

## Appendix 1

### Response to the Initial Recommendations of the Commission on Climate

In this Appendix, each recommendation of the Independent Commission is listed, followed by the response for the Combined Authority (CPCA) and then detailed comments. Where there are two responses this reflects different opportunities to deliver against components of the recommendation.

#### Summary table

Independent Commission's recommendation	Proposed response
Overarching recommendation 1	Implementation in hand/route to implementation available
Overarching recommendation 2	Route to implementation available
Overarching recommendation 3	Route to implementation available (CPCA) / <b>Further consideration needed</b> (for Councils' operations)
Overarching recommendation 4	Implementation in hand
Overarching recommendation 5	Implementation in hand
Overarching recommendation 6	Route to implementation available
Overarching recommendation 7	Implementation in hand
Overarching recommendation 8	Implementation in hand
Overarching recommendation 9	Route to implementation available
Overarching recommendation 10	Government to respond
Overarching recommendation 11	Government to respond
Transport recommendation 1	Route to implementation available
Transport recommendation 2	Route to implementation available
Transport recommendation 3	Implementation in hand
Transport recommendation 4	<b>Further consideration needed</b>
Building recommendation 1	Route to implementation available
Building recommendation 2	Route to implementation available / <b>Further consideration needed</b>
Building recommendation 3	Implementation in hand (CPCA) / Further consideration needed (for Councils' operations)
Building recommendation 4	Route to implementation available
Building recommendation 5	Route to implementation available
Building recommendation 6	Route to implementation available
Energy recommendation 1	Route to implementation available
Energy recommendation 2	Route to implementation available
Energy recommendation 3	Ofgem to respond
Energy recommendation 4	Ofgem to respond
Energy recommendation 5	Government to respond
Energy recommendation 6	Government to respond
Peat recommendation 1	Implementation in hand
Peat recommendation 2	Route to implementation available
Peat recommendation 3	Route to implementation available
Peat recommendation 4	Route to implementation available

## **OVERARCHING RECOMMENDATIONS**

### **Overarching Recommendation 1.**

The CPCA should create:

- A Climate Cabinet chaired by the Leader of the Combined Authority – including councils and key regional stakeholders
- A funded delivery team in CPCA to coordinate, champion and facilitate action
- A green investment team
- A climate action plan, including a finance plan, with agreed targets for emissions, actions and monitoring
- An independent monitor, maintaining the CPICC as an independent body to monitor and report on progress annually.

**ACTION:** Accept - Implementation in hand/route to implementation available.

**COST:** LOW / **EMISSIONS IMPACT:** HIGH

#### **Detailed response:**

The Combined Authority Board agreed March 2021 to the formation of a climate cabinet, to be named the Climate Working Group. [CPCA: underway: staff time].

This appendix is the basis of the Climate Action Plan. Following the second report of the Commission the Combined Authority to produce a consolidated Climate Action Plan, including setting out its targets for emissions [CPCA: underway/Nov 2021: staff time].

Review CPCA staff structure (aligned with the Corporate Business Plan) to ensure necessary capacity/capabilities to coordinate and facilitate action, and progress green investment opportunities [CPCA: July 2021: revenue costs tba].

Many local authorities are seeking to progress green investment, not just to meet climate targets but also as revenue generating opportunities. There may be opportunities for collaboration to maximise investment or reduce risks [CPCA/Councils: ongoing: investment tba].

The Combined Authority has made budgetary provision to support the work of the Commission in 21/22 and, subject to Board approval, in 22/23. [CPCA: future work programme review undertaken by October 2021: £200k provision currently made]

### **Overarching Recommendation 2.**

A climate change assessment should be undertaken and taken into account for every CPCA and Council policy, development, procurement, action.

**ACTION:** Accept the CPCA assessment recommendation - Route to implementation available

**COST:** LOW / **EMISSIONS IMPACT:** MEDIUM

#### **Detailed response:**

The CPCA considers significant implications including climate in its Board reports when making policy decisions and approving spend. However, when decisions are not otherwise bounded by procurement regulations or formal appraisal mechanisms, there are a variety of approaches that can be taken. An action is to review these and make a recommendation to Board on any changes

to decision making procedures. The CPCA will therefore report on climate impacts for all new Board decisions; carbon impact to be reported in all Project Initiation Documents; carbon impacts to be assessed in business cases; and existing PIDs and business cases to be reviewed to ensure compliance [CPCA: July 2021: staff time]

Councils to consider this recommendation against their own procedures. For example, Peterborough City Council require carbon assessments, whilst South Cambs DC to require bidders for all contracts to provide details of their organisational carbon footprint and carbon reduction plans. The Climate Working Group will provide a forum to share best practice locally on assessments [Climate Working Group: autumn 2021: staff time], although it will be for individual councils to decide the exact approach to implementation.

### **Overarching Recommendation 3.**

All CPCA and Council operations should be net zero by 2030, underpinned by a regional SBTi-type action plan.

ACTIONS: Accept the recommendation that CPCA operations should aim to be net zero by 2030 / Further consideration needed (for Councils' operations)

COST: HIGH / EMISSIONS IMPACT: HIGH

#### **Detailed response:**

The Commission recommends that a target of 2030 be adopted for CPCA operations to be net zero. It is recommended that this target is adopted by the CPCA as the aspirational target against which to frame the action plan. Note that the CPCA currently has a very small operational footprint for direct emissions. However, the commissioning of public transport services provides indirect emissions, and this could be affected by the bus reform proposals. Achieving the 2030 target would therefore need to be kept informed by an ongoing science-based targets review.

(CPCA: autumn 2021: staff time, operational changes tba)

The CPCA cannot commit individual councils to a 2030 operational target, as that needs to be considered and implemented by them locally. However, Peterborough City has already committed to that target, and others are reviewing their targets.

### **Overarching Recommendation 4.**

The CPCA should rapidly assess the current sources and availability of funding for green opportunities (such as Green bonds or other instruments to accelerate housing retrofit, nature based solutions and peat restoration) and develop an ambitious funding plan.

ACTION: Accept - Implementation in hand

COST: MEDIUM / EMISSIONS IMPACT: HIGH

Detailed response:

The CPCA is responding to green funding opportunities, such as the Zero Emissions Buses grant scheme. The Climate Action Plan provides an opportunity to bring together emerging work on retrofit, nature-based solutions, water infrastructure etc to set out an overall funding plan; discussions will be undertaken with providers of green finance and opportunities to deploy green finance in support of policy priorities will be considered on a case by case basis [CPCA / Climate Working Group: autumn 2021/ongoing: staff time]

**Overarching Recommendation 5**

The CPCA should develop and lead a plan for engagement with local people and businesses. This should cover the need for action and provide information on options and the choices that have to be made at local level.

ACTION: Accept - Implementation in hand

COST: LOW / EMISSIONS IMPACT: MEDIUM/H

Detailed response:

The CPCA is developing its plan for promoting the specific advice of the Climate Commission (contained in its Initial Report) aimed at residents and businesses. The Climate Working Group will also want to consider how information can be made widely available (for example South Cambridgeshire DC have a Zero Carbon Communities programme that provides grants for community carbon reduction projects, networking opportunities, training, workshops and e-bulletins). The CPCA is working with the Climate Commission to support it as it develops the chapter and detailed recommendations on Engagement for its second report in the autumn [CPCA / Climate Working Group: ongoing/autumn 2021; staff time].

**Overarching Recommendation 6**

The CPCA and its constituent LAs should adopt a leadership role in accelerating the achievement of the Doubling Nature ambition, specifically to create or to conserve habitats such as woodland, grassland or wetlands that can store or absorb carbon; and setting an example on land that they own or control.

ACTION: Accept – Route to implementation available

COST: MEDIUM / EMISSIONS IMPACT: MEDIUM

Detailed response:

The Doubling Nature ambition and vision of Natural Cambridgeshire has been endorsed by the Combined Authority Board. Work is underway to examine how the new biodiversity net gain system might operate in the area. The County Council's Joint Administration have set out that they want to use the county farms estate and other landholdings to set examples. However, more mechanisms are needed to leverage significant funding into nature-based solutions. Natural Cambridgeshire is considering a Fund that might attract public and private sector investment. The Future Parks Accelerator is looking at the future funding of parks and open spaces.

Specific activity needs to be developed and costed to deliver against that ambition (Climate Working Group/Natural Cambridgeshire: July 2021: costs tba).

All future CPCA business cases and Project Initiation Documents will include the doubling nature ambition where appropriate.

### **Overarching Recommendation 7**

The CPCA should review training and upskilling plans to ensure that these are designed to support the scale and nature of the required transition and maximise high quality job opportunities in the region.

ACTION: Accept - Implementation in hand

COST: LOW / EMISSIONS IMPACT: HIGH

#### **Detailed response:**

Target objective of the CPCA's Business and Skills team activity (CPCA; costs - within committed annual Adult Skills budget and University of Peterborough project). The Energy Hub also has an objective to develop a skills base and supply chain for home energy improvement to service the Greater South East demand for home energy improvements.

### **Overarching Recommendation 8**

The CPCA should commission work to understand the fitness of the innovation ecosystem across the region to support the emerging net-zero-aligned agritech and nascent clean tech sectors:

- Mapping the elements and processes that are in place that enable the region's success in biotech and information technology sectors in taking ideas to full commercially viable delivery, including:
  - generation and communication of ideas
  - the role of multiple paths of funding across the innovation process from different types of funders and investors
  - company evolution and scale up (including simple organic growth)
  - the roles of universities, networks, technical consultancies, institutional investors, regional and national policy and the regulatory environment
- Understanding the differences in all of the above amongst the sectors, and indeed the wide spectrum within the clean tech sector
- Articulating the gaps that exist within the regional innovation ecosystem that could impair the success of net-zero-aligned agritech and cleantech sectors, and making recommendations for filling them to unlock the potential of the subsectors in which the region has or can develop world leading know how and businesses.

ACTION: Accept - Implementation in hand

COST: MEDIUM / EMISSIONS IMPACT: MEDIUM

Detailed response:

The Business Board has a responsibility to keep the industrial strategy under review and is supporting the implementation of the Local Economic Recovery Strategy. It is currently engaging with the Commission on the Business recommendations/chapter of the next Commission report. [Business Board: July 2021: staff time]

The Business Board is providing investment to create a Net-Zero technologies cluster in Peterborough to generate new technologies for zero carbon air, land and sea transport systems (CPCA; £50m committed). The CPCA Business Board is also providing investment into a Rural Growth & Diversification Programme to help firms and farmers in the Fens to diversify into new products, services and business models (CPCA; £10m committed)

**Overarching Recommendation 9**

The CPCA should actively broker, and where appropriate, invest in, the creation of demonstration projects for the decarbonisation of the built environment, both in residential and commercial buildings. These demonstrators will require working with businesses, developers, estate owners, universities, and the finance sector across the region. This should take a portfolio approach so that, ideally, there is a demonstrator for each distinct category of estate/built environment with significant presence in the region. The balance between the scale, number and type of project, and the funding and expertise available, should be driven by the objective to develop locally relevant know-how, learning, business models, and awareness.

ACTION: Accept - Route to implementation available

COST: MEDIUM / EMISSIONS IMPACT: MEDIUM

Detailed response:

The Climate Working Group to consider joint activities and gaps. CPCA to review its Affordable Housing programme for scope to deliver demonstrator projects. [Climate Working Group/CPCA: autumn 2021; costs are project dependent]

**Overarching Recommendations 10**

Central Government should provide greater clarity about how costs in the transition will be met, including increased devolved funding for local authorities, and over what time periods and under what terms and conditions.

ACTION: Accept - Requires government response.

The Combined Authority will engage with central government, including through the work of the OxCam Arc, in advance of the 2021 Comprehensive Spending Review, in order to ensure that the government understands local transition costs and how it could be funding them.

COST: LOW / EMISSIONS IMPACT: HIGH

**Overarching Recommendations 11**

Provide increased powers for local authorities to require higher standards [in developments].

ACTION: Accept - Requires government response

The Combined Authority will engage with central government to ensure the urgent need for these powers is understood.

COST: LOW / EMISSIONS IMPACT: HIGH

## **TRANSPORT RECOMMENDATIONS**

### **Transport recommendation 1**

A complete phase-out of the use of cars running on fossil fuels by 2050 within CPCA

- The CPCA, and constituent authorities, should by 2022 develop a plan for the rollout of charging infrastructure, with an initial focus on bringing the lowest district levels of provision up towards those of the best, and providing a right to charge to residents, workers and visitors
- All new residential and non-residential developments with parking provision (and those undergoing extensive refurbishment) should be equipped with charging points. [see Building Recommendations]

ACTION: Accept to recommendation to plan for charging infrastructure - Route to implementation available

COST: HIGH / EMISSIONS IMPACT: HIGH

### **Detailed response:**

The Combined Authority Board has committed budget to the production of an Alternative Fuelled Vehicle Strategy in 21/22, as part of the refresh of the Local Transport Plan (CPCA: 21/22: £200k committed). This will include consideration of implications for the charging infrastructure. There are some local pilot projects to support additional charging infrastructure. Power network providers to be involved in Climate Working Group activity – see Energy recommendations.

### **Transport recommendation 2**

2. All buses and taxis operated within the CPCA area, and Council owned and contracted vehicles, should be zero emission by 2030. Each Council should make its own commitments, reflecting the make-up and age of existing vehicles, but we recommend the following dates:

- The bus fleet on routes subsidised or franchised by the CPCA should be zero emission by 2025, and the authority should work to facilitate such a shift on all routes by 2030
- Target 30% of taxis to be zero emission by 2025 and 100% by 2030, achieved through license conditions
- Council fleet to be 100% zero emission by 2030, with procurement rules used immediately to promote EV uptake.

ACTION: Accept the CPCA recommendations - Route to implementation available

COST: HIGH / EMISSIONS IMPACT: HIGH

### Detailed response:

To be tested via the Alternative Vehicle Fuel Strategy. This will include the identification of alternative fuel opportunities for a number of different transport mode: freight (including last mile connectivity); buses (including Park and Ride infrastructure); taxis; highways maintenance fleet; vans; bikes and cars (including car clubs). (CPCA - see Transport Rec 1).

Government produced its National Bus Strategy for England in March 2021. Future public funding for bus services is based on the CPCA working with bus operators to establish either an Enhanced Partnership or to introduce franchising. This provides opportunity to consider the zero emission options, but needs to be financially viable and provide value for money. Positive discussions have started with bus operators in the area (CPCA; costs to be explored depending on model).

Bid being submitted to the government's Zero Emission Buses Regional Area scheme. The bid would be the start of a rolling programme of replacement electric buses (CPCA/government, indicative total bid £5-10m). This would involve ceasing the purchase of diesel buses from this year.

For taxis, stage 1 will be to review existing provision, to inform the Alternative Fuelled Vehicle Strategy (AFVS) and Councils future reviews of licencing policies. AFVS to take into account availability of charging infrastructure, suitability of vehicles, DfT Guidance on taxi licensing and impact of Covid-19 (CPCA/Councils; cost - staff time/AFVS committed) . Cambridge City has enabled 30 electric taxi through incentives and policy requirement as vehicles come up for relicensing.

The CPCA cannot mandate how Councils adapt their fleet. As the Commission highlights for councils' fleet there needs to be assessment of lifecycle costs of existing fleet, cost of replacements and availability/suitability of specialist fleet vehicles (e.g. waste collection). To be informed by the trial projects currently underway. SCDC plan to replace all fleet vehicles with electric or hydrogen at the end of their working life, which will be before 2030; to be powered by solar pv on-site or nearby.

### **Transport recommendation 3**

3. Reduction in car miles driven by 15% to 2030 relative to baseline:
- Major new developments (>1000 homes) should be connected to neighbouring towns and transport hubs through shared, public transport and/or safe cycling routes
  - 100% of homes and businesses to have access to superfast broadband by 2023
  - CPCA to undertake a trial of electric on-demand buses to increase accessibility and connectivity
  - Development and implementation of the Strategic Bus Review to prioritise affordability and reliability of services
  - CPCA to work with major employers, employment hubs and Liftshare to encourage car-sharing, public transport, walking and cycling for commuting, and Councils to take a lead in respect of their own employees
  - CPCA, with relevant authorities, to explore options to improve cycling infrastructure both within urban areas, and to encourage the use of e-bikes for longer trips to and from market towns and cities
  - Alternatives to road investment to be prioritised for appraisal and investment – from active travel and public transport options, to opportunities for light rail and bus rapid transit or options to enhance rail connections.



ACTION: Accept - Implementation underway

COST: HIGH / EMISSIONS IMPACT: HIGH

Detailed response:

The LTP already has an emphasis on providing good quality public transport, walking and cycling to encourage mode shift. Local Plan policies already set this guidance for future development (Councils); Alignment with LTP schemes, other public transport and cycling schemes (CPCA); and City Deal programme (GCP). CPCA has submitted an EOI to DfT for electric bus funding. CPCA is undertaking an on-demand bus trial; although the trial does not utilise electric vehicles, that will form part of the planning for deployment following the trial.

Combined with commercial provision, the superfast broadband rollout has reached over 98% of homes and businesses, which is above the national average, with plans to reach over 99% coverage in 2021 (Connecting Cambridgeshire, £4.3m committed via CPCA since 2018).

**Transport recommendation 4**

Diesel vans and trucks to be excluded from urban centres by 2030 and local zero emission options pursued:

- At least 3 freight consolidation centres to be established outside of major urban areas with onward zero emission deliveries
- Home deliveries should only be made by zero emission vehicles, including cargo bikes, by 2030
- UK Power Networks to develop tools and fast-track services to assist companies wishing to convert fleets of vans and trucks to electric to rapidly ascertain grid connection upgrade requirements and costs for charging
- CPCA to undertake a trial of electrification of short-haul freight from farm to warehouse.

ACTION: Further consideration needed

COST: MEDIUM / EMISSIONS IMPACT: MEDIUM

Detailed response:

The Highway authorities, working with councils and CPCA, would need to consult on and consider any measures to exclude vehicles from town centres. Councils also have an existing requirement to regular review Air Quality. Cambridge is the only town centre with a designated Air Quality Management Area due to air pollution and GCP has consulted on proposals to reduce that air pollution, which include options on restricting access. At this stage it is therefore premature to conclude what restrictions, if any, should apply to the range of town centres across the CPCA area. However, this issue should be considered in the review of the LTP and AFVS work, which will provide the future evidence base on implications for different city and town centres (CPCA, Councils, GCP).

GCP has a freight consolidation project as part of its City access strategy. Private operators would need to take the lead on home delivery vehicles, as enforcement is limited to clean air zones that could not apply across the entirety of the CPCA area. Positive encouragement via the review of LTP/AFVS; Review of Councils Air Quality Management Plans and Clean Air Zones; (Climate

Working Group/Councils/private operators). Phasing out of vehicle sales via national policy likely to influence the change.

The CPCA and Business Board to consider opportunities for farm freight trial. [CPCA, summer 2021; cost tba]

## **BUILDING RECOMMENDATIONS**

### **Building recommendation 1**

The CPCA and constituent authorities should support local area energy planning that identifies heat zones for buildings (e.g. suitability for heat pumps or district heating) and retrofit priorities.

- Develop local energy plans, working with stakeholders, to have a key role in preparing for the decarbonisation of heat in buildings: identify which heat and energy efficiency options and national policies apply in particular areas; consider zoning areas for specific heating solutions; are the basis for communications to build community understanding.

ACTION: Accept - Route to implementation available

COST: LOW / EMISSIONS IMPACT: MEDIUM

#### **Detailed response:**

Many aspirations around delivering lower emissions (travel and heat) rely on the electricity supply system. Serious concerns that capacity is constrained in the CPCA area, and the regulated system for upgrading is costly, time consuming, and fails to anticipate pace of growth. Individual areas have undertaken energy infrastructure studies to inform Local Plans or individual development proposals. It is recommended that the costs and benefits of a CPCA-wide study be scoped - this can inform the LTP. (CPCA/GSEEH/UKPN, costs tba).

### **Building recommendation 2**

All new buildings are net zero ready by 2023 at latest and designed for a changing climate.

- Adopt a net zero ready standard for new homes (requiring “world-leading” energy efficiency and low-carbon heating in new homes) by 2023, and adopt a similar standard for non-domestic buildings;
- All new residential and non-residential developments with parking provision should be equipped with charging points;
- All planning applications to require over-heating calculations and mitigation measures, and testing against climate projections to 2050;
- New buildings should meet tighter water efficiency standards of 110l/person/day, and below this when building regulations allow;
- All new build must have effective ventilation in use and safeguard indoor air quality;
- The CPCA and constituent authorities should consider developing new build guidance to address embodied emissions (for example, a template for embodied emissions similar to the GLA), with targets strengthening over time].

ACTION: Route to Implementation / Further consideration needed

COST: MEDIUM / EMISSIONS IMPACT: HIGH

Detailed response:

Government has consulted on a Future Homes standard (that would change Building Regulations). Local Plan planning policies are restricted in how far they can affect energy and water efficiency within buildings – in addition the timetable for Local Plan reviews is such that, even if started now they would deliver new policies after 2023 - so the short term response needs to be to call on government to accelerate its response to the Future Homes standard. (CPCA; cost n/a). The Commission's current work on a just transition will inform what the impact on development viability might be, and suggest funding approaches to promote higher standards.

The revised NPPF advises that local parking standards for residential and non-residential development should consider the need to ensure “adequate provision of spaces for charging plug-in and other ultra-low emission vehicles. In the medium term Government expected to introduce national charge-point requirements through revisions to Building Regulations. The government also proposes that, from 2025, existing non-residential buildings with more than 20 car parking spaces will require at least one charge-point. This will be introduced through separate legislation, not building regulations. Various exemptions are being considered, including for residential buildings where there are exceptionally high electricity grid connection costs, listed buildings, and for SMEs. These issues to be picked up in the AFVS [CPCA; see Transport Rec 1]

Overheating in buildings will become a more frequent issue in the CPCA area, and the Combined Authority will support the Climate Working Group in developing a response.

**Building recommendation 3**

New developments must be considered within a spatial strategy that prioritises sustainable development, low emissions and low risks from climate change.

- New developments to be sited to minimise emissions implications, including through making them attractive for walking and cycling, and access to wider transport infrastructure;
- All new build must have access to green space and nature;
- Developers must identify biodiversity assets and potential to enhance these as part of the development and future management of the site.

ACTION: Accept - Implementation underway

COST: LOW / EMISSIONS IMPACT: MEDIUM

Detailed response:

See comments on Building recommendation 2 about Local Plans. The Future Parks Accelerator project is looking at the future of parks and managed greenspace [Cambs CC lead; ongoing:

Lottery funded]. Report produced by Vivid Economics on greenspace, FPA commissioning follow-up report to provide more local data and map extra eco-systems services. This will include applying the Defra biodiversity metric to public open space. In addition the Planning Policy Forum is reviewing the benefits of a combined approach to implement net biodiversity gain (CPCA/Councils: July: cost - staff time)

#### **Building recommendation 4**

All existing buildings achieve high energy efficiency standards, and are heated from low-carbon sources

- Every building should, starting by 2025 with those below EPC “C”, have a renovation plan (digital green passport, extended to include water efficiency, cooling measures and property level flood resilience measures where appropriate), setting out a clear pathway to full decarbonisation;
- Home retrofit will need to be rolled out across the building stock, incorporating [passive] cooling measures as well as energy efficiency, water efficiency and heat decarbonisation. The CPCA should take a lead in encouraging home-owners to move towards net zero, including by finding innovative ways to encourage behaviour change;
- The CPCA and constituent authorities should prioritise achievement of net zero emissions for social housing. Digital green passports could be piloted in social housing first;
- Electric charging points required for buildings with parking provision undergoing extensive renovation;
- Make full use, in the short-term to 2021-22, of Green Homes Grant funding, especially in relation to “no regrets” energy efficiency improvements, and in the medium-term of successor funding schemes available from central Government;

ACTION: Accept - Route to implementation available

COST: HIGH / EMISSIONS IMPACT: HIGH

#### **Detailed response:**

The CPCA will review the standards applied to buildings it is funding.

The CPCA also hosts the Greater South East Energy Hub. Investment of £25m into home energy efficiency improvements over the next 2 years, through the expansion of the Energy Hub activity with the commitment to secure funding for £100m for 2022-25, impacting 20,000 homes by 2025 (GSEEH). Roll out of the ‘renovation plan’ would be dependent on private sector owners, and government policy promoting large-scale adoption. A project to install energy efficiency measures to park homes in South Cambs and East Cambs is soon to be carried out with funding from the GHG LAD1b scheme.

Examples of council action include Cambridge City investing £2.5 million in energy efficiency improvements to Council homes with poor energy efficiency ratings (predominantly Energy Performance Certificate D to G rated stock) from 2020/21 to 2022/23; and Fenland Council’s Social Housing Decarbonisation Fund project being delivered by Clarion and its partners by 31 March 2022. Clarion is providing match-funding for 50% of the total projects costs. Separately, the Council has budgeted £100,000 to support solid wall insulation measures.

#### **Building recommendation 5**

Performance is actively monitored and standards fully enforced

- Performance measurement must reflect real-world energy use;
- Resources for enforcement of new build standards and minimum private rented standards must be prioritised.

ACTION: Accept - Route to implementation available

COST: MEDIUM / EMISSIONS IMPACT: LOW

Detailed response:

A variety of private sector landlord support schemes existing in the area. Individual councils to consider their approach and funding to enforcement/private rented schemes as part of service review/budget setting (Councils; cost tba)

**Building recommendation 6**

CPCA and local authority own estate is net zero by 2030 at the latest.

- Public sector estate should by 2025 have a plan to achieve best practice energy use;
- Energy use and emissions on public sector estate should be monitored and reported.

ACTION: Accept the CPCA estate recommendations - Route to implementation available

COST: HIGH / EMISSIONS IMPACT: HIGH

Detailed response:

The CPCA has minimal estate but will consider the implications for future buildings it funds.

The CPCA cannot mandate a target for Councils estate. There are a variety of targets for authorities estates across the area. For example, CPCA has not set a target for buildings/estate (of which it has minimal stock); Peterborough City Council has a 2030 target, and switched to a renewable energy tariff for electricity from 1st October 2020; and the County Council Joint Administration are reviewing the Council's Sustainability Strategy with an aim to move the target towards 2030. Note the Council house owning authorities will face funding challenges to enable retrofitting over that timetable, and historic buildings offer specific challenges in terms of retrofitting.

**ENERGY RECOMMENDATIONS**

**Energy recommendation 1**

Develop a local area energy plan, in close collaboration with interested stakeholders, including distribution companies, consumers and large energy users.

ACTION: Accept - Route to implementation available

COST: LOW / EMISSIONS IMPACT: MEDIUM

Detailed response:

As response to Building Recommendation 1. Many aspirations around delivering lower emissions (travel and heat) rely on the electricity supply system. Serious concerns that capacity is constrained in the CPCA area, and the regulated system for upgrading is costly, time consuming, and fails to anticipate pace of growth. Individual areas have undertaken energy infrastructure studies to inform Local Plans or individual development proposals. It is recommended that the costs and benefits of a CPCA-wide study be scoped - this can inform the LTP. (CPCA/GSEEH/UKPN, costs tba)

**Energy recommendation 2**

To the extent than there is interest in options for hydrogen production within CPCA, prioritise consideration of potential for hydrogen production from surplus generation.

ACTION: Accept - Route to implementation available

COST: LOW / EMISSIONS IMPACT: MEDIUM

Detailed response:

The CA will work with partners to investigate local opportunities, including via council-owned renewables. 'Green' hydrogen is most efficiently made where there is an ample supply of water, heat and surplus electricity. Large industrial areas tend to offer this at scale, but there may be local opportunities in the CPCA area.

**Energy recommendation 3**

Urgently develop and make proposals on distribution network investment ahead of need.

ACTION: Accept – Ofgem to respond

Detailed response:

This recommendation is for Ofgem to respond to. The Climate Working Group should explore with OfGem and UKPN opportunities to make system more responsive to speed of growth, with future investment to support the national economic (and as we have seen recently demonstrated so starkly recently, health) role that the CPCA area plays in life sciences, tech innovation, and food production.

#### **Energy recommendation 4**

Urgently provide clarity on revised arrangements for network access (connection charges) which enable local decarbonisation projects.

ACTION: Accept – Ofgem to respond

#### **Detailed response:**

This recommendation is for OfGem to respond to. The Combined Authority will engage with OfGem and Whitehall departments to highlight the importance of this recommendation.

#### **Energy recommendation 5**

Advise areas on where hydrogen is likely to be available in the gas grid as soon as possible.

ACTION: Accept – Government to respond

#### **Detailed response:**

This recommendation for government to respond to. The Combined Authority will engage with government to highlight the importance of this recommendation.

#### **Energy recommendation 6**

Look to streamline, simplify and provide longer-term horizons for schemes funding local energy projects.

ACTION: Accept – Government to respond

#### **Detailed response:**

This recommendation is for government to respond to. The Combined Authority will engage with government to highlight the importance of this recommendation.

### **PEATLAND RECOMMENDATIONS**

#### **Peatland recommendation 1**

The CPCA should establish and provide funding, of the order of £50,000 a year, to support the operation of a CPICC Fenland Peat Committee, initially for a period of 5 years, with a remit to inform and develop ‘whole farm’ land use policies aimed at achieving climate change mitigation and biodiversity enhancement in the Fens, and to help establish an agreed set of numbers for GHG emissions for deep, shallow and wasted peat soils.

ACTION: Accept – Implementation in hand

COST: LOW / EMISSIONS IMPACT: MEDIUM

Detailed response:

The Combined Authority Board is funding a Fenland Peat Committee, which is organising research activity.

**Peatland recommendation 2**

Up-front funding should be sought, from CPCA, Defra, NERC and other sources, to support the work of the Fenland Peat Committee but also more widely, for:

- on the ground research to fill in the current gaps in the scientific evidence
- development of best practice guidance
- provision of farming advisors to support farmers in the transition.

ACTION: Accept - Route to implementation available

COST: LOW / EMISSIONS IMPACT: MEDIUM

Detailed response:

Peat Committee reviewing opportunities to attract additional funding (Peat Committee). It is also bringing together the Defra funding research and local research.

**Peatland recommendation 3**

Cambridgeshire County Council and Peterborough City Council should work to develop the role of County farms as leaders and exemplars in the transition.

ACTION: Accept - Route to implementation available

COST: LOW / EMISSIONS IMPACT: MEDIUM

Detailed response:

Both authorities keep their farm estates under review as tenancies get renewed. Cambridgeshire County Council's Joint Administration's agreement (May 2021) sets out the policy ambition for the county farms estate to play its part in the climate agenda. Peterborough City is working with one of its tenant farmers who is trailing exemplar farming practice.

**Peatland recommendation 4**

The CPCA should establish a process to consult on and develop a vision and strategy for the Fens, which takes account of economic impact and goes beyond the single issue of peat



emissions, taking a leadership role at the forefront of national action. This will need strong engagement with local communities, particularly farming.

**ACTION:** Accept - Route to implementation available

**COST:** LOW / **EMISSIONS IMPACT:** MEDIUM

Detailed response:

The Commission on Climate identified the significant impacts climate change would have on the Fens, through flood risk, changes to growing conditions, release of greenhouse gases, and the challenges facing lower income households. It noted that as well as the individual Councils' corporate strategies, the CPCA's Local Industrial Strategy and Local Economic Recovery Strategy, there are a variety of policy initiatives relating to the Fens (such as the governments Lowland Peat Taskforce, Food and Farming in the Fens by the NFU, work on water supply etc). It recommended that the Combined Authority provide a convening role to provide a holistic view of peat, water and flooding across the Combined Authority area. It is important that the CPCA add value to any discussion, rather than duplicate effort. The scope of any vision work should therefore be informed and co-designed by Councils in the areas affected (Councils/CPCA; costs tba).