

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

Year 1 activity monitoring report

Oct 2020 – Mar 2022



## INTRODUCTION

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

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## Priority 1 Emission Reduction Pathways to 2050

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

### SUMMARY OF PROGRESS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**PRIORITY 2: PUBLIC SECTOR DECISION MAKING**

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



Action	Progress	RAG
<p data-bbox="125 236 568 363">2.3 Review contracts and commissioning processes to implement recommended requirements (see 2.2), tailored to organisational/local needs as necessary</p> <p data-bbox="125 480 479 512"><i>LEAD: All Local Authorities</i></p>	<p data-bbox="651 236 1939 368">Local authorities are beginning to review their contracts and commissioning processes to meet net zero ambitions. Some have begun piloting different actions in commissioning, for example, the use of weighting for climate questions, asking net zero related questions on the invitation to tender, updating their terms and conditions and developing a procurement policy.</p> <p data-bbox="651 387 1939 555">KCC have developed a road map to embedding net zero into the commissioning process and have reviewed their commissioning standards. A list of the templates/documents that require further consideration for net zero has been developed. KCC are developing specific requirements for critical contracts including establishing baseline emissions. KCC are also considering developing a social value and sustainable procurement policy.</p> <p data-bbox="651 574 1939 707">Several councils have examples of contracts that have been revised to include net zero ambitions. For example, Medway Council have revised their mixed, dry recycling contract to include extensive environmental impact clauses as part of the tender/award process. Several councils are revising their maintenance contracts.</p> <p data-bbox="651 726 1939 858">Medway Council have also agreed that from September 2021, contracts of more than £5 million will require evidence of Carbon Reduction Plans. Innovatively, they have also included a compulsory request for evidence of savings in carbon emissions (excluding offsetting) achieved through the contract in the Invitation to Tender documents.</p> <p data-bbox="651 925 1883 1026"><b>RISK:</b> Embedding net zero and sustainability into contracts and commissioning processes is resource intensive and local authorities are likely to need a dedicated sustainable procurement officer to implement a change of this scale.</p>	<p data-bbox="2007 196 2074 228">RAG</p> <p data-bbox="2007 587 2047 687">AMBER</p>

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

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

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

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

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

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

**PRIORITY 3: PLANNING AND DEVELOPMENT**

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

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

## Priority 4 Climate Emergency Investment Fund

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

### SUMMARY OF PROGRESS

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

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

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

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

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

**PRIORITY 4: CLIMATE EMERGENCY INVESTMENT FUND**

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

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



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

## Priority 5 Building Retrofit Programme

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

### SUMMARY OF PROGRESS

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

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

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

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

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

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

PRIORITY 5: BUILDING RETROFIT PROGRAMME

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

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

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

Action	Progress	RAG
<p data-bbox="125 236 568 328">5.6 Support and facilitate registered providers to develop costed action plans to decarbonise their housing stock</p> <p data-bbox="125 395 562 496"><i>LEAD: Kent and Medway Sustainable Energy Partnership/Registered Providers</i></p>	<p data-bbox="602 236 2000 400">Registered providers in Kent will need to ramp up their efforts to reach government targets of Net Zero 2050. Many providers have a sustainability strategy that includes their own net zero targets for new homes but retrofitting existing stock remains challenging. Several providers have additional targets of EPC rating C by 2030. Most providers are currently completing stock condition surveys and performing modelling studies to understand how they can reduce their carbon emissions which will be used to inform costed action plans.</p> <p data-bbox="602 421 1962 485">Golding Homes received a SHIFT 2021 award for their contribution to sustainability in the housing sector (February 2022).</p> <p data-bbox="602 505 1984 569"><b>RISK:</b> Resource will be required to complete the surveys and modelling studies ahead of the development of the action plans.</p>	<p data-bbox="2022 236 2089 580" style="text-align: center;">AMBER</p>

Action	Progress	RAG
<p data-bbox="125 236 562 424">5.7 Implement projects to improve the energy efficiency of social housing, focusing on whole house retrofit to PAS2035 standards and identifying joint projects that maximise economies of scale where possible.</p> <p data-bbox="125 496 546 560"><i>LEAD: Stock holding authorities/Registered Providers</i></p>	<p data-bbox="602 236 1935 331">There are four main funding opportunities for funding energy efficiency improvements to social housing stock: The Social Housing Decarbonisation Fund, The Green Homes Grant Local Authority Delivery Scheme (LAD), the Energy Company Obligation (ECO3) and The Sustainable Warmth Competition.</p> <p data-bbox="602 352 1991 483">In Kent, Tonbridge and Malling BC were successful in bidding for £4.5m of funding from the Social Housing Decarbonisation Fund Demonstrator Fund for the retrofit of 80 'hard to treat' properties in Tonbridge with match funding from the stock owner, Clarion Housing Group. The project focuses on bringing homes that were EPC rating of D or below to EPC rating C.</p> <p data-bbox="602 504 1966 635">Following on from the demonstrator fund, registered providers and stock-holding authorities were able to apply to Wave 1 of the Social Housing Decarbonisation Fund (SHDF) to support the installation of energy performance measures to upgrade social homes in England to EPC rating of C. Applications closed in October 2021 and successful projects in Kent include:</p> <ul data-bbox="658 655 1621 759" style="list-style-type: none"> <li>• £2m for 107 homes in Folkestone &amp; Hythe District Council,</li> <li>• £800K for insulation for 364 homes,</li> <li>• double glazing windows for 30 homes in Gravesham Borough Council.</li> </ul> <p data-bbox="602 780 1962 844">As mentioned in Action 4.5 above, funding has been obtained by various local authorities from the Green Homes Grant Local Authority Delivery Scheme (LAD) to upgrade social housing stock to EPC rating C.</p> <p data-bbox="602 865 1989 995">The Energy Company Obligation is a government programme where major energy companies are required to fund domestic energy saving measures. In Kent, the administration of ECO3 was through the Warm Homes scheme and this scheme finished in December 2021. In the final phase of the Warm Homes scheme over 240 measures were installed in social housing.</p> <p data-bbox="602 1016 1984 1147">The Sustainable Warmth Competition is the latest funding available to England local authorities to upgrade energy inefficient homes of low-income households. Local authorities in Kent (except Dartford and Dover) joined a consortium and were successful in receiving funding. Projects are due to start in early 2022 and complete by March 2023.</p> <p data-bbox="602 1168 1980 1264"><b>RISK:</b> Complicated and quickly changing funding streams can be difficult to navigate. Local authorities are choosing to work in partnership in order to provide a more efficient way of providing energy efficiency services.</p>	<p data-bbox="2022 236 2089 260">RAG</p> <p data-bbox="2022 707 2063 802">AMBER</p>

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



Action	Progress	RAG
<p data-bbox="125 236 546 325">5.9 Support and enforce private sector landlords to make improvements to rental properties.</p> <p data-bbox="125 395 546 491"><i>LEAD: District/Borough (Private Sector Housing/Environmental Health)</i></p>	<p data-bbox="607 236 1977 363">Support for private sector landlords is provided by local authority housing teams. Current support is limited and varied across local authorities. Most local authorities promote energy efficiency funding schemes and some fund their own schemes. Ashford Borough Council operate their own landlord accreditation scheme, providing financial help and training to landlords joining the free accreditation scheme.</p> <p data-bbox="607 387 1977 619">Energy Company Obligation (ECO3) funding schemes were available to private sector landlords as part of phase 3 of the Warm Homes Scheme and 17 privately rented properties benefited from this funding. In addition, Green Homes Grant Local Authority Delivery Scheme has been running across parts of Kent. Although it should be noted that for Phase 2 of this funding, many local authorities are focusing on their own stock. ECO4 funding is planned for later in 2022 but will require landlords to contribute to some of the cost, if their property meets the criteria. Other funding for landlords is available via LoCASE, but there are many exclusions which means it is of limited practical benefit to private sector landlords.</p> <p data-bbox="607 643 1977 874">In terms of enforcement, the introduction of the Minimum Energy Efficiency Standard (MEES) Regulations (2020), means that local authorities now have additional powers to improve properties with poor energy efficiency ratings of EPC F &amp; G. Most local authorities lack the resources to fully implement these regulations. A few local authorities across Kent have been successful in applying for additional funding to take a more proactive approach. Some local authorities will use the opportunity of ECO4 funding to incentivise landlords to undertake improvements, without the need for councils to take further action such as issuing fines for non-compliance or prosecuting.</p> <p data-bbox="607 898 1977 1098">Enforcement can also be undertaken by Trading Standards, however, enforcement by both Kent and Medway Trading Standards is limited and they deal predominantly with allegations regarding unrated properties. However, Kent Trading Standards are working very closely with Trading Standards South East to develop some training for letting agents on the current regulations, EPCs and how to get support for landlords to make improvements to properties. Medway Council Trading Standards have drafted a policy for enforcement of housing standards for private landlords, which is in the process of being adopted.</p> <p data-bbox="607 1121 1977 1209"><b>RISK:</b> The current funding climate for domestic energy efficiency improvements is confusing, with grants coming and going, making local authority support challenging. A lack of officer resource means that enforcement is piecemeal and limited and needs to be more proactive to be effective.</p>	<p data-bbox="2022 193 2089 228">RAG</p> <p data-bbox="2022 683 2089 778">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><i>LEAD: KCC</i></p>	<p>Since the relaunch of LoCASE, a further 87 Kent and Medway businesses have been supported with funding. 53 SMEs have benefited from resource efficiency projects (totalling 533 TCO<sub>2</sub>e annual savings) and 34 businesses in the low carbon sector with development grants, to support local suppliers of these technologies increase capacity and/or capabilities. This is in addition to previous support in the county of over 540 businesses and £4 million of EU grant funding.</p> <p><b>RISK:</b> Issues with engagement through COVID and general economic uncertainty, but established and growing partnerships and increased focus through COP26 is making this a more attractive business proposition.</p>	GREEN
<p>5.11 Assess the feasibility and funding mechanisms for 'place-based' retrofit schemes (e.g., street-by-street, whole business park, community scale), combining business, residential, public realm retrofit schemes.</p> <p><i>LEAD: TBC</i></p>	<p>The action has not commenced yet as there is currently no one leading this action.</p> <p><b>RISK:</b> There is currently no staff resource or funding to progress this action</p>	RED

## Priority 6 Transport, Travel and Digital Connectivity

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

### SUMMARY OF PROGRESS

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

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

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

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

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

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

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

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

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

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

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

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

PRIORITY 6: TRANSPORT, TRAVEL AND DIGITAL CONNECTIVITY

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

Action	Progress	RAG
<p data-bbox="125 236 757 323">6.2 Work in partnership to influence and develop plans to transition public sector fleets to Ultra Low Emission Vehicles (ULEV).</p> <p data-bbox="125 395 479 424"><i>LEAD: All Local Authorities</i></p>	<p data-bbox="779 236 1980 395">Almost all local authorities have plans to transition public sector fleets to ultra-low emission vehicles. Some authorities have set targets e.g., Medway Council plan to be all electric vehicle fleet by 2027 and KCC by 2030. Other public sector organisations such as the NHS, Kent Police and Kent Fire &amp; Rescue Service also have plans to move to ultra-low emission vehicles.</p> <p data-bbox="779 419 1928 515"><b>RISK:</b> The main risk has been the availability of electric vehicle charging points. There is also the issue of insufficient electricity capacity at some sites to provide for the charging points.</p>	<p data-bbox="2002 193 2089 228">RAG</p> <p data-bbox="2002 331 2089 432">AMBER</p>

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

Action	Progress	RAG
<p data-bbox="125 233 741 392">6.4 Update and implement the <a href="#">Kent Active Travel Strategy</a> and implement the <a href="#">Medway Sustainable School Travel Strategy</a> to promote and incentivise walking and cycling through the provision of infrastructure, facilities, training and engagement.</p> <p data-bbox="125 459 286 491"><i>LEAD: KCC</i></p>	<p data-bbox="775 233 1951 296">Whilst the Kent Active Travel Strategy is still being updated, there have been a huge array of different activities to promote and incentivise walking and cycling in Kent and Medway.</p> <p data-bbox="775 316 1980 651">Kent County Council and Medway Council were successful in receiving funding of £7.6 million and £1.1 million respectively, from the Department for Transport Emergency Active Travel Fund to support in tranche 1; the installation of temporary projects for the COVID 19 pandemic and tranche 2; the creation of longer-term projects. KCC have used this funding to implement 9 cycle schemes, 6 walking schemes and 7 schemes to improve access to Kent's public rights of way network. Following this tranche 1 implementation, tranche 2 funding has enabled delivery of 5 permanent active travel schemes. Medway Council have used the funding to make improvements to cycle lanes, install cycle storage in Chatham, create a pedestrian zone in Chatham, widen paths on 11 miles of footpath, and install 18 dropped kerbs at different junctions.</p> <p data-bbox="775 670 1980 836">KCC were also successful in obtaining funding of £484,000 from the Department for Transport Access Fund in 2020 and the replacement Capability Fund in 2021 of £387,540 to provide revenue funding for promoting cycling and walking in their areas. Medway Council successfully secured £232,107 of capability funding. These funding streams and others have enabled a number of initiatives including:</p> <ul data-bbox="837 855 1980 1241" style="list-style-type: none"> <li>• cycle training for children and adults</li> <li>• e-bike training for adults</li> <li>• the StAR 'Step Ahead of the Rest' programme for 15 different programmes for schools</li> <li>• updated Kent Connected journey planner app to include public rights of way</li> <li>• Medway's COP26 Walk to School initiative</li> <li>• the Green Corridors scheme providing connected routes in North Kent</li> <li>• two new 20mph speed limit zones in Faversham and Tonbridge</li> <li>• a cycle mapping project to map all of Kent's cycle routes for better allocation of resources and the publication of Vision Zero; KCC's ambition to see zero or as near as, road fatalities or life changing injuries on Kent roads by 2050</li> </ul> <p data-bbox="775 1260 1957 1324"><b>RISK:</b> Initiatives developed to promote and incentivise walking and cycling are reliant upon funding.</p>	<p data-bbox="2002 193 2089 225">RAG</p> <p data-bbox="2002 735 2089 831">GREEN</p>



Action	Progress	RAG
<p data-bbox="125 236 734 292">6.5 Work in partnership to prepare and implement local walking and cycling strategies.</p> <p data-bbox="125 363 286 387"><i>LEAD: KCC</i></p>	<p data-bbox="777 236 1951 467">Each council within Kent is leading on the creation of their own local cycling and walking strategies with KCC assisting. All districts and boroughs have either a Local Cycling &amp; Walking Infrastructure Programme (LCWIP) in place or are in the process of developing or planning LCWIPs. Many councils have benefited from funding from the Department for Transport to develop LCWIPs while others have used other funding mechanisms and produced other types of strategies/plans. Sevenoaks DC and Canterbury CC are also developing broader movement and transport strategies.</p> <p data-bbox="777 539 1973 595"><b>RISK:</b> Individual councils writing plans could lead to uncoordinated efforts across Kent. KCC are assisting councils so that plans have a consistent and coordinated approach.</p>	<p data-bbox="2024 395 2058 483">GREEN</p>

Action	Progress	RAG
<p data-bbox="125 233 754 288">6.6 Work with public transport providers to achieve EURO VI emissions standards or better.</p> <p data-bbox="125 360 282 387"><i>LEAD: KCC</i></p>	<p data-bbox="777 233 1957 632">KCC continues to encourage the county's bus operators to develop their fleets to improved emissions standards, partly through showcasing options available through trials (see 6.7). There is support amongst operators to do so. However, cost remains a prohibitive factor especially given the impacts of the Covid-19 pandemic (passenger numbers at approximately 60-70%). This has meant that, at this stage, operators' predominant focus is on providing services themselves. After the successful trial of the electric vehicle on Fastrack, funding was sought from the Department for Transport Zero Emission Bus Regional Areas (ZEBRA) to move the whole Fastrack bus rapid transit (BRT) bus fleet in Thameside and Dover to zero emission buses (£9.5 million for 33 buses). The funding was confirmed in October 2021 and procurement began in January 2022. KCC has also bid for further funding through the National Bus Strategy process and awaits a funding announcement.</p> <p data-bbox="777 655 1968 715">Medway's Air Quality Action Plan 2015 includes a measure to increase proportion of Euro V and subsequent (or equivalent) buses in fleet:</p> <p data-bbox="777 722 1928 750"><a href="https://www.medway.gov.uk/downloads/file/1982/medway_air_quality_action_plan_2015">https://www.medway.gov.uk/downloads/file/1982/medway_air_quality_action_plan_2015</a></p> <p data-bbox="777 774 1966 903">In Medway, since April 2021, all 57 of ASD Coach's fleet has been Euro 5 or 6 standard. Of Arriva's 109 fleet at Gillingham Depot, 72 are Euro 5 or 6 or 66.1% of vehicles. Other operators are also improving their fleets. The council continues to look at further funding initiatives to improve fleets as opportunities arise with the Medway Bus Improvement Plan.</p> <p data-bbox="777 975 1921 1034"><b>RISK:</b> The pandemic has had an impact on the bus industry and efforts are focussed on providing services. Funding for low emissions buses remains a challenge.</p>	<p data-bbox="2002 193 2089 225">RAG</p> <p data-bbox="2002 616 2051 675">RED</p>

Action	Progress	RAG
<p data-bbox="120 233 732 292">6.7 Trial new transport projects that drive the transition to Ultra Low Emission Vehicle public transport</p> <p data-bbox="120 360 282 387"><i>LEAD: KCC</i></p>	<p data-bbox="777 233 1966 328">KCC has carried out a number of trials of zero emission public transport vehicles in order to identify appropriate technology for deployment in the county where funding permits and to showcase opportunities to operators. These have included:</p> <ul style="list-style-type: none"> <li data-bbox="777 352 1955 448">a) Trial of an opportunity charged (best optimisation of cost, available service hours and grid load) fully electric vehicle on the Fastrack network (which led to a successful bid to DfT to convert the Fastrack fleet to zero emission from 2023)</li> <li data-bbox="777 453 1845 480">b) Trials of battery powered electric vehicles on Fastrack and wider Kent services</li> <li data-bbox="777 485 1951 549">c) Trial of a fully electric minibus on the Kent Karrier Community Transport service (which is now in full-time operation)</li> <li data-bbox="777 553 1435 580">d) Trial of a hydrogen powered bus in Sevenoaks</li> <li data-bbox="777 585 1384 612">e) Plans for a ULEV Autonomous shuttle trial.</li> <li data-bbox="777 617 1977 713">f) Medway Council supported a week-long electric vehicle trial at the end of 2019 with ASD coaches. Feedback from the trial was positive, however, this work was paused due the financial impact of COVID.</li> </ul> <p data-bbox="777 737 1769 764">Medway Council and KCC continue to monitor opportunities for further trials.</p> <p data-bbox="777 836 1957 900"><b>RISK:</b> COVID paused work on trials due to increasing financial costs. Trials are dependent upon successful funding bids.</p>	<p data-bbox="2002 201 2092 228"><b>RAG</b></p> <p data-bbox="2002 528 2092 624" style="writing-mode: vertical-rl; transform: rotate(180deg);"><b>GREEN</b></p>

Action	Progress	RAG
<p data-bbox="125 236 748 292">6.8 Trial and implement projects that support modal shift away from car ownership and/or reduce car dependency.</p> <p data-bbox="125 363 282 387"><i>LEAD: KCC</i></p>	<p data-bbox="779 236 1957 292">Several projects have been implemented across Kent to support modal shift away from car ownership and/or reduce car dependency:</p> <p data-bbox="779 336 1980 563"><b>Canterbury E Scooter Trail:</b> Since the launch in November 2020, the Canterbury E Scooter trial has been subject to a phased expansion. The first phase saw ridership limited to staff and students at Canterbury universities. Phase 2 saw the operational area of the trial expanded to cover Canterbury City Centre and train stations. The final phase saw the operational area expanded again, to cover some of the residential areas surrounding the city centre. The Department for Transport granted an extension of the trial for six months to the end of March 2022.</p> <p data-bbox="779 608 1939 834"><b>Bus Service Improvement Plans (BSIP):</b> In response to the government's National Bus Strategy, KCC and Medway Council have published separate Bus Service Improvement Plans (BSIP) which set out improvements to bus provision and passenger uptake in Kent and Medway, respectively. The KCC BSIP includes 47 initiatives in areas such as fares, innovation, information, network development and highways management. Both KCC and Medway Councils' BSIPs seek to build back the bus network after the pandemic and to subsequently deliver growth.</p> <p data-bbox="779 879 1973 1074"><b>Mobility as a Service:</b> KCC are developing a Mobility as a Service (MaaS) app which will help those travelling to, from and within Kent get to their destination in the most efficient and cost-effective way. The app will include travel options, payment, and integrate all forms of transport, including cycle, e bike, electric car hire, walking routes, public transport, car sharing and car pooling. For MaaS Ebbsfleet, an electric car club and e bike hire scheme are being developed.</p> <p data-bbox="779 1118 1966 1209"><b>District Car Clubs:</b> Canterbury, Maidstone and Tunbridge Wells have set up successful car clubs in their districts and are hoping to expand them. Several other districts are looking to set up their own schemes.</p> <p data-bbox="779 1270 1868 1294"><b>RISK:</b> The development and implementation of these initiatives is reliant on funding.</p> <p data-bbox="779 1318 1968 1409">In August 2021 phase 3 of the e scooter trial had to be paused due to criminal damage to the e scooter fleet. Vandals were targeting the scooters for their batteries, which were being forcefully removed.</p>	<p data-bbox="2024 783 2058 874">AMBER</p>

Action	Progress	RAG
<p data-bbox="120 233 730 323">6.9 Work with private transport sector, including school transport providers and taxi licencing to incentivise and switch to Ultra Low Emission Vehicles</p> <p data-bbox="120 392 479 421"><i>LEAD: All Local Authorities</i></p>	<p data-bbox="775 233 1980 400">KCC are rationalising all hired client school transport services to minimise the number of services operating and thereby reduce carbon emissions. Of those remaining services, KCC are exploring ways to incentivise private school transport providers to switch to ultra-low emissions vehicles (ULEV). One way that KCC can incentivise is through the access to LoCASE grant funding, however this can only be utilised with used ULEV.</p> <p data-bbox="775 416 1968 515">KCC are currently updating their 4-16 School Transport Policy to include considerations of the carbon emissions and air pollution and are exploring ways to incentivise travel to school by ULEV.</p> <p data-bbox="775 531 1962 735">Councils across Kent are reviewing taxi licencing policies to find ways to encourage the switch to ultra-low emissions taxi vehicles. Currently councils are drafting different policies and there is no joined up approach. For example, a driver living in one part of Kent could licence in another part of Kent with more favourable licencing conditions and could inadvertently cause an increase in carbon emissions. For this reason, councils in Kent wish to explore a more joined up approach to licencing across Kent.</p> <p data-bbox="775 751 1980 887">Medway Council have obtained funding from the DEFRA Air Quality Grant to carry out a comprehensive taxi and private hire ultra-low emission vehicle feasibility study looking at the barriers and opportunities for ULEV uptake by the trade in Medway. The results of this will inform future incentivisation schemes.</p> <p data-bbox="775 903 1962 971">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="775 987 1962 1123"><b>RISK:</b> Electric vehicles remain prohibitively expensive up front, compared to internal combustion engine vehicles for taxi companies. Whilst funding does exist towards the cost of these vehicles, relatively small grants and eligibility are hampering uptake. Moreover, there is a global shortage of electric vehicles leading to supply issues.</p> <p data-bbox="775 1139 1924 1208">Wider issues of school travel, including the large distances some students are travelling, need to be addressed.</p>	<p data-bbox="2002 193 2092 228">RAG</p> <p data-bbox="2002 671 2092 775">AMBER</p>

Action	Progress	RAG
<p data-bbox="125 236 741 387">6.10 Consider future opportunities and interventions for reducing emissions from freight and international traffic including use of rivers and wharfs, improved journey efficiency, improved efficiency of vehicles and FORS and ECOSTars schemes</p> <p data-bbox="125 459 533 491"><i>LEAD: KCC &amp; Medway Council</i></p>	<p data-bbox="775 236 1980 499">Medway Council and KCC have been involved in the development of the Transport for South East Freight Strategy. The Strategy undertook a wide consideration of freight and the challenges of decarbonisation, as well as water-borne freight. The conclusion was that water-borne freight opportunities for inland Kent are limited to the Medway, north of Allington Lock. The Strategy also assessed alternative fuels, highlighting hydrogen fuel cells technology and hydrogen production as a key opportunity in the south east, with Kent seeing hydrogen production plans – for both green and blue progressing, with the potential for significant contribution to national energy mix targets for hydrogen.</p> <p data-bbox="775 523 1980 786">The Cross River Partnership – Clean Air Village 4 programme have produced a river freight study, which includes London and Dartford, looking at the potential for receiving pier terminals. Unfortunately, Dartford did not make the receiving pier terminal options shortlist. However, a river freight trial has occurred at Dartford Pier to take goods by river to Butlers Wharf, London for onward travel of freight to Guys and St Thomas’ Hospital in London. Further work to assess pollution in Dartford is underway, using more energy efficient boats. Additionally, the partnership is currently working on a rail freight study and engaging with stakeholders in this process.</p> <p data-bbox="775 858 1980 986"><b>RISK:</b> It is widely acknowledged within the public sector that there a lack of data and information about the freight sector, given it is operated largely by the private sector. As such, understanding the progress on fleet management towards low emission vehicles and practices is difficult for public sector organisations, like KCC, to track.</p>	<p data-bbox="2002 201 2089 228"><b>RAG</b></p> <p data-bbox="2002 571 2089 667">GREEN</p>

Action	Progress	RAG
<p data-bbox="125 233 741 325">6.11 Work collaboratively with the public and private sector to roll out electric charging points across Kent and Medway, in line with local EV strategies.</p> <p data-bbox="125 392 479 424"><i>LEAD: All Local Authorities</i></p>	<p data-bbox="779 233 1980 400">All local authorities in Kent are developing plans/strategies to roll out electric charging points across Kent and Medway. Other public sector organisations such as the NHS also have plans to roll out EV charging. The Kent Fire &amp; Rescue Service and Kent Police are currently developing EV strategies to change their fleets to low emissions and will develop EV charging in tandem with this.</p> <p data-bbox="779 416 1861 448">There are several joint initiatives with councils to develop EV charging across Kent:</p> <ol data-bbox="779 464 1980 1382" style="list-style-type: none"> <li>(1) Kent EV600 project: This public/private partnership project launched in November 2021 to install 600 electric vehicle chargers in 150 car parking locations across Kent and Medway over the next 2 years. The charge points will be located on streets and in council car parks.</li> <li>(2) Rapid taxi charger project: This project funded by an Office for Ultra Low Emission Vehicles (OLEV) grant has provided 9 rapid electric taxi chargers across Kent. Usage is high as customers are keen to use the rapid chargers, although they are not always used by taxis.</li> <li>(3) Parish charger network: This project utilised grant funding from the OLEV and has installed 18 electric vehicle chargers in parish communities across Kent with a further ten due to be commissioned. Applications are expected to be reopened in 2022 subject to new funding being found.</li> <li>(4) Bus charger project: Following the Department for Transport's, Zero Emission Bus Regional Areas (ZEBRA) scheme funding, KCC are planning to install pantograph chargers and depot chargers around the Dover and Thameside routes for April 2023.</li> <li>(5) Mobility as a Service (MaaS) project: As part of the MaaS Ebbsfleet project there are plans to provide electric car charging for the electric car club and electric bike charging for the e bike hire scheme. Specifications for both projects are being developed in early 2022.</li> <li>(6) Ultra Rapid Hubs: KCC are exploring opportunities for Ultra Rapid charging hubs on KCC owned land.</li> <li>(7) On street residential charge point funding: Some councils have utilised this OLEV funding to provide on-street electric vehicle charging. Medway Council have received £85,000 resulting in the installation of 34 charge points across 3 council owned carparks in Medway.</li> <li>(8) Dover DC received funding from the Open Golf Tournament to install 49 EV chargers in public car parks and on-street parking areas.</li> </ol> <p data-bbox="779 1414 1895 1549"><b>RISK:</b> Development and installation of electric charging points is dependent upon the availability of grant funding. Electrical connection costs can be prohibitive to some schemes. Some local authorities have expressed concerns over the potential financial burden from having to upgrade or remove obsolete chargers in the future.</p>	<p data-bbox="2002 193 2089 225">RAG</p> <p data-bbox="2002 839 2051 935">AMBER</p>

Action	Progress	RAG
<p data-bbox="125 236 730 292">6.12 Support local SMEs to switch to ULEV vans through the Kent REVS Up for Cleaner Air scheme.</p> <p data-bbox="125 363 282 387"><i>LEAD: KCC</i></p>	<p data-bbox="777 236 1957 432">Kent REVS Up for Cleaner Air scheme provides businesses with the opportunity to try an electric van. KCC run the scheme which successfully secured £1.5 million funding from Highways England and has just completed its first year with 150 van loans from across all districts in Kent. The aim is that organisations will see the benefits of electric vehicles and are encouraged to purchase their own. So far, 1 electric vehicle has been purchased and 5 electric vehicles have been leased by SME's that have participated in the scheme.</p> <p data-bbox="777 472 1917 528">There is one more year left of the scheme. At the end of the scheme, these vehicles are expected to be integrated into the KCC fleet.</p> <p data-bbox="777 584 1973 743"><b>RISK:</b> Global supply chain issues affecting the availability of electric vehicles are hampering those looking to switch to electric after having a positive loan experience. Supply chains are also affecting the availability of vans for loans leading to long waiting lists for those wanting to participate in the scheme. KCC have reduced the loan time to 6 weeks from 2 months to help reduce the list.</p>	<p data-bbox="2024 443 2058 539">AMBER</p>
<p data-bbox="125 759 689 815">6.13 Assess the feasibility of developing 'low carbon transport hubs' for EV cars, e-bikes and push bikes.</p> <p data-bbox="125 887 427 911"><i>LEAD: KCC &amp; Medway</i></p>	<p data-bbox="777 759 1973 1023">KCC are exploring the applicability and suitability of mobility hubs in areas of Kent. This will support the assessment of this option for Kent's future transport mix in KCC's new Local Transport Plan. Low carbon transport or mobility hubs are being developed at Ebbsfleet and Otterpool Park. The Ebbsfleet hub is being developed as part of the Mobility as a Service (MaaS) project with an electric car club and bike hire scheme. Procurement for the car club is expected in Spring 2022 and a grant provided by KCC is expected to establish a bike or e bike hire scheme. Designs for MaaS Ebbsfleet mobility hub will be made more quickly because of design guidance for Otterpool Park.</p> <p data-bbox="777 1078 1962 1238"><b>RISK:</b> The application of mobility hubs in England is low - it remains a relatively untried and untested concept. Main comparisons are with urban settings in Europe. The scale of urban areas may also be a challenge within Kent, with other mooted locations in England typically being larger, more populous, urban areas which may aid viability. In addition, funding for hubs remains challenging.</p>	<p data-bbox="2024 959 2058 1054">GREEN</p>



Action	Progress	RAG
<p data-bbox="125 236 656 292">6.14 Tackle poor air quality hotspots through the implementation of Air Quality Action Plans.</p> <p data-bbox="125 363 439 387"><i>LEAD: Local Authorities</i></p>	<p data-bbox="777 236 1966 735">Since 1997, each local authority in Kent has been carrying out its own air quality assessments to determine if national air quality objectives have been achieved. If an objective is not achieved, then the local authority must declare an Air Quality Management Area (AQMA) and put together an action plan to tackle those poor air quality hotspots. In Kent, all but two (Ashford and Folkestone &amp; Hythe) districts have Air Quality Management Areas with 41 AQMAs in total. All districts have written air quality plans to try to improve air quality, however many of the action plans are outdated and 7 are currently being revised. Despite this, most councils are implementing actions such as anti-idling campaigns to improve air quality. Whilst the implementation of air quality action plans remains the duty of individual local authorities, the Kent &amp; Medway Air Quality Partnership (KMAQP) continues to meet quarterly to discuss current issues and concerns to ensure a joined-up approach to tackling poor air quality across Kent. In 2021 KMAQP re-tendered the Kent and Medway Air Quality Monitoring Network data management contract, which was awarded to Ricardo Plc, who have already revamped the Kent Air website as a single point resource for residents seeking information on air quality in Kent.</p> <p data-bbox="777 807 1966 938"><b>RISK:</b> The Environment Act requires government to set new targets to reduce air pollution by particulate matter (PM2.5) and councils will be required to work together more closely to tackle local air quality issues. It is unclear what these changes will mean in practice for the local authorities in Kent and whether extra resourcing will be required for its implementation.</p>	<p data-bbox="2002 201 2089 225">RAG</p> <p data-bbox="2002 544 2089 639">GREEN</p>
<p data-bbox="125 963 730 1051">6.15 Continue to work with government to increase the number of homes and businesses with access to fast broadband.</p> <p data-bbox="125 1123 282 1147"><i>LEAD: KCC</i></p>	<p data-bbox="777 963 1966 1158">The current ELES target has been met and over 5,000 additional homes and businesses now have access to gigabit-capable broadband connections, as a result of the work of the Kent BDUK and the Kent Top-Up Voucher Scheme Projects. Moving forward, Kent will be working with BDUK to support the delivery of the Government's new Project Gigabit Programme. This national programme aims to connect 85% of the UK's premises to gigabit-capable broadband connections by the end of 2025.</p> <p data-bbox="777 1230 1178 1254"><b>RISK:</b> None: action completed</p>	<p data-bbox="2002 1070 2089 1166">GREEN</p>

## Priority 7 Renewable Energy Generation

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

### SUMMARY OF PROGRESS

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

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

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

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

PRIORITY 7: RENEWABLE ENERGY GENERATION

Action	Progress	RAG
<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 impacts</p> <p><i>LEAD: KCC/Medway Council</i></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.</p> <p><b>RISK:</b> This action is at serious risk of non-completion due to funding and co-ordination issues.</p>	<b>RED</b>

Action	Progress	RAG
<p data-bbox="125 233 577 424">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 data-bbox="125 491 282 523"><i>LEAD: KCC</i></p>	<p data-bbox="613 233 1917 296">KCC are implementing Public Sector Decarbonisation Scheme (PSDS) funding of £18 million for two large solar projects (24MW in total) due to be completed by June 2022.</p> <p data-bbox="613 312 1576 344">In addition, KCC have completed the following PSDS Heat pump projects:</p> <p data-bbox="613 360 1525 392">Swattenden Centre: £260,439, saving 16.62 tonnes of CO2e annually,</p> <p data-bbox="613 408 1451 440">Oakwood House: £235,631, saving 43 tonnes of CO2e annually,</p> <p data-bbox="613 456 1541 488">Ashford Highways Depot: £155,300, saving 3 tonnes of CO2e annually.</p> <p data-bbox="613 560 1592 592">KCC have also completed some LED projects (PSDS &amp; Salix loan funding):</p> <p data-bbox="613 608 1809 639">Ashford Henwood offices: £89,052, saving £6,522 annually and 11 tonnes of CO2e annually</p> <p data-bbox="613 655 1888 687">Cheriton Library: £10,835 saving £746 per year in energy costs and 1.35 tonnes of CO2e annually</p> <p data-bbox="613 703 1742 735">Broadstairs Library: £13,947 saving £1,543 per year and 5.96 tonnes of CO2e annually</p> <p data-bbox="613 751 1697 783">Cliftonville Library: £7,688, saving £987 per year and 3.81 tonnes of CO2e annually</p> <p data-bbox="613 799 1850 831">Eden Centre: £3,112 saving £1,392 per year in energy costs and 6.29 tonnes of CO2e annually</p> <p data-bbox="613 847 1928 879">Margate Adult Education Centre: £17,652 saving £2,829 per year and 10.92 tonnes of CO2e annually</p> <p data-bbox="613 895 1928 1142">Medway Council have a river source heat pump study underway, further to a successful award of funding from the Department of Business, Energy and Industrial Strategy (BEIS). A Heat District Network Feasibility Study for the Hoo Peninsula and Strood has been completed and it is anticipated that the report will be progressed through the relevant democratic process for the findings and recommendations to be formally recognised. Medway Council have been awarded funding of £76,000 from the Department for Business, Energy and Industrial Strategy (BEIS) for a techno-economic feasibility study (the next stage in the process for developing a viable heat district network.)</p> <p data-bbox="613 1158 1865 1270">As mentioned in Priority 5, seven local authorities submitted successful bids to the first round of Public Sector Decarbonisation Fund, which included renewable heat and electricity generation in corporate buildings and schools.</p> <p data-bbox="613 1286 1899 1398"><b>RISK:</b> The rapid release of Government funding, with very short timescales for bidding and delivery has meant that partners are focused on responding to these immediate funding calls, rather than looking at longer-term opportunities. Sourcing equipment as availability is limited.</p>	<p data-bbox="1984 193 2063 225">RAG</p> <p data-bbox="1995 767 2029 863">AMBER</p>

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

Action	Progress	RAG
<p data-bbox="125 236 584 392">7.6 Develop and implement projects to support households to install renewable heat and electricity technologies (linked to action 5.4 – deliver domestic retrofit strategy).</p> <p data-bbox="125 459 479 488"><i>LEAD: All Local Authorities</i></p>	<p data-bbox="616 236 1850 296">There have been several projects developed over the last year, to support households to install renewable heat and electricity technologies.</p> <p data-bbox="616 317 1912 448">Households in Kent &amp; Medway were successful in securing funding from the Green Homes Grant voucher scheme. From September 2020 to January 2022, homes in Kent had 1260 measures installed of which 488 were in low-income homes. In Medway, this was 193 installations of which 87 were in low-income homes.</p> <p data-bbox="616 469 1912 632">Launched in August 2020, two local authorities in Kent were successful in securing funding from phase 1 of the Green Home Grant Local Authority Delivery Scheme (LAD1A/B). This funding sought to improve energy efficiency of low-income households. Sevenoaks were successful in securing £1.5m to upgrade up to 150 mobile-home owners and Dartford won LAD1A funding of £144,139.62 and LAD1B of £1.3m for 40 homes so far, with various insulation measures.</p> <p data-bbox="616 652 1912 850">Local authorities in Kent were successful in securing £5,226,500 funding from phase 2 of the Green Home Grant Local Authority Delivery Scheme (LAD 2) in February 2021. This scheme aims to raise the energy efficiency of low income and low energy performance homes with a focus on energy performance certificate (EPC) ratings of E, F and G. This funding was allocated to the Greater South East Energy Hub who are the region’s point of expertise and coordination on energy issues and have been engaging with all local authorities in Kent to deliver the scheme.</p> <p data-bbox="616 871 1912 1002">The delivery of LAD 2 is delayed due to issues with procurement of managing agents. BEIS granted an extension in mid-December 2021 allowing SE Energy Hub to recruit households onto the scheme until 31 March 2022, and then three months to complete delivery of upgrades to homes, through recovery plans, until 30 June 2022.</p> <p data-bbox="616 1023 1912 1153">The Energy Company Obligation is a government programme where major energy companies are required to fund domestic energy saving measures. In Kent, the administration of ECO 3 was through the Warm Homes scheme and this scheme finished in December 2021. In the final phase of the Warm Homes scheme over 65 replacement heating systems were installed in houses.</p> <p data-bbox="616 1174 1912 1340">The Solar Together scheme was set up in the Autumn of 2020 as a collective buying scheme to help ‘able to pay’ households get a reduced-price installation of solar panels. This resulted in the registration of the target 4000 households and the installation of over 2,000 panels of 675KW and a saving of 180 TCO2. Phase 2 of the Solar Together Scheme was launched (February 2022) and registrations exceeded the phase 1 total.</p> <p data-bbox="1653 1361 1935 1390" style="text-align: right;">Continued over page.</p>	<p data-bbox="2007 815 2033 876">RED</p>

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

## Priority 8 Green Infrastructure

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

### SUMMARY OF PROGRESS

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

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

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

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



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

**PRIORITY 8: GREEN INFRASTRUCTURE**

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

Action	Progress	RAG
<p data-bbox="129 236 719 325">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="129 395 607 459"><i>LEAD: KCC with support of all Local Authorities</i></p>	<p data-bbox="759 236 1984 496">Plan Tree, KCC's draft Tree Establishment Strategy, has been produced and public consultation on the strategy ran from 8<sup>th</sup> March to 2<sup>nd</sup> May 2022. A Kent Tree Strategy Officer was appointed in November 2021 to take forward the strategy and work on its implementation, which will continue in advance of its formal adoption by KCC. £275,129 of funding was successfully secured from the Local Authority Treescape Fund, to deliver 250 standard trees and 41,000 whips in Swale and Ashford. KCC submitted further bids to support tree establishment in 2022-23 to the Local Authority Treescape Fund and Urban Tree Challenge Fund.</p> <p data-bbox="759 568 1951 632"><b>RISK:</b> The implementation of the Tree Establishment Strategy is dependent upon resources and funding. Additionally, finding suitable land for tree establishment remains challenging.</p>	GREEN
<p data-bbox="129 659 712 778">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="129 850 293 882"><i>LEAD: KCC</i></p>	<p data-bbox="759 659 1984 890">KCC successfully secured £500,000 from the Shared Outcomes Fund, to deliver 3,588 trees and 6,408m<sup>2</sup> of natural regeneration through the Trees Outside Woodland project (2020-23). This project has successfully established 3,000 native trees in six urban woodland trial plots across Mid Kent including trialling the Miyawaki method of 'mini' woodland creation. Following these successful trials, a further Miyawaki method woodland of 350 trees is expected to be created in Ashford and four trial plots of 700 new native trees, using the natural regeneration and broadcast sowing methods, in Lenham.</p> <p data-bbox="759 911 1966 1074">Planning is underway to set up a community tree nursery within the grounds of HMP Maidstone, with the assistance of Greener Growth, a community interest company. The long-term aim is to produce hard to source, locally rare, native tree and shrub species, to restore landscape biodiversity. The scheme will also provide educational opportunities for inmates including the possibility of gaining a horticultural qualification.</p> <p data-bbox="759 1094 1921 1193">KCC have created 'Tree Planting Advice' on kent.gov to provide accessible advice on the funding available for individuals, communities, businesses, schools, landowners, and land managers wishing to access trees to plant on their land.</p> <p data-bbox="759 1262 1984 1361"><b>RISK:</b> The biggest risk to the delivery of this project is the lack of rarer tree species. The HMP Maidstone community tree nursery is being set up to address this risk by providing rarer, native trees that can be used in Kent.</p>	GREEN

## Priority 9 Supporting Low Carbon Business

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

### SUMMARY OF PROGRESS

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

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

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

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

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

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

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

**PRIORITY 9: SUPPORTING LOW CARBON BUSINESS**

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

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

Action	Progress	RAG
<p data-bbox="129 233 680 292">9.5 Drive an increase in the local circular economy within SMEs and Social Enterprises.</p> <p data-bbox="129 360 293 389"><i>LEAD: KCC</i></p>	<p data-bbox="757 233 1984 363">The Interreg project 'Upcycle Your Waste' has undertaken 'barrier/driver' interviews and waste scans with over 130 SMEs across Kent and Medway, plus worked with partners to survey 70 more in the Canterbury area. KCC are in the process of working with these firms to highlight possible business cases for a range of upcycling opportunities.</p> <p data-bbox="757 384 1977 483">The Interreg project 'BLUEPRINT' is linking existing businesses in the circular economy with the public and designing training packages to upskill businesses and staff in the concepts and practicalities of adopting a circular economy.</p> <p data-bbox="757 552 1984 718"><b>RISK:</b> There are limited resources within this project and so prioritisation is essential. A large proportion of the solutions are/will be private sector/commercially led. KCC would be looking at sharing and promoting best practice, transferring knowledge, supporting and testing viability of business cases and referring pilot projects and businesses to funding and/or sector-led support.</p>	<p data-bbox="2018 432 2056 531">AMBER</p>

## Priority 10 Communications

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

### SUMMARY OF PROGRESS

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

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

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

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

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

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

**PRIORITY 10: COMMUNICATIONS**

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



Action	Progress	RAG
<p data-bbox="129 233 730 292">10.3 Maximise the impact of COP26 by developing and promoting a shared calendar of events and resources.</p> <p data-bbox="129 360 293 387"><i>LEAD: KCC</i></p>	<p data-bbox="757 233 1977 400">KCC developed and promoted a shared calendar of events for COP26. 76 events were listed from 28 organisations which reached over 61,000 people (81% reach from paid ads) 3,500 clicks through to our website from Facebook (98% from sponsored campaign) and 10% increase in Kent Green Action page likes. Increased contact with local groups has raised awareness of the Kent Green Action pages and of the active groups across Kent.</p> <p data-bbox="757 416 1989 687">KCC and the University of Kent kicked off their COP26 work in September 2021, with a business networking event, featuring the #ZeroCarbonTour electric bus. Canterbury CC hosted a series of climate change events as part of the Canterbury Festival in October. Medway organised a number of events including its first large scale community climate change conversation event which encouraged residents to discuss climate change and start to identify a community action plan. A Community Network has since been set up to take the actions forward. Also, in the lead up to COP26, Medway held its first EV event, an opportunity for the public to find out more about making the switch to electric.</p> <p data-bbox="757 703 1962 807">There is the opportunity to build on this success and produce calendars again for key events e.g., summer holidays or Great Big Green Week, solidify new relationships, encourage participation and normalise green action.</p> <p data-bbox="757 871 1843 938"><b>RISK:</b> Sponsored advertising is needed to secure high engagement in social media campaigns.</p>	<p data-bbox="2009 193 2078 225">RAG</p> <p data-bbox="2009 544 2078 639">GREEN</p>
<p data-bbox="129 962 689 1054">10.4 Implement joint communication campaigns to reduce air pollution around schools and children's centres.</p> <p data-bbox="129 1121 611 1189"><i>LEAD: Kent and Medway Air Quality Partnership, KCC/Medway Council</i></p>	<p data-bbox="757 962 1977 1193">The Kent &amp; Medway Air Quality Partnership set up a communication subgroup in May 2021 to develop joint communication campaigns to reduce air pollution. The focus of the group for 2021 was schools and children's centres. Clean Air Day, June 2021, was the first campaign (detailed above) and was followed by a social media campaign for Bike to School week on 27 September to 1 October 2021 (which included some paid Facebook advertising) and reached 184,961 people, with 743 engagements and 662 clicks. District partners have successfully secured DEFRA funding for digital resources for schools which will be launched in April 2022.</p> <p data-bbox="757 1265 1783 1332"><b>RISK:</b> Limited resources to effectively review and evaluate campaigns. Limited communications budgets mean fewer activities possible.</p>	<p data-bbox="2009 1102 2078 1198">GREEN</p>

Action	Progress	RAG
<p data-bbox="129 233 712 292">10.5 Implement joint communication campaigns to increase modal shift to active travel/public transport.</p> <p data-bbox="129 360 544 392"><i>LEAD: KCC &amp; Medway Council</i></p>	<p data-bbox="757 233 1966 499">There have been a plethora of joint communications campaigns to increase use of active travel/public transport using social media, production of new walk/cycle maps, in person events and promotional cycle videos. Part of the campaign for Clean Air Day was the launch of a hydrogen bus trial in Sevenoaks, which attracted national media attention with an ITV report and several articles. The Kent Connected journey planner app was promoted between 2 and 29 August 2021 via a social media engagement campaign. This targeted the whole of Kent via promotional videos and images, reaching 278,000 people and resulting in 3,208 downloads in August (normally 100 per month) with an increase in usage since then.</p> <p data-bbox="757 568 1921 627"><b>RISK:</b> Funding remains a risk as ongoing revenue is required for continued paid for social media advertising.</p>	<p data-bbox="2022 384 2056 480">GREEN</p>

Action	Progress	RAG
<p data-bbox="129 233 685 325">10.6 Implement joint communication campaigns to help residents reduce their fuel bills/ save energy (linked to action 5.4).</p> <p data-bbox="129 392 685 424"><i>LEAD: Kent Energy Efficiency Partnership</i></p>	<p data-bbox="757 233 1991 564">KCC received £1million funding from the Department for Work and Pensions ‘Household Support Fund’ and Green Doctors, supported by KCC’s Helping Hands Scheme, is providing a Fuel Voucher Support Scheme to assist vulnerable households with their fuel bills as part of the COVID recovery. This scheme is currently being administered and aims to issue 12,000 vouchers to Kent residents experiencing financial hardship. Promotion of this campaign is via health professionals, social prescribers, community wardens who refer individuals into the scheme. Individuals can receive up to 3 vouchers worth £50 each. The campaign includes a flyer, social media campaign and direct messaging via partners including the Kent Energy Efficiency Partnership. The project is being closely monitored to ensure uptake is maximised and is due to complete in April 2022.</p> <p data-bbox="757 587 1991 750">Kent Energy Deal is a partnership between Kent Councils and iChoosr to help residents save money on their energy bills by using combined buying power to access highly competitive tariffs. The scheme has been in operation since 2013 in 5 districts and it is being promoted in communications campaigns organised by individual councils. Due to unprecedented market forces, the October 2021 auction did not take place and will be re-visited.</p> <p data-bbox="757 772 1991 970">The Warm Homes scheme was set up in 2013 to provide insulation and heating measures to low income and vulnerable residents across Kent. Due to funding constraints, the scheme ceased to be coordinated by KCC, who now provide links to districts’ individual funding streams from kent.gov. KCC and districts were also involved in a social media promotional campaign to promote the Green Homes Grants, however this voucher scheme ended suddenly in March 2021 and was not continued.</p> <p data-bbox="757 1040 1991 1104"><b>RISK:</b> Being able to issue the volume of vouchers for the Fuel Voucher Support Scheme that have been procured within the time available.</p> <p data-bbox="757 1126 1991 1190">The funding landscape for domestic energy efficiency is fast-changing and poorly resourced, making it challenging to plan and deliver effective communication campaigns.</p>	<p data-bbox="2009 193 2083 225">RAG</p> <p data-bbox="2009 667 2083 769">GREEN</p>

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

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

Action	Progress	RAG
<p data-bbox="129 233 667 328">10.11 Monitor and review effectiveness of communication campaigns and develop targeted behaviour change programmes.</p> <p data-bbox="129 392 293 424"><i>LEAD: KCC</i></p>	<p data-bbox="757 233 1984 296">All communications campaigns have been monitored. The communications campaigns for Clean Air Day, COP 26 and Solar Together were extensively reviewed with evaluation reports.</p> <p data-bbox="757 312 1973 448">These reports illustrate the importance of targeted campaigns, the need to ensure accessibility, particularly to those without access to the internet, and the importance of clear measures of effectiveness. These insights along with the Behaviour Insights Report 2020, will inform the communications campaigns for 2022.</p> <p data-bbox="757 464 1912 600"><b>RISK:</b> Resource, expertise and time to effectively research, test, develop then evaluate behaviour change campaigns. Shift from traditional aims of raising awareness across the whole population of Kent, to targeting segments of an audience and aiming to achieve behaviour change, rather than education.</p>	<p data-bbox="2018 376 2051 472">GREEN</p>