

Crawley Borough Council

**Minutes of Climate Change Scrutiny Panel**

Thursday, 10 September 2020 at 6.30 pm

**Councillors Present:**

K L Jaggard (Chair)

T Lunnon and A Pendlington

**Also in Attendance:**

Councillor C J Mullins and P C Smith

**Officers Present:**

Heather Girling	Democratic Services Officer
Chris Pedlow	Democratic Services Manager
Graham Rowe	Partnership Services Manager
Nigel Sheehan	Head of Projects and Commercial Services
Louise Skipton-Carter	Sustainability Manager
Clem Smith	Head of Economy and Planning
Steve Sawyer	Executive Director, Manor Royal Business District (MRBD)

**Apologies for Absence:**

Councillor J Hart

**1. Disclosures of Interest & Whipping Declarations**

The following disclosure of interest was made:

<b>Councillor</b>	<b>Item and Minute</b>	<b>Type and Nature of Disclosure</b>
Councillor P C Smith	Witness Sessions (Minute 3)	Personal Interest - Local Authority Director of the Manor Royal Business Improvement District

**2. Minutes**

The minutes of the meeting of the Climate Change Scrutiny Panel Committee held on 30 June 2020 were approved as a correct record and signed by the Chair.

### 3. Witness Sessions

The Chair provided some background information on the Panel and then witnesses were asked for their views on commercial services and facilities achieving a low-carbon footprint within the town, together with understanding the challenges faced – now and in the future.

Steve Sawyer (Executive Director, MRBD), Nigel Sheehan (Head of Major Project and Commercial Services) and Graham Rowe (Partnership Services) from Crawley Borough Council updated the Panel that:

#### MRBD

- It was acknowledged that during lockdown people had attached increasing value to their environment: People had been shopping local and enjoying green and open spaces. Arguably climate change had become more important.
- How people use a space was important; safe, welcoming, well maintained. Quality green and open spaces were maintained within the Business District to assist in people's health and enhancing the maintenance within Manor Royal so people enjoyed spending time in the space, rather than just passing through.
- It was important to consider what kind of transport was necessary – there was a need to have a place shaping role to look at how an area functions and how to add value to key partners to achieve its potential.
- Re-Energise Manor Royal Project was a vision to create a more sustainable business park. The aim was to increase all forms of renewable energy on Manor Royal. The energy supply would be more sustainable, secure and locally generated, reducing the carbon footprint and lower the cost for businesses.
- A more sustainable Business Park relied on co-operation in order for it to be a success.
- There was an acknowledgement that an innovative approach was needed in the future.

Panel Members raised a number of queries. The issues raised and the key responses included:

- Resulting from the pandemic it was acknowledged that companies were encouraging employees to return to the office, however some were on a phased return. The future for office accommodation use remained, but the demand criteria had altered.
- The Re-energise Manor Royal was an exciting project. It would be able to share locally generated, locally distributed and traded energy between the companies that generate it and those that need it. It would allow energy and heat to be traded between companies or sites. The business case and governance model was currently being documented. It was acknowledged that it came with risk but also reward.
- In terms of future plans, encouraging more people to take up active travel behaviours would be paramount in the future, along with actively promoting and facilitating investment by developers to result in the best, most efficient and most sustainable buildings into Manor Royal.
- It would be beneficial in the future to see electric vehicle infrastructure along the highways.

In addition, it was noted by Councillor P Smith that:

- 80% of people travel by car into Manor Royal, as the town had its challenges: parking, congestion, pollution, Air Quality Management Area.

- There was a need to find ways to encourage and incentivise schemes such as solar panels on sustainable new builds. Whilst the council's policies such as Planning ensure the infrastructure and policies were in place, there had to be a compromise on what was achievable.
- Hydrogen buses were due to be introduced and it was envisaged that an Electric Vehicle charging infrastructure scheme would be rolled out to include Manor Royal.

### CBC

It was confirmed that environmental considerations formed part of the procurement weighting and evaluation for the council's contracts, thus ensuring that the climate change agenda was taken seriously by the current contractors in place.

Discussions took place around the current commercial buildings and vehicle fleet as follows:

#### K2 Crawley

- Combined Heat and Power (CHP)
  - Unit replaced in May 2019, resulting in improved energy efficiency, reducing the carbon footprint, overall energy costs and generating free electricity to serve the building. Savings have contributed towards the improved management fee position achieved for K2 Crawley. Whilst there were some teething issues in synchronising to the building this was now running on average 12 hours per day (70%).
- Solar PV
  - 1,200 Panels installed over three phases in 2013, 2015 & 2016. This has provided 300 kWp or 252,000 kWh pa of free electricity to site and reduced the carbon footprint and running costs by over £36,000 pa thereby contributing to the improved management fee.
- LED replacement scheme
  - Two largest sporting areas were completed and this reduced wattage by 40%.
- Energy efficient pumps fitted to pool filtration system.
- LED Replacement scheme is ongoing in other areas.
- All areas fitted with Passive Infra-Red (PIR) detectors.

#### The Hawth

- Solar PV
  - 190 solar PV panels installed Jan 2017, given 47 kWp and generating over 50,000 kWh of electricity pa and provided a saving of £7,200 pa
- LED Lighting
  - Main Theatre and Studio (two largest areas) were upgraded to LED lighting, which has significantly reducing consumption. The main car park and all external areas were also upgraded to LED lighting and a feasibility study is currently ongoing looking at LED replacement throughout the main circulation areas.

#### Vehicle Workshop Depot

- Solar PV
  - 120 solar PV panels were installed Jan 2016, which providing 30 kWp or 27,700 kWh pa and produced an annual saving of £4,700 in running costs
  - LED lighting throughout since 2017

#### Vehicle Fleet

- The council's fleet consists of mostly Light Commercial Vans. The policy is to consider electric first where available.
- Currently there are 4 electric vehicles on the CBC fleet:
  - Pest control, 2 x parking team, NHS Patch Leader
  - 2 x Hybrid vehicles on order for Community Wardens
- In addition, some handheld electric equipment was being trialled:
  - Trialling small tools: hedge cutter, strimmer, etc

#### Refuse Vehicles

- Currently the Waste & Recycling fleet was made up of 16 front line vehicles.
- These were last replaced in 2014 - all Euro VI diesel, are capable of using up to 7% bio diesel. RCV's have electric bin lifts which are quieter and reduce fuel consumption.
- In terms of performance, they do the following:
  - 109,000 miles
  - 157,000 ltrs of diesel
  - Average 4 MPG
  - 324,000 kg CO<sub>2</sub>
- The contract has been extended to 2024 giving 10 year life on current fleet.
- This also gives time for new technologies to develop to a point of commercial viability. The new technology could include the following:
  - Hydro Treated Vegetable Oil – HVO: drop in fuel, 100% renewable, 12% less CO<sub>2</sub>, 10% less NO<sub>x</sub>, 80% less CO<sub>2</sub> production, 10-12ppm more than diesel.
  - Gas to Liquid – GTL: drop in fuel, Chemically identical to HVO, colourless, odourless and biodegradable,
  - B100: 100% bio-diesel, requires a different engine, increased maintenance, not recommended below -10°C
  - CNG/LNG: Heavier chassis so reduced payload, lower torque so higher revving.
  - Electric: Very quiet operation, zero emission at tailpipe, now available and working in City of London and Sheffield, Range 6-9hrs, price premium £420k v £170k, cost of charging infrastructure substation c£250k
  - Hydrogen fuel cell: Production starting this year, currently only on Mercedes chassis, 100% clean, no CO<sub>2</sub> or NO<sub>x</sub>, Price premium £500-£600k v £170k, refilling infrastructure

Panel Members raised a number of queries. The issues raised and the key responses included:

- K2 Crawley was noted as being one of the biggest single contributor of CO<sub>2</sub> in the town. It was confirmed that the swimming pool heating used the most energy consumption. Whilst during lockdown it had been possible to lower the temperature to reduce the energy consumption, there were industry standards to be maintained with regards to pool temperatures. The air conditioning was linked to the building management system. It was noted however there were occasions prior to lockdown when the centre was not procuring from the grid with regards to the CHP and it was all locally generated. There may be the potential of optimising the CHP in the future to export energy to the grid.

- Viability options could be taken once the town district heat network was operational to look at other sites, and K2 Crawley would be an ideal location.
- It was confirmed that the new technology hydro-treated vegetable oil could be used immediately in diesel engines however there would be a cost implication of 10-12ppl more than diesel.
- Road safety concerns were raised with regards to electric vehicles (with particular reference to refuse vehicles). It was noted that in some vehicles noise had been added.
- It was noted that there were challenges with balancing the environmental climate change agenda and cost.
- Climate change impact assessments whilst not specific documents, were carried out for leisure contracts. It was important that environmental impacts were considered.
- Whilst some contractors were obliged to produce travel plans to assist in identifying and delivering effective transport initiatives, it was felt more could be achieved to encourage residents to 'buy local – shop local' to reduce travel and boost the economy.
- The [Social Value Charter](#) had been agreed by Cabinet in February 2020 and this included "applying environmentally friendly and sustainable business practices" during any procurement.

#### **RESOLVED**

That Panel Members thanked everyone for their attendance and contribution. The discussions had been informative and interesting.

#### **4. General Updates and Actions for Next Meeting**

The Chair updated Panel Members on work that had been recently undertaken:

- Additional information had been provided in relation to the West Sussex Pension Fund. Whilst the borough council already had its Ethical Investment Policy, the West Sussex Pension Fund had itself chosen to invest responsibly rather than divest or restrict the investment opportunities. Climate Change was one of the environmental matters under consideration by the fund managers as part of the investment process.
- The date of the next meeting would be Monday 10 October 2020 on the Council's Domestic Buildings (residential) activity. Witnesses for next session -
  - Head of Crawley Homes
  - Housing Enabling & Development Manager
  - Cabinet Member for Housing

#### **Closure of Meeting**

With the business of the Climate Change Scrutiny Panel concluded, the Chair declared the meeting closed at 7.48 pm

**K L Jaggard (Chair)**