

**LBEG Virtual Meeting 2
Friday 17th July 2020**

Kindly sponsored by [SRS Works](#)



Minutes

*As this meeting was held online, it was decided to have a shorter agenda than usual.
All meeting presentations are available on the [LBEG website](#)
28 people joined the call*

1. Welcome and policy overview

Chris Little, LBEG Chair, welcomed everyone to the meeting and thanked our sponsors, SRS Works. A lot has happened since our June meeting:

- Last week the Chancellor announced last week a [‘plan for jobs’](#) to spur the UK’s recovery from the coronavirus: there’s significant ‘green’ funding but we’re still waiting for the details.
- [The Committee on Climate Change Progress Report to Parliament](#) makes for fairly grim reading: very few actions have been completed and there is slow progress on others. The report also covers the impact of Covid-19 and discusses how this now gives us a unique opportunity to deliver on the Sustainable Development Goals. They also emphasise that our 2050 net zero carbon target requires collaboration across the board.

Action: disseminate information on the funding opportunities as it becomes available, particularly the £1bn fund for public sector buildings. Clarity is also required on the £2bn social housing and if/how this dovetails with the Tory Manifesto ‘Home Upgrade Grants’.

2. LEP Update

Chris updated the meeting on LEP. On 16th July, LBEG joined a roundtable meeting with LB Haringey, London Councils, GLA and LASER to discuss LEP, at which Chris raised a number of LBEG concerns. The key feedback points are:

- The responses to the LB Haringey communication regarding the extension of the LEP MoA were as follows: There was no acceptance threshold required for LEP to continue.
 - 17 members said yes they would like to extend the MoA
 - 7 said no
 - 2 were undecided
 - 11 did not respond
- The value of the repatriation amounts in the Haringey communication were wrong and are being revised upwards. A letter is expected to go out in the next couple of days explaining this and outlining the reduced services that will be in place until the end of this calendar year. It should also be noted that CCS have refused to share market data, so their customers will not be able to benefit from benchmarking activities.
- Haringey intends to consult with members (who want to extend the MoA) through August: they will then consult with their Board on a proposed way forward.

- The LEP Board now comprises LB Haringey and the Met Police, which is not quorate and does not adequately represent the London Boroughs. Barry Phelps (BP) is happy to be contact should anyone want to join the Board.

Different options discussed at the meeting for a 'new' LEP included the amalgamation of LEP with London Councils or the GLA, and/or the continuation of core services. We made it very clear that LBEG didn't have the means or capacity to extend LBEG beyond a networking forum, focusing on energy management and carbon reduction.

There was also a discussion on PPA. It is likely that London Councils will take their to their Transport and Environment Committee (TEC) although actual decision making will be made at an individual Borough level. It has been suggested that LBEG can feed into TEC via LEDNet.

Q1: Did BP confirm how the current LEP work was being funded? (ie is it being funded by money owed to Boroughs who do not wish to continue with the MoA?)

A1: The work is being funded from LEP reserves. The repatriation will be between £1k-£4k (not £500 as originally estimated). The response to the MoA extension survey may have been different if these higher amounts were known (ie more people may have responded if they had realised more money was at stake)

Q2: When London Councils was collecting lists of shovel-ready projects, LEP was mentioned. Did anyone notice?

A2: London Councils needs a London-wide mandate, which LEP cannot provide.

An LEP representative also attended the meeting and added the following points:

- The responses to the initial LEP survey of members was as follows (excl hospitals):
 - Yes: 13 London Boroughs (+ 1 possible additional); 2 from GLA Group + 1 regional
 - No: 7 London Boroughs, 1 regional and 1 possible additional
 - Nil response: 9 London Boroughs, 1 GLA Group, 1 regional
- Letters will be sent out by Barry Phelps possibly today clarifying the repatriation situation:
 - If you paid £9750, you should be due £3913.37 refund
 - If you paid £6750, you should be due £2709.25 refund
 - These adjustments reflect review of contingent liabilities
- If you have already responded that you do not want to extend the MoA, it won't be extended
- If you responded yes or nil response, you will receive a further letter and have until 14th August to sign the new MoA. If you do not respond to this letter it will be deemed that you have accepted the MoA continuation and you will not be able to get a refund. Even if you said yes before, you can still say no now and get the refund but you have to actively opt out - this is clearly explained in the letter.

LBEG members pointed out that this letter must sent by email and not just to CEOs – it must reach Officers who understand the LEP intricacies.

Concerns raised by Boroughs in the discussion included:

- Loss of confidence in LEP
- Lack of independence
- Lack of responsibility
- Lack of transparency
- No response to emails
- Spending of funds that should be repatriated
- Legal advice indicates MoAs cannot be extended

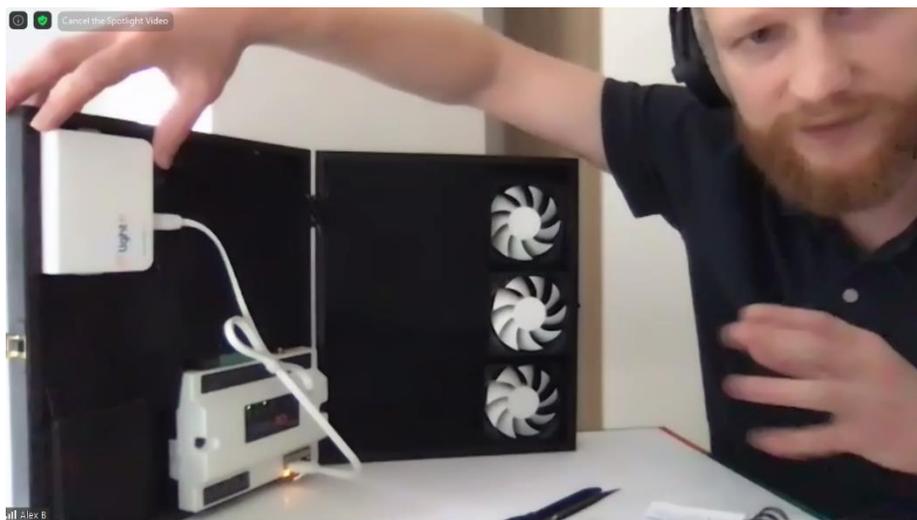
Support was voiced for the work LASER has been doing to facilitate collaboration in this area: they don't want to lead the solution, just help get something in place. They've received very strong and clear feedback from members about the importance of independence.

Actions

- Write to LB Haringey regarding member concerns
- Take forward work to support London Councils LEDNet and TEC

3. Super AHU: air handling at Heathrow Airport Babur Baluch and colleagues, SRS Works

- Super AHU represents the best 'bang for your buck'. We've seen really impressive results at our Heathrow office where we've installed 300 units, saving 29GWh over 5 years through increased control and reduced waste.
- The plug fans represent a 50-70% electricity consumption reduction and a 2-3 year payback, all at 1/3 of the capex of a regular AHU. Due to pre-assembly, we can do the whole installation in 8 hours.
- Our Future Motors product (switched reluctance motors) again reduce electricity consumption by 50-70% and represent a 2-3 year payback. They are more reliable and longer lasting than standard motors, and have revolutionary smart control with IOT connectivity.
- Dynamic Occupancy Control (DOC) further amplifies savings, with another 50-80% savings on top by giving exactly the right air where and when you need it by using gateway sensors (temperature, humidity, CO2, etc) and a series of live alerts and analysis. We also had a demo!



- We're now seeking trial sites:
 - Plug fans: motor greater than 11kW, AHU size 1.5mx1m min – older schemes will see greater savings
 - Future Motors: motor less than 15kW, V-belt drive, limited controls
 - DOC: flexible to suit all AHU/fan coil units/chilled beams/etc and all building typesWe have an experienced expert team that can help your buildings 'breathe with its occupancy'. For more information visit www.srsworks.co.uk or email info@srsworks.co.uk

Q1: I don't have drawings – how do you do the designs?

A1: We didn't have drawings for Heathrow either – some units were from the 1960s! We can work out the duty and then design to deliver based on that and provide you with as-fitted drawings.

Q2: How are the savings calculated?

A2: We install a data logger on the AHU one week prior to the install and take 7-day usage readings and do the same for 7 days after installation. We then provide the client with a savings report/presentation.

Q3: How long is the downtime?

A3: We can complete the whole thing in 1 8-hour shift (pre-wiring, pre-cut holes, etc)

Q4: How do you get around people who don't trust public networks?

A4: These tend to be a small % of outliers. We had enough usage at Heathrow to allow for sufficient change.

Q5: Do you have a savings share scheme or other financing available?
A5: We're not currently supported by Salix – perhaps you could help to present us?!

4. Retrofit Accelerator - Workplaces Richard McWilliams and Chris Spicer, Turner and Townsend

- The time to act is now! We're all under extra pressures from Covid-19, but this also gives us a once in a generation opportunity for a green recovery, as seen by the newly announced £1bn programme for the retrofit of public buildings.
- Boroughs have a climate emergency mandate but fewer resources. It's clear that we need to collaborate to deliver a low carbon London: RA-W is an area-based approach across buildings, systems and transport: the roadmap to 2050 will need a multitude of projects to be delivered. It's also vital that this is articulated to politicians and senior leadership to get a mandate: RA-W can help deliver on election promises for economic development, inward investment, jobs and employment, as well as health and well-being.
- RA-W is fully-funded, intense, end-to-end support for a small number of pioneers. Support includes:
 - Project development and feasibility
 - Help to build the business case
 - Support in accessing finance and funding options
 - Support to appoint the best contractors
 - Assistance in mobilizing the project
 - Training and capacity building project support
 - Communications
- The programme team comprises Turner and Townsend, Carbon Trust, Ramboll and Camargue, working in partnership with the RE:FIT Framework suppliers (reappointed in April). Our three step process is **PLAN > PROCURE > IMPLEMENT**. We're now identifying 6 or so next-tier authorities to get involved: a cohort of leading lights with high impact projects that can really deliver. There's also a sister programme for the deep retrofit of homes.

Q1: How much money needs to be spent to meet net zero carbon by 2030 for the whole of London?

A1: Probably a big scary number! The annual energy bill for London is in the region of £1bn... imagine if we could invest this differently, and guarantee energy savings – although even that might not be enough! Regardless, we need a strategic approach.

Q2: RA-W is funded until September 2022 – what happens after that? As this is a European funded project, what impact will Brexit have?

A2: We need to break the back of contracts now. We're already having discussions about what next, for example self-financing models and prosperity funding.

Q3: What access to finance do you have?

A3: We can help you write a compelling business case and then the funding often flows. We can also help you access Salix, MEEF, etc

Q4: Do you support the latest technology?

A5: We want to deliver guaranteed savings. We need things that are low risk and can be delivered quickly.

Q5: Salix is restricted due to the short paybacks, but this won't help decarbonisation. Can we lobby Government to get this changed?

A5: We're supporting the GLA to put a pitch to Government. Could a chunk of the £1bn public sector buildings money go through Salix but with wider criteria? A pincer movement on this would be useful and we'd be very keen to work with LBEG on this

Action: LBEG to consider lobbying position on this and take forward

5. AOB

- Which Boroughs are looking at REGO for 2020-21?
 - Westminster, Camden, Lewisham, Hammersmith and Fulham
 - Not Croydon: all the savings are on paper only. It doesn't increase the renewable capacity on the grid: if yours goes up, someone else's will go down.

- Next meeting is likely to take place online in October. Further details TBC.