

SC&P and the Sub-National Review

Presentation to SCPnet conference

Stewart Davies

Business Commissioner

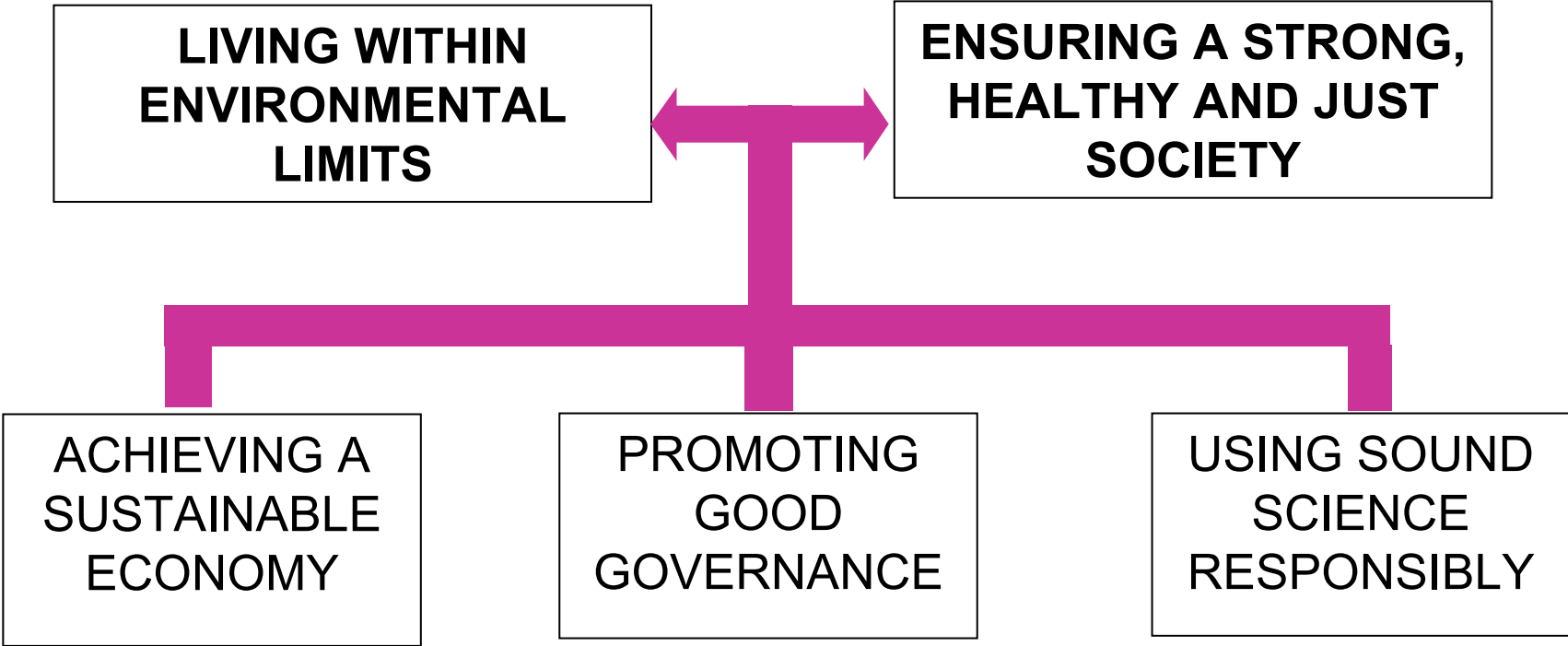
4th March 2008

1. Introducing the SDC
2. Perspective on SC&P in the SNR
3. UK Government's SC&P Business Taskforce

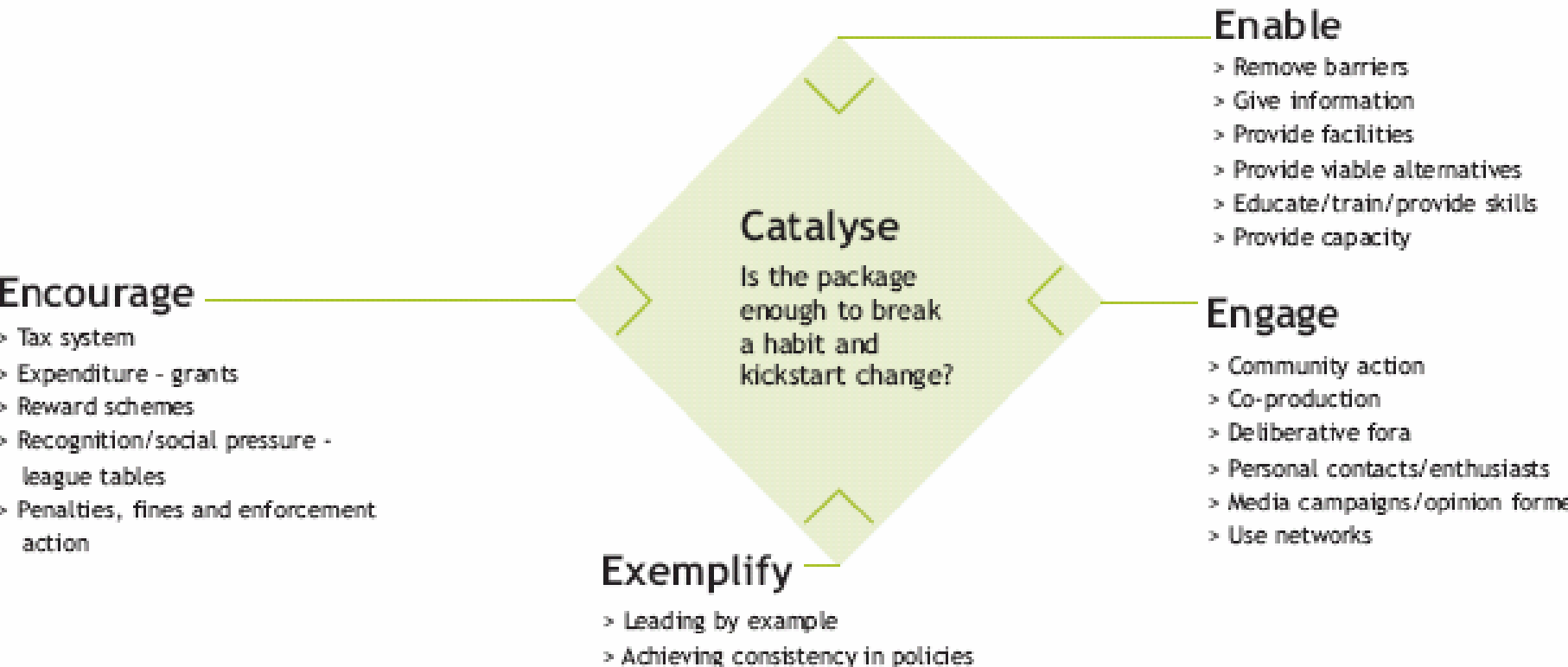
Commission Structure

- UK Government and Devolved Administrations
- Government Departments and Agencies
- Roles:
 - Advisory
 - Watchdog
 - Capacity-Building
- Nineteen Commissioners
- Full-time Secretariat

UK Sustainability Strategy



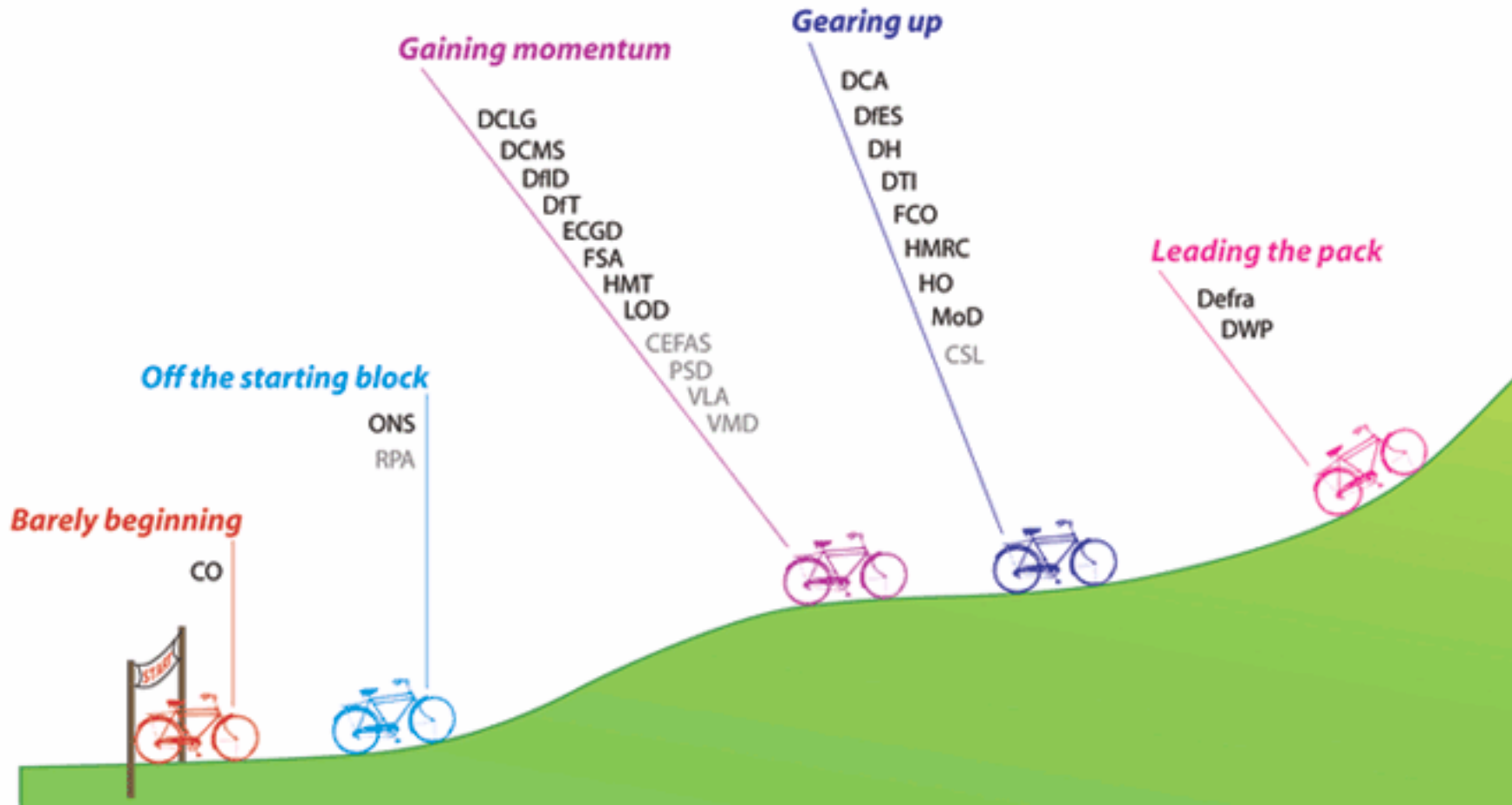
The Change Model



The Advisory Role

- Nuclear won't fix it (Mar 06)
- I will if you will – towards sustainable consumption (May 06)
- Stock Take (Aug 06)
- Building houses or creating communities? (May 07)
- Lost in Transmission (Sept 07)
- Tidal Power in the UK (Oct 07)
- Supermarket Review (Feb 08)

The Watchdog Role



Business Commissioner

- Framing the right “big asks” that government needs to make of business
- Advising government on creating the right conditions for business to deliver
- Sign posting opportunities for businesses from the UK’s transformation to sustainability

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SC&P in the SNR : scope

- *The SNR does not address how sustainable development will be delivered through the Regional Development Agencies or the new Single Regional Strategy.*
- *The original scope of the review was to examine the effectiveness of sub-national activity in economic development and regeneration with the objective to secure improved growth, narrow economic disparities and address disadvantage, whilst at the same time ensuring efficiency in the use of resources.*
- *Government only consulted and sought feedback on these issues for the review. Sustainable development, wider social and environmental policy was not considered.*

SC&P in the SNR : premise

- *The report is based on the premise that increasing prosperity equates to increasing quality of life and it is possible to substitute the objective for better quality of life with an objective to increase economic growth.*
- *A substantial body of research, including the Government's own, demonstrates that this is not the case and that social networks, security and environmental quality are essential for people's contentment.*
- *Increasing wealth, over and above a certain threshold, does not result in increasing quality of life if those other factors are not in place.*

SC&P in the SNR : approach

- *The review states that the new Single Regional Strategy will bring together economic, social and environmental objectives and policy.*
- *The review does not recognise the inherent tensions between these policy areas given the overriding objective to raise GVA and does not address the difference this approach creates between economic growth and sustainable development.*
- *The report does not recognise sufficiently or explicitly environmental constraints to growth. Resource availability is a prime example.*

SC&P in the SNR : placing

- *The SNR is intended to be a process that will allow “localities to adapt and change” and therefore lead to “empowered LAs”.*
- *In SC&P terms, the recommendations place the responsibility for dealing with climate change mitigation and developing low carbon economies with local authorities.*
- *Local areas are prevented from developing a successful low carbon economy when national transport and economic policy supports increasing road transport and energy supplies are mainly from non-renewable sources and local areas have less influence over these issues than Government and regions.*

SC&P in the SNR : planning

- *SNR will result in the loss of the Regional Spatial Strategy (RSS) and Regional Economic Strategy (RES) and the emergence of a Single Regional Strategy (SRS) – to be produced by the RDAs.*
- *This changes the power balance in planning at the regional and local level. It will require a significant culture change within RDAs, particularly around consultation and engagement with wider communities.*
- *Central government would be setting housing targets – currently a lot of time spent at the EiP challenging the numbers. This allow for debate on the numbers in relation to environmental limits and lack of social infrastructure – an opportunity that will not be available in the future.*

SC&P in the SNR : opportunity

Key issues that should be prescribed in the SRS :

- 1. SRS to be based on the five principles of SD*
- 2. The mandatory and equal objectives, to be delivered both at the regional and local level, should be:*
 - a) sustainable economic growth*
 - b) sustainable housing*
 - c) low carbon economy*

“few problems could begin to rival the need to ensure a sustainable future and in particular the challenge posed by climate change. The evidence is Compelling and the need for action urgent ... This is not an optional extra. It is essential for all our futures.”

The Rt Hon Alistair Darling, Chancellor of the Exchequer [Dec 2007]

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UK Government's Business Taskforce on Sustainable Consumption and Production

- Commitment by Government in UK's Sustainability Strategy 2005
- Taskforce established March 2006
- Chaired by Neil Carson, CEO of Johnson Matthey plc
- Reporting on 12 March 2008, bringing forward recommendations on
 - Decentralised Energy
 - Personal Mobility
 - Global Supply Chains

UK Government's Business Taskforce on Sustainable Consumption and Production

Decentralised energy

- **Business**

- resource and energy-efficient business models
- potential to create demand for heat
- how to simplify frameworks and procedures governing installation and operation of decentralised energy facilities
- identify opportunities to establish decentralised energy operations at economic scale, where appropriate using available renewable feed-stocks or resources.

- **Government**

- national and local heat and waste maps to assist decentralised energy planning
- provide frameworks for pricing heat
- simplify regulatory regimes affecting public and private sector uptake of decentralised energy solutions – support creation of one-stop-shop guidance for business and local authorities and public sector
- bring decentralised energy solutions into public sector procurement to accelerate scale-up of technology and service markets.

UK Government's Business Taskforce on Sustainable Consumption and Production

Personal mobility

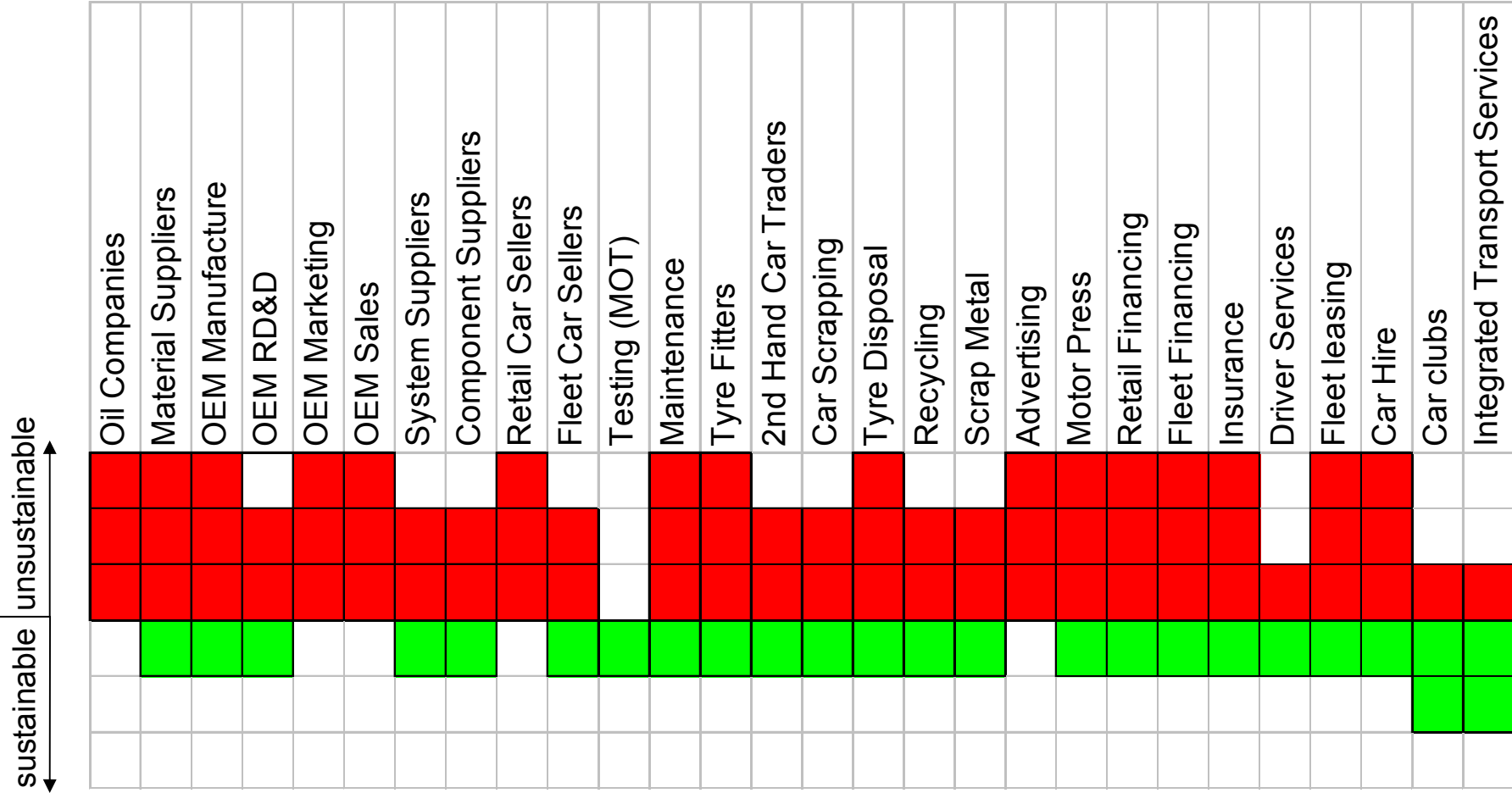
- **Business**

- Recognise the opportunity in creating a new space for low-carbon mobility and develop a standard for product/service accreditation
- Adopt low-carbon mobility schemes for employees
- Invest in innovation and development of an information infrastructure

- **Government**

- Catalyse the market for low-carbon mobility through recognition of standards and introduction of fiscal incentives to encourage take up and support for R&D
- Exemplify the shift to low-carbon mobility through public sector procurement and practice
- Use market standard to align local, regional and national traffic management schemes and infrastructure and send clear signals to business and consumers.

SC&P in the Personal Mobility Value Chain



New Personal Mobility market based on Product Standard adopting “in reach” technologies

- Doubling of efficiency: 80g/km running emissions
- Maximum speed 75mph
- Maximum power limit, not acceleration
- Equivalent passenger safety standards
- Doubling of pedestrian safety standards
- Dashboard information on instantaneous fuel consumption, CO₂ emissions and trip costs
- Ability to pick up local speed limit signal
- Efficient route planning technology for driver
- Declare metrics on non-functional mass (bolted-on extras), rolling resistance (tyre labelling)
- Discrete MOT elements required
- Declared embodied energy of the vehicle (as CO₂ equiv.)

Personal Mobility Product-Service System

Plan works on the basis of a lease scheme PAYG motoring:

- Choose the service plan which suits you according to your predominant travel behaviours/preferred mode of transport

12 month plans Weekend breaks on all plans for 6 months

chameleon - urban commuter				
car	train	metro/bus	plus	
10000	30	700	+ bicycle credit	
select				

swallow - baby boomer				
car	train	metro/bus	plus	
30000	90	unlimited	+ free insurance	
select				

roo - full-time mother				
car	train	metro/bus	plus	
40000	20	300	+ weekend railpass	
select				

bumblebee - provincial commuter				
car	train	metro/bus	plus	
80000	120	100	+ train cashback	
select				

18 month plans Weekend breaks on all plans for 6 months

chameleon - urban commuter				
car	train	metro/bus	plus	
16000	50	1500	+ moped credit	
select				

swallow - baby boomer				
car	train	metro/bus	plus	
50000	140	unlimited	+ free insurance	
select				

roo - full-time mother				
car	train	metro/bus	plus	
90000	50	700	+ family railpass	
select				

bumblebee - provincial commuter				
car	train	metro/bus	plus	
100000	200	300	+ season ticket	
select				

- Choose your low-carbon car – less than 80g/Km

step 2: choose your car

Volkswagen Up!



FREE

- coolbox
- internal memory
- Music Player

[see car](#) [select](#)

Honda FCX



FREE

- infant seat
- bike & ski racks
- Blu-Ray system

[see car](#) [select](#)

Ariel Atom 4



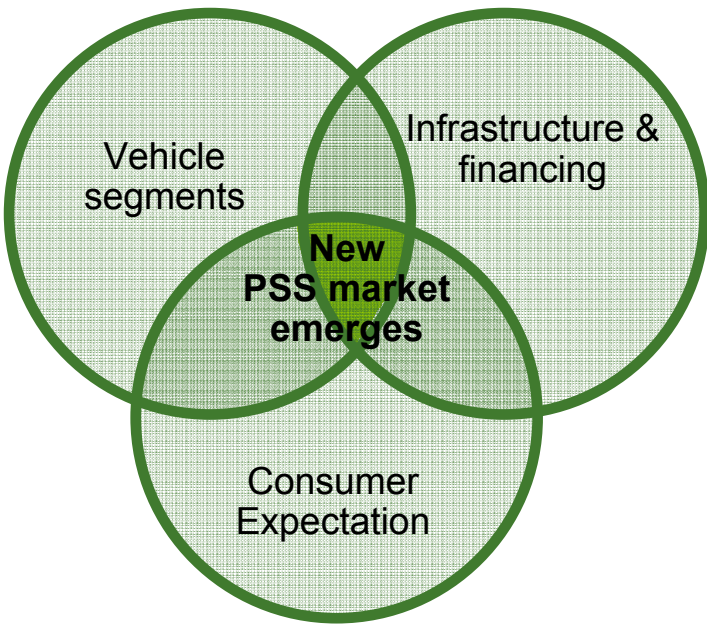
FREE

- track access
- GPS
- Music Player

[see car](#) [select](#)

Growing new SC&P Personal Mobility market

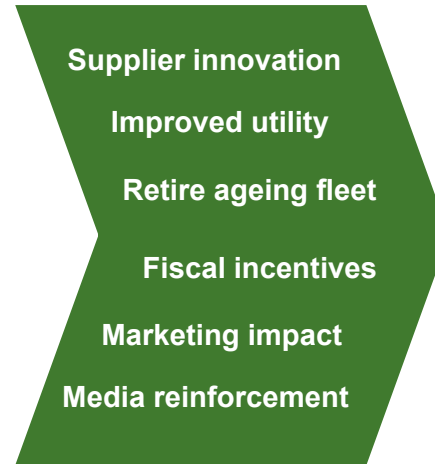
2013



Mainstream Market

c. 5% of market

2018



Majority Market

c. 25% of market

UK Government's Business Taskforce on Sustainable Consumption and Production

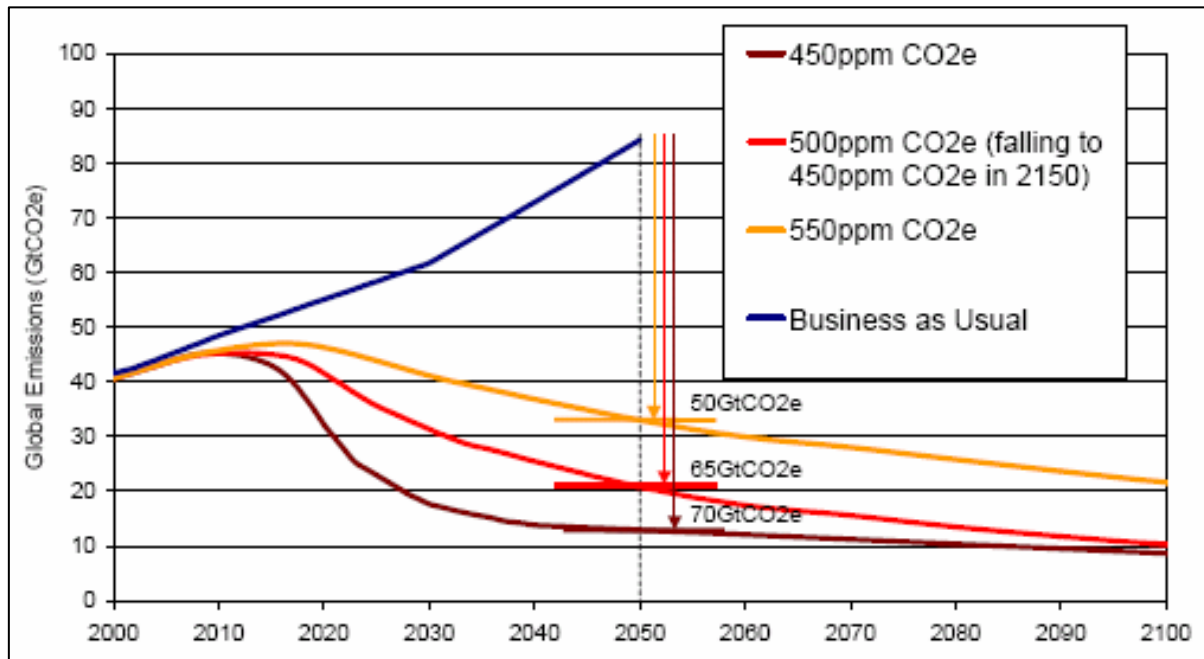
Global supply chains

- **Business**

- Make performance measurement and reporting of potential environmental impact of off-shore sourcing and manufacture transparent for all stakeholders.
- Develop and roll out of environmental and social performance standards at all levels of international supply chains.
- Initiate effective mechanisms for channelling corporate funding into environmental and social performance improvement along the value chain

- **Government**

- Strengthen company accounting and reporting on global environmental performance and promote faster international roll-out of environmental and social performance standards.
- Create a level playing field for business by accelerating progress at international level on definition and agreement around metrics for CO2 and other dimensions of environmental performance to help.
- Support initiatives to achieve widespread up-lift of environmental and social performance particularly at primary and second tier producer level in newly industrialising economies.



“The costs of stabilising the climate are significant but manageable; delay would be dangerous and much more costly.”
(Stern, 2006)