



COMBINING PRODUCTIVITY AND A NET-ZERO RECOVERY

Document B - Implementation Plan

Fiscal Push to Technology Pull

Leveraging Government as a client to embed digitisation, productivity and rapid decarbonisation to service not only the multitude of Government clients but also the broader economy.

The understandable desire to progress shovel-ready projects into construction and the effort of 'Project Speed' works through the existing project pipeline, marginally accelerating spend predominantly by simplifying procurement and award, thereby avoiding any inconvenience of new entrants or innovation.

This proposal assumes public sector funding of capital projects is scarce and projects must achieve multiple objectives simultaneously. This may temper job creation in the 6 -18 month period but creates significantly greater benefit from 12 months onward. Project Speed is already attempting to deal with the 6-18 month horizon.

Principles

Selected parts of the following departments' capital projects are given productivity and CO₂e targets; relaxed procurement practice, phased to allow rapid learning of product; installation and commissioning to over 24 months to be able to cascade through the host department's capital programme to the designers, product manufacturers, Tier 1 and Tier 2 contractors, to take innovative practices to the private sector and potentially the export market.

This requires disruptive behaviour; the willingness to learn as design and construction progress; and to share risk!

Enhancement of Existing Assets

New build takes too long and while the complexity of project definition of enhancing assets is greater, the creation of a digital twin asset base where the UK has considerable expertise and Government investment in its development can make a virtue of the very difficult, forcing the transition from Craft to Plug and Play.



Targeted Programmes

A: SCHOOLS

Establish a digital database of all schools in the UK creating immediate jobs stimulus, labour intensive, material zero and linked to training via the CITB. This will allow new entrants to a new industry.

Roll out a rehab programme of existing schools relaxing procurement process to facilitate new products, site efficiency and the move from Craft to Plug and Play systems. Design from the outset for schools to have minimal on-site maintenance in operation!

As best practice emerges, scale and commodify a link to green finance. Proven CO₂e benefit will begin to cascade.

The programme is a five to ten year programme with the R&D being embedded into new build. The programme delivers the following

- 1) Establishes how to create data based digital twins for cascade to national building controls, a prerequisite of as-of-right planning.
- 2) Creates immediate employment across the nation without capital spend.
- 3) Provides an R&D platform for new entrants, exploiting pre-assembly, system integration, off site operations and monitoring.
- 4) Creates local employment with modern skills, not craft.
- 5) Provides a levelling-up with a national network of product and system manufacture and installation.
- 6) Exploits at scale the proven efficiencies of off-site modern manufacturing techniques.
- 7) Is scalable, transferable and financially deliverable for green finance.
- 8) Sets a roadmap for net zero carbon education facilities with impacts for commercial and retail developments.

B: HOUSING

Potentially select MOD housing projects, exploiting and accelerating their existing net zero work. Benefits as per schools with cascade to public housing and private sector developers.



C: ENVIRONMENT AGENCY

Exploit their proposed programme of flood defence and decarbonisation, apparently Dominic Cummings has already seen this, together with their local training and employment programme.

D: HIGHWAYS ENGLAND

Determine a similar programme to the EA setting carbon targets for the construction maintenance aspects, setting aside the work currently underway on modal split, technology of vehicles etc but focus on the productivity of a CO₂e content of what is built regardless of what travels upon it.

E: NETWORK RAIL

As per EA and HE.

F: MEGA PROJECTS

Dealt with separately, ie: HS2, Crossrail, Lower Thames Crossing, Nuclear. All need a discussion but require bespoke targets due to momentum and circumstances of each are very different. Crossrail needs to open, it's counterproductive to intercede.

HS2 has its own issues of control. Lower Thames Crossing is a perfect candidate for setting an aggressive target and the team would welcome it.

Thames Tideway - possibly too late to intercede and the interests of the owners and financiers is not to reduce scope (eg: deleting inner secondary concrete lining may technically be possible but no incentive exists either to save £400m or tons of carbon),

REGULATED UTILITIES

Ask all regulators to recognise the Climate Emergency! Ofgen has, to a degree, done this already but this can become a Government-led drive to get value for the consumer in a CO₂e critical world.

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