
Report to: Green Economy Panel

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Subject: Major Projects Update

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1. Purpose of this report

- 1.1 To give an update on the progress against the Green Economy Panel's major projects and programmes.

2 Information

Energy Accelerator

- 2.1 The Energy Accelerator (Accelerator) is a key initiative under priority three of the Strategic Economic Plan (SEP) which aims to create a zero carbon energy economy by 2036. It is a new innovative programme. The Energy Accelerator is a team of expert advisors that are supporting the development of low carbon projects. The Accelerator offers free support to the commercial and public sector in the following areas:

- Energy efficiency and renewable energy (new and retrofitted)
- District heat networks
- Street lighting

- 2.2 See item 7 for a full update on the programme.

Better Homes Yorkshire

- 2.3 Various Council's within the City Region continue to deliver locally-led energy efficiency and fuel poverty programmes including Warm Homes Funded projects. To date 294 properties have received measures during 2019/20, against the target of 1,200. This brings the total number of homes improved through the programme to 4,967. See Item 6 on the planned future work to accelerate city-region scale energy efficiency programmes.

Resource Efficiency Fund

- 2.4 The Resource Efficiency Fund (REF) offers free expert advice and business support to small and medium sized enterprises (SMEs) to help them to implement energy and water efficiency and waste reduction measures.
- 2.5 Table 1 summarises the most up to date key progress indicators for the Resource Efficiency Fund.

Table 1: Progress as at 31 August 2019			
	Last Update (31/05/19)	Current	Programme Target (31/10/19)
Total Business Contacts	642	686	501
Assessments Commissioned	342	356	321
Businesses Supported	240	254	303
Businesses receiving non-financial support	208	220	200
Businesses receiving information, diagnostic and brokerage support	83	83	75
Grants Completed	123	137	133

- 2.6 Overall, businesses supported are at 87 percent of target, which is a drop since the last report as summer activity has been slow. There are currently at least 24 additional pipeline outputs which would achieve 92% of programme target overall, with work ongoing
- 2.7 The ERDF managing authority has recently approved a short project extension to allow activity to continue until 31 December 2019, which should enable a smooth handover to the follow-on programme RE-Biz.

RE-Biz (formerly REF2)

- 2.8 RE-Biz is a new programme that will build on and enhances the current Resource Efficiency Fund delivered by the Combined Authority. This project will increase energy efficiency and environmental resource efficiency (ERE), covering energy, energy efficiency water and waste, in SMEs through:
- Providing advice and support to deliver best practice in ERE in SMEs
 - Over 170 grants (including small grants <£8000 and new large grants £8000 – £40,000) to support SMEs to implement tailored action plans
 - Investment in ERE and low carbon technologies.
 - Piloting a range of bespoke circular economy ¹support packages.

¹ A circular economy is an alternative to a traditional linear economy (make, use, dispose) in which we keep resources in use for as long as possible, extract the maximum value from them whilst in use, then recover and regenerate products and materials at the end of each service life. In practical terms this means reducing use of finite virgin materials, designing products to last longer.

- 2.9 The Combined Authority has applied for ERDF funding to deliver RE-Biz across West and North Yorkshire. The decision is still pending and anticipated by December 2019.

District Heat Network (DHN) Programme

- 2.10 The Programme continues to support the development of several active heat network projects in the City Region.
- 2.11 Since the last Panel meeting the four projects reported as being developed through the Energy Accelerator continue to be progressed. In summary:
- **Barnsley:** Work is ongoing to update the previous feasibility study to ensure renewable energy sources are sufficiently considered and develop the outline business case, specifically the strategic case. In addition consultants are being procured to oversee the project management of the project.
 - **Bradford:** Work is ongoing to develop the outline business case with a focus on the development of the strategic case, tweaking of the techno-economic model and development of the financial model. In addition a consultant is being procured to undertake ground penetrating radar surveys.
 - **Halifax:** Work is ongoing to scope out the project in advance of being submitted to Gateway 2. Although the exact scope is to be determined it is likely to cover an update to the outline business case with a specific focus on renewable solutions and pre-procurement work to de-risk investment.
 - **Leeds:** Energy Accelerator support for Phase 2 (the connection of city centre buildings to Phase 1 of Leeds PIPES) is ending with outstanding work focussed on establishing the Special Purpose Vehicle (SPV). Phase 2 has been successful in gaining grant funding from HNIP. Preparatory work on Phase 3 (Southbank) to clear Gateway 2 is underway and will focus on the development of a feasibility study.
- 2.12 The Leeds PIPES construction programme is progressing well and all underground construction work is complete, with the steam supply from the RERF now being commissioned. The heat sales agreement with the Leeds Playhouse is in place, with heat supplied since July. Work to connect almost 2,000 homes (multi storey flats at Lincoln Green, Ebor Gardens and Saxton Gardens) is on schedule, with around 500 homes now being supplied with heat. A launch of the scheme is expected in late autumn 2019.

Green and Blue Infrastructure (GBI) Strategy and Delivery Plan

- 2.13 The GBI Strategy and Delivery Plan was adopted by the Combined Authority in December 2018 and sets out how GBI can contribute to achieving a zero-carbon energy economy to be underpinned by high-quality GBI.
- 2.14 Work continues across a wide range of stakeholders to develop and deliver against the 12 key projects and actions.

- 2.15 The availability of resources to assist in the delivery of the Strategy and Delivery Plan continues to be an issue, slowing down delivery.
- 2.16 Good progress has been made in developing the role profile and partnership agreement for the post of GBI Delivery Officer and have to date helped secure over £83,000 over three years from partners and the Combined Authority to fund the post. However, there remains a shortfall of just over £62,000 that needs to be secured in order to progress with the recruitment of the post.
- 2.17 Options are currently being investigated within the Combined Authority as to how the shortfall could be made up.

Energy Strategy and Delivery Plan (ESDP)

- 2.18 See Item 7.

North East, Yorkshire and Humber Energy Hub

- 2.19 See item 8.

Other Panel updates

- 2.20 The following is a summary of recent items discussed at [Transport Committee](#).
- An update on funding proposals for the £3.5 billion National Roads Fund which aims to drive investment in the major roads network. Two schemes have been prioritised in West Yorkshire costing £40 million. Work is being led by Transport for the North, who are committed to deliver measures which contribute towards meeting the Government's carbon reduction targets and are consistent with local climate emergency declarations.
 - The Combined Authority's funding bid to the £1.2 billion Transforming Cities Fund which aims to drive productivity through improved connections between urban centres and suburbs.
 - Work to develop a Connectivity Strategy focussing on improving the connectivity between our places. This work will inform a new spatial pipeline for transport interventions across the region up to 2040. Key focus will be on mass transit and an Urban Transit Strategic Outline Business Case is currently being developed, supported by market testing of advanced urban transit technologies.
 - The Combined Authority's funding bid to the £90 million Transforming Cities Fund Future Mobility Zone. This work aims to understand both the key drivers that will determine future trends in transport use and also to examine the advances in vehicles, apps, and other technologies that are set to transform the way in which we currently plan, book and pay for travel. £26.76 million is being asked for as part of the bid.

3. Financial Implications

3.1 There are no implications associated with this paper.

4. Legal Implications

4.1 There are no implications associated with this paper.

5. Staffing Implications

5.1 There are no implications associated with this paper.

6. External Consultees

6.1 No external consultations have been undertaken.

7. Recommendations

7.1 That the Panel note the progress against the major projects and programmes.

8. Background Documents

8.1 None.

9. Appendices

None.