to deliver much of the work. Progress has been faster in some areas than others. Notably the Kent case studies are further ahead with early drafts now produced for Swale, including Southern Water as a business and GH Dean as a landowner. An extension was agreed for the project to run through until December 2022.</p> <p>There are a variety of outputs from the project, including a user guide to support buyers and sellers of nature-based carbon offsets, to be published in early 2023 and spread via networks. A longer synthesis report is another key output, which brings together all the findings as well as case studies and demonstration projects from this work. One further meeting is planned, post publication of the main outputs, to discuss the next steps for this work and this may inform a new action for the 2023/24 ELES action plan.</p> <p>RISK: None. The 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>EFTEC (Economics for the Environment consultancy) presented research commissioned as part of the SELEP funded project on nature-based solutions and market enablers at the July 2022 project steering group. This identified four main market enablers (negotiators/local aggregators/intermediaries/validators and other enablers). The main themes of the research included a tendency to see the term 'brokerage' negatively and associate it with traditional finance markets.</p> <p>It should also be noted that the nascency of the market means many of the 'rules' are still in development. Some areas of nature-based solutions (NBS), e.g., carbon credits are more developed than others e.g., biodiversity credits. There is still a need for public sector support as many mechanisms are not yet financially sustainable.</p> <p>EFTEC also presented several recommendations for supporting a brokerage hub going forward. EFTEC were clear that local authorities should not be sellers in the market due to conflicts of interests with also being intermediaries and market operators e.g., for nutrient neutrality. The steering group are providing final comments on EFTEC's research which will then lead to a summary report on how to support a brokerage hub. Whilst this framework and brokerage hub was the early ambition for the SELEP funded project, this ambition was not delivered due to a concern that the market is still extremely underdeveloped and unregulated. This action will need to be reassessed following the final project meeting in 2023.</p> <p>RISK: None. The project is on time.</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 dependent on the conclusion of the project under 4.3, which will develop a brokerage model.</p> <p>RISK: There are no dedicated resources (staff or funding) 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>KCC have several renewable energy projects that have been developed. The difficulty is having the resource to constantly keep these up to date at a time when project costs and feasibility change so rapidly. Regarding domestic retrofit, districts, and boroughs along with the Greater South East Net Zero Hub continue to apply for external funding for both private and social domestic properties.</p> <p>RISK: Regarding the absence of the portfolio of shovel-ready projects, LA partners are reporting a lack of staff skills and capacity to develop business cases, and 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>The Environment Act introduces a mandatory approach to biodiversity net gain (BNG) that will apply from late 2023. In respect of BNG and the Kent Local Nature Recovery Strategy, this work has been hampered by delays to secondary legislation and statutory guidance, which is still not published and is necessary to guide this work. It is expected that this will be available in the first quarter of 2023.</p> <p>Through Plan Tree, sites suitable for tree planting, and tree establishment plans, have been and continue to be identified to develop a project pipeline that will enable carbon sequestration amongst other ecological and societal benefits.</p> <p>A proposal for an online system to register potential "green sites" for BNG units or carbon trading, and for developers to register a need for such sites, has been developed by Kent Wildlife Trust. Initial discussions have been had with Kent's Local Planning Authorities (LPA)s regarding funding. Burdens Funding from Defra has not yet been confirmed which is hampering efforts to secure the resources needed to progress this, although there is interest for the online system.</p> <p>Kent Wildlife Trust have been working with BTF Partnership to assess opportunities for BNG and other nature-based solutions on privately owned land.</p> <p>RISK: There are multiple demands on land to deliver nature-based solutions and several organisations and authorities looking to secure land for different purposes and so going forward a co-ordinated approach is needed.</p> <p>There are also continued delays to secondary legislation, statutory guidance, and Burdens Funding.</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

Most of the local authorities (LAs) have published carbon reduction plans for their estate. The remaining LAs are progressing with this work through a variety of plans and processes. Most councils are implementing public sector building retrofit programmes. Medway C have started work on the £12 million Re:fit Phase One program, focusing on 12 public buildings. Kent Police, the NHS and Kent Fire & Rescue Service also have similar plans for their estate.

A Strategic Domestic Retrofit Group (sub-group of Kent Housing Partnership) has taken ownership of delivering a comprehensive Kent and Medway Domestic Retrofit Action Plan (excluding social housing). A report will be completed regarding the resource and direction needed for this plan going forward. Actions continue within domestic retrofit; for example, through the Sustainable Warmth grant scheme and the Social Housing Decarbonisation Fund.

Page 88 Further bids by LAs have been submitted for government funded energy efficiency schemes during the year, e.g. Green Homes Grant Local Authority Delivery Scheme Phase 2 (LAD2), Sustainable Warmth and the Home Upgrade Grant (HUG), whilst also continuing work to signpost residents to schemes.

During 2022, KCC's Low Carbon Across the South East (LoCASE) programme has provided support and grant funding to a further 124 Kent-based small to medium-sized enterprises (SMEs) to retrofit renewable energy technologies into their business premises. Grant funding is available through to spring 2023 only.

In summary, whilst considerable progress is being made for some sections in this priority, there is a combination of factors that are preventing large-scale progress in this area. These include a lack of resource, short time scales for bid applications, strict bid criteria, a lack of identified "shovel-ready" projects, scarcity of certain materials, increasing labour and resource costs, and a lack of expert staff.

X RED (2) Activity on hold or significantly behind schedule with a risk of non-delivery	X AMBER (7) Activity changed and/or timeline revised, but on track for delivery within life of ELES 2023	X GREEN (2) 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>All local authority areas have designated carbon targets for their estates and the majority also have carbon reduction plans for their estate with annual progress to be measured.</p> <p>Kent Police, the NHS, and Kent Fire & Rescue Service all have carbon reduction plans for their estate.</p> <p>RISK: Ongoing challenges of resourcing the development and monitoring of organisational net-zero plans.</p>	GREEN

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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>Most local authority areas are implementing public sector building retrofit programmes.</p> <p>Dartford BC are contributing to Salix funding for a retrofit program for the Civic Centre and Orchard Theatre complex which includes installing solar panels, air source heat pumps and upgraded lighting and new air conditioning.</p> <p>Medway C have started work on the £12 million Re:fit Phase One program, focusing on 12 public buildings. This is funding solar panels, water efficiency measures, energy efficient boilers and heat pumps and adding further electric vehicle charge points. Initial works which are due to be completed by spring 2023 are estimated to be saving 4,932 cubic metres of water (nearly 2 Olympic-sized swimming pools), and 2.05GWh of energy. At the end of 2022 Medway C were informed of a successful bid for £4.2 million of Public Sector Decarbonisation Scheme funding. This will support the delivery of heat pumps across 20 council owned buildings. The related survey work commenced at the end of 2022.</p> <p>Folkestone & Hythe DC are upgrading the energy efficiency of 109 social houses plus Ross House with the £1.9 million award from the Social Housing Decarbonisation Fund Wave 1. The work improves the energy efficiency of homes to an energy performance certificate (EPC) rating of C and significantly reduces the amount of energy required to heat each home. The Wave 1 energy efficiency work at Ross House is supplemented by further Council funding to introduce renewable heat and energy to reach EPC A rating and be a low carbon exemplar in social housing retrofit.</p> <p>Folkestone & Hythe DC commissioned a report to create a pathway to net-zero carbon for the Folca2 (former Debenhams) building in the centre of Folkestone. The selection of measures defined by the pathway will align with public sector decarbonisation requirements and be used as a pilot for the other buildings in the Council's estate.</p> <p>Kent Police are just commencing a large programme of works to review their estate for future policing needs and to meet carbon reduction objectives.</p> <p>RISK: Short timescales and the competitive nature of public sector decarbonisation scheme funding means that local authorities need to be prepared with 'shovel-ready' projects for when funding rounds open.</p>	<p>RAG</p> <p>RED</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: Kent and Medway Sustainable Energy Partnership/SE Energy Hub</i></p>	<p>A Strategic Domestic Retrofit Group (sub-group of Kent Housing Partnership) has taken ownership of delivering this action point. A report will be going to Kent and Medway Environment Group in March 2023 setting out the resource needed to develop this plan and the broad direction for the action plan. This action plan will need to link in closely with anticipated work on local area energy planning.</p> <p>RISK: This action is at risk of non-completion due to the lack of resourcing.</p>	AMBER
<p>5.4 Secure funding and implement projects identified in the Domestic Retrofit Action Plan (excluding social housing)</p> <p><i>LEAD: Kent and Medway Sustainable Energy Partnership/SE Energy Hub</i></p>	<p>Action dependent on 5.3 and given the timelines for development of the Action Plan (Dec 23) it is unlikely projects will be delivered before Jan 2024. However, action on domestic retrofit is happening without an action plan in place, for example via Sustainable Warmth and the Social Housing Decarbonisation Funding.</p> <p>RISK: This action is at risk of non-completion due to the lack of resourcing.</p>	AMBER
<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 & Hythe, Thanet)</i></p>	<p>The eight Kent stock-holding local authorities continue to work on stock condition surveys and modelling to identify how they can reduce emissions from each housing type and build retrofit into their stock maintenance. Of these, Canterbury CC and Gravesham BC have outlined costs to deliver net-zero social housing by 2030, and Dartford BC and Folkestone and Hythe DC have costed action plans to deliver the same.</p> <p>RISK: Resource will be required to complete the surveys and modelling studies ahead of the development of action plans. In addition, concerns have been raised about the lack of resource, supply chain issues, increasing costs and lack of skills to deliver social housing retrofit.</p>	AMBER

Action	Progress	RAG
<p>5.6 Support and facilitate Registered Providers to develop costed action plans to decarbonise their housing stock.</p> <p><i>LEAD: Kent and Medway Sustainable Energy Partnership/Registered Providers</i></p>	<p>The asset management group has had presentations from Publicly Available Specification (PAS) 2035 assessors, KCC and providers of solutions to support Registered Providers (RPs) in delivering plans. Information has been shared on applying for bids from BEIS and other sources. Costings for projects and the process have also been shared.</p> <p>RISK: The cost of works has significantly increased during 2022 along with a reduction in workforce and material availability. It is unlikely that any orders not yet submitted for external wall insulation works will be completed in 2023, due to shortages of materials.</p>	<p>AMBER</p>
<p>5.7 Implement projects to improve the energy efficiency of social housing, focusing on whole-house retrofit to PAS 2035 standards and identifying joint projects that maximise economies of scale where possible.</p> <p><i>LEAD: Stock holding authorities/Registered Providers</i></p>	<p>Gravesham BC have completed several projects and Clarion shared details of a retrofit project completed with United Living.</p> <p>Folkestone & Hythe DC was awarded £1.9 million of funding under Wave 1 of the Social Housing Decarbonisation Fund Scheme. This is delivering warmer and healthier homes to its tenants.</p> <p>RISK: The cost of works has significantly increased during 2022 along with a reduction in workforce and material availability. It is unlikely that any orders not yet submitted for external wall insulation works will be completed in 2023, due to shortages of materials.</p>	<p>AMBER</p>
<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 Housing Group</i></p>	<p>Kent Housing Group began work in 2022 to update the existing Kent Fuel Poverty Strategy. First draft updates have been submitted from various partners as part of this process. Kent Housing Group also planned an event focused on fuel poverty and retrofit during the second half of 2022 (event itself delivered Jan 23).</p> <p>RISK: None</p>	<p>AMBER</p>

Action	Progress	RAG
<p data-bbox="125 248 568 339">5.9 Support and enforce private sector property owners to make improvements to rental properties.</p> <p data-bbox="125 1118 539 1217"><i>LEAD: District/Borough (Private Sector Housing/Environmental Health)</i></p>	<p data-bbox="618 248 1397 272">Various measures are being taken across all Kent LAs, as follows:</p> <ul data-bbox="667 296 1928 576" style="list-style-type: none"> • Enforcement of category 1 hazards including damp and mould growth and excess cold. • Working with property owners to improve the Energy Performance Certificate (EPC) of F/G band rated properties, with enforcement action taken where necessary under the Minimum Energy Efficiency Standard (MEES) Regulations. • West Kent Landlords' Forum in March 2022 focused on MEES. • Participation in bids for government funded energy efficiency schemes, e.g. LAD2, Sustainable Warmth and Home Upgrade Grant (HUG) and signposting residents to these schemes. • Use of Housing Assistance policies to provide grants/financial assistance for energy efficiency improvements. <p data-bbox="618 600 1912 715">The next government funded scheme is HUG2 and bids have been submitted with most councils choosing to go forward with the Greater South East Net Zero Hub. The Hub co-ordinate bids, make the application, deliver the programme via managing agents, and provide support and guidance to applicants and councils. The outcome is not yet known, and this will be a two-year programme for off-gas properties.</p> <p data-bbox="618 754 1879 810">Energy Company Obligation 4 (ECO4) funding will continue until 2026 and is available for rented properties where tenants meet the eligibility criteria.</p> <p data-bbox="618 850 1928 1090">The MEES Regulations make it unlawful to let a property with an EPC rating below E, subject to various exemptions which must be registered online. The Government is proposing to raise the minimum EPC rating to C by 2030. Private sector housing teams ascertain the current EPC when receiving any complaint and investigate any below an E rating. However most LAs do not have the resources to fully implement the regulations. It is challenging to undertake this work proactively as EPC data must be comprehensively interrogated and cleansed to produce a list of properties believed to be tenanted and not owner-occupied. Then property owners' details need to be obtained from another source and confirmed, and casework/enforcement is undertaken on a property-by-property basis.</p> <p data-bbox="618 1145 1899 1297">RISK: The current funding climate for domestic energy efficiency improvements is complex, with government funded programmes taking time to set up and having limited delivery windows and specific (and varying) criteria. Dedicated energy efficiency officer roles are not available everywhere, with this work often being undertaken alongside the delivery of other priority areas of work, further impacting on the opportunity to be proactive.</p>	<p data-bbox="2007 727 2040 826">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>In 2022, a further 124 Kent and Medway businesses have been supported with £946 000 LoCASE funding. 75 SMEs invested in resource efficiency projects and 49 businesses in the low carbon sector were awarded development grants to help support our local green economy. Improvements ranged from deep retrofit projects, simple insulation, or lighting projects through to differing sized photovoltaics (PV) and heat pump installations. Engagement and cross-referrals were common with KCC's NoUseEmpty as well as Locate in Kent MEES initiatives for and with commercial property owners. In addition, of the 24 local firms Low Carbon Kent supported with £180 000 grants through the Community Renewal Fund (CRF) project Growing Green, over half were for building efficiency improvements.</p> <p>RISK: Tightening building regulations mean that new builds are tougher to support but that gives greater opportunity to show good return on investment (ROI) on retrofit solutions. A lack of direct grant funding available to administer programmes puts more pressure on finding relatable propositions to champion as viable business cases given utility costs.</p>	<p>GREEN</p>
<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>RISK: There is currently no staff resource or funding to progress this action</p>	<p>RED</p>

Priority 6 Transport, Travel and Digital Connectivity

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

SUMMARY OF PROGRESS

Business mile reduction targets or revised corporate travel policies have been included in all partners' corporate net-zero plans. Many are looking to adopt a post-Covid hybrid working model that encourages modal shift to active travel or public transport, including sustainable staff travel plans, car sharing, electric car lease schemes, hybrid working practices, improved cycle facilities and cycle to work schemes. There have been some issues in Kent with the supply of electric lease cars. 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 has embraced a hybrid working model enabling staff to work from various locations including KCC offices and remotely from home, additionally encouraging staff to hold virtual meetings when appropriate. KCC set an ambitious target of reducing business mileage by 35% which was achieved and continues to be achieved since COVID restrictions were eased. KCC staff have access to a KCC lift share site, a car club, a cycle to work scheme which includes e-bikes and cycle training including e-bike training.

KCCs Public Rights of Way (PRoW) team and Medway's PRoW team continue to extend and improve the public network for walking and cycling journeys.

Natural England continue progress in partnership with local authorities and landowners to improve coastal access in England. During 2022, two new large-scale sections of the England coastal path were opened from Woolwich to Grain and Whitstable to Iwade.

KCC, with district and borough partners, and Medway Council continue to improve and extend the Kent walking and cycling network.

KCC highways progressed further the design of four Active Travel England (ATE) funded schemes in Canterbury, Folkestone, Thanet, and Gravesham. A fifth scheme in Folkestone at Dymchurch is under construction. There were also two further successful ATE funding bids in 2022 to initiate new active travel routes in central Sevenoaks and Herne Bay.

All districts and boroughs have either a Local Cycling & Walking Infrastructure Plan (LCWIP) in place or are in the process of developing an LCWIP or similar. Dartford BC, Gravesham BC, and Sevenoaks DC are progressing LCWIP type documents in collaboration with KCC using contribution funding from ATE.

KCC have started working on a Kent wide LCWIP (the KCWIP) which will contribute to Local Transport Plan 5 (LTP5).

Kent and Medway continue work on sustainable school travel projects to encourage model shift whilst also improving safety such as school travel plans, school grants for sustainable travel, primary and secondary pupil road safety campaigns, responsible parking initiatives and bikeability training.

The recently formed Kent's Enhanced Bus Partnership works with the county's bus operators and has several environmental commitments. During 21-22 however, the bus industry has continued to operate in "recovery mode" from the impacts of the pandemic. Some services themselves are only viable due to Government financial support. Presently operators' predominant focus is on providing services themselves. There remains a commitment to develop vehicles and services as funding permits, however.

During 2021, KCC was successful in securing Department for Transport Zero Emission Bus Regional Areas (ZEBRA) funding to move the whole Fastrack bus rapid transit (BRT) fleet in Thameside and Dover to zero emission buses (£9.5 million for 33 buses). The funding was confirmed in October 2021 and procurement has begun.

KCC are developing plans to introduce Mobility as a Service (MaaS), a multimodal multi-operator digital transport technology platform as a new type of service. Initial plans focus on Ebbsfleet as a home grown 'Future Transport Zone' built around Fastrack BRT & local public transport in the Dartford, Ebbsfleet Garden City & Gravesend area.

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District and borough supported car clubs are running in Gravesham, Thanet, Canterbury, Maidstone, and Tunbridge Wells areas with expansion planned. Folkestone and Hythe DC have a salary sacrifice scheme for electric vehicles.

Kent REVS Up for Cleaner Air scheme provides businesses with the opportunity to try an electric van. KCC runs the scheme which successfully secured £1.5 million funding from Highways England, having achieved well over 300 van loans across all districts in Kent.

KCC regularly rationalises all hired client school transport services to minimise the number of services operating and thereby reduce carbon emissions. KCC will explore ways to incentivise school transport providers to switch to ultra-low emissions vehicles (ULEV).

Medway C 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. KCC host a Climate Change Network (CCN) sub-group for district and borough taxi licencing officers to inform future licencing policy and has initiated a driver survey to identify barriers and concerns to ULEV uptake by the trade supported by the Energy Saving Trust.

All ULEV initiatives are dependent on developed charging infrastructure and suitable vehicles becoming readily available. However, as of 2022, Kent is ahead of forecast demand for infrastructure.

KCC is supporting the activity of the Sub-National Transport Body (STB) - Transport for the South East (TfSE) in its implementation of its freight strategy. KCC is also supporting its freight forum which aims to find opportunities for improving freight transport in Kent and the whole region that sector, government, or wider partnership working could address.

Each Kent LA carries out its own air quality assessments to determine if national air quality objectives have been achieved. All districts with an Air Quality Management Area (AQMA) have a written Air Quality Action Plan to try to improve air quality. The Kent & 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.

Progress has been made in many areas of this priority, but the nature of time-limited funding and increases in costs and scarcity of resources all impact on further progress in this area. Locally transport and travel are still being impacted by the effect of COVID restrictions. Issues such as the cost and supply of electric cars and potential electricity supply problems may impact further progress for the whole-sale transfer to ultra-low emission vehicles. Initiatives developed to promote and incentivise walking and cycling are often reliant on finite funding and often require contribution funding and extra resource. 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.

X RED (0) Activity on hold or significantly behind schedule with a risk of non-delivery	X AMBER (5) Activity changed and/or timeline revised, but on track for delivery within life of ELES 2023	X GREEN (10) 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 considering 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>KCC has embraced a hybrid working model enabling staff to work from various locations including KCC offices and remotely from home, additionally encouraging staff to hold virtual meeting where appropriate to reduce travel. KCC has an ambitious target of reducing our business miles by 35% which was achieved and continues to be achieved since COVID restrictions were eased.</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, cycle to work and cycle hire schemes, employer travel clubs.</p> <p>Both Gravesham and Thanet have business mileage reduction plans in place.</p> <p>RISK: KCC continues to monitor business miles and regularly report these to senior service leads, however it remains up to each individual service to address spikes in mileage across their teams.</p>	GREEN
<p>6.2 Work in partnership to influence and develop plans to transition public sector fleets to Ultra Low Emission Vehicles (ULEV).</p> <p><i>LEAD: All Local Authorities</i></p>	<p>Almost all local authorities have plans to transition public sector fleets to ultra-low emission (ULEV) vehicles. Some authorities have set targets e.g., Medway C plan for their car/van fleet (not including Refuse Collection Vehicles) to be electric by 2027 and KCC by 2030. Other public sector organisations such as the NHS, Kent Police and Kent Fire & Rescue Service also have plans to move to ULEVs.</p> <p>RISK: the availability of electric vehicle charging points. However, Kent has a robust plan to roll more charging points out. There is also the issue of insufficient electricity capacity at some sites to provide for the charging points.</p>	AMBER

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Action	Progress	RAG
<p>6.3 Implement the Rights of Way Improvement Plans for Kent and for Medway; to develop motor-vehicle free routes for walking and cycling:</p> <p>LEAD: KCC & Medway Council</p>	<p>The Kent Public Rights of Way (PRoW) network length in 2021 was 6899km, the network length in 2022 is 6912km. There has therefore been an annual increase of 13 km Kent PRoW added to the network. Within these figures there is an annual increase to the bridleway network of 11Km, which can also be used by cyclists.</p> <p>Medway Council has been awarded £9 500 from the Heritage Lottery Fund for a Rochester Community Trail. Work started to improve the trail using over 10km of local rights of way with further works due for completion in 2023.</p> <p>Approximately 90Km of the England Coast Path (ECP) opened in the county in 2022. Woolwich – Grain route includes sections in London and Medway. The Kent element of this is around 45Km. The Kent Whitstable to Iwade section is 46Km.</p> <p>Further work was completed in 2022 on a second Medway section between Grain and Otterham Quay ready for opening in 2023. This includes 3 super-steps allowing better access to seawall sections of the ECP at Grain and Hoo St Wedburgh.</p> <p>Much of this new access is only for journeys on foot and has been achieved through the Countryside and Rights of Way Act 2000 access provisions rather than through the PRoW network, so is not captured in the PRoW statistics.</p> <p>RISK: There are local issues with recruitment of experienced staff. 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>6.4 Update and implement the Kent Active Travel Strategy and implement the Medway Sustainable School Travel Strategy to promote and incentivise walking and cycling through the provision of infrastructure, facilities, training, and engagement.</p> <p><i>LEAD: KCC</i></p>	<p>Kent ActiveTravel Strategy (ATS) has a webpage on the KCC website, with direct links to Kent Connected, a sustainable journey planner tool. The Kent ATS is not being updated but will be replaced with the Kent Cycling & Walking Infrastructure Plan (KCWIP) which is also linked to work on Local Transport Plan 5 (LTP5).</p> <p>KCC sustainable school travel ambitions are continuing to progress with schools able to create their own travel plan supported by KCC's Jambuster website. Schools registered with Jambusters can also access other resources, such as travel data collection templates. 12 schools created School Travel Plans (STP)s in 2022 with engagement from a further 84 schools that have shown an interest in having a STP.</p> <p>KM Charity work and the Department for Transport (DfT) Capability Fund contributed to a KCC programme to incentivise and educate primary school children to walk to school. The Small Steps programme engaged with 33 schools and reached 1007 pupils (during the period Sept 21 - Aug 22). The Youth Travel Ambassador programmes educates and incentivises secondary school children to actively travel to school. This engaged with 6153 individuals during the period Sept 21 - Aug 22.</p> <p>Medway Council continue to work towards the aspirations set out within the Sustainable School Travel Strategy in terms of modal shift and active travel to school initiatives. The Walk on Wednesday 'WOW' initiative uptake increased from 3,000 pupils in Medway in 2021-22, to 5,328 pupils in 2022-23, accounting for 20% of all primary school children in Medway. Partnership working has also played a vital role during the year, in promoting active travel to school progress across Medway, with examples including the KM Charity Team, Modeshift, Living Streets, Sustrans, Public Health and the Kent Community Rail Partnership.</p> <p>RISK: Initiatives developed to promote and incentivise walking and cycling are often reliant on finite funding and often require contribution funding and extra resource.</p>	<p>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>All districts and boroughs have either a Local Cycling & Walking Infrastructure Plan (LCWIP) in place or are in the process of developing LCWIPs or similar. KCC have started working on a Kent wide LCWIP (the KCWIP) which will contribute to LTP5.</p> <p>Dartford, Gravesham, and Sevenoaks LA areas are working on LCWIP type documents in collaboration with KCC using contribution funding from Active Travel England (ATE). Further funding for 2023 has now been allocated by ATE to Kent through the Capability Fund 22/23 to support Kent districts and boroughs with the development / enhancement of LCWIPs, walking and cycling network mapping and active travel scheme planning and design.</p> <p>RISK: Individual councils writing plans could lead to uncoordinated efforts across Kent. KCC are assisting councils so that plans have a consistent and coordinated approach which will be enhanced by the development of the KCWIP. ATE are continuing to expand to influence further areas of active travel highway infrastructure improvements to bring more uniformity to planned improvements and support behaviour change programmes. Whilst this is currently green in recognition of the partnership working that has gone into getting to this stage with LCWIPs or similar being worked towards in all LAs, consideration needs to be given to the actual implementation of route improvements identified in development plans.</p>	GREEN
<p>6.6 Work with public transport providers to achieve EURO VI emissions standards or better.</p> <p>LEAD: KCC</p>	<p>Kent's Enhanced Partnership (formed in April 2022) has several environmental commitments. KCC continues to encourage and work with the county's bus operators to develop their fleets to improved emissions standards. In 2021, KCC was successful in securing Department for Transport (DfT) 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 has begun. As it stands on 1 November 2022, 3% of Medway C's bus fleet operated by commercial bus companies are EURO VI standard. During 21-22 however, the bus industry has continued to operate in "recovery mode" from the impacts of the pandemic, with several services themselves only viable due to Government financial support. Usage levels are at approximately 80 % (peak) and 60% (off peak) of pre-pandemic numbers. This has meant that, at this stage, operators' predominant focus is on providing services themselves. There remains a commitment to develop vehicles and services as funding permits, however.</p> <p>RISK: 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>	AMBER

Action	Progress	RAG
<p>6.7 Trial new transport projects that drive the transition to Ultra Low Emission Vehicle public transport</p> <p>LEAD: KCC</p>	<p>KCC has continued to hold discussions with bus manufacturers and operators concerning zero emission technology. KCC's Fastrack service has been used to pilot various technology offers considering KCC's successful ZEBRA bid. A trial of a Volvo OPPCharge fully electric bus (which uses an inverted pantograph) took place in 2022 on Fastrack, the first of its kind developed in the UK.</p> <p>The KCC ZEBRA funding as detailed in 6.6 has been allocated for 28 Zero Emission buses for the Fastrack Electric Thameside operations. It also covers the Fastrack OPPCharge Electric Charging Solution Contractor in Thameside & Dover which supports fast recharge for fully electric buses. The funding includes 5 zero emission buses for Dover Fastrack.</p> <p>These procurements processes are currently underway for contract award during 2023. The ambition is for both the Thameside and Dover electric services to be launched during 2024.</p> <p>Medway C and KCC continue to monitor opportunities for further trials.</p> <p>RISK: Further procurement and trails are dependent on further funding bids.</p>	<p>GREEN</p>

Action	Progress	RAG
<p>6.8 Trial and implement projects that support modal shift away from car ownership and/or reduce car dependency.</p>	<p>In response to the government's National Bus Strategy, KCC and Medway Council each published a Bus Service Improvement Plan (BSIP) which set out improvements to bus provision and passenger uptake in Kent and Medway, respectively. As required by the DfT, the BSIP was submitted to Government and Kent was awarded an indicative allocation of £35.1m, a successful result given several Local Transport Authorities (LTAs) received no allocation and Kent's was the 9th highest in England. To date, this funding has not been formally confirmed. 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>KCC are developing plans to introduce a Mobility as a Service (MaaS) multimodal multi-operator digital transport technology platform as a new type of service. KCC aims to procure a MaaS technology partner to introduce MaaS to Kent to encourage modal shift from private car ownership to increased public transport, active travel & shared transport journeys. MaaS will allow people to plan, book and pay for multimodal journeys in a new way. The digital platform will integrate real-time data from all forms of transport in or out of the MaaS zone, including all public transport, cycling walking, bike/e-bike hire, electric car club & shared transport.</p> <p>Ebbsfleet is planned as the home-grown Kent 'Future Transport Zone' built around Fastrack BRT & local public transport in the Dartford, Ebbsfleet Garden City & Gravesend area. The plan moving forward is to roll out MaaS across Kent & Medway. MaaS is a crucial part of Kent's BSIP as an enabler to increase public transport use & gain modal shift away from private car dependency.</p> <p>Area Car Clubs: Folkestone, Gravesham, Thanet, Canterbury, Maidstone, and Tunbridge Wells areas have set up car clubs and are hoping to expand them. Several other districts are looking to set up their own schemes. Folkestone and Hythe DC have a salary sacrifice scheme for electric vehicles.</p> <p>As part of the wider MaaS programme, KCC aim to introduce a Concession Electric Car Club in the MaaS Ebbsfleet zone which would be located at various multimodal transport hubs & key residential areas.</p> <p>Similar plans are being considered to support new development, e.g. The Otterpool Park development, adjacent to Westenhanger station, has mobility transport hub outline proposals for each of the 4 development stages.</p> <p>RISK: MaaS Risk: Procurement of a MaaS partner is delayed during 2022 due to the delayed DfT BSIP funding confirmation decision. A contribution towards MaaS has already been secured from Kent's Lane Rental Highways Innovation Fund & Fastrack. All these projects rely on external funding, not KCC funds.</p> <p>Public Bus network Risk: Whilst there has been financial support to subsidise some bus routes this is not a sustainable funding stream, and the commercial viability of routes must be considered when allocating further support funding. Following use analysis, KCC have had to reduce support for some bus routes which has had the effect of reducing timetables or removing routes. These negative effects on behaviour change work which might affect target groups more, need to be included and managed when considering further behaviour change programmes.</p>	<p>AMBER</p>

LEAD: KCC

Action	Progress	RAG
<p data-bbox="125 233 427 424">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 1078 331 1142"><i>LEAD: All Local Authorities</i></p>	<p data-bbox="477 233 1951 384">KCC regularly rationalises all hired client school transport services to minimise the number of services operating and thereby reduce carbon emissions. KCC will explore ways to incentivise school transport providers to switch to ultra-low emissions vehicles (ULEV). However, this will require financial support from budget holders and is unlikely to progress until the charging infrastructure is developed and suitable vehicles become readily available. Progress should be made once the licencing framework is developed.</p> <p data-bbox="477 400 1966 488">Councils across Kent are reviewing taxi licencing policies to find ways to encourage the switch to ULEVs by the trade and adopt a coordinated approach. However, the impact of having a national licencing regulation position is likely to present further challenges.</p> <p data-bbox="477 504 1966 592">Medway Council have obtained funding from the DEFRA Air Quality Grant to carry out a comprehensive taxi and private hire ULEV 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="477 608 1966 703">Kent Councils are conducting a taxi driver survey, working with the Energy Saving Trust, to better understand the trades views and issues relating to the move to ULEV. 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="477 863 1966 983">RISK: Electric vehicles remain prohibitively expensive up front, compared to internal combustion engine. Vehicles for taxi companies and ULEV Wheelchair Accessible Vehicles (WAV) are particularly expensive. Whilst funding does exist towards the cost of these vehicles, small grants and eligibility are hampering uptake. Moreover, there is a global shortage of electric vehicles leading to supply issues. Insufficient charging infrastructure and electricity supply issues.</p> <p data-bbox="477 999 1966 1118">Wider issues of school travel, including the large distances some students are travelling, need to be addressed. National licencing regulations enable Kent based drivers to be licensed outside of Kent and hence avoid Kent councils' licencing requirements. Additional cost to KCC reflecting increased costs to the trade. Recent significant increases in client numbers, contracted services being operated, and increased distances travelled by operators all have an adverse impact on emissions.</p>	<p data-bbox="2002 233 2089 272">RAG</p> <p data-bbox="2002 647 2063 743">AMBER</p>

Action	Progress	RAG
<p data-bbox="125 236 443 555">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 1114 427 1177"><i>LEAD: KCC & Medway Council</i></p>	<p data-bbox="477 236 1910 355">KCC is supporting the activity of the Sub-National Transport Body (STB) - Transport for the South East (TfSE) in its implementation of its freight strategy. KCC is also supporting the planned convening of its freight forum which aims to find opportunities for improving freight transport in Kent and the whole region that sector, government, and wider partnership working could address.</p> <p data-bbox="477 371 1973 435">KCC is also supporting a low carbon approach to construction of the Lower Thames Crossing (LTC), including making the case for the use of the River Thames for construction and removal of spoil, should this scheme be granted development consent.</p> <p data-bbox="477 451 1957 603">KCCs Vision Zero Team have appointed a new role, a Safer Driving and Fleets Officer. The role is at the research stage but has considered various fleet accreditation schemes such as Driving for Better Business (DfBB), Fleet Operators Recognition Scheme (FORS) and the Construction Logistics and Community Safety Scheme (CLOCS). All the schemes include measures to reduce fuel and emissions. Some of the partners (other than KCC) in the Kent and Medway Safer Roads Partnership have been promoting DfBB in recent months in the following ways:</p> <p data-bbox="477 619 1323 651">Information shared via email with members via the building safety team.</p> <p data-bbox="477 667 1760 699">A monthly email bulletin coordinated by Kent Fire and Rescue Service marketing team to businesses in Kent.</p> <p data-bbox="477 715 1753 746">Kent Police officers share DfBB information with businesses/business owners when stopped at the roadside.</p> <p data-bbox="477 762 1973 914">KCC's sponsored and part-funded new rail station at Thanet Parkway has progressed construction plans enough to deliver both the new station at Thanet Parkway and the associated line speed improvements for enabling High-Speed stopping services soon. The new station will provide a low carbon electrified form of travel for existing residents and the new development being delivered and planned for the area, (note that almost all the Kent Southeastern network is electrified and so effectively zero emission in operation).</p> <p data-bbox="477 1121 1968 1209">RISK: 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 and Medway C., to track.</p>	<p data-bbox="2033 691 2067 786">GREEN</p>

Action	Progress	RAG
<p data-bbox="125 236 427 424">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 1422 333 1481"><i>LEAD: All Local Authorities</i></p>	<p data-bbox="477 236 1962 384">All LAs have strategy plans either adopted or in draft form to encourage more EV charging points within Kent. KCC continues to work alongside district and borough authorities to ensure that over the coming years, the public electric vehicle charge point (EVCP) network is, a) keeping up with projected demand (as set out by the nationally recognised projection tool - produced by Cenex), and b) chargers are installed in appropriate locations to facilitate modal shift, particularly for those without access to home charging.</p> <p data-bbox="477 389 1592 416">To ensure that the above objectives are being met, KCC are delivering the following initiatives:</p> <p data-bbox="477 421 1973 539">Kent EVCP car park project funded entirely by the EVCP operator. KCC led on this project which brought together participating LAs to procure one supplier to deliver EVCPs across a network of up to 150 local authority owned car parks across Kent & Medway. To date, delivery has been successful in Folkestone and Hythe, Gravesham, and Tonbridge & Malling. Conversations are underway with additional LAs who have shown interest.</p> <p data-bbox="477 544 1666 571">The number of charge point sockets delivered over the last 12 months and their respective uptake is:</p> <p data-bbox="477 576 1912 632">Folkestone & Hythe - 88 charger sockets, delivering 28,740 kWh of power across 2,150 charging sessions. This facilitates approximately 32,469 miles driven.</p> <p data-bbox="477 636 1173 663">Tonbridge & Malling – 22 sockets installed over 6 locations</p> <p data-bbox="477 668 1538 695">Gravesham -16 charger sockets installed and awaiting commissioning, due January 2023.</p> <p data-bbox="477 700 1980 786">Rapid taxi chargers funded by the Charge Point Operator and a government grant via the Office of Zero Emissions Vehicles (OZEVs). 22 charger sockets (50 kWh) have been delivered to facilitate the transition to ULEV taxis in participating districts and boroughs. Several of the chargers provide public access via one of their sockets/bays.</p> <p data-bbox="477 791 1968 877">One further charger install is currently being programmed. There is also capacity to deliver a further 2 chargers, should UKPN connection costs not prohibit this. To date, the taxi charger network has seen 692 charging sessions, delivering 175,348 kWhs of energy, facilitating approximately 526,044 miles driven.</p> <p data-bbox="477 882 1912 1000">Parish Charger Network - This project focuses on providing EVCPs in rural locations and is funded by several sources including Kent Lane Rental and OZEVs On Street Residential Charge Point Fund. To date, 38 charger sockets have been installed across 16 locations. Usage data has shown a total of 548 charging sessions, delivering 12,503 kWhs of power, facilitating approximately 37,509 miles driven.</p> <p data-bbox="477 1005 1379 1032">Bus charger project and Mobility as a Service project as detailed in 6.8.</p> <p data-bbox="477 1037 1942 1123">Ultra rapid hubs. KCC continues to build a case for ultra rapid EVCP hubs across several locations at sites owned by KCC. An outline business case has been written and a dialogue is open between several internal partners to move the project forward.</p> <p data-bbox="477 1128 1957 1184">Local Electric Vehicle Fund (LEVI) - Pilot - in 2022, KCC were awarded £350,000 funding from OZEV to deliver multi-speed charging hubs across 4 locations. Procurement is currently being undertaken for delivery through 2023/24.</p> <p data-bbox="477 1189 1879 1244">EVCP mapping - KCC is developing a GIS mapping tool, bringing together relevant geospatial data sets to help inform intelligent location selection and prioritisation concerning charger locations.</p> <p data-bbox="477 1249 1883 1305">Transport for the South East (TfSE) EV Infrastructure Strategy - KCC is working alongside TfSE and its constituent authorities to produce an EVCP strategy for the region.</p> <p data-bbox="477 1310 1953 1428">On-street EVCP guidance - KCC recognises that there is interest within certain areas to provide on-street EVCPs. As such, KCC has issued guidance for district and borough use to help facilitate installation of infrastructure in a safe way. Canterbury, Gravesham, and Medway areas have received On-Street Residential Chargepoint funding, with Swale currently applying for funds.</p> <p data-bbox="477 1433 1928 1519">RISK: Development and installation of electric charging points is dependent upon the availability of grant funding. Electrical connection costs can be prohibitive. As of 2022, Kent is ahead of forecast demand (using Cenex forecast data - nationally recognised). Some locations may have insufficient electricity supply.</p>	<p data-bbox="2024 836 2058 932">GREEN</p>

Action	Progress	RAG
<p>6.12 Support local SMEs to switch to ULEV vans through the Kent REVS Up for Cleaner Air scheme.</p> <p><i>LEAD: KCC</i></p>	<p>Kent REVS Up for Cleaner Air scheme provides businesses with the opportunity to try an electric van. KCC runs the scheme which successfully secured £1.5 million funding from Highways England and is nearing the end of the programme having achieved well over 300 van loans across all LAs in Kent. The aim is that organisations will see the benefits of electric vehicles and are encouraged to purchase their own. As the scheme nears the end, some vans will be integrated into KCCs fleet.</p> <p>RISK: None. Action almost completed with project completion actions all due in 2023.</p>	GREEN
<p>6.13 Assess the feasibility of developing 'low carbon transport hubs' for EV cars, e-bikes, and push bikes.</p> <p><i>LEAD: KCC & Medway</i></p>	<p>KCC is investigating this option as part of its Local Transport Plan 5 (LTP5) development. If taken forward, KCC will estimate the impact of any policy and proposal that arises in terms of its benefits including emissions and include those in the planned draft LTP for consultation, aimed for late 2023.</p> <p>KCC worked with the DfT as a pilot location for an Electric Scooter Rental Trial at Canterbury University sites with the consultation report published. The trial was to help inform on the legality of e-scooters in the future and provide a sustainable alternative to the car for short journeys. Since the trial launched in 2020, over 76,000 journeys have been taken on Bird e-scooters, resulting in an estimated 1.88 metric ton saving in carbon emissions. Most journeys had been completed safely and without incident.</p> <p>There is an ongoing procurement started during 2022 for a Fastrack Living Roof Bus Shelter contractor who is expected to have the ability to create ' Multimodal Mobility Hubs'. It is the intention to develop Multimodal transport hubs at strategic locations in Ebbsfleet Garden City, Dartford & Gravesend initially.</p> <p>A draft concession specification has already been developed ready to go to tender for an electric car club for the MaaS zone once the DfT funding decision has been finalised for the Kent's BSIP, including the MaaS technology Platform.</p> <p>RISK: Dependent on council policy decisions.</p>	GREEN

Action	Progress	RAG
<p>6.14 Tackle poor air quality hotspots through the implementation of Air Quality Action Plans.</p> <p>LEAD: Local Authorities</p>	<p>Since 1997, each Kent LA carries out its own air quality assessments to determine if national air quality objectives have been achieved. If an objective is not achieved, then the LA 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 & Hythe) LAs have AQMAs, with the number of management areas constantly fluctuating as some are revoked but new ones are declared. All LAs with an AQMA have a written Air Quality Action Plan (AQAP) with the aim to improve air quality. These require revising at least every five years or on declaration of a new AQMA. Whilst the implementation of AQAPs remains the duty of individual LAs, Kent & 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.</p> <p>In 2022 Ricardo Plc continued to run the Kent and Medway Air Quality Monitoring Network data management contract. Ricardo Plc also maintain the Kent Air website as a single point resource for residents seeking information on air quality in Kent.</p> <p>RISK: The Environment Act 2021 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 LAs in Kent and whether extra resourcing will be required for implementation.</p>	GREEN
<p>6.15 Continue to work with government to increase the number of homes and businesses with access to fast broadband.</p> <p>LEAD: KCC</p>	<p>The final phase of the Building Digital (BDUK) Superfast Broadband project has now achieved its delivery targets. 97% of properties across Kent now have access to a superfast broadband service of at least 24 megabits per second (mbps) compared to less than 70% when the programme delivery started. In total, the Kent BDUK project has delivered faster broadband connections to over 145 000 premises. The coverage targets for the national superfast programme to achieve (which this project was part of) was 95% of premises. The Government's new Project Gigabit Programme will focus on improving broadband connectivity moving forward - including increasing the availability of gigabit capable connections which 70% of Kent premises can currently access.</p> <p>RISK: None. The replacement programme "Project Gigabit" will be led centrally.</p>	GREEN

Priority 7 Renewable Energy Generation

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

SUMMARY OF PROGRESS

Most public sector organisations have identified renewable energy projects within their corporate net-zero plans.

KCC were successful in being awarded 100% grant funding from the Department for Business, Energy & Industrial Strategy's (BEIS) Low Carbon Skills Fund (LCSF) to commission individual heat decarbonisation plans for 35 of the top energy consuming sites across the estate.

KCC also bid to BEIS' Public Sector Decarbonisation Scheme Fund (PSDS) Phase 3b which, if successful, will cover conversions from gas boilers to air source heat pumps for 5 buildings, and will include other measures such as insulation, LED lighting, and solar PV.

The KCC Bowerhouse II solar farm in Somerset was operational from May 2022 and, up until 31st December 2022, it has generated 9 million 823 881 kW.

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KCC also recently commissioned a solar mapping program which will influence future solar photovoltaic PV programs and enable districts and boroughs to plan their own solar programs.

Community Energy South have funding from BEIS to support Kent to progress a Community Energy Pathways Action Plan. This includes reviewing the current community energy capacity within a LA boundary and identifying the support needed to maximise its contribution to achieving net-zero strategies.

KCC are continuously developing a pipeline of renewable technology projects, focusing on LED, solar, solar farm opportunities, and heat pumps for future phases of PSDS funding, low carbon skills funding, Salix funding, net-zero funding, and others. For example, Solar Together Phase Two. There has been a mixture of outcomes for this priority with issues such as lack of resource and co-ordination, only short-term funding bids, funding with stricter criteria and a lack of internal funding creating barriers to progression.

X RED (4) Activity on hold or significantly behind schedule with a risk of non-delivery	X AMBER (3) Activity changed and/or timeline revised, but on track for delivery within life of ELES 2023	X GREEN (1) 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
<p>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 impact.</p> <p>LEAD: KCC/Medway Council</p>	<p>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 and is affected by the current KCC team internal redesign. Officers from the Kent CCN have formed a new energy sub-group to progress ambitions for a Local Area Energy Plan for Kent.</p> <p>RISK: This action is at serious risk of non-completion due to funding, staff resource and co-ordination issues.</p>	RED

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>Page 108 LEAD: KCC</p>	<p>KCC were successful in being awarded 100% grant funding from the Department for Business, Energy & Industrial Strategy's (BEIS) Low Carbon Skills Fund (LCSF) to commission individual heat decarbonisation plans for 35 of the top energy consuming sites across the estate. Alongside individual reports, the consultants will also develop a high-level strategic heat decarbonisation plan to support the development and delivery towards decarbonising our estate as set out in the net-zero programme. The grant total was £208 627, and reports will be completed by 31st March 2023. KCC also bid to BEIS' Public Sector Decarbonisation Scheme Fund (PSDS) Phase 3b which, if successful, will result in an award of £1 824 832. This funding will cover conversions from gas boilers to air source heat pumps for 5 buildings (including one which is still reliant on oil) and include other measures such as new Building Management systems (BMS), insulation, LED lighting, and solar PV. These projects will see annual direct and indirect carbon savings of 113.87 tonnes per annum. (Annual direct carbon savings in tCO₂e per annum for direct emissions, i.e., fossil fuels, and annual indirect carbon savings in tCO₂e per annum for traded emissions, i.e., electricity).</p> <p>KCC continue to develop a pipeline of renewable technology projects, focusing on LED, solar, solar farm opportunities, and heat pumps for future phases of PSDS funding, Low Carbon Skills funding, Salix funding, net-zero funding, and others.</p> <p>The KCC Bowerhouse II solar farm in Somerset was operational from May 2022 and up until 31st December 2022 it has generated 9 million 823 881 kW.</p> <p>KCC Kingshill solar farm is due to operational in spring 2023.</p> <p>RISK: No internal core funding allocated, so complete reliance on external funding. The rapid release of Government funding, with 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.</p>	<p>AMBER</p>
<p>7.3 Continue to install solar panels on suitable public sector buildings and land, including offices, schools, and landfill sites.</p> <p>LEAD: All Local Authorities</p>	<p>KCC continued to bid for further funding to install solar PV on KCC buildings, having completed several installs across the estate from previous rounds of funding. KCC continues to invest in solar across KCC's estate and have recently commissioned a solar mapping program which will influence future solar PV programs and enable districts and boroughs to plan their own solar programs.</p> <p>Ashford BC have produced 357 000 kW in a year with their program.</p> <p>RISK: Availability of funding opportunities across government is becoming less with more stringent criteria on funding agreements.</p>	<p>AMBER</p>
<p>7.4 Develop and implement the Maidstone Heat Project.</p> <p>LEAD: KCC</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>RISK: Rising costs outweigh the benefits. Internal funding unavailable so completely reliant on external funds.</p>	<p>RED</p>

Action	Progress	RAG
<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 identification of barriers and the local authority role referred to here was not completed due to time and resource issues.</p> <p>RISK: This action is at serious risk of non-completion due to funding and co-ordination issues</p>	RED
<p>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><i>LEAD: All Local Authorities</i></p>	<p>KCC are continuously developing a pipeline of renewable technology projects, focusing on LED, solar, solar farm opportunities, and heat pumps for future phases of PSDS funding, low carbon skills funding, Salix funding, net-zero funding, and others. For example, Solar Together Phase Two, the county's first group-purchasing scheme for solar panels and battery storage.</p> <p>RISK: 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.</p>	GREEN
<p>7.7 Provide technical support for community renewable energy projects.</p> <p><i>LEAD: KCC</i></p>	<p>Community Energy South have funding from BEIS to support Kent to build a Community Energy Pathways Action Plan. This includes reviewing the current community energy capacity within a local authority boundary and identifying the support needed to maximise its contribution to achieving net-zero strategies. They are due to report back to KCC in early 2023. It is not presently feasible for KCC to provide direct technical support to community energy projects, but this action plan should identify the best routes for supporting community energy generation.</p> <p>Swale are progressing with Orchard Community Energy and a solar array community energy project.</p> <p>RISK: Funding for project implementation and long planning timescales.</p>	AMBER
<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><i>LEAD: KCC</i></p>	<p>The action has not been completed due to time and resource issues.</p> <p>RISK: This action is at risk of non-completion due to resource constraints.</p>	RED

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

KCC previously commissioned a Natural Solutions to Climate Change report, which has been used to develop a Local Nature Recovery Strategy (LNRS) for Kent. This will map existing and potential opportunities for nature-based solutions and support local planning authorities in reaching such solutions. KCC has been appointed provisional authority role for the Kent and Medway LNRS, but progress is stalled due to delays to secondary legislation and guidance.

Kent's Plan Tree was agreed and adopted in October 2022. This includes the ambition stated in 2019 for 1.5 million new trees to be established in the county. Currently KCC has delivered over 109,291 new trees and 6,032m² of natural regeneration (up until March 2022).

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KCC successfully secured £500,000 from the Shared Outcomes Fund, to deliver a range of pilot programmes through the Trees Outside Woodland project (2020-23). The project is exploring novel, cost-effective way to expand tree cover outside of woodlands in a sustainable, bio-secure manor. This includes a community tree nursery within the grounds of HMP Maidstone being set up and mid-Kent urban trial plots of Miyawaki method 'mini' woodland creation.

Activity in this priority is progressing well, with strong public and political will to improve the natural environment and successful bids for funding streams. However, we are also in a period of significant legislative change, with the recent Environment Act. Once this legislation process is completed a review of appropriate short/medium-term actions and risks will be needed.

X RED (0) Activity on hold or significantly behind schedule with a risk of non-delivery	X AMBER (1) Activity changed and/or timeline revised, but on track for delivery within life of ELES 2023	X GREEN (3) 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>LED: KCC</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>RISK: 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>LEAD: KCC</p>	<p>In 2021 it was agreed that this action would be part of the broader work to develop a Local Nature Recovery Strategy (LNRS) for Kent, as it had been indicated that these strategies will be required to map existing and potential opportunities for nature-based solutions and set out actions to realise these. Also given that local planning authorities will have a statutory duty to consider the LNRS within planning, this approach will provide a more robust framework for nature-based solutions (NBS) in Kent. KCC has been appointed provisional responsible authority for the Kent and Medway LNRS. Secondary legislation and statutory guidance are required before KCC can be formally appointed to assume the responsible authority role and commence the work. Further central government funding for the strategy's development has not yet been confirmed. DEFRA last stated that they expected work on LNRS to commence from April 2023.</p> <p>Despite delays to the legislation, we have progressed some work on the LNRS, with Kent Wildlife Trust and Kent and Medway Biological Record Centre (KMBRC) support in mapping existing core/protected areas and discussions on how to potentially define recovery areas. We have also outlined principles for the LNRS, using the Kent Biodiversity Strategy as a framework for ambition and undertaken stakeholder analysis. In the interim period until April, we intend to review the Kent Biodiversity Strategy to ensure its targets remain relevant and appropriate; review data; and continue work designing stakeholder engagement.</p> <p>RISK: Dependency on the outstanding secondary legislation, statutory guidance, and Burdens funding from government. Engagement in the strategy's development by all relevant stakeholders. Ability to build capacity/commission services to deliver LNRS.</p>	AMBER

Action	Progress	RAG
<p data-bbox="129 236 719 327">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 data-bbox="129 895 607 959"><i>LEAD: KCC with support of all Local Authorities</i></p>	<p data-bbox="759 236 1980 691">Kent's Plan Tree was finalised and adopted in October 2022. Since stating the ambition in 2019 for 1.5 million new trees to be established in the county, Kent County Council has delivered over 109,291 new trees and 6,032m2 of natural regeneration (until March 2022); and more planting is scheduled over the coming years, with funding already secured for 2023/24 trees. Plan Tree looks to build on this action and provide a more robust framework for tree establishment in Kent and the collaborative action needed to deliver on the ambitious tree targets for the county. In October funding from the Woodland Creation Accelerator Fund (WCAF) was secured. Designed to enable capacity building in upper tier authorities, the £300 000 will enable us to recruit two full time officers to work with partners and landowners to develop opportunities for tree establishment, secure the funding necessary to bring these projects to reality and then oversee their delivery. We will also have the funding to recruit two graduate project officers. These roles will add further support to Plan Tree work and, importantly, develop entry level skills which can hopefully then be utilised in Kent by experienced staff going on to work for one of the Plan Tree partners. We also have funding to commission work to map opportunities for tree establishment, to help develop our project pipeline. The WCAF project will run until March 2025.</p> <p data-bbox="759 699 1928 874">In November 2022, KCC hosted the inaugural meeting of the newly formed Kent and Medway Plan Tree Partnership (KMPTP). The KMPTP steering group will start by reviewing the supply chain production capacity (tree nurseries and seed providers) and the provision of aftercare for the newly planted trees. There will also be investment in mapping to support the project pipeline, monitor progress, and maximise value for money by utilising natural regeneration techniques wherever appropriate.</p> <p data-bbox="759 895 1951 983">RISK: The implementation of the Tree Establishment Strategy is dependent upon resources, funding, and the active participation of Plan Tree partners. Additionally, finding suitable land for tree establishment remains challenging.</p>	<p data-bbox="2024 568 2063 663">GREEN</p>

Action	Progress	RAG
<p data-bbox="129 234 712 359">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 data-bbox="129 1401 291 1433">LEAD: KCC</p>	<p data-bbox="757 234 1973 630">KCC successfully secured £500 000 from the Shared Outcomes Fund, to deliver a range of pilot programmes through the Trees Outside Woodland project (2020-23). The project is exploring novel, cost-effective way to expand tree cover outside of woodlands in a sustainable, bio-secure manor. This project has successfully established over 3,000 native trees in seven urban trial plots across mid-Kent including trialling the Miyawaki method of ‘mini’ woodland creation. Data continues to be gathered from the trial plots throughout the course of the project. Four trial plots have also been delivered within the M20 corridor at Platt’s Heath, which include 700 new native trees planted, 30 000 tree seeds sown and areas of natural regeneration. Data also continues to be gathered from the trial plots over the course of this project. A community tree nursery within the grounds of HMP Maidstone is being set up, with the assistance of Seeding Hope, a community interest company. The long-term aim is to produce local-provenance, locally rare, native tree, and shrub species, to restore landscape biodiversity. The scheme will also provide educational, therapeutic and rehabilitation opportunities for inmates including the possibility of gaining a horticultural qualification.</p> <p data-bbox="757 647 1962 799">KCC has created a ‘Tree Planting Advice’ page on kent.gov to provide accessible advice on the funding available for individuals, businesses, schools, landowners, and managers wishing to access trees to plant on their land. KCC has successfully delivered the first phase of our Free Tree Scheme. Overall the scheme will supply 17,500 native trees to be planted across Kent. KCC has commissioned three research studies which began in September 2022, and which will conclude by April 2023:</p> <p data-bbox="757 817 1951 1121">Trees and Development: is investigating optimal approaches to tree planting, including design, species, setting, configuration, maintenance, and long-term sustainability - to address the wider benefits for people, wildlife, and ecosystem services within new urban developments (including residential, commercial and infrastructure schemes). This study is reviewing relevant local authority planning guidance related to trees and soft landscaping. It is also identifying the current barriers and issues faced by local planning authorities when seeking to deliver resilient and sustainable urban tree cover. The study will produce recommendations including model planning conditions, policies, and guidance which can be used as a resource to inform future long-term planning for, and provide increased influence on, local planning authorities nation-wide to support an expansion of urban tree cover and the aspiration for “tree lined streets.”</p> <p data-bbox="757 1139 1973 1230">Utilities and Trees – Overcoming the Challenges: Is looking into current and future routing of utilities and other infrastructure, encompassing a literature review, evidence gathering exercise and analysis of policy and practice.</p> <p data-bbox="757 1248 1906 1340">Delivering Sylvan Transport Corridors: is analysing the benefits arising from an expansion and reconnection of tree cover in highway and other highway corridors, optimal tree cover design in highways and other highway corridors to maximise holistic benefits.</p> <p data-bbox="757 1358 1962 1449">RISK: The biggest risk to the success of the project is the increasing costs of material, severe weather impacting the establishment and survival of trees planted, the current supply of UK stock of native species and the changing policy landscape.</p>	<p data-bbox="2000 194 2078 228">RAG</p> <p data-bbox="2022 831 2056 927">GREEN</p>

Action	Progress	RAG

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

South East Local Enterprise Partnership (SELEP) funding allowed the full completion of a report regarding the supply chain analysis of the economic opportunities from the low carbon sector in Kent and the wider SELEP area. The Clean Growth South East pilot highlighted nearly 13 000 businesses in the region who have collectively grown their business base by 20% over the past 5 years.

KCCs refreshed Steps to Environment Management (STEM) workshops have helped a further 16 Kent firms with environmental management systems and benchmarking their footprint Over half of the 100 Green Recovery Voucher Scheme recipients also received a net-zero action plan to help identify improvements across their businesses.

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The Inn2POWER project gained an extension in 2022 to further enhance the offering to local, regional, and international markets in offshore wind and help embed green hydrogen opportunities into the region.

Most of the programmes and activities in this priority have been funded through EU funding programmes such as the European Regional Development Fund (ERDF) and Interreg. Identifying and securing new funding to continue low carbon business support beyond spring 2023 is the biggest risk to delivery. Significant skills and supply chain gaps need to be addressed if we are to hit net-zero targets. Further work to identify and address gaps will be needed.

X RED (0) Activity on hold or significantly behind schedule with a risk of non-delivery	X AMBER (3) Activity changed and/or timeline revised, but on track for delivery within life of ELES 2023	X GREEN (2) 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>This piece of work, funded by South East Local Enterprise Partnership (SELEP), was completed in October 2022 with a final report and two interim reports published separately. The Clean Growth South East pilot highlighted nearly 13 000 businesses in the region across Low Carbon & Renewable Energy Economy (LCREE) and Environmental Goods & Services Sector (EGSS) supply chains who have collectively grown their business base by 20% over the past 5 years. A myriad of opportunities and challenges lie ahead but the potential shows that supporting and developing the green economy is central to and pivotal for clean economic growth.</p> <p>RISK: 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>The refreshed Steps to Environment Management (STEM) workshops have helped a further 94 regional firms with environmental management systems and benchmarking their footprint, 16 of these businesses are from Kent but many others operate within our county. We have also undertaken a green audit and needs assessment with every firm supported through LoCASE (a further 124 within 2022) plus 36 SMEs in the Kent and Medway food and drink sector with decarbonisation action plans. Over half of the 100 Green Recovery Voucher Scheme recipients also received a net-zero action plan to help identify improvements across their businesses.</p> <p>RISK: None, action ongoing.</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>In 2022, a further 124 Kent and Medway businesses have been supported with £946 000 LoCASE funding. 75 SMEs were investing in resource efficiency projects and 49 businesses in the low carbon sector with development grants to help support our local green economy. 100 firms across Kent have also been supported in implementing low cost but high impact changes in their business activities through the £150 000 Green Recovery Voucher Scheme. 36 food and drink sector businesses were supported with decarbonisation plans through our Growing Green project with 24 of these also gaining grant support up to £8 000 towards a diverse range of innovations.</p> <p>Folkestone & Hythe DC introduced a Green Business Grant Scheme to help small businesses to save carbon, become more energy efficient and, in turn, to save money. Grants from £10,000 to £25,000 have allocated.</p> <p>RISK: A lack of comparable and immediate follow-on funding may stop the momentum so legacy work needs to point to quick wins and other viable business cases across a range of sectors</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>The Inn2POWER project gained an extension in 2022 to further enhance the offering to local, regional, and international markets in offshore wind and help embed green hydrogen opportunities into the region. An improved business directory was launched, and events and publicity rolled out to reinvigorate the local SMEs and support networks. This has forged closer links with research teams at University of Kent. This work has also fed into planning policy and pilot enterprise projects across the region</p> <p>RISK: The risk of marginalisation and wider political policy could mask the 'on the ground' opportunity of supporting wind as a cost-effective part of the renewable energy mix and how best to innovate and integrate green hydrogen production and infrastructure in the region to realise a sea change in transportation & infrastructure improvements</p>	<p>GREEN</p>
<p>9.5 Drive an increase in the local circular economy within SMEs and Social Enterprises.</p> <p>LEAD: KCC</p>	<p>2022 saw some great progress through dovetailing of two EU projects, BLUEPRINT to a Circular Economy and Upcycle Your Waste raising the profile and relevance of the movement away from the linear (take-make-waste) model to a more circular approach. The former project has involved pilots covering flat recycling, food waste, repair cafes, reusable cups, sustainable sanitary wear, school and community engagement and training. The latter has focused on the 130 waste surveys carried out previously on Kent businesses and helping facilitate waste matches. In the post-covid re-launch the first 2 workshops saw 50+ businesses and organisations link up to re-purpose their 'waste' as a resource and raw material for another local firm. This is set to report in Spring 2023, but the intention is for this service to continue alongside a host of partners.</p> <p>RISK: The incineration, landfill or transporting out the county of valuable resource needs to be highlighted and viable business cases for a range of waste streams publicised. The 25+ pilot examples we are looking to showcase should pave the way for follow on activity that shows its own worth as a service to Kent SMEs and for Kent's communities</p>	<p>AMBER</p>

Priority 10 Communications

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

SUMMARY OF PROGRESS

Joint environmental communication, engagement and behaviour change strategy and an action plan across all areas continues through a communications sub-group of the Kent Climate Change Network (CCN) meeting twice quarterly and sharing resources across designated MS Teams Channels.

KCC's annual Kent Environment Strategy conference took place on 19th November 2022 at Canterbury Cathedral Lodge with over 160 people from over 100 different organisations. The attendees rated the conference highly with delegates finding the speakers inspiring and the opportunity to network invaluable.

Many organisations worked to promote "The Great Big Green Week" in September, a national campaign for climate and nature, with 51 events mapped out to be shared.

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The Kent & Medway Air Quality Partnership worked together on their first Kent Air Week combined with the national Clean Air Day in June. This was promoted for minimal cost by sharing through at least 6 partners' social media platforms and achieved a 20% increase in the number of people registering for the air quality forecast service during Kent Air Week.

Pollution Patrol materials for schools were launched in April 2022, funded by Department of Environment, food, and Rural Affairs (DEFRA) Air Quality grants, with all partners promoting these resources. At least 30 schools have registered to access the educational portal although a full evaluation will be conducted by the University of Kent.

A consortium of 8 districts, KCC, Medway and the NHS were successful in a bid to fund a behaviour change project which focused on low-cost actions that would help low to medium income households save energy.

A second phase of Solar Together, a collective solar panel buying scheme, ran in Kent in 2022 with all 14 districts and boroughs participating. Demand for the scheme was unparalleled and registrations had to be capped. Over 1,500 installations are projected and over 1,100 homes have been installed with panels.

Actions for this priority are progressing very well, but with issues such as lack of resource and conflicting priorities for partner organisations having negative impacts.

X RED (0) Activity on hold or significantly behind schedule with a risk of non-delivery	X AMBER (2) Activity changed and/or timeline revised, but on track for delivery within life of ELES 2023	X GREEN (10) 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
<p>10.1 Develop a joint communications, engagement and behaviour change strategy and action plan.</p> <p>LEAD: KCC</p>	<p>The joint communications, engagement and behaviour change strategy and plan was completed in April 2021.</p> <p>RISK: Buy in from communications officers across districts. Resource across districts and boroughs to invest in joint campaigns</p>	GREEN
<p>10.2a Develop a communication working group/network to ensure consistency of messages and facilitate joint working.</p> <p>LEAD: KCC</p>	<p>'Kent Green Action' is a communication subgroup of the CCN 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.</p> <p>RISK: Attendance is variable and does not currently include all relevant communications professionals. Resource and agreement across districts and boroughs to deliver messaging and joint projects.</p>	GREEN
<p>10.2b Hold an annual environment conference to raise the profile and facilitate cross-sector collaboration and collective action.</p> <p>LEAD: KCC</p>	<p>This took place on 19 November 2022 at Canterbury Cathedral Lodge. Over 160 people representing over 100 different organisations attended and we received anonymous feedback from 63 attendees. The respondents rated the conference very highly with a score of 8.97/10. There was positive verbal feedback too and many delegates found the speakers inspiring and the discussions and opportunity to network invaluable. 116 green actions were formally pledged because of the conference including participation in campaigns and contacting other delegates after the event. Contact names and emails were shared with all attendees after the event to maximise connections and opportunities for future collaboration.</p> <p>RISK: Funding to host in-person events. No-shows are high for in-person events ~20% on this occasion.</p>	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>This year the CCN supported the annual Great Big Green Week in September with local engagement events and activities. A map of 51 events was shared on our KCC engagement tool to promote the activities across the county. The map was promoted through organic social media and resident newsletters and the pages were visited 2000 times in the build up to and during Great Big Green Week. 52 participants engaged with the material completing the survey and adding ideas or additional events.</p> <p>RISK: Funding to host events and promote activities effectively. External factors affecting the promotion and attendance at events- in this case the death of Queen Elizabeth II ceased all promotion during the build-up to Great Big Green Week</p>	GREEN
<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 and Medway Air Quality Partnership comms subgroup has met regularly throughout the year and worked together on the first Kent Air Week and Clean Air Day in June. We reached over 155,000 social media users on various platforms with an excellent rate of engagement (2.5% of users that saw posts interacted with the posts by sharing, liking, commenting.) It was a success to reach so many users without paying for any advertising and this was due to sharing through at least 6 partners' social media platforms. We achieved a 20% increase in the number of people registering for the air quality forecast service during Kent Air Week.</p> <p>Pollution Patrol materials for schools were launched in April 2022, funded by DEFRA Air Quality grants, all partners have been promoting these resources. To date 30 schools have registered to access the educational portal although a full evaluation will be conducted by the University of Kent to assess the impact of the project.</p> <p>RISK: Limited resources to maintain and develop the activities of this group.</p>	GREEN
<p>10.5 Implement joint communication campaigns to increase modal shift to active travel/public transport.</p> <p><i>LEAD: KCC & Medway Council</i></p>	<p>This has been delayed as the Active Travel England Capability and Ambition funding that KCC active travel team successfully bid for in 2022 was not transferred to KCC until early 2023.</p> <p>RISK: Funding remains a risk as ongoing revenue is required for continued paid for social media advertising.</p>	GREEN

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>A consortium of 8 districts and boroughs, KCC, Medway and the NHS were successful in a bid to the Local Government Association (LGA) to fund a behaviour change project. The group chose to focus on low-cost actions that would help low to medium income households save energy. Despite thousands of visitors to the webpages that provided energy saving tips, only just over 200 people joined the challenge to share what they had learnt with others. This was the aim of the project, to reach beyond our social media audience. Data is still being analysed for this project. However, a further outcome of the scheme was the opportunity to upskill partners and the creation of a consortium who will now have a better understanding and experience in planning future similar behaviour change projects.</p> <p>RISK: Lack of funding to promote schemes and tight timelines to get the project launched, meaning it was difficult to effectively reach the target audience. Other similar campaigns have produced better outputs but have had more funding and resource.</p>	GREEN
<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>The second round of a campaign to encourage South East Water (SEW) and Southern Water customers to reduce water use, via take-up of water saving devices and water use audits took place in 2022. Postcard drops from SEW have seen an unprecedented increase in uptake for water saving devices as the campaign also coincided with a drought in the south-east. Data is still pending to demonstrate the uplift in orders for devices because of the campaign materials.</p> <p>A social media campaign on Kent Green Action, using a small budget for sponsored advertising achieved reach of over 95,000 residents and a 4% engagement rate, which is very high.</p> <p>RISK: Difficulty measuring water saved by these campaigns. Buy in from water companies required who have other compelling priorities for communications.</p>	AMBER
<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>Solar Together collective solar panel buying scheme ran a second phase in Kent in 2022 with all districts and boroughs, KCC and Medway C. participating, (only 10 took part in the first scheme). Demand for the scheme was unparalleled and registrations had to be capped. Over 1,500 installations are projected and over 1,100 homes have been installed with panels and the majority with batteries too. As a comparison, under 300 installations were achieved in the first phase, which was seriously impacted by the pandemic.</p> <p>RISK: 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>	GREEN

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>See 9.3 for progress on working with SMEs. The communication campaign for 2021 had issues with reaching new networks, so the focus was changed. The SME program is developing further case studies which can then be shared in future.</p> <p>RISK: Limited staff resource to implement a campaign at present. Some programme funding ending in 2023.</p>	<p>AMBER</p>
<p>10.10 Develop shared resources for public sector staff engagement.</p> <p><i>LEAD: KCC</i></p>	<p>We shared a calendar of awareness days in 2022 for colleagues across the public sector to use to plan environmental communications. We are also sharing resources for staff to run events within the KCC Environmental Champion network of volunteers. For example, materials on activities to support pollinators and a guide to running a swap shop in your office or community. We are also actively engaging our partners in climate action including tree planting sessions.</p> <p>RISK: 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>
<p>10.11 Monitor and review effectiveness of communication campaigns and develop targeted behaviour change programmes.</p> <p><i>LEAD: KCC</i></p>	<p>All communications campaigns are monitored and reviewed with lessons learnt incorporated into plans for campaigns for 2023.</p> <p>RISK: Evaluations to date evidence the need to fund media campaigns or have commitment from multiple active partners to reach significant numbers of residents. Currently our audiences reached by social media and newsletters are skewed towards a much older and predominantly female demographic. As a result, it is also likely that they are not diverse in respect of other protected characteristics, but we do not have data to confirm that. They also highlight the lack of measurement of the behaviour change or difference made by the campaign, as it is far more efficient in terms of time, effort, and money to measure how many people have seen a campaign or message, rather than the impact of the campaign.</p>	<p>GREEN</p>

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

To: Environment and Transport Cabinet Committee – 14 September 2023

Subject: Processing of Dry Recyclables (Without Fibre) Contract (SC 21058)

Decision Number: **TBA**

Decision Title: Approval to tender and award a new contractual arrangement for the receipt and processing of dry recyclables (without fibre) (SC 21058).

Classification: **Unrestricted**

Past Pathway of report: N/A

Future Pathway of report: N/A

Electoral Division: Dover, Folkestone & Hythe, Thanet, Tonbridge & Malling and Tunbridge Wells

Summary: KCC currently has a contract in place which is due to expire 30th September 2023, and is seeking new contractual arrangements for the processing of glass, cans and plastics which are collected at the kerbside by a number of Borough Councils. This is to fulfil the Statutory duty of KCC as the Waste Disposal Authority operating under the Environmental Protection Act 1990.

Recommendation(s): The Cabinet Committee is asked to consider and endorse or make recommendations to the Cabinet Member for the Environment on the proposed decision to

a) agree to award of a new contractual arrangement for the processing of dry recyclables for Dover District Council, Folkestone & Hythe District Council, Thanet District Council, Tonbridge & Malling Borough Council and Tunbridge Wells Borough Council, for a period of up to 48 months and

b) to delegate authority to the Director for Environment and Circular Economy to take other relevant actions, including but not limited to finalising the terms of and entering into required contracts or other legal agreements, as necessary to implement the decision as shown at Appendix A.

1. Introduction

1.1 This report provides information concerning the commissioning process and proposed award of a contract for the processing of dry recyclables that is collected by the Waste Collection Authorities from households at the kerbside.

- 1.2 KCC is seeking to award a new contract for the treatment and disposal of circa 26,500 tonnes of dry recyclables (22/23), for up to a 48-month period with a 24-month break option.
- 1.3 Currently this waste is processed at the Veolia Rainham Materials Recycling Facility (MRF), where in the first instance Veolia seek to use local UK reprocessing markets. In some circumstances however, export of certain materials may be appropriate on both commercial and technical grounds.
- 1.4 The key aspects of this commission will be to award to a provider that will manage the waste as a resource and treat the waste using industry compliant means and technological processes.
- 1.5 The decision is being sought at this time, close to the intended start date of 30th September 2023, as the Commissioning team & industry have been awaiting the Government legislative announcement on the implementation of Extended Producer Responsibility and the Consistency of Waste Collections, both of which are long overdue.
- 1.6 Providers have been un-willing to provide contract prices due to the uncertainty and delay of new legislative changes whereby, producers of packaging materials will fund the collection and disposal of consumer products. In turn MRF operators will be required by legislation to be more stringent around the quality of materials that are recycled and develop enhanced testing regimes and new infrastructure.
- 1.7 Regrettably, DEFRA announced on the 25th July 2023, that it has postponed the implementation of Extended Producer Responsibility; the industry was expecting this to be introduced in the autumn of this year. KCC cannot delay and must now commit to a contract for continuity of service and capacity guarantees.

2. Relevant history

- 2.1 The market is very limited for the processing of recycling materials, facilities are limited across the UK, and securing capacity in regional facilities is critical to successfully processing recycling materials.
- 2.2 The current contract is managed by Veolia ES (UK) Ltd located at the Materials Recycling Facility (MRF) in Rainham, Essex. The contract enables the Authority to process recyclable materials which have been separated by the resident and collected at kerbside.
- 2.3 The waste identified within the scope of this contract, is for Twin Stream and primarily includes 'target' items that fall under the categories of 'plastics', 'cans' and 'glass'. Paper and Card is not within the scope, as well as Tetra Pak which is not categorised as a 'target' material within this contractual agreement due to its complexity in recycling.
- 2.4 KCC has held various market engagement meetings with both the incumbent and other suppliers over the last two years regarding the future of dry recycling considering forthcoming Government changes.

- 2.5 MRFs no longer operate at a fixed gate fee; paid prices are based upon the composition of recycle, tonnes, and commercial commodity markets for the ultimate sale of materials. Ongoing dialogue has established that capacity is very limited in the region. Prices are highly variable, not fixed and change on a quarterly basis, as the commodity-led sales markets vary nationally and internationally.
- 2.6 Where legislation has been developing over the recent years, a lack of clarity from DEFRA has caused uncertainty, to the extent that it has proven difficult to predict the full impact to the waste industry. As a result, despite continued conversations with the market, it is felt that KCC cannot afford to delay in committing to secure contracted capacity and continuity of service.
- 2.7 The current contract was procured via the ESPO (Eastern Shires Purchasing Organisation) Framework, which highlighted that there were only three suitable Material Recycling Facilities (Edmonton, Mitcham and Rainham) potentially able to accept the material mix within the Southeast of England.
- 2.8 The use of this framework gives contracting authorities complete flexibility to call-off without competition, allowing KCC to “identify the supplier which best meets our requirements, taking consideration the supplier offering the most economically advantageous solution for our particular requirements”
- 2.9 Due to a lack of national and local MRF infrastructure this framework offers KCC a solution and therefore, it is intended that KCC will again utilise the ESPO Framework for this commission for a direct award to the incumbent. The direct award is via a compliant procurement route as advised by Commissioning and the decision is substantiated by analysis of haulage, subsequent unbudgeted costs and proximity between the Transfer Stations and the three MRFs (see table 1 below).
- 2.10 It is intended therefore, that KCC will award the MRF services to Veolia in Rainham (as the incumbent) as they are closest to the waste transfer station network and therefore, best value can be obtained. Whole life costing for the financial evaluation of the contract also includes the haulage costs and therefore, to use the Biffa or the Suez MRF services would attract additional transportation costs as they are further away from KCC’s network of transfer station sites.

Table 1: Mileage comparison from WTS to MRF Providers on Framework

		Material Recycling Facilities (MRFs) identified as suitable under the ESPO Framework		
		Biffa (Edmonton) N9 0BD	Suez (Mitcham) CR4 3BQ	Veolia (Rainham) RM13 9YB
Kent CC Transfer Stations	Folkestone (Ross Way) CT20 3UJ	76.1	73.5	60.8
	Dover (Thanet Waste Services) CT13 9NW	92.6	84.2	68
	Thanet & Canterbury (Lings) CT3 4GP	75.7	77.3	61.1
	TMBC/TWBC (North Farm) TN2 3EE	49.5	37.5	34.9

Total mileage (each way)	293.9	272.5	224.8
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2.11 Additionally, due to the impact of the Government's impending Resource and Waste Strategy's policy changes regarding wider regulations with respect to materials affected by Extended Producer Responsibility (EPR), the Deposit Return Scheme (DRS) and Recycling Consistency, it is imperative that the Council secures guaranteed provision considering anticipated greater demand for facilities such as these.

3. Financial Implications

3.1 The budget for this contract is £737,000 per annum, based on 28,282 budgeted tonnes.

3.2 Commodity prices related to recycling materials fluctuate as they are nationally market driven; as such these factors will affect overall cost and income over time across the sector. Gate fees track commodity rates, these are externally monitored and changed to allow a shared risk of price variances during the life of the contract.

3.3 Indicative pricing has been received which results in an annual price pressure of £354,968 due to inflation and realignment of the commodity sale price of the recycling materials.

3.4 This cost pressure will be submitted within the current forecast and the Medium-Term Financial Plan as an unavoidable contract pressure.

3.5 Budget entry: P 7WC 61018 523 50N 0000 00 Recycling

3.6 Haulage costs are already accounted for within the Waste Transfer Station and HWRC Contracts, however, must be considered in the overall service costs.

3.7 The contract affords rebates based on quality and positive market values. These rebates will be adjusted quarterly in line with recycling rates published by 'Let's Recycle' who are part of Environment Media Group Limited and are included in the budget and cost assumptions in 3.1.

4. Legal implications

4.1 A key function of the Waste Disposal Authority operating under the Environmental Protection Act 1990, is to provide outlets for the processing of dry recyclables.

4.2 A draft Statutory Instrument superseded the Packaging Waste (Data Reporting) (England) Regulations 2022 which was laid before Parliament on 22nd November. These Regulations related Extended Producer Responsibility are now under further consultation and are delay by Government.

4.3 The ESPO (Eastern Shires Purchasing Organisation) Framework gives contracting authorities complete flexibility to call-off without competition, allowing KCC to identify the supplier which best meets the requirements taking consideration of the supplier

offering the most economically advantageous solution for the Authorities particular requirements.

5. Equalities implications

- 5.1 This contract will operate with a service that is non-public facing; as such, no protected characteristics are impacted.

6. Other corporate implications

N/A

7. Governance

- 7.1 The Service Director will inherit the main delegations via the Officer Scheme of Delegation due to the potential financial value of this contract.

8. Conclusions

- 8.1 This direct award commission is a necessary route due to the impending expiry of the Authority's current contract and to safeguard a disposal route for this waste type, enabling the Authority to discharge its statutory duty as a Waste Disposal Authority under the Environmental Protection Act 1990.

9. Recommendation(s):

- 9.1 The Cabinet Committee is asked to consider and endorse or make recommendations to the Cabinet Member for the Environment on the proposed decision to
- a) agree to award of a new contractual arrangement for the processing of dry recyclables for Dover District Council, Folkestone & Hythe District Council, Thanet District Council, Tonbridge & Malling Borough Council and Tunbridge Wells Borough Council, for a period of up to 48 months and
 - b) to delegate authority to the Director for Environment and Circular Economy to take other relevant actions, including but not limited to finalising the terms of and entering into required contracts or other legal agreements, as necessary to implement the decision as shown at Appendix A.

10. Appendices

Appendix A – Proposed Record of Decision

EqIA:

<https://democracy.kent.gov.uk/documents/s120543/EQIADryMixedRecycling.docx.pdf>

11. Contact details.

Report Author:

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KENT COUNTY COUNCIL –PROPOSED RECORD OF DECISION

DECISION TO BE TAKEN BY:

Susan Carey, Cabinet Member for Environment

DECISION NO:

For publication

Key decision: YES

Subject Matter / Title of Decision:

Processing of Dry Recyclables (Without Fibre) Contract (SC 21058)

Decision:

As Cabinet Member for Environment, I agree

- a) to the award of a new contractual arrangement for the processing of dry recyclables for Dover District Council, Folkestone & Hythe District Council, Thanet District Council, Tonbridge & Malling Borough Council and Tunbridge Wells Borough Council, for a period of up to 48 months and
- b) to delegate authority to the Director for Environment and Circular Economy to take other relevant actions, including but not limited to finalising the terms of and entering into required contracts or other legal agreements, as necessary to implement the decision

Reason(s) for decision:

A key function of the Waste Disposal Authority operating under the Environmental Protection Act 1990, is to provide outlets for the processing of dry recyclables.

KCC is seeking to award a new contract for the treatment and disposal of circa 26,500 tonnes of dry recyclables (22/23), for up to a 48-month period with a 24-month break option. The contract will enable the Authority to discharge its statutory duty as a Waste Disposal Authority under the Environmental Protection Act 1990.

Cabinet Committee recommendations and other consultation:

The proposal is being considered by members of the Environment and Transport Cabinet Committee at their meeting on 14 September.

Any alternatives considered and rejected:

- **Do nothing** – the current contracts will elapse, and recycling will be diverted to Allington Energy from Waste facility for incineration. This is not an option as KCC as the Waste Disposal Authority has a statutory obligation to use the waste hierarchy to process waste, where recycling is placed higher than energy recovery.
- **Discontinue accepting the dry recyclables at the Transfer Stations via the Collection Authorities** – this is not an option due to KCC's obligation to receive this material under waste legislation and dispose of it as per the Environmental Protection Act 1990.

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

.....
signed

.....
date

From: Susan Carey – Cabinet Member for Environment

Simon Jones, Corporate Director for Growth, Environment and Transport

To: Environment and Transport Cabinet Committee – 14 September 2023

Decision No:

Subject: Updating the Kent Minerals and Waste Local Plan and Kent Minerals Sites Plan – Results of Public Consultation and Next Steps

Classification: Unrestricted

Past Pathway of Paper: N/A

Future Pathway of Paper: N/A

Electoral Division: Countywide

Summary: The County Council has a statutory responsibility to plan for future minerals supply and waste management within Kent. To this end, the Kent Minerals and Waste Local Plan 2013-30 (KMWLP) was adopted by Full Council in July 2016 with some limited changes adopted in September 2020. The Kent Minerals and Waste Local Plan contains planning policies relating to minerals supply and waste management against which the Council assesses planning applications for these types of development. In addition, the Kent Mineral Sites Plan (adopted in September 2020) identifies three sites suitable for the quarrying of sand and gravel.

Plan making is a cyclical process and consistent with national policy requirements, an update to the adopted KMWLP is now required that will plan to 2039. During the new plan period existing permitted reserves of hard (or crushed) rock in Kent are predicted to run out and so an update to the Kent Mineral Sites Plan is being prepared with a view to identifying land suitable for new reserves.

Land south and west of the existing Hermitage Quarry near Maidstone was nominated by Gallagher Aggregates (potential site operator) for extraction of hard rock and was subject to an initial (desktop) assessment of its suitability. Public consultation on the nominated site took place in early Summer which resulted in approximately 26,200 representations. Further evidence gathering including a second call for sites and detailed technical assessment on the suitability of the nominated site is now needed over an extended period. This requires a change to the timetable set out in the Council's Minerals and Waste Development Scheme (MWDS). A formal proposal to update the MWDS will be reported to ETCC in November.

As part of updating the KMWLP, consultation on a small number of additional material changes has also taken place and responses were broadly positive. A final draft KMWLP will also be reported to ETCC in November and subsequently County Council in December prior to a period for representations which will be followed by submission to Government for independent examination.

Recommendation(s):

The Environment and Transport Cabinet Committee is asked to note the progress with updating the Kent Minerals and Waste Local Plan and Kent Mineral Sites Plan. In particular the committee is asked to note:

- (i) The nature of the response to the public consultation on the hard rock site nominated for inclusion in the Kent Mineral Sites Plan;
- (ii) The need for additional evidence gathering and the second call for sites related to the preparation of the Kent Minerals Sites Plan and the consequent impact on the timetable;
- (iii) The nature of the response to the public consultation on the further proposed changes to Kent Minerals and Waste Local Plan; and,
- (iv) The next steps to be taken in updating the Kent Minerals and Waste Local Plan and Kent Mineral Sites Plan.

1 Introduction and Background

- 1.1 As the minerals and waste planning authority for Kent, the County Council is required to prepare and maintain planning policy concerning waste management and minerals supply in the County. The Kent Minerals and Waste Local Plan 2013-30 was adopted by the Council in July 2016 and sets out the strategy and policy framework for minerals and waste development in Kent which includes future capacity and supply requirements. The Kent Minerals and Waste Local Plan, together with the Kent Mineral Sites Plan, forms part of the Development Plan for Kent which is key, both for the determination of planning applications for minerals and waste development by the County Council, and applications relating to other development that may affect minerals and waste development or other aspects determined by District and Borough Councils in Kent.
- 1.2 Following its adoption, the Kent Minerals and Waste Local Plan was subject to an 'Early Partial Review' and changes resulting from this review were adopted by the Council in September 2020. Also in September 2020, the Council adopted the Kent Mineral Sites Plan.
- 1.3 In accordance with national policy, planning policies should provide for the extraction of mineral resources of local and national importance¹ and the Kent Mineral Sites Plan allocates three areas of land considered suitable for the quarrying of sand and gravel. Land allocations in the Minerals Sites Plan help guide the industry to make applications within locations which have been assessed as suitable in principle. The Kent Minerals Sites Plan therefore helps provide certainty that a steady and adequate supply of aggregate minerals can be maintained in Kent in accordance with national policy. The Mineral Sites Plan does not remove the need for developers to apply for detailed planning permission.
- 1.4 The National Planning Policy Framework (NPPF) (and legislation²) states policies in Local Plans should be reviewed at least once every five years to assess whether they need updating and should then be updated as necessary. A review of the Vision, Strategic Objectives and policies in the Kent Minerals and Waste Local Plan was undertaken in 2021 that concluded a need for updates to the Plan.

¹ Paragraph 210, National Planning Policy Framework, 2021

² Regulation 10A of The Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended)

1.5 The process of updating the Plan needs to follow that set out in the Planning and Compulsory Purchase Act 2004 and the Town and Country Planning (Local Planning) (England) Regulations 2012 ('the plan making regulations') as well as the NPPF and Planning Practice Guidance. This includes updating the Kent Minerals and Waste Local Plan in accordance with a timetable published in the Kent Minerals and Waste Local Development Scheme. A revised scheme for updating the Kent Minerals and Waste Local Plan was considered by Environment and Transport Cabinet Committee at its meeting on 23 May 2023 and agreed by the Cabinet Member for Environment.

1.6 At the same meeting the Cabinet Committee also resolved to endorse the decision of the Cabinet Member to undertake public consultation on a small number of further proposed changes to the Kent Minerals and Waste Local Plan which took account of an earlier consultation of proposed changes to the existing adopted Kent Minerals and Waste Local Plan between October and December 2022. A consultation document setting out the Further Proposed Changes, with reasoned justification for the proposed changes, was published for consultation for six weeks in June 2023.

1.7 The Further Proposed Changes related to:

- Extending the plan period to 2039;
- updates to aggregate requirements in Policy CSM2;
- removal of a commitment to make specific provision for the management of residual non-hazardous waste by landfill or energy recovery that arises in London.
- waste produced in London; and
- removal of the strategic site allocation at Norwood Quarry, Sheppey for the landfill of hazardous waste specifically incinerator fly ash (Policy CSW5).

1.8 Legislation requires that an independent 'Sustainability Appraisal' of draft planning policy is undertaken that determines the likely social, economic, and environmental effects of the policies and makes recommendations for changes. A draft Sustainability Appraisal of the Kent Minerals and Waste Local Plan incorporating the Further Proposed Changes was also published.

1.9 Public consultation is an important part of the plan making process and is required at key stages. The table below sets out the consultations that have taken place as part of the 5 year review of the adopted plan.

Consultation	Dates	Summary
Initial consultation with key stakeholders	26 th March 2021 - 9 th April 2021 14 days	Initial evidence gathering to determine which parts of the Plan may need updating
Regulation 18 public consultation on Kent Minerals and Waste Local Plan Refresh	16 th December 2021 - 9 th February 2022 8 weeks (over Christmas period)	Consultation on proposed changes to the KMWLP's vision, objectives, policies and supporting text in light of government policy and legislation published since 2016. Amongst other matters, this included changes to the NPPF,

		policy and legislation concerned with achieving a circular economy and more ambitious targets concerning biodiversity net gain.
Regulation 18 public consultation on draft Kent Minerals and Waste Local Plan 2023-38	24 th October 2022 - 5 th December 2022 6 weeks	Consultation on further proposed changes to KMWLP including amongst other matters, extending the plan period to 2038 and changes to policies CSW 8, 12 and 17 and the removal of the strategic mineral site at Holborough (CSM 3).
Regulation 18 public consultation on Further Proposed Changes to the Kent Minerals and Waste Local Plan	13th June - 25th July 2023 6 weeks	Consultation on further proposed changes to KMWLP including, extending the plan period to 2039, changes to policy CSM2, the removal of the strategic waste site at Norwood Quarry (CSW5) and a commitment to make provision for the management of certain waste produced in London.

1.10 The consultations have provided an opportunity for stakeholders and communities to comment on the Council's draft proposals for updates to the Kent Minerals and Waste Local Plan. At the same time consultees were able to comment on whether other changes were needed. The outcome of the latest consultation is discussed in outline in Section 2.0 below.

1.11 The current Kent Mineral Sites Plan was adopted in 2020 and includes two allocations for working sharp sand and gravel and one for soft sand. In light of the change to the period of the Kent Minerals and Waste Local Plan, a need to allocate a site(s) for the extraction of around 17.4 million tonnes of hard rock in the Kent Mineral Sites Plan was identified. The additional allocation(s) would ensure that a hard rock landbank of hard rock of at least 10 years could be maintained as required by the NPPF.

1.12 As set out in Kent Minerals and Waste Local Development Scheme, preparation of the update to the Kent Mineral Sites Plan involves the following key stages:

- 'Call for Sites';
- initial assessment of nominated sites;
- consultation (Regulation 18) on nominated sites not ruled out by initial assessment;
- detailed technical assessment of site(s), including Sustainability Appraisal. This assessment process confirms the suitability of site(s) for potential allocation in an updated Minerals Sites Plan;
- period for representations (Regulation 19) on final draft Minerals Sites Plan; and,
- independent examination of soundness and legality.

1.13 The 'Call for Sites' involves inviting landowners, operators, and other interested

parties to nominate sites which they consider suitable for mineral extraction. A Call for Sites relating to land suitable for the extraction of hard rock was undertaken during October to December 2022 which resulted in the nomination of land south and west of the existing Hermitage Quarry near Maidstone.

1.14 In accordance with the Council's previously published Site Selection Methodology, an initial, primarily desktop, assessment of the nominated site's suitability for mineral working was undertaken. This initial 'RAG Assessment' involved the scoring of the site, using a Red-Amber-Green (RAG) scale, against certain assessment criteria. The RAG Assessment identified the following issues which will require particular further attention at the Detailed Technical Assessment stage:

- Public Rights of Way (PRoW). Currently there is a PRoW running through the area proposed for excavation and further assessment of the impact and the potential for diversion of this PRoW is required.
- Health and Amenity. The working of hard rock involves blasting which results in noise, vibration and dust. While the proposed working area is further away from main residential areas than the existing site, further assessment of the likely impact is necessary.
- Services and Utilities. An electricity power cable currently passes over the proposed extraction area. Further assessment of the impact of this on the working of the mineral, including whether the power cable can be diverted, is necessary.
- Nature Conservation and Geodiversity. The extraction area includes an area that is protected from development due to the presence of Ancient Replanted Woodland classed as 'PAWS' (Plantations on Ancient Woodland Sites). Further assessment of the acceptability of the impact on this feature is required. This feature also exists within the current Westerly Extension at Hermitage Quarry that was granted planning permission in 2013 with a requirement to translocate the associated soils.

1.15 As with the update to the Kent Minerals and Waste Local Plan, a Sustainability Appraisal (SA) was also undertaken that identifies potential impacts of working the nominated site. The SA also recommends ways in which impacts can be mitigated and notes the beneficial impact on the economy of working the mineral. The impacts of a 'reasonable alternative' to working the site were also considered in the SA. This alternative relates to not working the proposed site but instead meeting requirements for hard rock from elsewhere beyond Kent. The appraisal of the reasonable alternative notes that it would likely incur impacts associated with additional transportation such as additional vehicle emissions.

1.16 Details of the nominated site, the result of the initial assessment and the draft SA were all published for consultation for six weeks in June and July 2023. In accordance with the Council's Statement of Community Involvement, the consultation provided an opportunity for stakeholders, including the local community, to comment on the suitability of the nominated site for mineral working. The outcome of this consultation and next steps are reported in Section 3 below.

2 Outcome of Consultation on Further Proposed Changes to the Kent Minerals and Waste Local Plan

2.1 The Regulation 18 public consultation utilised the County Council's consultation hub which notified over 5,000 members of the public who have registered an

interest in environmental and planning consultations undertaken by the Council. Statutory consultees and interested stakeholders including minerals and waste organisations were also consulted.

2.2 73 comments were received from 53 different stakeholders which included:

- Individuals;
- district and borough councils;
- parish councils;
- statutory bodies e.g., Environment Agency, Natural England;
- the waste and minerals industry; and,
- other stakeholder groups and organisations.

2.3 The comments received were generally supportive. The main areas of comment were as follows:

2.4 Minerals:

- General support for proposed changes to Policy CSM2 which update the future requirements for the provision of aggregate over the Plan period to 2039;
- general support for the proposed change to include a commitment to seek to allocate a site for hard rock extraction;
- future demand for soft sand has been underestimated;
- suggestion that a commitment should be included in the Plan to allocate additional sites for the extraction of soft sand taking account of the strategic significance of soft sand resources in Kent and the lack of a 7 year landbank towards the end of the plan period; and,
- developer concern that policies on mineral resource safeguarding are too onerous.

2.5 Waste:

- General support for proposed deletion of strategic site for waste (Policy CSW5 – Norwood Quarry) although an objection was received from the operator on the grounds that site will still be needed in future;
- Support for the proposed deletion of a Kent County Council commitment within the Plan to make specific provision for the management of residual non-hazardous waste by landfill or energy recovery that arises in London; and,
- developer concern that policies on waste infrastructure safeguarding are too onerous.

2.6 Some minor comments were also received on the related Draft Sustainability Appraisal. The next steps in updating the KMWLP are set out in Section 4 below.

3 Update to the Kent Mineral Sites Plan - Outcome of Consultation on Nominated Site: land south and west of the existing Hermitage Quarry

3.1 The public consultation on the nominated site utilised the same County Council consultation hub to notify members of the public. Statutory consultees and interested stakeholders and minerals and waste organisations were also consulted. In addition, the consultation on the nominated site comprised the following:

- Notices publicising the consultation were displayed in prominent locations, such as on lampposts, near to the nominated site;
- On the evening of 7 July, a public meeting was held at Larkfield Village Hall to explain the plan making process and to outline the details of the nominated site and outcomes of the initial RAG assessment;
- A media release was issued setting out details of the consultation which was reported in the local press and on TV and radio.
- Press Notice in local press and publicised on social media
- Neighbour notification

3.2 In total approximately 26,200 representations were received which included:

- Individuals;
- district and borough councils;
- parish councils;
- statutory bodies e.g., Environment Agency; Natural England
- the minerals industry; and,
- other stakeholder groups and organisations.

3.3 During the consultation, the Woodland Trust established a dedicated page on its website and communicated the consultation to its members. The Woodland Trust website included an online campaign inviting objection to the nominated site which generated around 25,500 letters of objection. Objections received via this route were received from many individuals with addresses in locations beyond Kent. In addition, we received a petition signed by some 400 signatures objecting to the nominated site. Local County Members Chris Passmore objected to the nominated site and Trudy Dean drew attention to a number of concerns to be considered.

3.4 The main areas of comment are as follows:

- Concern about working hard rock at the nominated site due to impacts on the following:
 - o Ancient woodland – impact upon the Plantation on Ancient Woodland Sites (PAWS);
 - o local amenity, including noise, dust and vibration arising from blasting and other operations at the site;
 - o loss of local amenity space used for walking, cycling and riding;
 - o setting of the North Kent Downs Area of Outstanding Natural Beauty;
 - o Oaken Wood Site of Special Scientific Interest;
 - o Public Right of Way;
 - o Grade 2 Agricultural Land;
 - o Oaken Wood Local Wildlife Site and impact upon biodiversity and habitats;
 - o Impact upon climate emergency;
 - o Cumulative impact from development
 - o Highways and access
 - o Restoration
- Suggestion that there are other sources of hard rock which will not have the same degree of impacts;
- Question the need for the development and the quality of the resource;
- Consistency of the nominated site with the Council's tree establishment

strategy (Kent Plan Tree, 2022);

- 3.5 The majority of the concerns raised had already been identified in the Council's own initial assessment of the site which formed part of the consultation documentation.
- 3.6 As well as objections, around 400 responses were received supporting the proposed site. Comments of support noted the following:
- The importance of hard rock to the local economy;
 - how extending the existing site would provide ongoing employment to those working on the site and to those working for businesses which service the operations at the site;
 - the operator has a proven good track record in high quality restoration and land management returning worked sites to a higher quality than previously worked;
 - Local, sustainable product to service Kent's needs for hard rock;
 - More sustainable solution than importation, minimising carbon impact;
 - Benefit of replacing existing chestnut coppice in Oaken Wood with broadleaf woodland
 - Valuable heritage commodity to repair and restore historic structures; and
 - Social value provided by current operator

4. Next Steps

Updating the Kent Minerals and Waste Local Plan

- 4.1 The final text of the Kent Minerals and Waste Local Plan will take into the comments made during all the consultation exercises related to the updating of the Kent Minerals and Waste Local Plan but no further substantive changes that have not been previously consulted on are proposed.
- 4.2 It is proposed that the final draft Kent Minerals and Waste Local Plan 2024-39 be reported to this committee in November and subsequently to Full Council in December. If agreed by Council, the Plan will be submitted to Government for independent examination into its soundness and legal compliance. Prior to its submission to Government, there will be a further statutory six week public engagement, with the Kent Minerals and Waste Local Plan 2024-39 being published for representations on its soundness and legality.
- 4.3 The Government has signaled its intention to update the National Planning Policy Framework (NPPF) to, amongst other things, take account of its net zero carbon emissions target. It will be necessary to closely monitor any such updates to ensure the Plan remains consistent with national policy.

Updating the Kent Mineral Sites Plan

- 4.4 In terms of the updated Kent Mineral Sites Plan, further evidence gathering is needed to ensure that the updated plan is robust and justified. This evidence gathering mainly includes the following activities:
- detailed technical assessment of the suitability of the nominated site. This will be undertaken by specialist in-house officers and consultants involving considerations such as impact on landscape, amenity, biodiversity, agricultural land, historic environment, access and the overhead powerline that crosses the nominated site;

- an assessment of potential alternative sources of hard rock that would be capable of meeting the identified need; This will include a further call for sites.
- review of additional assessments, including those relating to biodiversity, being undertaken by the site promoter;
- further consultation with key stakeholders including Natural England; and,
- preparation of an updated Sustainability Appraisal that takes account of the above as well as the comments received on the draft document.

4.5 The above evidence gathering activities will allow recommendations to be made regarding the content of an updated Mineral Sites Plan. Proposed updates will be included in a draft updated Kent Mineral Sites Plan that will be published for representations on their soundness and legality in accordance with Regulation 19 of the Regulations. Full Council will be asked to agree publication of any site proposed for allocation.

4.6 In light of the extent of the evidence gathering activities there is a need to extend the timetable for preparing the updated Minerals Sites Plan and the table below shows the proposed changes to the timetable.

Key Stages	Current	Proposed
Evidence gathering including detailed technical assessment	<i>July – October 2023</i>	July 2023 – June 2024
Publication of draft Mineral Sites Plan for representations on soundness (Reg 19)	<i>December 2023 – February 2024</i>	October – November 2024
Submission to Secretary of State for examination	<i>May 2024</i>	February 2025
Independent Examination Hearings	<i>July 2024</i>	March-April 2025
Inspector's Report	November 2024	August 2025
Adoption by Council	February 2025	December 2025

4.7 The proposed changes to the timetable for the Kent Mineral Sites Plan require an update to the Kent Minerals and Waste Development Scheme and this will be presented formally to this committee for its agreement at its meeting in November.

5. Financial Implications

5.1 The costs of preparing the Kent Minerals and Waste Local Plan 2024-39 and updating the Mineral Sites Plan will need to be met from existing KCC budgets. The majority of the costs of the local plan work are met from the Growth and Communities Division Planning Applications budget. The balance, mainly relating to specialist advice and the independent examination may need to be sought from a corporate reserve.

5.2 As was previously reported to this Cabinet Committee, public consultation on the Kent Mineral Sites Plan was likely to attract objections which could affect the financial resource required to ensure the plan is robust. This has materialised and resulted in an extended plan making timetable with a 'decoupling' of the Minerals Sites Plan from the process of updating the Kent Minerals and Waste Local Plan. There remains the risk that publication of the Minerals Sites Plan for representations in 2024 may result in representations which require additional defence of the plan at the independent examination.

5.3 Implementation of the Plans will ensure the wider Kent economy continues to benefit from the management of waste and supply of minerals within its area. For example, costs of waste management and mineral supply to businesses in Kent would be higher if a Plan was not in place which does not clearly state how and where waste can be managed and minerals supplied in Kent. It would also assist in measures to address fly-tipping by providing adequate capacity and facilities to manage Kent's waste.

6. Policy Framework

6.1 The Kent Minerals and Waste Local Plan and Kent Mineral Sites Plan deliver the Council's adopted Mineral and Waste planning strategy and are important in the determination of planning applications in Kent. A Local Plan is prepared in accordance with national planning policy and guidance, whilst providing a local perspective. Mineral and waste planning policies support and facilitate sustainable growth in Kent's economy. They also support the protection and creation of a high-quality environment, with accessible local services that reflect the community's needs.

6.2 Updating minerals and waste planning policies will take account of changes to the County Council's corporate policies since July 2016 which are concerned with the way in which land is developed in Kent. These include the Kent Environment Strategy, the Kent and Medway Energy and Low Emissions Strategy, Kent's Plan Bee pollinator action plan and Kent Plan Tree.

6.3 Updating the Kent Minerals and Waste Local Plan and the Kent Mineral Sites Plan supports the County Council's strategy, Framing Kent's Future 2022-2026, which sets the Council's priorities for the next three years.

7. Legal Implications

7.1 The County Council has a legal obligation under the Town and Country Planning legislation to prepare a statutory Development Plan. The County Council is also required by national planning policy to ensure that local plans promote sustainable minerals and waste development. Updating the Kent Minerals and Waste Local Plan and the Kent Mineral Sites Plan will ensure that minerals and waste development in Kent continues to occur in line with national planning policy.

7.2 There is an expectation by Government (Department for Levelling Up, Housing and Communities) that all planning authorities have an up-to-date local plan in place. Without an up to date adopted plan, there is a risk that the Secretary of State will step in as the plan making authority, reducing local accountability.

7.3 The process of updating planning policy must take place in accordance with the Town and Country Planning (Local Planning) (England) Regulations 2012 which include the requirement that public consultation takes place in accordance with Local Planning Authority's Statement of Community involvement and the timetable in the Local Development Scheme.

8. Equalities implications

8.1 Equality impact assessments (EQIA) have been prepared as part of updating the

Kent Minerals and Waste Local Plan and the Mineral Sites Plan and no equalities implications have been identified so far. EQIA will be prepared to accompany the updated Kent Minerals and Waste Local Plan and Kent Minerals Sites Plan when they are proposed for submission to Government.

9. Conclusion

- 9.1 This report provides an update on the Council's minerals and waste local plan making responsibilities. It reports back on the public consultation undertaken on Further Proposed Changes to the Kent Minerals and Waste Local Plan and the updated Kent Minerals Sites Plan which included a nominated site on land south and west of Hermitage Quarry for the extraction of hard rock.
- 9.2 The report outlines the next steps and notes that the timetable for updating the Kent Minerals and Waste Local Plan and that for updating the Kent Minerals Sites Plan needs to decouple to allow the updating of the Kent Minerals and Waste Local Plan to progress while additional evidence gathering, associated with the Kent Mineral Sites Plan takes place. A revised Local Development Scheme setting out the revised timetable for the work will be presented to this committee for its agreement in November together with the final text of the updated Kent Minerals and Waste Local Plan.

10. Recommendation

The Environment and Transport Cabinet Committee is asked to note the progress with updating the Kent Minerals and Waste Local Plan and Kent Mineral Sites Plan. In particular the committee is asked to note:

- (i) The nature of the response to the public consultation on the hard rock site nominated for inclusion in the Kent Mineral Sites Plan;
- (ii) The need for additional evidence gathering and the second call for sites related to the preparation of the Kent Minerals Sites Plan and the consequent impact on the timetable;
- (iii) The nature of the response to the public consultation on the further proposed changes to Kent Minerals and Waste Local Plan; and,
- (iv) The next steps to be taken in updating the Kent Minerals and Waste Local Plan and Kent Mineral Sites Plan.

11. Contact details

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Background documents:

[Kent Minerals and Waste Local Plan 2013-30 as amended by the Early Partial Review 2020](#)
[Report of the 5 Year Review of the Kent Minerals Waste Local Plan, 2021](#)

[Proposed Draft Changes to the Kent Minerals Waste Local Plan, December 2021](#)
[Draft Kent Minerals and Waste Local Plan 2023-38](#)
[Kent Minerals and Waste Development Scheme, September 2022](#)
[Kent County Council Statement of Community Involvement, 2021](#)
[Environment and Transport Cabinet Committee September 2022 – item 14](#)
[Draft Kent Minerals and Waste Local Plan 2024-39 – Further Proposed Changes –
Consultation Document](#)
[Draft Sustainability Appraisal of the Updates to the Kent Minerals and Waste Local Plan
2013-30 in light of the Five Year Review, May 2023](#)
[Non-Technical Summary of the Updates to the Kent Minerals and Waste Local Plan
2013-30 in light of the Five Year Review, May 2023](#)
[Draft Kent Mineral Sites Plan including details of nominated Hard Rock Site, May 2023](#)
[Initial \(RAG\) Assessment of the Suitability of Nominated Land to South and West of
Hermitage Quarry for Hard Rock, May 2023](#)
[Draft Sustainability Appraisal of Draft Kent Mineral Sites Plan including details of
nominated Hard Rock Site, May 2023](#)
[Non-Technical Summary of the Draft Sustainability Appraisal of Draft Kent Mineral Sites
Plan including details of nominated Hard Rock Site, May 2023](#)

From: Benjamin Watts, General Counsel

To: Environment and Transport Cabinet Committee – 14 September 2023

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 Cabinet Committee is asked to consider and agree its Work Programme.

1. Introduction

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

2. Work Programme

- 2.1 The proposed work programme has been compiled from items in the Future Executive Decision List and from actions arising and from topics, within the remit of the functions of this cabinet committee, identified at the agenda setting meetings [Agenda setting meetings are held 6 weeks before a cabinet committee meeting, in accordance with the constitution].
- 2.2 The cabinet committee is requested to consider and note the items within the proposed Work Programme, set out in appendix A to this report, and to suggest any additional topics to be considered at future meetings, where appropriate.
- 2.3 The schedule of commissioning activity which falls within the remit of this cabinet committee will be included in the work programme and considered at future agenda setting meetings to support more effective forward agenda planning and allow members to have oversight of significant services delivery decisions in advance.
- 2.4 When selecting future items, the cabinet committee should consider the contents of performance monitoring reports. Any 'for information' items will be sent to members of the cabinet committee separately to the agenda and will not be discussed at the cabinet committee meetings.

3. Conclusion

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

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

5. Background Documents: None

6. Contact details

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Environment and Transport Cabinet Committee – Draft Agenda and Work Programme

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
Draft Budget	Annual (January)
Biosecurity and Tree Health Report	Annual (January)
Corporate Risk Register	Annual (March)
Winter Service Policy	Annual (September)
Environment Agency - Presentation	Bi-Annual
Southern Water - Presentation	Bi-Annual

15 November 2023

No.	Item	Additional Comments
Page 145	High Weald AONB Management Plan - Key Decision	
	Procurement and award of contract/s for Highway Arboriculture Programmed Works - Key Decision	Deferred from September
	Mobility as a Service (as part of National Highways Designated funds project) - Key Decision	Deferred from September
	Gravesend to Tilbury Ferry - Key Decision	Deferred from September
	Southern Water - Presentation	Deferred from September

11 January 2024

No.	Item	Additional Comments
	Draft Budget	Annual
	Biosecurity and Tree Health Report	Annual
	Environment Agency - Presentation	To explain enforcement responsibilities
	Local Electric Vehicle Infrastructure (LEVI) funding	

7 March 2024

No.	Item	Additional Comments
	Corporate Risk Register	Annual
	Southern Water - Presentation	Bi-Annual

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

Highways and Transportation fault reporting and enquiry form - Update	Requested at ETCC on 19 January 2023
A review of highway aspects of planning applications - Report	Requested at ETCC on 7 March 2023 For information
Electric vehicle charging infrastructure - Report	Requested at ETCC agenda setting on 29 March 2023
Heritage Plan	
Climate Change Adaptation Plan	
Household Waste Recycling Centre Review - Key Decision	
Minerals and Waste Local Plan - Key Decision	
Road closures (including Highways Inspector) - Update	