

From: Mike Whiting, Cabinet Member for Planning, Highways, Transport and Waste

Barbara Cooper, Corporate Director of Growth, Environment and Transport

To: Environment & Transport Cabinet Committee – 28th November 2018

Subject: Kent & Medway Energy & Low Emissions Strategy – Emerging evidence and priorities

Classification: Unrestricted

Electoral Division: All

Summary:

This report provides an update on the development of a Kent and Medway Energy and Low Emissions Strategy, as well as an update on the emerging priorities within the TRI-LEP Energy Strategy to which the Kent and Medway Strategy will contribute.

Recommendation(s):

The Environment and Transport Cabinet Committee is asked to consider and make recommendations to the Cabinet Member for Planning, Highways, Transport and Waste as to the:

1. Progress in and proposed timelines for the development of the Strategy; and
2. The Themes and Project Models proposed in the TRI-LEP Energy Strategy outlined in Section 3, and their relevance to the Kent and Medway Strategy.

1. Introduction

1.1 In November 2017, Kent & Medway Chief Executives and Leaders endorsed the need for a Kent and Medway Energy & Low Emissions Strategy (ELES), as a daughter strategy to the Kent Environment Strategy, with KCC taking the lead in co-ordinating its development collectively with Medway Council, Kent Districts and other key partners.

1.2 This paper is a further update to the paper presented to this Cabinet Committee on 20th September 2018. The work to date that informs this paper has been and will continue to be shaped by the Kent Environment Strategy Cross Party Members Group that meets every six weeks.

2. Background – Kent and Medway Energy and Low Emissions Strategy – Purpose and Aims

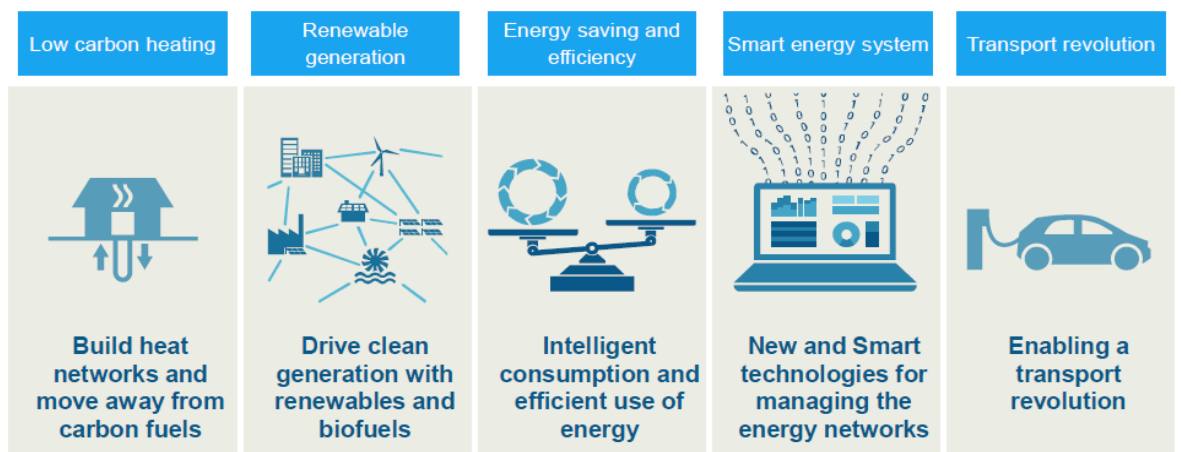
2.1 The Strategy will develop a multi-agency approach towards a more sustainable energy infrastructure across Kent and Medway as well as improving air quality, reducing carbon emissions.

- 2.2 The Strategy will utilise available data and evidence of good practice to identify the most effective partnership actions to achieve a step change in delivery, targeting existing resources more effectively, securing new funding and increasing collaboration across partners.
- 2.3 Following extensive stakeholder engagement with the data gathered to date, five themes and potential options for non-technological actions have emerged. These options were shared with the Cabinet Committee in September to gather members' views and comments. The five themes that have been identified are:
- Leadership and Governance
 - Evidence and Intelligence
 - Policy, Planning and Guidance
 - Financing and Investment
 - Communications and Engagement
- 2.4 Further detail of the proposed themes and actions presented at the 20 September Committee have been provided in **Appendix 1** for reference. These themes and actions are being developed and refined together with consideration of technological interventions from the TRILEP Energy Strategy, for inclusion in the final draft Kent and Medway Strategy that will be presented to this Cabinet Committee in the new year.

3.0 TRI-LEP Energy Strategy -Technological Interventions

- 3.1 As background, in parallel, BEIS requested and provided the funding to all Local Enterprise Partnerships (LEPs) to produce Local Energy Strategies, which should provide a clear analysis of the local opportunities and challenges across heat, transport and power.
- 3.2 In response to this initiative, the Southeast Local Enterprise Partnership (SELEP) have partnered with Coast to Capital and Enterprise M3, to develop an ambitious strategy and potential technological project interventions that will be scalable across the geography to increase impact and investment and develop cross-LEP working, including Kent and Medway. The five emerging draft Themes and 18 technological project model interventions identified are shown in **Figure 1** and **Table 1** below. The full Draft TRI-LEP strategy is available on request.

Figure 1: Themes



3.3 Kent have been a key actor in developing this strategy, participating on the Steering Group and the majority of the interventions will be relevant for implementation in Kent and Medway.

3.4 The next steps for Kent and Medway in the development of the Tri-LEP Strategy will be to review the 18 Project Models and prioritise those areas to include in the Kent and Medway Energy and Low Emissions Strategy. This prioritisation will be carried out in consultation with key stakeholders and the Cross Party Members Group.

Table 1: Technological Interventions

Five Priority Themes	Project Models
Low carbon heating	<ul style="list-style-type: none"> • #1 District Heat Networks rollout • #2 Off-gas grid homes • #3 Hydrogen injection into the Natural Gas grid • #16 New-build homes on hydrogen grid
Energy saving and efficiency	<ul style="list-style-type: none"> • #2 Off-gas grid homes • #9 Energy Efficiency in homes • #10 SME Support Programme
Renewable generation	<ul style="list-style-type: none"> • #4 Offshore wind development • #5 Solar and microgrid on landfill sites • #6 Biomass fuel supply chain development • #7 Solar energy for Network Rail • #8 Car parks - solar potential • #17 Biofuel evolution
Smart energy system	<ul style="list-style-type: none"> • #5 Solar and microgrid on landfill sites • #11 New housing smart microgrids • #12 EV charging & hydrogen-fuelling infrastructure • #15 Setup of ESCO / MUSCO infrastructure • #18 Support developments in CO2 capture
Transport revolution	<ul style="list-style-type: none"> • #12 EV charging & hydrogen-fuelling infrastructure • #13 CNG fleet fuelling • #14 Ports - modernisation of port energy infrastructures

4. Financial Implications

4.1 As stated in the September report to Cabinet Committee, at this early stage, specific costed measures are not yet defined. As the priorities and action plan for the Strategy develops, the supporting evidence and any cost implications of specific actions will become clearer.

5. Policy Framework

5.1 This paper and the activity within it is directly linked to KCC Strategic Outcomes and to the Kent Environment Strategy and its Implementation Plan. It is also relevant to the emerging Health and Wellbeing Strategy and Kent's Public Health Outcomes. Further details are provided in the earlier paper.

6. Equalities Impact Assessment

- 6.1 An Equalities Impact Assessment was also included in the earlier paper. At this stage there are no significant negative impacts. As this Strategy is aimed at improving health outcomes, there is more likely to be more positive equality impacts than negative, particularly for Age, Maternity and Disability. As more evidence becomes available and priorities become more defined, impacts will be re-assessed to determine if this assessment requires revision.

7. Conclusions

- 7.1 Work with stakeholders has further strengthened the business case for public sector intervention in this critical agenda, and by extension for the development of the Kent and Medway Energy and Low Emissions Strategy.
- 7.2 In the meantime, the work that has been undertaken to simultaneously co-develop the Tri-LEP Energy Strategy is an important step forward in maximising the opportunity for Kent and Medway to not only shape its own future in this agenda, but to influence the wider Southeast picture.

8. Next Steps and Timescales

- 8.1 It is the aim to bring back a final draft for consultation to Cabinet Committee in the New Year. The final draft will go out for public consultation in late spring 2019 for 12 weeks with the final version completed by Autumn 2019.

9. Recommendation(s)

Recommendation(s):

The Environment and Transport Cabinet Committee is asked to consider and make recommendations to the Cabinet Member for Planning, Highways, Transport and Waste as to the:

1. Progress in and proposed timelines for the development of the ELES Strategy; and
2. The themes and project models proposed in the TRI-LEP Energy Strategy outlined in Section 3, and their relevance to the Kent ELES Strategy

8. Background Documents

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

Paper presented to Environment & Transport Cabinet Committee Jan 2018
<https://democracy.kent.gov.uk/documents/s82600/Item%206%20-%20Report%20-%20Kent%20Environment%20Strategy%20Progress%20Energy%20and%20Air%20Quality.pdf>

9. Contact details

Report Authors:

Deborah Kapaj Sustainable Estates Programme Manager, Sustainable Business and Communities

Deborah.kapaj@kent.gov.uk 03000 410237

Carolyn McKenzie – Head of Sustainable Business & Communities

Carolyn.mckenzie@kent.gov.uk 03000 413419

Relevant Director:

Katie Stewart, Director, Environment Planning and Enforcement

03000 418827

katie.stewart@kent.gov.uk

Appendix 1 Key Themes and Actions

Leadership and Governance

If real progress is to be made locally in setting a framework for change on emissions and energy infrastructure, strong leadership will be critical. Given the role of development and transport in these agendas, it is therefore logical that local authorities – at county, unitary and district/borough levels – provide this leadership. Potential actions include :

- More visible joint lobbying of Central Government and business with key partners.
- Kent/KCC being a stronger advocate for energy and low emissions on the Local Enterprise Partnership (LEP) and Transport for the Southeast Subnational Transport Boards – taking the lead in promoting LEP-wide initiatives to reduce emissions and promote sustainable energy solutions where appropriate.
- In respect of commissioning and procurement, encouraging or requiring the use clean growth solutions within contracts for services; capital projects commissioned; corporate and Kent strategies and initiatives; and new build design standards for KCC buildings
- Development of a Kent and Medway-wide public sector estate improvement programme. Organisations like KCC, Medway Council and districts playing a leading role in the development of future energy systems through estate energy use and generation, requiring smart, efficient and innovative energy solutions in public sector-owned and managed buildings.
- Taking more of a leading role in facilitating future Kent energy infrastructure, e.g. decentralised energy, EV/alternative fuel vehicle roll out, smart networks.
- Exploring how we reduce emissions from staff travel - to incentivise, promote and provide the infrastructure for low emission transport and active travel options, for commuting and business travel and sharing these concepts with the district authorities

Evidence and Intelligence

The current levels and trends in energy and fuel consumption and resultant emissions are clearly set out at national and regional level; however, there is less data and evidence available at district level, where more targeted interventions might be necessary. This includes a lack of consistent monitoring, and a lack of robust case studies, which development planning can reference and use to develop policy, meaning local authorities are less able to press developers to implement more innovative technologies and solutions to achieve higher levels of sustainability.

It is proposed that the strategy considers building more robust evidence and intelligence to support the delivery of the strategy and the development of effective planning policies. The potential actions to be considered are:

- A more comprehensive evidence base across Kent and Medway to inform future action
- Integration of energy, carbon and air quality data/evidence into future iterations of the Kent and Medway GIF.

- Provision of more accessible and relevant travel and public health information for the public to make more sustainable and healthier choices.
- Greater engagement with local universities and the research community to pilot and evaluate innovative approaches and gather intelligence to:
 - Deliver robust case studies to demonstrate 'what works' and to underpin planning.
 - Provide the evidence needed to effectively lobby Government for stronger national policies and to successfully bid for grant funding.

Policy, Planning and Guidance

Planning policy is a critical enabler in delivering a step change to support clean growth. A consistent message from stakeholders confirms there is a disparity between the clean growth ambitions of the Government and the ability of local authorities, particularly local planning authorities, to deliver those ambitions. It should be noted that previous changes in national policy and planning have removed helpful standards such as the Code for Sustainable Homes and as yet there are no common standards for critical national infrastructure such as for electric vehicles. The potential actions to be considered are:

- Development where appropriate of common planning policies for new developments which could cover
 - A requirement for Energy Statements for housing over a certain threshold to encourage decentralised energy and renewables
 - A requirement for performance above Building Regulations in some contexts or circumstances
 - The provision of EV charging points (and provision for alternative vehicle fuels) on new developments
 - The provision of sustainable and active travel options on new developments
- Development of guidance or standards for certain licencing, which could include taxis, private rented accommodation (Landlords), commercial premise letting.
- Development of anti-idling policies – for instance, for bus services, taxis, school drop off points, health facilities and similar circumstances or services where such idling is a particular issue.
- The exploration of the use of Clean Air Zones to deter use of old diesel buses, lorries and taxis

Financing and Investment

Ultimately critical to delivering action is funding, particularly for more sustainable transport and energy infrastructure, significant building improvements and new research. Some areas have achieved partnership success in accessing funding, for example for home energy efficiency improvements to reduce fuel poverty. This success needs to be replicated at scale to tackle air pollution and deliver wider energy action. The potential actions to be considered are:

- Increasing KCC and partners investment or support for community scale energy and smart grid projects including renewables, battery storage and EV infrastructure outside the KCC estate where a return exists.
- Explore the development of a potential Kent and Medway-wide Energy and Low Emissions investment fund to support implementation at scale, linking to existing mechanisms such as the Local Growth Fund and the Regional Growth Fund for businesses

Communications and Engagement

Local authorities have a key role to inform, promote and encourage behavioural change and the adoption of new technologies. There are already a number of existing initiatives; the intention would be to build on these to accelerate the pace of change. The potential actions to be considered include:

- More targeted information campaigns to reduce negative impacts – e.g. vehicle idling around schools, care and hospital facilities and in town centres.
- More interactive information to be provided in order to:
 - Enable residents to take action to protect their health eg alternative walking/cycling/running routes to avoid high pollution areas at particular times
 - Encourage more active travel.
 - Work with districtes to establish and review local cycling policies