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

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

Non-Key decision

Classification: **Unrestricted**

Past Pathway of report: **None**

Future Pathway of report: **None**

Electoral Division: **ALL**

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

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

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

Highlights include:

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

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

Recommendation(s):

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

1. Introduction

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

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

1.5 There are 10 priority areas which support these aims:

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

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

2. Delivery to date

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

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

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

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

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

		<p>Risks: Risk that not all authorities agree on the best pathway to follow between the high ambition pathway and the Paris compliant pathway (see paragraph 3.5). In any case, implementation of the high ambition pathway is in itself very challenging for all partners.</p>
2	Public Sector Decision Making	<p>Successes: An officer procurement subgroup has been established and has produced a joint market position statement for tailoring and use by all local authorities.</p> <p>Risks: Procurement remains a complex area as suppliers are at different stages in their decarbonisation journeys. It is important that Small and Medium Enterprises are not disadvantaged.</p>
3	Planning and Development	<p>Successes: Seven local plans have been updated with Net Zero commitments and related policies, in line with planned refreshes. The Kent Design Guide refresh has been significantly delayed but has been to consultation.</p> <p>Risks: Current feedback from Chief Planners suggests that the Kent Design Guide will be used as a framework across Kent rather than being formally adopted by planning authorities.</p>
4	Climate Emergency Investment Fund	<p>Successes: Swale are part of the pilot project of nature-based climate solutions. The findings of this will enable a model 'brokerage hub' to be developed.</p> <p>Risks: Work in this area needs to ramp up if we are to deliver the ambition of having a climate emergency investment/offset fund for Kent.</p>
5	Building Retrofit Programme	<p>Successes: 87 businesses in Kent & Medway have been supported with funding to retrofit energy efficiency and renewable technologies in business premises, leading to annual greenhouse gas savings of over 533 tCO₂e. Most public sector organisations also now have organisational action plans to deliver Net Zero public sector estate by 2030. Across Kent districts, Medway and KCC over £28m of funding was obtained through the Public Sector Decarbonisation Scheme (PSDS).</p> <p>Risks: The major gap in this area is resource to develop a Domestic Retrofit Action Plan. A number of other actions in our plan depend on this being produced.</p>
6	Transport, Travel & Digital Connectivity	<p>Successes: There have been successful funding bids for 9 new cycle schemes and 14 walking schemes across Kent & Medway. KCC has installed 9 rapid Electric Vehicle chargers for taxis and private hire vehicles and 18 charge points in parish hall car parks. £9.8m of external funding has been leveraged to deliver active travel projects. There have been 150 Kent REV van loans in all districts in Kent and six trials of new transport projects that drive the transition to Ultra Low Emission Vehicle public transport. The Kent EV600 project (a public/partnership project) launched in</p>

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

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

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

3. Measuring progress

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

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

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

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

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

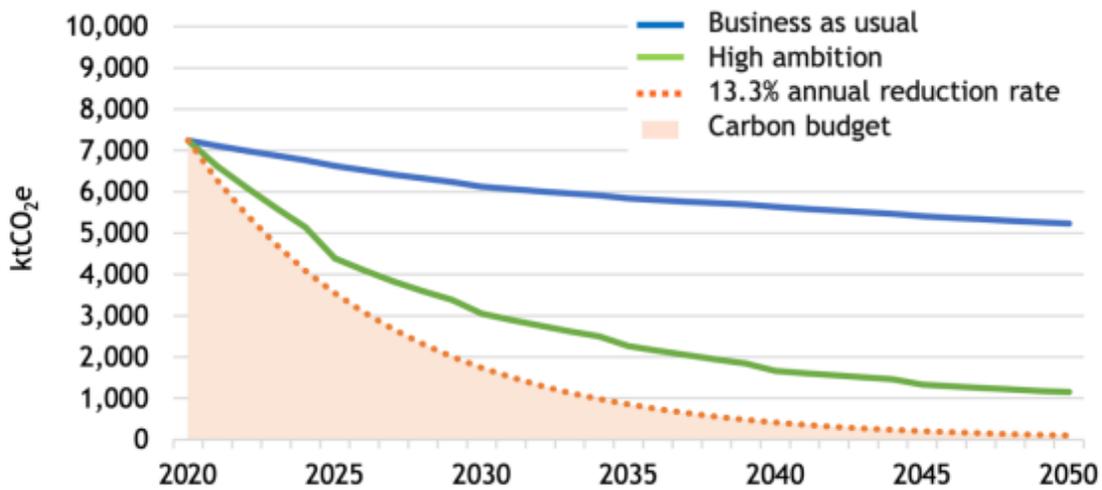
- 3.4 Whilst an 8% reduction towards a 2050 target is encouraging, it is important to note that decarbonisation needs to happen swiftly to meet the commitments of the United Nations Paris Agreement. Every tonne of greenhouse gas emitted between now and 2050 will count. The Tyndall Centre for Climate Change Research, based at the University of Manchester, recommends that the county must achieve an average annual emissions reduction rate of 13.3% to contribute towards the agreement's goals of staying well below 2°C and pursuing a rise of no more than 1.5°C. The Tyndall Centre has suggested Kent and Medway should have a budget of 57,700 ktCO₂e for the period 2020-2050. Based on the currently available data and our current trajectory that carbon budgets will be used within seven years.
- 3.5 A report to this committee in June 2021 outlined possible pathways to 2050, modelled by the sustainability consultants Anthesis (see paragraph 10.4). The report set out a business-as-usual pathway, a high ambition pathway, and a Paris compliant pathway that would not exceed our carbon budget.² The proposed pathways are outlined at Figure 1.
- 3.6 The recommendation from officers (see paragraph 4.3.2) is that Kent Leaders agree to track Kent and Medway's progress against the high ambition pathway for the purposes of the Energy and Low Emissions Strategy. This will allow for clearer comparisons of our progress and assessments of whether the county is on track to meet our Net Zero commitment. It should be noted that this pathway results in an 88% reduction by 2050 against 2017 levels, meaning there are still some residual emissions. It is estimated that following this pathway, annual emissions in 2050 will be around 1,155 ktCO₂e, with the bulk of emissions at that time coming from domestic buildings (50%) and the industrial and commercial sector (39%). Reporting will also continue against the Paris compliant pathway, given the UK's ratification of the Paris Agreement.

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

² The pathways report utilised the Scatter methodology for calculating emissions rather than the BEIS data. The main difference is that BEIS account only for CO₂, whilst Scatter include other greenhouse gases such as Nitrous Oxide (N₂O) and Methane (CH₄). We also measure and report using the Scatter methodology in our list of indicators, and so it should be possible in future years to compare how we are progressing against the pathways modelled by Anthesis.

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

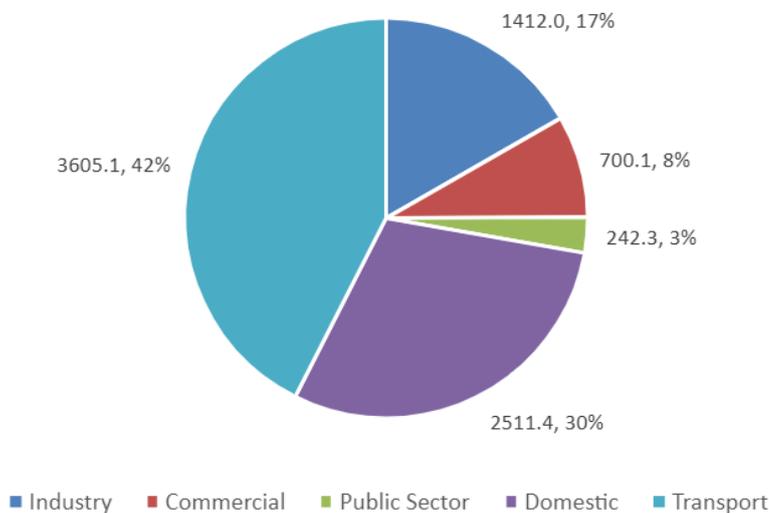
Figure 1: Emissions reduction pathways for Kent and Medway



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

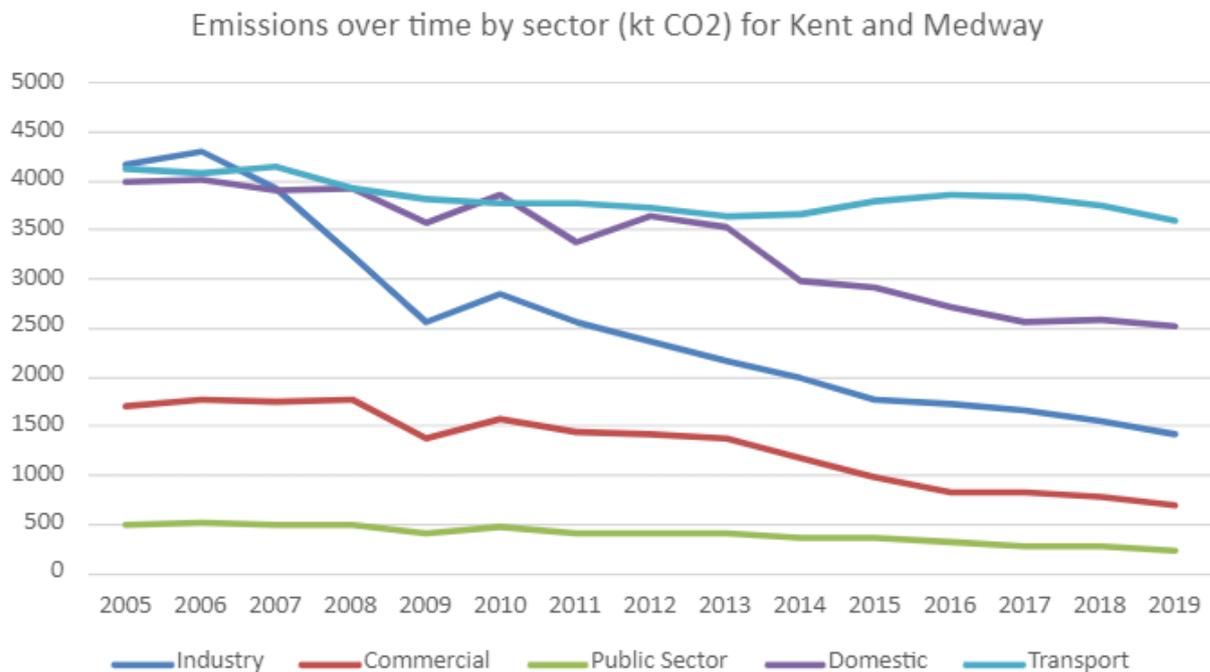
Figure 2:

Emissions by sector (kt CO₂) for Kent and Medway (2019)



3.9 Figure 3 shows emissions reduction progress across the six key sectors. This illustrates the progress that has been made in industrial, commercial, public sector and to a lesser degree the domestic sector, largely due to decarbonisation of the national grid. Transport as a sector has seen much less progress. These figures do not reflect the impact of the Covid-19 pandemic and homeworking on transport. The Department for Business, Energy & Industrial Strategy estimated that emissions from transportation dropped nearly 20% between 2019 and 2020³, however the long-term effects of greater homeworking on emissions have yet to be determined.

Figure 3:



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

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

³https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1051408/2020-final-greenhouse-gas-emissions-statistical-release.pdf

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

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

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

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

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

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

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

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

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

5. Financial Implications

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

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

6. Legal implications

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

7. Equalities implications

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

8. Other corporate implications

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

9. Conclusions

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

10. Recommendation(s):

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

11. Background Documents

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

- 11.2 Kent & Medway Energy and Low Emissions Strategy –
https://www.kent.gov.uk/_data/assets/pdf_file/0009/112401/Kent-and-Medway-Energy-and-Low-Emissions-Strategy.pdfadd
- 11.3 Kent and Medway Energy and Low Emissions Strategy: Implementation Plan 2020-2023 – https://www.kent.gov.uk/_data/assets/pdf_file/0004/121954/Kent-and-Medway-Energy-and-Low-Emissions-Strategy-Implementation-Plan-2020-2023.pdf
- 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

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