NADDER COMMUNITY ENERGY

COMMUNITY ENERGY – BEYOND SOLAR

Based around Tisbury, on the Dorset/Wiltshire border
A Rural community - Largest areas of climate impact after energy use are:
Household heating, private car use and farming/food

LOCAL PLACE BASED CLIMATE RESPONSE

Climate action requires national policy framing, but ultimately is delivered by local placed based action e.g. housing retrofit, renewable energy planning and installation, transport – buses and road use/planning

National policy shifts in response to public demand

XR have raised the alarm of the problem

But demand for action can be created locally e.g. support for onshore wind proposals, transport shifts

THE ROLE OF SOCIAL BUSINESS/COMMUNITY ENERGY

Community energy organisations are well placed to drive the rapid transition required

High levels of trust

visibility/presence locally

Understanding of local context

Not profit driven so can take on projects that are harder for profit making models

Community energy organisations have seed funding – community pot

ROLE OF COMMUNITY ENERGY ORGS

Early investors in community energy were often investing for the good £ returns, rather than just concern about climate

These investors are now members of organisations that have proven then can deliver clean tech projects at scale but with a social good

Not NGOS, not campaingning groups, but not private business. Something unique in the climate space.

This can be built on, to expand into other areas of community-ownership, social business model approaches to the low carbon transition

However, this huge potential will not be realised with a voluntary board model – capacity support is needed and grant funding for commissioning technical feasibility studies

HEATING – THE CLIMATE & SOCIAL PROBLEM

Expensive – oil and gas will become more expensive way to heat

Non – resilient system relying on oil imports, vulnerable to price fluctuation
In rural areas, oil truck deliveries

Climate impact - GHG emissions from oil and gas boilers/heating systems, as well as from the delivery trucks, and air pollution

Poor health
Mould, Drafty
Cold homes and schools

Fuel poverty

COMMUNITY ENERGY ORGANISATIONS PROVIDING HEAT AS A SERVICE

Exploring whether we can support schools to install renewable heating, with RHI

Have piloted one domestic house in fuel poverty

Government subsidy in place – Renewable Heat Incentive

Challenge is the tight margins and slow payback even with RHI (government subsidy) – doesn't make it easy to raise a share offer and offer a return

But other options that could be explored

At the very least, community energy orgs could be promoting the technology and supporting its adoption.

E.g. just raising awareness of the RHI alone could be beneficial.

E.g. Open days when people can come see the technology and ask questions

RURAL CAR PROBLEM:

- car costs: rurally there are people who spend 25% of income on transport.
-car emissions (air quality, climate change in both building and running cars)
-Parking in village/town centers is contentious
- Limited rural public transport options

ELECTRIC CAR CLUB PILOT

Aiming to raise profile of Evs

- Enable those thinking about buying to try
- Provide transport for those dependent on public transport and in transport poverty
- Replace second cars

OPPORTUNITY

Network effects: 258 community energy companies – greater geographic spread than any other car club in the UK. What makes personal transport options viable is their ubiquity. Every extra site makes membership more valuable. Every extra member, makes each site more viable.

Number of cars sold annually 2.5 million– can community energy companies find a way into that market as energy and transport converge. New government target: no new fossil fuel cars sold after 2035.

Let's be honest though: Nobody who runs a community car club says there is money in it. (CoMO says breakeven at 6 cars – though those were cheaper fossil fuel cars, high density locations).

Could a co-op structure where local car clubs are members cut back office costs and duplication and approach scale needed to make economically viable and investable?

SOLUTION?

Founder community energy companies come together to set up car clubs in each of their areas (as a co-op?), more CECs can join over time.

Overcome utilisation issues from lack of density by running “crowdfund” ahead of launch to demonstrate demand and get people to commit to use cars.

Share back-end, though still require local support.

Benefit from network effects (able to hire in other areas)