

Industry welcomes new PM

Industry welcomes Liz Truss as new prime minister and calls for focus on infrastructure, net zero and levelling up.

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Message from the editor



The sad passing of the Queen will rightly dominate the thoughts of the whole nation for the coming days, weeks and months ahead.

You don't have to be an ardent royalist to appreciate the inspirational effect Her Majesty had on millions of people across the country.

I grew up in one of the most deprived towns in the UK. And I remember her silver jubilee in 1977 when she drove past the end of my road.

Birchington Avenue has never been the same since, but I remember the sense of excitement and unity she brought to the community – the same sense of unity she brought to the nation as the one consistent bedrock during 70 years of huge change.

As leading industry figures have said, the countless examples of infrastructure and the built environment named in her honour – the bridges, rail lines, parks and more – pay tribute to her service and contribute to her lasting legacy.

We hope to publish a fitting tribute in our November/December edition and also online on our website in the coming weeks.

We would be very happy to hear of anyone's personal thoughts or experiences of what Her Majesty meant to them. Let's share fond memories – and remember Elizabeth with a smile rather than the sadness that many people will be feeling at the moment.

In the meantime, our thoughts and condolences are with Her Majesty's family. May she rest in peace.

Rob O'Connor

Editor
Infrastructure Intelligence

ACE and NIC welcome moves to speed up planning process

Government says major infrastructure projects will be delivered more quickly through a new fast-track planning route.

Moves by government to speed up planning routes on major infrastructure projects have been welcomed by the Association for Consultancy and Engineering (ACE) and the National Infrastructure Commission.

Major infrastructure projects such as road improvements and offshore wind farms will be delivered more quickly through a new fast-track planning route, announced by ministers late last month.

New powers will mean shorter deadlines can be set for examinations of Nationally Significant Infrastructure Projects – speeding up decisions and getting projects built more quickly.

This also means decisions on smaller (non-material) changes to projects that have already been approved can be made much more quickly. Currently these can take up to 16 months, sometimes causing significant delays to delivery.

The government will make the changes to the Nationally Significant Infrastructure Projects process through amendments to the Levelling Up and Regeneration Bill.

Stephen Marcos Jones, ACE CEO, said: "Anything which brings additional clarity and speed to a lengthy planning process around significant infrastructure should be warmly welcomed. A swifter planning process will ensure that environmental, social and economic benefits are realised sooner.



Government says major infrastructure projects will be delivered more quickly through a new fast-track planning route.

"This is also important if infrastructure investment is to realise its full potential in supporting the economy through the increasingly challenging times ahead. We look forward to engaging with the government on the action plan and supporting its implementation soon."

NIC chair Sir John Armitt said: "It makes sense to seek a faster consenting route for key projects that serve in the national interest. However, these changes must be accompanied by the publication of up-to-date national statements that set out

government's strategic priorities for our key infrastructure sectors."

The government announcement is part of plans to speed up the planning process for large-scale projects and builds on efforts in the government's Energy Security Strategy to make sure the country is building the infrastructure it needs faster than before.

Councils and local communities will continue to play a key role in the planning process, including by producing local impact reports that represent the views of residents and must be taken into account.

TfL funding agreed to March 2024



New 20-month TfL funding deal welcomed after previous short-term measures, but £740m funding gap still remains.

New 20-month deal welcomed after previous short-term measures, but £740m funding gap still remains.

The UK government and Transport for London (TfL) have announced a longer-term 20-month funding settlement until March 2024, allowing TfL to commit £3.6bn to capital investment over the period.

In addition to guaranteeing passenger revenue until March 2024 the new package will enable TfL to complete a number of major projects, including the roll-out of new trains for the Piccadilly line and Docklands Light Railway, the Bank station upgrade, and the finalisation of the Elizabeth line.

The deal will also dedicate £80m every year to active travel schemes, expanding

walking and cycling infrastructure which will reduce congestion and pollution across the capital. The deal also sees the establishment of an independent property company that will start on 20,000 homes on TfL's land within 10 years.

This latest package provides welcome relief after the long-running saga of last-ditch emergency funding packages to save the capital's transport network from coming to a grinding halt.

However, TfL says the new funding settlement, which includes just under £1.2bn of upfront funding and brings government's total funding to over £6bn, still leaves a funding gap of around £740m across 2022/2023 and 2023/2024.

TfL Commissioner Andy Byford said: "This agreement, which was hard won, means that we can now get on with the job of supporting London's recovery from the pandemic - to the benefit of the whole country. There is no UK recovery without a

London recovery, and no London recovery without a properly funded transport network.

"The support offered by government left an unfunded gap in our budget, which we have been working hard to identify how we will fill. This work has made good progress and we are confident that we will achieve an outcome that allows us to balance our budget and maintain our minimum cash balance.

"We will need to progress with our plans to further modernise our organisation and make ourselves even more efficient, and we will still face a series of tough choices in the future, but London will move away from the managed decline of the transport network."



Click here to read a fuller version of this story, which first appeared online at *Infrastructure Intelligence*.

ACE shares new three-year blueprint

High-level roadmap and advocacy refresh will ensure ACE is focused on members' interests.

The Association for Consultancy and Engineering (ACE) has launched a new three-year compass for the association.

The *ACE Blueprint 2022-25* outlines the focus areas for the organisation which represents the businesses that design, deliver and manage our national infrastructure and built environment.

The six thematic areas, People, Social Value, Excellence, Risk, Innovation, and Association, provide ambitions for the industry, focus for membership management, as well as a filter for future activities endorsed by the board.

Stephen Marcos Jones, ACE CEO, said: "This is an exciting time for ACE and its members as we reenergise the business association and our Blueprint provides a positive framework for future success. The team is looking forward to adding more detail through annual plans which will ensure we are delivering a focused strategy with our members' interests firmly at its core."

"Whether building a diverse and inclusive workforce, conveying social value, improving procurement practices, rethinking risk, encouraging new technology and innovation, or ensuring ACE and EIC's advocacy reach at national and regional levels, this Blueprint will ensure that we are focused on delivering our vision for a safe, innovative, resilient and globally competitive UK built environment sector."

"With the government already committed to billions of pounds of infrastructure spending, the implementation of the Blueprint will support our members to unlock the potential of forthcoming



investments in ensuring our national transport, energy, flood resilience, water, waste and digital networks are fit for the future."

To deliver the thematic areas in the Blueprint, and to ensure a targeted approach to its advocacy, ACE is also introducing a new group structure. This includes the creation of two new Advisory Councils – one for large members and another for SMEs – alongside new Advocacy Groups focusing on Climate Change, Procurement, Places, Transport and Mobility and People.

In a [blog](#), online at both *Infrastructure Intelligence* and the ACE website, Marcos Jones added: "Our new Advisory Councils will ensure more of our members have both a voice and means to engage with our advocacy, member support and activity of ACE more generally. Our new Advocacy Groups will ensure the policy asks of today unlock the business opportunities of tomorrow."



Click here to download the ACE Blueprint 2022-25.

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Book now for brand new season of Infrastructure Intelligence webinars.

The popular series of *Infrastructure Intelligence Live* events continues with a brand new autumn line-up of free webinars covering a vital range of some of the industry's hottest topics – and November includes an exclusive online interview with HS2 CEO Mark Thurston.

The online morning events, organised in association with award-winning communications specialists BECG, became an instant hit across the industry during the initial onset of the pandemic and subsequent lockdown.

Thousands of leading industry professionals have already registered and attended the consistently popular events since our first webinar during the initial lockdown in 2020 – and the rest of 2022 sees another keenly-anticipated line-up on the way.

All the online events are free to attend, and bookings are now being taken for the rest of the year.



Click on the respective links for further info and to book your free place:



Friday 14 October, 11am:

How can construction crack its skills shortage?



Friday 28 October, 11am:

How can we open up construction and build a more diverse industry?



Friday 18 November, 11am:

Will AI really change the face of construction?



Wednesday 30 November, 11am:

Sign up for our In the Spotlight Interview with HS2 CEO Mark Thurston.



Friday 16 December, 11am:

Find out what lies ahead for construction and infrastructure in 2023.

Network Rail launches heatwave taskforce

Independent taskforce to investigate how railway can develop resilience following this summer's unprecedented heatwave.

Network Rail has launched a new independent taskforce to investigate how the railway can develop its approach to resilience during hot weather following this summer's unprecedented heatwave.

The news follows record-breaking UK temperatures that burst through 40 degrees for the first time, causing major line closures due to a combination of tracks in danger of buckling and overhead power lines becoming unsafe due to the extreme heat.

At the peak of the heatwave on Tuesday 19 July, Network Rail addressed the impact of climate change on future resilience of the rail and infrastructure network.

In a twitter thread, Network Rail said: "At the end of the day, we and other European countries are all dealing with the impact of climate change. And our priority is to do everything we can to keep you safe.

"We may need to consider changing our standards and engineering for more severe summers and less severe winters for the decades to come but for now, it's still too early to make such an enormous decision."

The new review will consider four key areas, each led by an independent expert in their field. Three of these areas will be focused on gathering insights from other countries and making comparisons with international rail networks that are more used to dealing with extreme heat and fluctuations in temperature.

Andrew Haines, chief executive of Network Rail, said: "The weather we've experienced this summer has put a huge

amount of pressure on our infrastructure, our staff and our passengers, and with extreme weather events becoming more frequent as our climate continues to change, we've got to pull out all the stops to make our railway as resilient as possible.

"That's why I've decided to commission this taskforce, spearheaded by leading global experts, whose considerable experience in their fields both in the UK and across the world will arm us with the guidance we need to make our railway resilient in the face of climate change for generations to come."

Dame Julia Slingo FRS, former chief scientist at the Met Office and a world-renowned expert in climatology, will examine the likelihood of more frequent extreme hot weather events in the UK and how high-quality, detailed and timely weather forecasting can be maximised by Network Rail to mitigate the impact of heat on its infrastructure.

Sir Douglas Oakervee will draw on his 60 years of experience in engineering to investigate options to ensure the railway infrastructure can continue to function

safely and reliably during very hot weather. This work will particularly focus on the performance of track and overhead line equipment as they are the two most common causes of delays and disruption in hot weather.

Simon Lane, former managing director and CEO of railways in Melbourne and New South Wales respectively, will explore operational standards, policies and practices which could allow services to continue to operate safely and without highly limiting speed restrictions in extreme heat.

Anthony Smith, chief executive of the independent transport watchdog Transport Focus, will examine how Network Rail communicates with passengers in the run-up to and during periods of extreme weather, as well as in its planning for disruptive events.



Network Rail has launched an independent heatwave taskforce, to investigate how the railway can develop resilience following this summer's unprecedented heatwave. (Photo courtesy of Network Rail).

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Brightly

Facing the heat

In light of this summer's unprecedented heatwave, Ramboll's *Andrew Mather* outlines the urgent need to adapt our buildings to rising temperatures.

Until relatively recently the reality of the climate emergency may have seemed a distant issue for those living in the UK.

Now, that reality is very much here and present. This summer and its heatwaves have shown what the climate science has been saying all along. Our future of extreme temperatures has arrived, and, sadly, extreme weather will only become increasingly prevalent.

With red warnings in our forecasts and records soaring to previously-unthinkable new highs, it is of the utmost importance that our society and its built environment and infrastructure adapts accordingly, for the health and prosperity of all communities.

Reframing our approach

As a first step, we urgently need to change the way we think about designing our homes and buildings going forwards, and as part of this we need to adapt how we appraise our existing buildings too.

The Climate Change Committee has consistently emphasised the need to address the risk of overheating and fill the policy and funding void around retrofitting buildings to operate in extreme temperatures. Now, we must stop dragging our feet.

An important guide for framing our approach, and a popular topic within sustainability circles currently, is considering not just single materiality but also double materiality. Single materiality refers to impacts important to a company, whereas double materiality also refers to the effects the company's actions have on wider society and the environment.

Going forward, choices about our built environment must be made through the lens of double materiality.



"This isn't an issue we can push to the back of our minds as a problem for the future. We must mobilise education and activity now, and adapt our building stock, because this issue isn't going away."

Andrew Mather, director of strategic sustainability, Ramboll.

A holistic view of mitigating extreme heat in any development must then become the norm, catering for both immediate factors such as residents' health and comfort and the health of the surrounding community and ecosystems too.

The impact of physical measures

The natural world and other traditionally hotter countries offer several learnings for us to mitigate extreme heat in our built environment.

Nature-based solutions like green roofs and green infrastructure like parks can help keep local areas cool.

Lining streets with trees, for example, is a simple and accessible method of protecting against the urban heat island effect.

Physical planning techniques such as building orientation, reducing glass on south



The UK faces a huge task in retrofitting its housing stock. (Photo by Kai Bossom on Unsplash).

facing facades and incorporating exterior shading, should also be utilised, and they often come with co-benefits too (such as reduced energy costs).

Final thoughts

Overheating has only just found a place amongst our building regulations and we have a large gap to cross in a short time to make our built environment fit for purpose in our new temperatures.

This requires significant investment, however looking at the recent past, investors alone cannot be relied upon to close this

gap, as climate adaptation has been of seemingly little significance to their yields and short-term hold periods.

The status quo clearly isn't working. Change in our homes will start with change in the market, and so we need the coordinated forces of regulation and investment to join together, and create a business case for a national housing stock that is ready for our adapted climate.

Both new builds and retrofitted homes must be included in this and, crucially, homes in areas across income brackets, in order to achieve a "just-transition".

We must call for strong policy to develop

our existing building regulations to a set fit for purpose – for example, expanding the Minimum Energy Efficiency Standards (MEES) into Climate Adaptation Standards that include ratings for climate hazards such as heat mitigation.

As preceded by the Italian scheme where homeowners receive a tax break in return for their participation, we also need a government funding scheme for individuals to undertake home improvements against climate risk too.

Finally, and simply, we must see better communication about choices that built environment stakeholders can make to

mitigate extreme heat, alongside their full implications, so more decision makers can truly understand the benefit of nature-based solutions.

This isn't an issue we can push to the back of our minds as a problem for the future. We must mobilise education and activity now, and adapt our building stock, because this issue isn't going away.



Andrew Mather
is director of strategic sustainability at Ramboll.

All aboard for very light rail

Andy Stamps of Rider Levett Bucknall outlines how and why future transport should be reliable, accessible and affordable - with very light rail a key part of future transport solutions.

Whether we travel to work in a car, take a train to visit family and friends or cycle for leisure, transportation is integral to our daily life.

Future transportation networks will require a mix of solutions. We need reliable, low cost, easy to install and accessible transportation systems that get people out of cars.

To do this we need to bring them first and last mile solutions that are practical and available 24/7, in smaller and larger towns and cities. Connecting communities with their local urban centres both physically and virtually requires the creation of integrated networks.

The Very Light Railway (VLR), developed by WMG -The University of Warwick, with development partners Black Country Innovative Manufacturing Organisation (BCIMO), Coventry City Council and Dudley Council alongside RLB, is one such solution. As are the numerous autonomous vehicles and pods such as the high-density urban passenger and freight transport, DROMOS.

As we discussed at the recent VLR conference in Dudley, the premise is simple: a lightweight vehicle avoids the need to divert services, reducing time and costs to install and operate.

To be successful, there are several elements I believe these next generation transportation solutions need to tackle:

- Work towards the net zero agenda.
- Increase inclusion.
- Act as the bridge between opportunity and talent.
- Connect rural and urban 24/7.
- Be affordable.

Work towards the net zero agenda

Next generation transportation systems will help reduce consumers' carbon footprints as well as help local and central government achieve carbon zero. Low carbon transport options like VLR, which run on renewable electricity, can help achieve these goals.

By using steel wheels and rails, they will decrease the number of harmful particles released by the rubber tyres of cars and other road vehicles. However, for electric vehicles to be viable we need up to 480,000 vehicle charging points by the end of 2030, a total 95% increase in installations as well as a sustainable strategy for the design, roll out and operation of these installations.

Increase inclusion, bridge opportunity and talent and connect rural and urban 24/7

As well as meeting the sustainability agenda, new transportation systems can and should be instrumental in the success of the levelling up agenda. It is universally accepted that creating a permanent way attracts investment and enhances land values to a degree unattainable by other methods, such as buses, whose presence can be fragile with routes that can be terminated with 12 weeks' notice.

Enhanced connectivity and greater social mobility have always been a way to develop economic activity to far greater levels than other solutions. Autonomous solutions and other innovative transportation can connect opportunity with talent and unlock land around their routes, extending inclusion to those outside urban conurbations.

Be affordable

To be a real gamechanger, affordability of next generation transportation is key. The government has already committed and invested publicly in creating a greener



Very Light Rail. (Image credit: WMG – the University of Warwick).

transportation system for the future with its Ten Point Plan for a Green Industrial Revolution and its low-carbon hydrogen production capacity strategy.

However, funding is complicated to obtain – at present there are around 15 different streams. For the delivery plan to be robust we need the private sector to also be on board. For this approach to flourish, the private sector needs certainty and commitment from central and local government, the UK Infrastructure Bank and other government agencies to secure a return over the long term.

A collaborative approach will be key

As with all best outcomes, a collaborative approach focused on value will be key. The Construction Innovation Hub's recently launched Value Toolkit will be an integral part of that approach, to facilitate tailored value-based decision making.

Through innovative thinking, next generation transportation can connect far more people with urban centres, creating more opportunities for people and increasing inclusion. With public and private partnerships, we can surely look

towards the future transportation systems as a way to unlock huge latent potential within our communities and better our society.



Andy Stamps

national head of infrastructure at Rider Levett Bucknall.



Very Light Rail. (Image credit: WMG – the University of Warwick).

Government must revisit Integrated Rail Plan, say MPs

MPs call for reassessment of Integrated Rail Plan to avoid missed opportunity to address regional imbalances.

A thorough reassessment of the UK government's Integrated Rail Plan is essential to ensure a once-in-a-generation investment in rail is not a missed opportunity to address regional imbalances, MPs on the all-party parliamentary Transport Committee have urged.

The [Integrated Rail Plan](#) for the north and Midlands report says that alternative options, which could transform stations and city centres in key northern cities, have not been properly tested.

MPs say the original purpose of Northern Powerhouse Rail - to connect the 'great cities of the north to build a northern powerhouse' - is at risk. Some towns and cities have already been disappointed by decisions, says the report, which looks at the implications for Leeds and Bradford in particular.

Huw Merriman, chair of the Transport Committee, said: "We welcome the scale of the government's promised spending on rail. At £96bn the government has billed it 'the largest single rail investment ever made by a UK government.' The committee agrees it has the potential to transform rail travel for future generations.

"However, many towns and cities are already disappointed by the proposals which have been set out. Those we spoke to from the cities of Leeds and Bradford, in particular, do not recognise that the finalised



Government must revisit Integrated Rail Plan, say MPs.

plans meet either the promises they believe were made."

Railway Industry Association north chair Justin Moss said: "We are happy to work with the Transport Select Committee to better understand how the enhanced connectivity related to the IRP increases investment, supports skills, and reduces carbon.

"However, we cannot afford this to be an excuse to delay the plans already committed in the IRP. Furthermore, alongside the IRP, we continue to call for the HS2 eastern leg

and Northern Powerhouse Rail schemes to be reinstated in full, as only by doing so will the full benefits of both schemes be realised, benefiting not just the north but the whole of the UK and its towns, cities and communities."



[Click here to read an extended version of this story online at Infrastructure Intelligence.](#)

Industry welcomes new PM

Industry welcomes Liz Truss as new PM and calls for focus on infrastructure, net zero and levelling up. Read our special industry reaction report on pages 16-19.

Industry welcomes new PM but calls for continued infrastructure investment

Industry welcomes Liz Truss as new PM and calls for continued focus on infrastructure, net zero and levelling up.

Leading industry figures have welcomed Liz Truss as the UK's new prime minister, while emphasising that continued infrastructure investment is crucial to weathering the national and global economic storm.

As widely expected, Truss became prime minister after defeating Rishi Sunak in the Conservative Party leadership contest.

A widespread cabinet reshuffle saw key industry posts go to Kwasi Kwarteng (chancellor) Jacob Rees-Mogg (business, energy and industrial strategy), Anne-Marie Trevelyan (transport), Simon Clarke (levelling up, housing and communities), Ranil Jayawardena (environment, food and rural affairs), Kemi Badenoch (international trade), Chris Heaton-

Harris (Northern Ireland), Alister Jack (Scotland), Robert Buckland (Wales), while Alok Sharma remains as COP26 president.

Industry figures welcomed the new prime minister and cabinet, but called for a commitment to existing infrastructure projects and, even in the face of growing financial pressures, to remain firmly focused on net zero and levelling up.

Here's just a brief selection of initial industry reaction received by *Infrastructure Intelligence*:



Stephen Marcos Jones, CEO of the Association for Consultancy and Engineering (ACE), said:

"I'd like to welcome the new prime minister into her role and congratulate her on a successful campaign.

"The process has, unfortunately, delayed much needed action from government. We know that inflation, rising energy prices and wages are already severely impacting the short to medium term outlook for our sector, and we look forward to seeing how businesses will be supported in these areas through the challenging months ahead.

"Investment in our national infrastructure, and the construction industry more widely, is crucial to weathering any potential economic storm. It will ensure we maintain a long-term view on the economy and invest in a sector which can provide jobs and growth. For this reason I was pleased to see the prime minister back investment in Northern Powerhouse Rail and for roads in her campaign.

"Our members play a vital role in delivering the long-term solutions that society requires on energy, transport, connectivity, net zero and regional development. It is for this reason we look forward to our constructive relationship with government continuing under her leadership."



Patricia Moore, UK managing director at Turner & Townsend, said:

"The biggest and most immediate item in the new prime minister's in-tray will be reassuring households and business over the looming energy crisis.

"This is a moment to be bold and not just to solve the immediate symptoms, but to tackle the underlying causes too. For our industry the focus must not just be on this winter, but the next and the one after that. We need the infrastructure to guarantee a secure, sustainable energy mix, both in terms of generation and transmission across the country and beyond.

"We also need an industry capable of retrofitting homes, offices, and public buildings to achieve net zero and reduce energy consumption to lower bills and to deliver our long term green objectives. Especially against headwinds of inflation, and an undersupply of the new skills needed, the government must use it's pivotal position to solve these problems. Recognising the crucial importance that construction plays in solving the country's challenges by supporting and setting the agenda of industry transformational change.

"This is a must if we want to ensure that major projects are financeable, deliverable and capable of driving economic growth, tackling regional inequalities and keeping the country on track to meet its net zero targets."



Mark Naysmith, CEO for WSP UK & EMEA, said:

"WSP congratulates Liz Truss on her appointment as prime minister of the United Kingdom and wishes her every success for her tenure. Given the huge challenges facing the country presently, clear and decisive leadership is needed to steer the UK through what is a very difficult time for many people.

"Through its Future Ready approach to design and project delivery, WSP is well positioned to support the government in its work to decarbonise our economy, transform the UK's energy supply to one that is green and sustainable, and deliver growth and prosperity into communities across the country through its ongoing commitment and delivery of the National Infrastructure Strategy."



Richard Robinson, Atkins CEO, UK & Europe, said:

"Cost of living is clearly a priority for the new PM, and we watch with interest as she sets out short terms plans to tackle energy prices and rising inflation.

"Longer term plans to grow the economy will require more certainty around infrastructure spend, and credible policies that will allow our industry to develop solutions to help the UK meet its ambitious net zero targets.

"With increased clarity and confidence our industry can then invest in the skills, technology and innovation needed as the UK looks to emerge stronger from these challenging times, while leading the transition to clean energy and decarbonised infrastructure."



Here's a further selection of industry reaction, welcoming Liz Truss as new PM but calling for a continued focus on infrastructure, net zero and levelling up.



Peter Hogg, UK cities director at Arcadis, said:

"If we are to unleash the UK's potential for growth and attraction of global investment, we must continue to invest in skills, infrastructure & a low carbon economy whilst promoting our credentials as a reliable trading partner.

"The best way that the new PM can secure the country's long-term economic future is to continue to work with business and our international partners to invest in the skills, infrastructure and rules-based business environment that will deliver reliable, sustainable growth. Low taxes and de-regulation are important and have their place but we shouldn't fall into the trap of thinking that they are, in themselves, a solution."



Marie-Claude Hemming, director of operations for the Civil Engineering Contractors Association (CECA), said:

"We acknowledge that the current fiscal outlook is extremely challenging. Nonetheless we call on the new government to hold its nerve in the face of the current economic headwinds, and commit to existing programmes of investment, to project jobs, ensure market confidence, and deliver recovery through Great British infrastructure.

"We strongly believe that if the new prime minister is to successfully unleash growth they must commit to existing plans and projects such as the next roads, rail, and water settlements, as well as continued support for the drive to net zero and the delivery of a mixed portfolio of clean energy generation.

"Above all, the new government must not repeat the mistakes of the past, as when capital spending on infrastructure was subject to short-termist cuts in the aftermath of the 2008 Global Financial Crisis. This ultimately proved to be self-defeating, as growth stalled, skills were lost to the industry, and the strategic value of many schemes was such that they ultimately were re-procured at greater cost."



Jo Field, president of Women in Transport, said:

"At Women in Transport we hope to see Liz Truss, as the third woman in UK history to become prime minister, use her position of influence to focus on gender inequalities. Until women are present in the room and their voices are heard across industries, women will continue to be held back from achieving their potential.

"Helping the transport sector continue to recover from the pandemic also enables the creation of more roles in greener transport. Our recent gender perceptions and experiences survey found many of our members saw sustainable transport solutions as being key to the future of transport, with women having a crucial role to play in driving these solutions forward."



Danny Crump, director of urbanism at Broadway Malyan, said:

"Who knows what will happen to Boris' promised 'levelling up' under new leadership. Truss must focus where the British people live, work and play. While the high street has suffered a decline in recent years, a new system of devolved regional planning control could revolutionise town and city centres across the north-west, Yorkshire and the north-east, and could mark the foundation on which our most disaffected regions are rebuilt."



Simon McWhirter, director of communications, policy and places at the UK Green Building Council (UKGBC), said:

"The prime minister can fix many problems by announcing a national programme to upgrade our buildings and shift our heating systems from gas to renewable energy. Not only will it reduce the need for government borrowing, the skilled jobs and economic boost this would bring would make a real contribution to levelling up and national recovery."



Colin Wood, AECOM chief executive for Europe and India, said:

"Our message to the incoming prime minister is not new, but it needs reiterating: investment in both big ticket infrastructure projects as well as smaller regional and local schemes is critical. For example, we won't be able to achieve an affordable, sustainable and secure energy supply and reach net zero without significant investment in energy infrastructure, such as offshore renewables.

"To grow the economy and to level up, the infrastructure sector can do more than build, it can design with outcomes for community, value and sustainability at a scheme's heart. Encouraging innovation and harnessing new technologies will be critical to developing infrastructure which allows people to optimise how they choose to live and work in their local communities.

"Sustainable, well-insulated, fit-for-purpose homes that are connected by safe, reliable public transport choices is integral to growing our economies across the UK, focusing on the creation of jobs, skills and economic prosperity in those regions that need it the most.

"As an industry, we understand the immediate pressures on the public purse and that people will need short term, quick fixes to help alleviate the cost of living crisis. But we implore the new prime minister to invest in the long term too with a clear pipeline of deliverable projects and empower the industry to build resilient infrastructure which gets to the root of many of our problems."



Matthew Ace, director of Hydrock, said:

"While it became apparent over the past few weeks that Liz Truss has won the hearts and minds of the Conservative membership, winning over the rest of the UK – and that means across all four nations – will be an uphill battle.

"Truss should now quickly turn her attention towards a strategy of collaboration with The Senedd to address the cost-of-living crisis, support levelling up and stimulate investment in Wales."



Professor Joe Howe, chair of the North West Hydrogen Alliance and professor of energy at the University of Chester, said:

"Congratulations to Liz Truss becoming new prime minister. Both she and Jacob Rees-Mogg will have immediate pressing tasks at a time of such economic uncertainty. The government has in recent years championed the role of decarbonisation in creating jobs, future-proofing British industries, and cutting consumer bills. However, there are several initiatives that require the PM's immediate attention to ensure valuable time and momentum is not lost.

"The new UK government must ramp up its action on climate change – and central to this should be driving the hydrogen economy forward. We are calling for the new government to double down on ambitions and affirm their commitments to investment in green energy, accelerate net zero commitments, and ensure the stability of the hydrogen policy. This will provide confidence in the public and private sectors to get major infrastructure projects off the ground, in turn increasing energy security."



Christophe Junillon, managing director of Atkins nuclear & power, EMEA, said:

"The security and affordability of our energy supply is front and centre of our cost-of-living crisis: the acceleration of net zero energy projects is urgently needed to deliver a secure, affordable and resilient supply for the future.

"To meet the UK's net zero targets and ensure a secure and resilient energy supply in the future, the UK's electricity generation build rate must increase five-fold. We urgently need to build more energy generation and supporting infrastructure than ever before.

"We look forward to working with government to help speed up the development of low carbon technology and maximise investment in new nuclear to prevent a short-term energy crisis becoming a long-term problem for our country."



Click here to read a further selection of leading industry reaction, online at Infrastructure Intelligence.

Finding the right balance

Sir Robert McAlpine's Lynda Thwaite looks at how companies in the construction sector should be adapting to the new work/life balance.

The idea of work/life balance is nothing new, but the concept has certainly had a new lease of life in the wake of the pandemic.

The restrictions of Covid-19 forced everyone to take stock of habitual practices and identify what was working, what was not, and from there what could be done a little better.

Flexible working

The poster child for this assessment of our working lives, leading the way in all corners of the media, is flexible working.

Since being sent home that sunny and uncertain spring two years ago, the 'WFH' lifestyle has dominated the cultural programme.

However, flexibility isn't just about being out of the office and getting to work from home for two days a week.

True flexibility can encompass workplace, workload, work pattern and accommodation for big life events.

It is only by understanding these various inclusive and adaptable forms of flexibility that industries like ours, built upon front-line sitework, can truly harness its value.

We must not dismiss any tool at our disposal, and flexible working helps tackle a swathe of the key industry issues, such as construction's mental health problem.

Being afforded greater flexibility and increased autonomy over 'how' a person gets the job done could be the difference between saving a marriage or one's health.

With studies showing that the rate of male suicides in the sector are three times the national average, businesses must take swift action to address the issue. There is clearly much work to still be done in changing attitudes about mental health.

The accommodations of flexible working, however, can help alleviate some of these strains that turn challenges into mental health crises.

Workforce opportunities

Flexible working opens up the workforce to a more diverse pool of talent; job shares,

people with disabilities, and working parents to name but a few.

The built environment industry is currently suffering from both a lack of gender diversity and a skills shortage.

Just 13% of those in construction are women and at least 20% of construction positions available cannot be filled because of the lack of people to take the job.

By opening up positions with this holistic view of flexibility we can solve one of the biggest challenges facing our industry today.

But we somehow still seem to be getting in our own way.

Did you know, for example, that working fathers' requests for flexible working are rejected at almost twice the rate of mothers?

Embrace change and evolve

Our 2021 report with Pragmatix Advisory, Flexonomics, showed that refusals to accommodate flexible working is costing businesses up to £2bn a year.

Our post-pandemic priorities do also run elsewhere. For example, it is important to ensure we consider all activity through a diversity and inclusion lens.

Take, for example, social activities. Will any social groups be excluded by the plan? The default to drinking and golf days are over and unless our industry wants to lose out on talent to more enlightened industries, we need to become smarter and more inclusive.

Reports have shown that 8 in 10 women in construction have felt excluded of work social events.

At Sir Robert McAlpine, we are proud to be learning, evolving and embracing this shift in the work/life balance.

We are working out how best to harness flexibility for the good of our team.

This means working closely with onsite teams to discover what flexibility is possible on a construction project and creating blueprints for others to follow.

We are also diversifying how we engage our employees now. For example, funds that traditionally may have gone into an entertainment budget can now establish a local fund for social value initiatives our employees can participate in.

By no means should all traditional socials be swiped from the calendar – work drinks can be a wonderful thing!

But the world and the workplace are moving to a more conscious place, where we understand individuals might have different needs and we must seek to accommodate them.

A more inclusive and diverse workforce can only be a good thing, but more than that, it is a requirement of current and future workforces.

So, if companies like ours want to be around for the next 150-plus years, we have to listen, evolve and improve as we go, or we will simply be left behind.



Lynda Thwaite

group director - brand, marketing and communications at Sir Robert McAlpine.



The idea of work/life balance is nothing new, but the concept has certainly had a new lease of life in the wake of the pandemic. (Photo by Chris Spiegl on Unsplash).

Social value can help Britain thrive

Atkins client director *Zoe Metcalfe* outlines how the UK needs to rethink and fund social value to help communities thrive.

Despite repeated efforts, too many places in Britain are suffering from underinvestment, weakening social ties, and shrinking natural resources - leading to a sense of betrayal and hopelessness.

To deliver the kind of social goods that help places to thrive, we need to rethink how we define, measure, and fund 'value'.

That's why we're contributing to a new model of capital, offering a more nuanced and realistic picture of what social value really looks like.

Regeneration

Today, a unique confluence of challenges has made regeneration not just a social priority but a public emergency.

Covid-19, the ecological crisis, and demographic change are putting enormous pressures on local councils. Brexit, geopolitical instability and climate change are making the UK's future less and less certain - with no significant transformation in policy.

As a result, too many places are being left behind. There's a chronic shortage of housing, our environment is collapsing and the trust that sustains our communities is disappearing.

It doesn't have to be like this. New ideas, technologies, and approaches have the power to transform how we perceive, tackle,

and overcome these challenges.

Only through a paradigm shift can we repair our relationship with nature, create neighbourhoods genuinely conducive to wellbeing, unlock opportunity and make our country thrive.

Thrive mind

The government-backed Construction and Innovation Hub has partnered with over 200 organisations across our sector to produce the Value Toolkit, to reimagine what value is and how we measure it.

We're now recognising that cost and time-to-build are very limited measures of social good. Applied in isolation, they can approve projects whose social impact is doubtful, while rendering more valuable programmes as prohibitively costly or inefficient.

To improve how we measure what we value, we must redefine capital. A pluralistic lens can create a more nuanced picture of a programme's true impact.

No trust, no way

For the construction industry, social capital refers to consultation, influence, and connections in local areas, all of which shape people's perceptions of the projects in their communities.

If it sounds soft, consider that one of the most consistent indicators of deprivation



Regenerating our communities holistically means seeing the natural environment as more than just a backdrop. (Photo by Glenn Humphrey).

is a breakdown of trust. That's why social capital must play a part in measuring value. Construction projects that don't properly consult local communities are liable to violate trust.

Consultation is about genuine engagement. Too often, construction has treated it as a tick-box exercise. Today, there are so many ways to engage local communities: not just to formally introduce and debate the issue, but to offer inclusive, meaningful, and inspiring avenues towards consensus.

Funding the future

Of course, finance still matters. ESG, green investments, and ethical or social

value investments are all impacting the corporate world. Yet while these funds may be looking to finance new ways, they're still bound by many of the traditional imperatives of financial institutions.

In other words, the investment must still be attractive and economically viable. Large funds need large propositions. But because our planning and procurement process favours fragmentation over agglomeration of assets, the pathways from fund to frontline are blocked.

By reshaping regeneration around the broader notions of capital, and then channelling ethical funds through new pathways, we can enable willing investors to fund specific aspects of social good.

It's only natural

Regenerating our communities holistically means seeing the natural environment as more than just a backdrop.

The Economics of Biodiversity, Sir Partha Dasgupta's 2021 review published by the Treasury, convincingly demonstrated the deep economic value that our natural environment offers.

If we are to nurture healthy, thriving communities, nature is our indispensable ally. And it's not just a matter for the countryside: incorporating nature into our cities is crucial to making them more liveable and less toxic.

We're only just beginning to discover just how deeply entwined the human organism

and the natural environment really are - and these insights can help us to create healthy, harmonious, and beneficial spaces for all.

The road ahead is beset with obstacles. Britain is facing a unique mix of challenges - short term and long term, familiar and novel, local and national. Rather than lower our expectations or tighten our belts, we can choose to change, to improve how we measure, consider, and deliver social value.

In the face of today's challenges, now is the time to repair, restore, and regenerate.



Zoe Metcalfe

is Atkins client director for local and central government.

London 2012 – 10 years on

Ten years after the hugely successful London 2012 Olympics, Jacobs' *Suzanne Lopes* reflects on how working on the games developed her major programme mindset.

Visiting the Queen Elizabeth Olympic Park to celebrate the 10-year anniversary of the London 2012 Games, I was struck by the volume of people enjoying the open spaces. The sound of background noise and laughter complemented the beautiful public spaces to give a real buzz as people went about their lives.

Was a Monday morning but there were plenty of cyclists riding down Tessa Jowell Boulevard, friends having picnics and school groups on their way to swimming lessons. It was heart-warming to see how the area has developed into such a thriving and vibrant community.

I worked on the Olympic Park from early in its development. My role was varied, working on behalf of the Olympic Delivery Authority (ODA) to ensure the works were carried out in line with the contract, particularly in relation to the quality of construction. This involved collaborating with the architects, engineers and contractors to oversee testing and inspection at the Velodrome, shooting range and BMX track.

The legacy of the park and the surrounding area is well understood but less mentioned is the learning legacy for those who worked there. This experience gave me a whole new appreciation of working across a major programme, much of which I've taken into other roles since.

Logistics management

Prior to the Olympics, I would be on one major project at a time and only needed to be concerned on resources for that job. On this programme I gained a whole new appreciation for the value of great logistics management. A huge number of vehicles came through the gates of the Olympic Park every day – all beautifully orchestrated for on-time deliveries to the multiple venues being built simultaneously.

Modern methods of construction

There were many points in the build of the park that were incredible to witness. For me, one of those moments was the cable-net roof structure of the Velodrome being lifted into place.

After a huge amount of pre-planning and design the team attended offsite inspections of the huge expanse of cables and connecting nodes that made up the roof structure.

It was a marvel to see these being manufactured to precision tolerances and it has stayed with me how the huge investment in up-front design time and pre-planning ensured a right time first time approach, something that is absolutely crucial when you have an immovable deadline.

The lifting of the roof structure also highlighted the importance of teamwork between the client, designer and contractor. The final building is not only aesthetically stunning but was forged through a collaboration that enabled cost and schedule surety whilst increasing safety through reduced working at height.

Fixed end dates

The nature of the games meant there was an immovable end date and I have taken the same ethos of immovable completion with me to every programme regardless of whether there is a looming date of an Olympic Opening Ceremony. On a programme of this complexity, I learned that part of what made the date achievable was full visibility of what was going on.

Rigorous reporting and a robust governance structure in place is crucial to enabling success, with weekly reports rolled up through various levels of governance so any risks and issues could be identified and managed effectively. It sounds simple, but sometimes simple is good!

Thinking about your neighbours

I worked really closely with my counterparts on the Aquatics Centre and

Olympic Stadium while working on the Velodrome. We met weekly to see what issues were occurring on each other's projects to prevent the same issue twice. For example, ensuring that the quality of pre-cast concrete was sustained through the winter months by sharing information on the various suppliers, or looking at the quality of seat fabrication, all done with a view to protecting the overall programme cost, quality and schedule.

Looking at potential synergies and achieving consistency to improve efficiency is something I've applied since on other programmes.

I am forever grateful for the opportunity to work on the Olympic Park and for the people that I met along the way. Many of those have gone on to become life-long friends and longstanding professional relationships.

Above all, through the transformation of the site, I am proud of the legacy we have left for the community in East London. It really adds to the very happy memories from my time both during construction and enjoying the event 10 years ago.



Suzanne Lopes

is head of major programmes, cities and places, at Jacobs.

Consultancy and Engineering Awards... Shortlist revealed

Tickets for gala ceremony on Thursday 3 November 2022 on sale now.

The awards, which return as an in-person ceremony following last year's online event, celebrate the outstanding achievements of our industry and champion the best people, projects and companies from the world of engineering, consultancy and the built environment.


The final winners will be revealed at the awards ceremony at the London Marriott Hotel Grosvenor Square on Thursday 3

November 2022. Tickets are available to purchase now.

Commenting on the publication of the shortlist, ACE's group commercial director, Ian Parker said: "The quality of all the entrants and nominees was, as ever, truly outstanding this year, and everyone who made the final shortlist came through an extremely competitive process. I know the judges deliberated at length, demonstrating

the quality of this year's competition."

"I'd like to thank our headline sponsor BECG and look forward to seeing everyone in November, at what is always one of the most keenly-anticipated industry highlights of the year."

 [Purchase your tickets now](#)

Consultancy and Engineering Awards shortlist 2022:

Best UK Consultancy (micro)
CC Hydrodynamics
Lewis Hubbard Engineering
Rail Power Solutions
Super Structures Associates Limited

Best UK Consultancy (small and medium)
Dougall Baillie Associates
Harley Haddow
Narro
RYBKA

Best UK Consultancy (large)
BWB Consulting
Buro Happold
Costain
Pick Everard
WSP

Best Transport Project
Amey
DT Global
Mott MacDonald
Waterman Group

Inclusive Employer of the Year
(sponsored by Building Inclusivity)
AECOM
Costain
Ramboll
WSP

Apprentice of the Year
(sponsored by Mott MacDonald)
William Hoare (Mott MacDonald)
Callum Kantounas (WSP)
Hannah Mehr (Arup)
Aaron Oakes (Stantec)
Conor O'Loughlin (Ramboll)
Matthew Turner (WSP)

Emerging Professional of the Year
Lindsay Borthwick (Arup)
Peter Goff (Buro Happold)
Caroline Reeson (Mott MacDonald)
Kieran Ronnie (AECOM)
Ryan David Simmonette (Amey)
Lowri Swygart (WSP)

Best Digital Project
AECOM
Amey
Mott MacDonald
Royal HaskoningDHV
WSP

Best Social Value Project
(sponsored by WSP)
AECOM
Atkins
Buro Happold
Costain
Mott MacDonald

Best Net Zero Project
Mott MacDonald
Ramboll
Waterman Group
WSP
Best International Project
DT Global
Mott MacDonald

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Building Inclusivity update

Latest from ACE and EIC's cross industry ED&I campaign.

New Building Inclusivity hubs have launched at ACE and EIC's websites. Conveniently pulling together content from across the campaign, it includes the latest articles, support, interviews, real life case studies, commentary and replays of our roundtables on LGBTQ+ and Neurodiversity.

Aimed at a broad audience, including but not limited to business leaders, team leaders and people professionals, the

content will help any company – no matter its size – start their inclusivity journey.

Next event takes place on Thursday 6 October at 12pm and explores the creation of more equal workplaces for Ethnic Minorities, with a panel of inclusivity experts and real life examples from Arcadis, CBRE and Ramboll.

 [Explore now on our website](#)



ACE in the devolved nations

New chairs for ACE groups in Northern Ireland and Scotland.

Sarah Peterson of Harley Haddow was elected chair of ACE Scotland at its meeting in August. Peterson is director, energy and sustainability at the medium-sized member which has offices in Glasgow and Edinburgh.

Peterson said: "I'm excited to have been elected chair by my peers and looking forward to representing Scottish members at a UK level through ACE. There is plenty of opportunity for closer collaboration between Scottish companies across the sector and I want ACE Scotland to play a leading role in discussions with policymakers at the Scottish Government and administration."

At the ACE Northern Ireland meeting in early September, the chains of office were handed over to Andrew Campbell of Troup



Stephen Marcos Jones (ACE, left) and Sarah Paterson (Harley Haddow, right)

Paul Johnson (Arup, left) and Andrew Campbell (Troup Bywaters + Anders, right)

Bywaters + Anders from outgoing chair, Paul Johnson of Arup. Campbell was appointed chair at the start of 2022. As well as this, the group discussed ACE's three-year Blueprint and the key issues facing members in Northern Ireland.

Interested in finding out more about ACE's Northern Ireland or Scotland groups? Contact the team today at membership@acenet.co.uk

A Blueprint for Success

Stephen Marcos Jones on the “exciting times for ACE and its membership”.

This is an exciting time as we seek to reenergise ACE Group as we reflect on what our members need post-pandemic and against an increasingly challenging economic outlook. Our Blueprint provides a positive framework for future success and the team is looking forward to adding more detail through our annual plans which will ensure we are delivering a strategy with members’ interests firmly at its core.

Whether building a diverse and inclusive workforce, conveying social value, improving procurement practices, rethinking risk, encouraging new technology and innovation, or ensuring ACE and EIC’s advocacy reach at national and regional levels, this Blueprint will ensure that we are focused on delivering our vision for a safe, innovative, resilient and globally competitive UK built environment sector.

With the Government already committed to billions of pounds of infrastructure spending, the implementation of the Blueprint will support our members to unlock the potential of forthcoming investments in ensuring our national transport, energy, flood resilience, water, waste and digital networks are fit for the future.

The ACE Board have been hugely supportive and fully endorse our refreshed approach. They are looking forward to exploring the additional detail provided in our first annual plan – not only will this provide tangible projects, activity and outputs, but it will also ensure we have the KPIs in place upon which the association can be held accountable. This approach will ensure that ACE remains firmly focused on one

thing above all else, supporting its members.

Alongside this, we have also outlined some positive changes to our group structure with the introduction of five new advocacy groups exploring Climate Change, Procurement, Places, Transport and Mobility and People and two new Advisory Councils, aimed at ensuring the voice of our SME and large consultancy audiences is heard and acted upon.

Our Advisory Councils will ensure more of our members have both a voice and means to engage with our advocacy, member support and activity of ACE more generally. Our new advocacy groups will ensure the policy asks of today unlock the business opportunities of tomorrow.

Our Blueprint provides a strong framework upon which to build. It is fair to say that the last few years have been challenging for all. This new document will provide the best opportunity for ACE and its members to face the challenges which lie ahead.

Find out more about ACE’s Blueprint on page 6 of this magazine, or at www.acenet.co.uk/news



Stephen Marcos Jones
is CEO of the Association for Consultancy and Engineering (ACE).



Making the most of the Environment Act



The act provides a framework for meaningful engagement, agrees Guto Davies.

The appointment of a new prime minister is a timely reminder that policymaking is an ever shifting environment. While we wait to see how the former Defra Minister will approach our sector, the fundamental issues facing us will not change – we are still living with an urgent and timely need for meaningful action on climate change, flooding and biodiversity loss.

For this reason we still believe that the positive progress made to date on the Environment Act provides a great opportunity for EIC members, and the wider environmental technology and services industry, for positive engagement. Liz Truss’ new leadership team will want to build on this quiet progress and introduce measures which nurture the emergence of a green economy.

To ensure that EIC’s voice is not lost in a crowded and noisy environmental space, we need to refresh our strategy. Mirroring chapters in the Environment Act, our new approach will ensure we’re able to clearly

articulate member concerns, determine actionable policy asks, and unlock the business opportunities of tomorrow that the new green economy will deliver.

Launched at our summer parliamentary reception held on the terraces of the House of Commons, our new advocacy taskforces provide this framework – based on the Environment Act – for positive engagement. Whether working in air quality, nature and biodiversity, waste and resource efficiency, or water, they will promote members’ skills, knowledge and expertise to government and other environmental stakeholders.

This is an exciting time for EIC, its members, and the environmental sector more broadly. Despite questions emerging in the leadership campaign on elements of our response to Net Zero, there is a broad political consensus, across parties, within government and with the general public, on the need for the rapid decarbonisation of our economy. This year’s heat wave in the UK and recent extreme weather events across Europe, the US and Asia, has brought

home the urgency of the situation we are currently facing.

It is clear that the future has to be green – on that there is almost unanimous agreement. What needs to happen next is the clear formulation of tangible policies which will unlock the green economy, and measures which will ensure our post-pandemic recovery is a truly sustainable one, in all senses of the term. Only sensible, practical and meaningful engagement will make this happen. We look forward to working collaboratively with members and the industry to seize the clear opportunity ahead.



[Find out more on our website](#)



Guto Davies
is head of policy at the Environmental Industries Commission (EIC).

UKGBC goes full circle

UKGBC study reveals essential role of circularity in delivering net zero buildings.



Julie Hirigoyen, UKGBC chief executive.

The UK Green Building Council (UKGBC) has published new insight into the positive impact circular thinking can have in delivering whole life carbon reductions and value creation across construction projects.

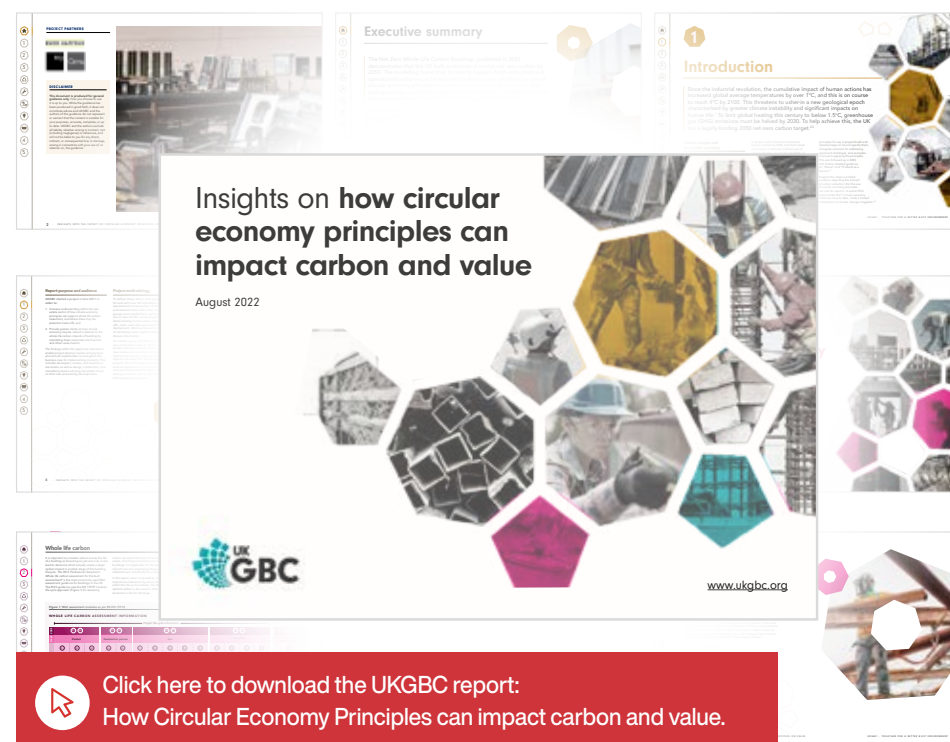
The report - *How Circular Economy Principles can impact carbon and value* - seeks to increase understanding within the built environment industry of how circularity can support reductions in whole life carbon.

It also seeks to enable decision-makers and key built environment stakeholders to strengthen the business case for implementing circularity. It demonstrates that circularity benefits not just carbon, but delivers against a much broader set of organisational, social, environmental, and financial aims.

A key conclusion finds that many new and existing building projects have already used circular economy principles and are able to set out the resulting carbon reductions. Most notable is the level of carbon savings occurring through the reuse of existing assets and materials.

The research also identified an important gap in industry knowledge when it comes to measuring and reporting the impact created through applying circularity.

The research concludes that measurement is infrequent, inconsistent, and difficult due to the lack of a common set of metrics and methods to measure both the whole life carbon and circularity of



projects.

Julie Hirigoyen, UKGBC's chief executive, said: "The circular economy represents an enormous opportunity for the built environment industry. This research demonstrates that through the smart application of circular practices, significant carbon savings can be made across the entire lifecycle of a building, as well as delivering cost-benefits and providing

opportunities to enhance social value.

"Whilst UKGBC's Roadmap confirmed a net zero carbon built environment is achievable by 2050, it also confirmed that meeting this target will require a transformational shift in the way we approach and deliver construction projects, with circularity as an important part of the solution."

Green Home Festival to become annual event

Scotland's first-ever Green Home Festival has been hailed as a resounding success, with organisers already planning next year's event to cater for the growing interest in low-carbon construction and sustainable living.

The festival, held from 8-12 August, saw more than 350 delegates host discussions on a range of subjects, including protecting against floods, using sustainable materials, switching to electric vehicles and living safely in the home of the future.

Patrick Harvie, Scottish government minister for zero carbon buildings, active travel and tenants' rights, said: "The festival very positively and professionally

highlighted many of the actions and new ideas needed to support a transformation of our homes and buildings and to make properties warmer, greener and more energy efficient.

"The climate emergency is already here. But if we adopt many of the actions and ideas being discussed at this week-long Green Home Festival, they will stand us in good stead to mitigate its worst consequences."

Organisers have now made the festival presentations available to download online, with all six webinars free to watch again. They are also gathering feedback as they plan for the 2023 event.



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