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MANCHESTER CITY COUNCIL

Neighbourhoods and Environment Scrutiny Committee

Date: Wednesday, 6 March 2019
Time: 10.00 am
Venue: Council Antechamber, Level 2, Town Hall Extension

Everyone is welcome to attend this committee meeting.

There will be a private meeting for members of the Committee at 9:30 am in Committee Room 6, Room 2006, Level 2 of the Town Hall Extension.

Access to the Ante Chamber

Public access to the Ante Chamber is on Level 2 of the Town Hall Extension, using the lift or stairs in the lobby of the Mount Street entrance to the Extension. That lobby can also be reached from the St. Peter's Square entrance and from Library Walk. **There is no public access from the Lloyd Street entrances of the Extension.**

Filming and broadcast of the meeting

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Membership of the Neighbourhoods and Environment Scrutiny Committee

Councillors - Igbon (Chair), Azra Ali, Appleby, Chohan, Flanagan, Harland, Hassan, Hewitson, Hughes, Jeavons, Kilpatrick, Lyons, Noor, Reid, Sadler, Strong, White and Wright

Agenda

1. Urgent Business
To consider any items which the Chair has agreed to have submitted as urgent.

2. Appeals
To consider any appeals from the public against refusal to allow inspection of background documents and/or the inclusion of items in the confidential part of the agenda.

3. Interests
To allow Members an opportunity to [a] declare any personal, prejudicial or disclosable pecuniary interests they might have in any items which appear on this agenda; and [b] record any items from which they are precluded from voting as a result of Council Tax/Council rent arrears; [c] the existence and nature of party whipping arrangements in respect of any item to be considered at this meeting. Members with a personal interest should declare that at the start of the item under consideration. If Members also have a prejudicial or disclosable pecuniary interest they must withdraw from the meeting during the consideration of the item.

4. Minutes 5 - 20
To approve as a correct record the minutes of the meeting held on 6 February 2019.

To note the minutes of the meeting of the Behaviour Change and Waste Task and Finish Group held on 21 January 2019.

5. Update on Homelessness and Housing
Report of the Director of Adult Services and the Strategic Director – Development

This report provides an update on the work that is taking place to tackle homelessness and rough sleeping in the City; the use of temporary accommodation within the homeless service, including the inspection regime; and an update on Manchester Move and the Social Housing Allocations Policy.

6. Greater Manchester's Clean Air Plan - Tackling Nitrogen Dioxcide Exceedances at the Roadside - Outline Business Case 21 - 54
Report of the Deputy Chief Executive and City Solicitor

This report summarises the key features of Greater Manchester's feasibility study and its Outline Business Case (OBC) to reduce nitrogen dioxide exceedances in Manchester and across Greater Manchester in the shortest possible time. This OBC has been developed by Manchester City Council collectively with all Greater

Manchester local authorities and the GMCA, and co-ordinated by TfGM in line with Government direction and guidance.

7. Manchester Zero Carbon 2038 - Manchester City Council's Commitment 55 - 140

Report of the Head of City Policy

In November 2018, the Committee and Executive agreed to the establishment of science-based carbon reduction targets for Manchester. This required the city to become zero carbon by 2038. Since then, the Manchester Climate Change Board, with the support of Anthesis, have developed a guide to support organisations in Manchester to play their full part in achieving this commitment. They have also developed a draft zero carbon framework 2020-2038 and started work to produce a draft action plan for 2020-25. This report sets out a framework for future action, the citywide progress that has been made since November 2018 and the specific contribution being made by the Council.

8. Overview Report 141 - 152

Report of the Governance and Scrutiny Support Unit

This report includes details of the key decisions due to be taken that are relevant to the Committee's remit as well as an update on actions resulting from the Committee's recommendations. The report also includes the Committee's work programme, which the Committee is asked to agree.

Information about the Committee

Scrutiny Committees represent the interests of local people about important issues that affect them. They look at how the decisions, policies and services of the Council and other key public agencies impact on the city and its residents. Scrutiny Committees do not take decisions but can make recommendations to decision-makers about how they are delivering the Manchester Strategy, an agreed vision for a better Manchester that is shared by public agencies across the city.

The Neighbourhoods and Environment Scrutiny Committee has responsibility for looking at how the Council and its partners create neighbourhoods that meet the aspirations of Manchester's citizens.

The Council wants to consult people as fully as possible before making decisions that affect them. Members of the public do not have a right to speak at meetings but may do so if invited by the Chair. If you have a special interest in an item on the agenda and want to speak, tell the Committee Officer, who will pass on your request to the Chair. Groups of people will usually be asked to nominate a spokesperson. The Council wants its meetings to be as open as possible but occasionally there will be some confidential business. Brief reasons for confidentiality will be shown on the agenda sheet.

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Smoking is not allowed in Council buildings.

Joanne Roney OBE
Chief Executive
3rd Floor, Town Hall Extension,
Lloyd Street
Manchester, M60 2LA

Further Information

For help, advice and information about this meeting please contact the Committee Officer:

Lee Walker
Tel: 0161 234 3376
Email: l.walker@manchester.goc.uk

This agenda was issued on **Tuesday, 26 February 2019** by the Governance and Scrutiny Support Unit, Manchester City Council, Level 3, Town Hall Extension (Mount Street Elevation), Manchester M60 2LA

Neighbourhoods and Environment Scrutiny Committee

Minutes of the meeting held on 6 February 2019

Present:
Councillor Igbon – in the Chair
Councillors Appleby, Flanagan, Harland, Hassan, Hughes, Jeavons, Kilpatrick, Noor, Reid, Sadler, White and Wright

Councillor S Murphy, Deputy Leader
Councillor Akbar, Executive Member for Neighbourhoods
Councillor Stogia, Executive Member for Environment, Planning and Transport
Councillor Richards, Executive Member for Housing and Regeneration
Councillor Midgley, Ward Councillor for Chorlton Park
Councillor Shilton Godwin, Ward Councillor for Chorlton Park
Councillor A Simcock, Ward Councillor for Didsbury East
Peter Boulton, Head of Highways, Transport for Greater Manchester

Apologies: Councillors Azra Ali, Chohan, Hewitson, Lyons

NESC/19/07 Sara Todd and Fiona Worrall

In recognition that Sara Todd would be leaving Manchester City Council to take up the position of Chief Executive at Trafford Council, the Chair expressed thanks and appreciation on behalf of the residents of Manchester for all her dedication and hard work over the years and wished her every success in her new role.

The Committee also noted that Fiona Worrall had recently celebrated her thirty year anniversary of working for Manchester City Council. Members congratulated Fiona on this achievement and thanked her for her continued hard work and the support that she had offered the Committee.

NESC/19/08 Minutes

Decision

To approve the minutes of the meeting held on 9 January 2019 as a correct record.

NESC/19/09 Updated Financial Strategy and Directorate Business Plan 2019/20

Further to item NESC/18/52 the Committee considered a report of the Chief Executive and the City Treasurer that provided an update on the Council's financial position and set out next steps in the budget process, including scrutiny of the draft budget proposals and Directorate Business Plan reports by this Committee.

The Committee was invited to consider and make recommendations to the Executive on the budget proposals which were within the remit of this Committee and to comment on the Directorate Business Plans which had been designed to ensure the Council invested in the services that were valued by its residents, achieving both high quality services and outcomes for residents as well as a balanced budget.

The Committee considered in turn the Neighbourhoods Budget and Business Plan, the Strategic Development Budget and Business Plan and the Homelessness Budget and Business Plan.

Some of the key points that arose from the Committee's discussions were: -

- Noting that despite continued austerity and years of unfair funding settlements the Council had remained committed to supporting the most vulnerable residents, and acknowledging that investments had been made in services to improve the lives of Manchester residents;
- Support was expressed for the call to regulate bus services across Manchester, noting that areas of the city were underserviced and this had an impact on residents' opportunities to access jobs and engage in the city's cultural offer;
- An explanation was sought regarding the highways budget underspend;
- More needed to be done to tackle rogue landlords, noting that vulnerable tenants were often housed in premises that were not suitable;
- Was there an intention to extend the Selective Licensing Scheme for private landlords;
- Supporting the stated commitment given to building social and affordable housing, adding that this needed to be provided across the city;
- Was the funding for homelessness services sustainable in future years;
- Had there been an investment in staff within the homelessness teams to deal with the increased demand on this service;
- Consideration needed to be given to developing a policy to stop placing homeless families into hotels;
- Noting the programme to purchase houses to accommodate homeless families where would these properties be located and would those families be offered support;
- Noting the costs associated with homelessness it was important to acknowledge the wider additional costs to a range of services, including Children's and Health services, that resulted from homelessness;
- Was the number of asylum seekers placed in Manchester known and was the accommodation that they were provided with checked to ensure it was safe;
- Welcoming the support offered to the Lord Mayor's Homelessness Charity by Vincent Kompany whose testimonial dinner had raised £216K for good causes;
- Clarification was sought as to where the proposed additional investment of £0.5m identified within the Neighbourhoods Directorate Business Planning: 2019-20 would be spent and how the impact of this investment would be measured;
- What was the cost to the Council of removing fly tipping;
- Consideration should be given to introducing CCTV at household waste and recycling centres to monitor vehicles and help identify fly tippers;
- Consideration needed to be given to domestic bin sizes to support residents to dispose of their waste appropriately and encourage recycling; and

- The bulky waste collection service needed to be promoted amongst residents, such as applying information stickers on bins.

The Executive Member for Environment, Planning and Transport said that the budget proposals demonstrated that Manchester City Council was trying to mitigate the continued cuts to public services that had been experienced worst by Labour run authorities. She described that the city was growing with resulting demands on services, however funding had been reduced year on year. She described that the Council had listened to the views of residents throughout previous years' budget consultation exercises and had striven to keep neighbourhoods clean and invested in repairing the highways network, acknowledging the point raised regarding the importance of having a safe and reliable road network for all users. She explained the reasons for the Highways underspend in previous years and how this had been reprogrammed to deliver the programme of works.

The Executive Member for Housing and Regeneration welcomed the support for the stated commitment to deliver social and affordable housing for Manchester residents and reiterated the points made regarding the unfair budget cuts year on year. She said that work was being developed to establish an enforcement team specifically for the Private Rented Sector, stating that they had issued over £1/4m in Civil Penalties to landlords to date and once recovered, this money would be reinvested back into the enforcement team. She further informed the Committee that the Council had been successful in a bid to the Ministry of Housing, Communities and Local Government for further funding for work to address Rogue Landlords.

The Executive Member for Housing and Regeneration further commented that an evaluation of the Selective Licensing scheme would be undertaken and this would inform discussions in regard to if this scheme would be extended into other areas and due to the broadening of HMO licencing the team would be expanded to cover the new properties now covered by HMO licencing.

The Deputy Leader responded to the comments regarding the Homelessness Budget paper and commented that the increased rates of homelessness and rough sleeping was a societal issue and the impact of continued welfare reform and that the introduction of Universal Credit had had a significant impact. She said that the budget proposed was designed to protect and invest in services for the most vulnerable people in the city. She said there was a move away from housing families in hotels and work was ongoing to improve temporary accommodation.

The Deputy Leader commented that the intention was to buy houses that were suitable for families and these would be bought where they were available. She said that support was available for families who were homeless and support would be provided as they moved into those properties. In response to the comments raised regarding a further breakdown of the homelessness budget she said this would be provided to the Committee. The Head of Finance commented that there were elements of the homelessness budget that were non-recurring.

The Strategic Lead for Homelessness said that in response to the increase in the number of people presenting as homeless the number of staff at the 'front door' had been increased to deal with the demand. She said that work was underway to deliver

this service in other locations, including developing options with the Local Care Organisation. She described that work was being progressed to increase homelessness prevention, this included a team to deal with Section 21 eviction notices and intervening on behalf of residents and working with Private Landlords to prevent evictions. In response to the question regarding asylum seekers she advised that there was a process in place whereby the location of properties was approved and Manchester was not above the 1:200 limit.

The Executive Member for Neighbourhoods stated that flytipping was increasingly associated with commercial waste and criminality and consideration was being given as to how interventions, such as CCTV and installing physical barriers could be implemented to address this. He said Manchester remained committed to identifying and prosecuting those responsible for flytipping, commenting that Manchester had been responsible for 10% of all prosecutions nationally.

The Executive Member for Neighbourhoods said that work would commence to review the size of different bins in passageways to ensure they were sufficient and to promote recycling. He further commented that he would circulate the cost of removing flytipping to the Committee.

In regard to the comments made about the bulky waste collection service the Executive Member for Neighbourhoods stated that a way of maximising the benefits of this would be for residents to 'pool' their allowance, noting that apartment blocks have one free collection allocated per apartment and consideration would be given to how this service could be further promoted amongst residents.

Decision

The Committee;

1. Note the reports and recommend that the comments of the Committee are submitted to the 13 February 2019 meeting of Executive for consideration.

2. Request that the Executive Member for Neighbourhoods provide the Committee with a breakdown of where the proposed additional investment of £0.5m described in the Neighbourhoods Directorate Business Planning: 2019-20 would be spent and how the impact of this investment would be measured;

3. Request that the Deputy Leader provide a further breakdown of the Homelessness Budget.

[Councillor Appleby declared a personal and non prejudicial interest as her partner is employed by Biffa and Councillor Hughes declared a personal and non prejudicial interest as he is employed as a bus driver.]

NESC/19/10 Action to address non-compliance in premises allowing shisha smoking

The Committee considered a report of the Chief Operating Officer, Neighbourhoods that provided an update on the work being carried out to address the issues of non-compliance in shisha cafes across the city.

The Executive Member for Neighbourhoods referred to the main points and themes within the report which included: -

- The legislative background and health background to tackling smoking, noting that Manchester had the highest premature mortality rates in the country for the three major smoking related conditions: lung cancer, heart disease and stroke;
- Describing the joint approach of the Population Health and Wellbeing Team and the Licensing and Out of Hours teams to address the breaches of the Health Act in some shisha premises, as well as the risks of smoking shisha generally;
- Information on the number of shisha premises per ward;
- Describing shisha smoking in the context of the premises licensing regime and planning legislation;
- The issues and concerns associated with such premises that included health implications, tax avoidance, breaches of planning legislation and immigration offences;
- The multi agency response to these concerns including an update on the Shisha Task Group that provided a forum for partners to share intelligence about these premises and plan multi agency operations;
- Describing the work undertaken to raise public awareness of the health impacts of smoking shisha, noting that recent analysis showed that smoking rates are now highest in age groups under 25; and
- Information on the enforcement activities undertaken by the Licensing and Out of Hours Team that included the issuing of Fixed Penalty Notices and prosecutions, accompanied by case studies.

Some of the key points that arose from the Committee's discussions were: -

- Information regarding the health implications of smoking shisha should be published in a variety of languages;
- Information was sought regarding the laws relating to shisha premises; and
- What was being done to protect under 18's who attend such premises.

The Head of Planning, Building Control and Licensing informed the Committee that a Premises License was not required as shisha bars generally did not offer any regulated entertainment activities, such as serving hot food after 11pm and/or selling alcohol. However, the Development Compliance Team did investigate alleged breaches of planning control, including, but not limited to, non-compliance with planning permissions, unauthorised operational development, material changes of use of land or buildings and the display of advertisements.

The Head of Planning, Building Control and Licensing advised that in addition to the above, a multi agency approach had been developed with such partners as Greater Manchester Police, The Fire Service and HM Revenue and Customs so that a range

of powers could be exercised to address issues found at such premises in a coordinated and targeted manner.

In response to the comments made regarding the need to safeguard young people the Strategic Lead Compliance, Enforcement and Community Safety said that they did work closely with Children's Services and the Multi Agency Safeguarding Hub to address any safeguarding concerns.

The Executive Member for Neighbourhoods described the significant health dangers associated with smoking shisha, stating that research studies had shown that smoking a shisha pipe for one hour was roughly equivalent to smoking one hundred cigarettes. He acknowledged the comment regarding the information leaflets being available in different languages, stating that this would be reviewed.

The Executive Member for Neighbourhoods said that whilst smoking shisha was in itself not illegal, it was however very difficult due to the weather to operate such a business legally. He further commented that the approach taken to tackling shisha premises was widely supported by local communities and that action would be taken against any premises who tried to obstruct officers in carrying out their lawful duties.

Decision

To note the report.

NESC/19/11 Scheme Review – Princess Road / Princess Parkway (Speed Limit Reduction)

The Committee considered the report of the Operational Director of Highways that provided a review of the speed limit reduction scheme that had been implemented on the A5103 Princess Road and the impact on two adjacent roads (Alexandra Road South and Nell Lane). The speed limit along Princess Road was recently reduced from 40 mph down to 30mph, implemented on the 30 April 2017 via the introduction of a Temporary Traffic Regulation Order (TTRO). This temporary order was put in place as a safety precaution while the permanent order was progressed.

The scheme was developed in response to public concerns around road safety, and in particular the safety of pedestrians crossing Princess Road. The severity of the concerns had been heightened by two fatal collisions involving pedestrians at the Darley Avenue crossing in December 2015 and December 2016.

Officers referred to the main points and themes within the report which included: -

- Providing a background and rationale for introducing the speed limit;
- Data on traffic counts for periods prior to the introduction of the limit and post introduction;
- Comparative collision data analysis;
- Comparative data of vehicle volume and speed;

- Noting that the reduction in speed limit on Princess Parkway / Road, appeared to have had a positive effect in reducing the severity of collisions, which would correlate with a reduction in the overall speed of vehicles; and
- Overall there was a small reduction in the average vehicle speeds on Princess Parkway / Road, but generally these are not significant.

The Committee then heard from three local ward Councillors who had been invited to share their views and experience following the speed limit change. The three Members stated that the introduction of the speed limit had been very positive for local residents and shared with the Committee the comments received from residents. These included the reduced noise levels, a safer environment for pedestrians and safer crossings. The Members thanked officers for delivering the scheme and suggested that more should be done to publicise enforcement activity and that Greater Manchester Police should support residents undertaking speed watches in their communities.

Some of the key points that arose from the Committee's discussions were: -

- Thanking those residents and ward Members who had been instrumental in campaigning for the reduction in the speed limit;
- Members of the Committee whose wards had been affected by the change welcomed the reduction in the speed limit;
- Was consideration been given to implementing similar speed restrictions on other arterial roads in Manchester;
- Members would welcome the introduction of speed restrictions on roads that led off Princess Road;
- Had any analysis been undertaken to understand the levels of traffic displacement following the introduction of the speed restriction;
- Expressing disappointment that Greater Manchester Police were not in attendance, noting that enforcement of this scheme was important;
- Members identified a number of locations along the route that they suggested may need to be reviewed to ensure they remained safe and requested that officers undertook this review; and
- Was this work coordinated with Highways England and neighbouring authorities.

The Director of Operations (Highways) welcomed the positive comments received regarding the scheme. He advised that nationally funding for such schemes had reduced however consideration would be given to prioritising future schemes and that the Committee would be informed as these plans developed.

The Head of City Wide Highways responded to questions stating that analysis of displaced traffic would continue and be reported in future update reports, and this analysis would inform the design of future schemes. He commented that officers were working with ward members and residents in Hulme to deliver further road safety improvements. He confirmed that the department did work with other neighbouring authorities and Highways England. In regard to speed cameras the Committee were informed that there were strict criteria that had to be met before these could be installed, however mobile cameras could be deployed. In response to the areas identified for further inspection by Members he gave an assurance that these would be investigated.

The Executive Member for Environment, Planning and Transport informed the Committee that GMP had been invited to attend the meeting and contribute to the discussion, unfortunately however they had been unable to attend. She commented that she supported the call from Members for GMP to deliver targeted campaigns to address speeding and support residents organising speed watch campaigns.

Decision

The Committee;

1. Welcome the reported road safety improvements along the Princess Road / Princess Parkway;

2. Recommend that the displacement of traffic continues to be monitored and analysis of this data is provided in a future update report;

3. Recommend that officers explore the options for establishing an online resource to enable residents to provide feedback on this scheme and any future scheme;

4. Recommends that officers in consultation with Greater Manchester Police install road safety cameras where appropriate to improve road safety; and

5. To request an update report in 12 months' time.

NESC/19/12 Highways and the flow of traffic across the city

The Committee considered the presentation slide pack that had been submitted by Transport for Greater Manchester that described how traffic flow was managed and monitored through the city.

Some of the key points that arose from the Committee's discussions were: -

- Welcoming the continued development of the City, recognising that it demonstrated the success of the city, however noting that such development needed to be delivered in a managed and coordinated way so as to minimise disruption to residents;
- Consideration needed to be given as to how planned works were communicated to residents, noting that complaints arose when this failed to be done adequately and if appropriate a Task and Finish Group would be established, at an appropriate time to review this activity;
- Local residents needed to be involved at an early stage in discussions regarding planned works, noting that meetings with residents and developers had proven beneficial to minimise issues and prevented problems escalating;
- Major schemes, such as Hyde Road needed to involve neighbouring authorities to deliver this scheme with minimum disruption;
- Consideration needed to be given to suspending bus lanes to facilitate the flow of traffic;

- Legal advice should be obtained regarding Stopping Up Orders and the time limits contractors and developers were permitted to close the highway and a review of all Stopping Up Orders issued should be undertaken to establish if there had been any breaches of such orders;
- A minimum standard should be agreed for the provision of alternative footpaths during works, noting that alternative footpaths needed to be safe for all users and include the provision of lighting; and
- The Leader of the Council should be invited to any future meeting when this subject was discussed to explain how developments had been modelled; the timetable for the delivery of the various schemes; what assessment of traffic displacement had been undertaken and how this was to be managed to minimise disruption.

The Director of Operations (Highways) acknowledged the comments raised regarding the need to improve communications with residents regarding planned highway improvement work to minimise complaints from residents and local businesses. He advised that works are coordinated with TfGM and utilities companies to minimise disruption and programme meetings are regularly convened to manage larger schemes and events.

The Executive Member for Environment, Planning and Transport acknowledged that disruption did occur during development and roadworks, noting that developments would always be accompanied by utilities works and to highlight the scale of this challenge to manage the disruption she reported that 86 permits are issued per day to contractors. In addition, she commented that in addition to planned works utilities companies also responded to emergency works.

Decision

The Committee;

1. Recommend that legal advice is obtained in relation to Stopping Up Orders issued under provisions within the Town and Country Planning Act and the time limits contractors and developers are permitted to close the highway. Following this advice, a review of all Stopping Up Orders issued should be undertaken to establish if there had been any breaches of such orders;

2. Request that The Leader of the Council is invited to any future meeting when this subject is discussed to explain how developments had been modelled, the timetable for the delivery of the various schemes, what assessment of traffic displacement had been undertaken and how this was to be managed to minimise disruption;

3. To consider establishing a Task and Finish Group, at an appropriate time to consider the communications strategy for when planned major developments are to be delivered.

NESC/19/13 Overview Report

The report of the Governance and Scrutiny Support Unit which contained key decisions within the Committee's remit and responses to previous recommendations was submitted for comment. Members were also invited to agree the Committee's future work programme.

Decisions

The Committee notes the report and approve the work programme.

Neighbourhoods and Environment Scrutiny Committee – Behaviour Change and Waste Task and Finish Group

Minutes of the meeting held on 21 January 2019

Present:
Councillor Hughes (In the Chair)
Councillors Hassan, Jeavons, Kilpatrick and Reid

Councillor Akbar, Executive Member for Neighbourhoods

Apologies: Councillors Lyons and Wright

NESC/BCW/19/01 Appointment of Chair

Councillor Hughes was nominated to Chair the Task and Finish Group. This was seconded and approved.

Decision

To appoint Councillor Hughes as Chair of the Behaviour Change and Waste Task and Finish Group.

NESC/BCW/19/02 Keep Manchester Tidy Update

The Group considered the report of the Strategic Lead (Waste, Recycling and Street Cleansing) that provided Members with an update on national and local campaigns and the lessons learnt to address the issue of waste and influence behaviour change.

Officers referred to the main points and themes within the report which included: -

- Providing a background to the Keep Manchester Tidy campaign;
- A detailed schedule for these campaign activities in Manchester planned for 2018/19;
- Information on the national campaigns launched by Keep Britain Tidy (KBT) during 2018/19;
- A description of the KBT work, noting the strong focus on volunteering through their Litter Hero and Litter Ambassador schemes;
- An update on the Keep Manchester Tidy local campaigns, including the targeted campaigns directed at flytipping, discarded cigarettes, left behind litter, littering from vehicles and dog fouling;
- Information on the use of social media to promote campaigns and advertise community clean ups across Greater Manchester;
- Information on the framework to measure and benchmark this activity; and
- Lessons learnt and next steps.

Some of the key points that arose from the Group's discussions were: -

- Number plate recognition technology should be used to identify commercial vehicles that attended waste and recycling centres but did not enter and then flytipped;
- A cost benefit analysis should be undertaken of the cost incurred to remove commercial waste that was flytipped compared to reducing the fee imposed to dispose of commercial waste at waste and recycling centres;
- What work was being done to address the issue of irresponsible Private Landlords dumping rubbish, particularly in student areas at the end of tenancies, noting that this irresponsible behaviour often attracted others to do the same;
- The need to champion good Private Landlords and work with professional organisations, such as the Residential Landlords Association and Association of Residential Letting Agents to raise awareness of this issue with their members;
- How were the impact and outcomes of the various campaigns to be measured;
- Bulky waste collections and how these could be managed to maximise the benefits to residents and reduce any additional charges to residents;
- The need to engage with a range of partners in this activity, including the Canal and Rivers Trust and major land owners in the city;
- Previous examples and lessons learnt of resident and community engagement, such as Respect Action Days that had been delivered with a range of partners, including the police and housing providers should be utilised to promote this activity;
- Noting the effective campaigns designed by WRAP (Waste and Resources Action Programme) to improve recycling rates, were other targeted campaigns coordinated to utilise the lessons learnt;
- Recognising that Small to Medium Enterprises (SMEs) needed to be supported to remove their bulky waste;
- What was being done with larger, national business to improve litter and waste;
- Recognising the invaluable contribution that volunteers and litter ambassadors made to their local community and to inspire other residents;
- Consideration should be given to introducing the Adopt Your Street campaign, that encouraged local people to volunteer to care for their communities and local environment through collecting litter from their local streets and areas; and
- Noting that smokers often complained that there was little provision to dispose of a cigarette, cigarette manufacturers should be encouraged to provide smokers with a small receptacle so they can responsibly dispose of their cigarette butt rather than dropping it.

In response to the Group's discussions the Strategic Lead, (Waste, Recycling and Street Cleansing Services) informed Members that analysis undertaken by the Performance Research and Innovation (PRI) Team had demonstrated that the increase in the incidents of flytipping was associated with businesses and commercial waste carriers, noting that this was a national trend. She commented that this intelligence would inform the negotiations relating to the Greater Manchester (GM) wide contract procurement exercise of household waste and recycling centres. She said the suggestion of introducing number plate recognition systems and information being provided at those sites in relation to enforcement would be considered. She stated that with the support of WRAP and KBT a working group would be established post March to consider these options. She further commented that residents needed to be made aware of their responsibility and duty of care when

engaging the services of commercial waste carriers.

In regard to the comments made about the bulky waste collection service the Strategic Lead, (Waste, Recycling and Street Cleansing Services) stated that a way of maximising the benefits of this would be for residents to 'pool' their allowance, noting that apartment blocks have one free collection allocated per apartment. She further stated that if residents had organised a litter pick the resulting collected litter would be removed and would not count as bulky waste collection.

The Strategic Lead, (Waste, Recycling and Street Cleansing Services) then addressed the issue of Private Landlords. She said that a guide for landlords, similar to that used in London would be produced in partnership with WRAP in the next twelve months. This guide could then be issued to landlords that clearly explained their responsibilities in regard to waste management relating to their property. She further explained that this could also be included as a condition of the Houses of Multiple Occupation licensing regime that had recently been extended, noting that officers were currently identifying all those landlords concerned and this would provide an opportunity to engage with and establish a dialogue with landlords.

The Strategic Lead, (Waste, Recycling and Street Cleansing Services), noting the positive comment from a Member said that WRAP used evidence based methods for developing and delivering campaigns in relation to recycling. She said that she would explore options for developing these to include other campaigns.

The Strategic Lead, (Waste, Recycling and Street Cleansing Services) further advised that work was being developed with City Co to address the issue of commercial waste in the city centre. She described that meetings had been held to establish a dialogue and to understand the challenges experienced by SMEs in relation to waste with the view of agreeing a set of principles and best practice. She said that whilst this activity was currently focused on the city centre area the intention was to extend this to other areas of the city. She said that Members would be kept informed of this activity. She also advised the Members that a Litter Task Force had been established that included a range of key partners, land owners and statutory agencies including the Canal and Rivers Trust that sought to coordinate resources and influence change.

The Strategic Lead, (Waste, Recycling and Street Cleansing Services) commented that some larger business and supermarkets did engage with and support local community campaigns, noting the KBT had established good relationships with national chains and that many national companies were actively engaged with the KBT GB Spring Clean programme scheduled for March 2019. The KBT Project Manager commented that Council staff would also be actively involved with the GB Spring Clean, with staff utilising the volunteer days that they were allocated to deliver a minimum of one campaign per ward. She said this activity would be promoted and supported through the press and social media.

The Strategic Lead, (Waste, Recycling and Street Cleansing Services) noted many other positive campaigns that had been delivered, such as the Let's Talk Rubbish campaign in Didsbury and the lessons from this. She said that this and other campaigns could be used to showcase good practice and inspire other residents.

She stated that support for local campaigns could be obtained from companies wishing to discharge their social value / social responsibility functions and the local Neighbourhood Teams would be able to coordinate this. The KBT Project Manager provided an example of when a resident group had approached a local developer to help improve a 'grot spot' and deliver physical improvement works, commenting that this was a good example of the Our Manchester approach. She acknowledged the positive comments made regarding the Adopt a Street campaign that had been delivered in other areas of the country, stating that the options for adapting this would be considered following the delivery of the Active Streets campaign. She further commented that Neighbourhood Teams could provide practical support to community groups and assist them with obtaining equipment and resources to undertake litter picks.

Noting the positive comments from Members regarding the Litter Ambassadors and the positive impact they had, the KBT Project Manager advised that a Facebook group had been established, run by volunteers to coordinate and publicised litter picks and other related activities across Greater Manchester. She said that an event would be organised following the GB Spring Clean to thank, celebrate and showcase the efforts and achievements of Litter Heroes and Litter Ambassadors.

The Keep Manchester Tidy Project Manager stated that KBT were very experienced in providing analysis to measure and report improvements delivered through campaigns. She said they achieved this by undertaking routine surveys of streets and areas to measure improvements. The Group were informed that KBT had conducted an evaluation of the #Bin the Butt Campaign in Manchester. Results had shown that 85% of the smokers surveyed would think twice before throwing their cigarette end on the floor.

The Executive Member for Neighbourhoods stated that flytipping was a very significant issue that caused misery for local residents and the Council enforcement officers would pursue and prosecute perpetrators. He said that he acknowledged the comments made regarding the issue of commercial waste that had been discussed, commenting that he was lobbying for the requirement that all food outlets were required to display their food hygiene rating certificate, commenting that this was indicative of their waste management arrangements. He also said that he recognised the need to provide information and deliver awareness campaigns in a variety of appropriate ways, and in different languages to ensure all communities are engaged with.

Decision

To note the report.

NESC/BCW/19/03 Terms of Reference and Work Programme

The Task and Finish Group considered the terms of reference and future work programme and were invited to make any amendments.

The Group recommended that the Scrutiny Support Officer contact all Members to obtain contact details of representatives from a range of residents groups from across the city. In consultation with the Chair a number of groups would be invited to the next meeting so that Members could learn of their experience in tackling waste in their community and neighbourhoods.

The date and time of the next meeting was to be agreed by the Chair in consultation with members of the Group.

Decision

The Task and Finish Group recommend: -

1. That the Scrutiny Support Officer contact all Members to obtain contact details of representatives from a range of residents groups from across the city; and

2. In consultation with the Chair a number of groups will be invited to the next meeting of the Group so that Members can learn of their experience in tackling waste in their community and neighbourhoods; and

3. The date and time of the next meeting is to be agreed by the Chair in consultation with members of the Group.

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Manchester City Council
Report for Resolution

Report to:	Neighbourhoods and Environment Scrutiny Committee – 6 March 2019 Executive – 13 March 2019
Subject:	Greater Manchester Clean Air Plan – Tackling Nitrogen Oxide Exceedances at the Roadside – Outline Business Case
Report of:	Deputy Chief Executive and City Solicitor

Summary

To summarise the key features of Greater Manchester's feasibility study and its Outline Business Case (OBC) to reduce nitrogen dioxide exceedances in Manchester and across Greater Manchester in the shortest possible time. This OBC has been developed by Manchester City Council collectively with all Greater Manchester local authorities and the GMCA, and co-ordinated by TfGM in line with Government direction and guidance.

Recommendations

Scrutiny Committee is recommended to note and comment on the report

The Executive is recommended to:

Adopt the feasibility study undertaken to date;

- Approve the OBC (for submission to the government's Joint Air Quality Unit);
- Note that further stakeholder engagement and public consultation is an essential part of the process to help inform and refine ongoing work to produce a Full Business Case by the end of the calendar year;
- Approve the commencement of the public conversation and engagement activity from 15 May 2019;
- Note that further reports will be submitted to Executive on:
  - the proposals for statutory consultation, informed by the outcome of the public conversation and engagement.
  - formal approval of the Full Business Case.
- Agree that TfGM continue with the activity to produce the Full Business Case on behalf of the ten Greater Manchester authorities, under the direction of the Greater Manchester Clean Air Steering Group; and
- Delegate to the Chief Executive, in consultation with the Executive Member for Transport, Planning and the Environment the approval of submission of supplementary information.

Wards Affected: All

Manchester Strategy outcomes	Summary of the contribution to the Strategy
A thriving and sustainable city: supporting a diverse and distinctive economy that creates jobs and opportunities	The Clean Air Plan aims to improve air quality across Greater Manchester. By doing so the city will become a more attractive place to live, work and visit and this in turn is likely to lead to a stronger economy.
A highly skilled city: world class and home grown talent sustaining the city's economic success	A city with improved air quality is likely to be more successful at retaining and attracting talent.
A progressive and equitable city: making a positive contribution by unlocking the potential of our communities	Ensuring that residents can access job opportunities and other facilities in a safe and clean environment, will enable everyone to contribute to the success of the City.
A liveable and low carbon city: a destination of choice to live, visit, work	Reducing congestion and air pollution will improve perceptions of the City, and help to tackle greenhouse gas emissions.
A connected city: world class infrastructure and connectivity to drive growth	Investing in and maintaining the City's transport infrastructure will help to drive growth.

Financial Consequences – Revenue and Capital budgets

There are no financial implications directly arising from this report. As the Clean Air Plan is finalised further reports will be prepared at the appropriate stages to address the financial consequences.

Contact Officers:

Name: Richard Elliott
Position: Head of Policy, Partnerships and Research
Telephone: 0161 219 6494
E-mail: r.elliott@manchester.gov.uk

Name: Fiona Ledden
Position: City Solicitor
Telephone: 0161 234 3087
E-mail: f.ledden@manchester.gov.uk

Background documents (available for public inspection):

The following documents disclose important facts on which the report is based and have been relied upon in preparing the report. Copies of the background documents are available up to 4 years after the date of the meeting. If you would like a copy please contact one of the contact officers above.

- UK plan for tackling roadside nitrogen dioxide concentrations (July 2017)
- Improving air quality: national plan for tackling nitrogen dioxide in our towns and cities (May 2017)
- Improving air quality in the UK: Tackling nitrogen dioxide in our towns and cities (December 2015)
- Air Quality (Standards) Regulations 2010
- Air Quality Task and Finish Group Final Report (November 2017)
- Greater Manchester Low Emissions Strategy and Air Quality Action Plan
- 11 January 2019, report to GMCA/AGMA: Clean Air Update
- 14 December 2018, report to GMCA: Clean Air Update
- 30 November 2018, report to GMCA: Clean Air Plan Update
- 26 October 2018, report to GMCA: GM Clean Air Plan Update on Local Air Quality Monitoring
- 15 November 2018, report to HPEOS Committee: Clean Air Update
- 16 August 2018, report to HPEOS Committee: GM Clean Air Plan Update

1. CONTEXT AND BACKGROUND

1.1 Taking action on air quality is not optional. The severe and long lasting health implications of poor air quality as well as the legal obligations placed on Greater Manchester local authorities means that authorities need to act decisively and swiftly to reduce harmful air pollutants, and nitrogen oxides in particular.

1.2 Greater Manchester authorities in deciding to work together to respond to this vital issue are demonstrating collective leadership, which is essential to help clean the air for our combined population of nearly three million residents. Analysis reveals that locations of damaging roadside nitrogen dioxide concentrations can be found in every district.

1.3 Given that air pollution does not respect boundaries, this coordinated approach is also the most effective way to deal with a problem that affects all parts of Greater Manchester, and cannot be remedied on a site by site or district by district basis.

1.4 The ten authorities, supported by Transport for Greater Manchester, have now developed a draft package of co-ordinated and robust measures in a very short period of time that complies with the highly prescriptive Government guidance for tackling NOx emissions.

1.5 However, much more work is required to flesh out some of the measures to ensure that they achieve their intended purpose, and to ensure that the measures proposed to support affected businesses and individuals are fair and effective, and that the socio-economic impacts of measures are understood and can be mitigated.

1.6 This is why further engagement with stakeholders and affected parties to refine the measures, in addition to full public consultation, are vital next steps in the process toward developing the Full Business Case by the end of the year.

1.7 The Greater Manchester approach, set out below, will require significant government funding. Without full financial support, the package of measures which was devised in the context of guidance that identified Implementation Funding and Clean Air Plan funding is unlikely to deliver the intended results. In a scenario of inadequate government support, the most obvious outcomes are a failure to reduce exceedances as quickly as required, and economic damage, for example to local businesses who are left unsupported but required to upgrade their vehicle fleet.

1.8 By taking a combined approach, Greater Manchester's bid for the substantial funding required to deal with this key public health priority can only be strengthened.

2. INTRODUCTION

2.1 Previous reports as well as briefings to members have set out the health challenge presented by poor air quality, the legal context and the tightly specified approach that Government has directed local authorities to follow within very tight timescales in order to address predicted nitrogen dioxide (NO_2) exceedances in the shortest possible time.

2.2 These are summarised below, followed by a description of the feasibility study and the resulting OBC that has been developed by the GM Steering Group, following government guidance.

2.3 The OBC document itself is being finalised at the time this report is being produced but will be published as an appendix to this report prior to the meeting.

3. AIR QUALITY AND HEALTH

3.1 Poor air quality is the largest environmental risk to the public's health. Taking action to improve air quality is crucial to improve population health.

3.2 Whilst air quality has been generally improving over time, particular pollutants remain a serious concern in many urban areas. These are oxides of nitrogen (NOx) and its harmful form nitrogen dioxide (NO_2), and particulate matter (PM).

3.3 In Greater Manchester road transport is responsible for approximately 80% of NO_2 concentrations at roadside, of which diesel vehicles are the largest source.

3.4 Long-term exposure to elevated levels of particulate matter (PM2.5, PM10) and NO_2 may contribute to the development of cardiovascular or respiratory disease, and may reduce life expectancy[1]. The youngest, the oldest, those living in areas of deprivation, and those with existing respiratory or cardiovascular disease are most likely to develop symptoms due to exposure to air pollution[2,3].

3.5 Public Health England estimate the health and social care costs across England due to exposure to air pollution will be £5.3 billion by 2035 for diseases where there is a strong association with air pollution, or £18.6 billion for all diseases with evidence of an association with air pollution[4].

4. LEGAL BACKGROUND

[1] Air Quality – A Briefing for Directors of Public Health (2017), https://www.local.gov.uk/air-quality-briefing-directors-public-health
[2] Air Quality – A Briefing for Directors of Public Health (2017), https://www.local.gov.uk/air-quality-briefing-directors-public-health
[3] RCP and RCPCH London, Every breath we take lifelong impact of air pollution (2016), https://www.rcplondon.ac.uk/projects/outputs/every-breath-we-take-lifelong-impact-air-pollution
[4] https://www.gov.uk/government/news/new-tool-calculates-nhs-and-social-care-costs-of-air-pollution

4.1 Because of their harm to human health, legal Limit Values[5] for concentrations of certain pollutants in ambient air have been established. The European Ambient Air Quality Directive (2008/50/EC) incorporates many of the World Health Organisation (WHO)' air quality standards into European Law, which was transposed into English law by the 2010 Air Quality Standards Regulations (SI. 2010 No. 1001).

4.2 The 2010 regulations set legally binding limits for concentrations of major air pollutants that affect human health, including NO_2 and particulates. Regulation 26 of the 2010 Regulations requires the Secretary of State to draw up and implement a national air quality plan so as to achieve the relevant limit or target value within the "shortest possible time".

4.3 Since 2010, the UK has been in breach of legal Limit Values for NO_2 concentrations in major urban areas.

4.4 The Greater Manchester Urban Area Zone is one of 37 reporting zones across the UK where the Department for the Environment, Food and Rural Affairs (Defra) modelling of annual mean NO_2 concentrations predicts levels that exceed statutory Limit Values.

4.5 Whilst Greater Manchester currently meets Limit Values for other pollutants, the 2016 Greater Manchester Low Emission Strategy and Air Quality Action Plan set out a co-ordinated approach for reducing all air pollutants, including particulates, as well as carbon dioxide.

5. GOVERNMENT'S UK AIR QUALITY PLANS

5.1 Since 2010, Government has produced three successive Air Quality Plans to reduce NO_2 emissions in line with Limit Values. Environmental campaigning law organisation ClientEarth successfully challenged these Air Quality Plans in the High and Supreme Courts for failing to include actions necessary to achieve NO_2 Limit Values "in the shortest possible time".[6]

5.2 Each successful legal challenge increased the number of local authorities directed by Government to take action. Over 60 local authorities are now under Direction:

- 2015: Birmingham Derby, Leeds, Nottingham and Southampton.
- 2017: 23 local authorities – including Bolton, Bury, Manchester, Salford, Stockport, Tameside and Trafford.
- 2018: 33 further local authorities, including Oldham.

[5] European Union Limit Value regarding levels of NO_2 in major urban areas (40 micrograms per cubic metre ($\mu g/m^3$)) set by the European Ambient Air Quality Directive (2008/50/EC) as implemented into UK law by the 2010 Air Quality Standards Regulations (SI. 2010 No. 1001)

[6] *R (on the application of **ClientEarth**) (Appellant) v. Secretary of State for Environment, Food and Rural Affairs* [**2015**] UKSC 28.

5.3 In July 2017 Government served a Direction[7] on seven Greater Manchester local authorities requiring them to produce a feasibility study, in accordance with the HM Treasury's Green Book, in which they must identify the option which will deliver compliance with legal limits for nitrogen dioxide in the area for which the authority is responsible in the "shortest possible time".

5.4 This Direction was supplemented by guidance issued by the Department for Transport (DfT), including the 'Clean Air Zone Framework'[8] and the 'UK plan for tackling roadside nitrogen dioxide concentrations'[9].

5.5 Government also established the Joint Air Quality Unit (JAQU) to help deliver the National Plan by closely guiding local authorities.

5.6 Government has allocated £255 million for Implementation Funding and £220 million for a Clean Air Fund. Local authorities will be allocated Implementation Funding based on their Final Business Case. Local authorities will bid to the Clean Air Fund for support to help local people, businesses and other groups to switch to cleaner vehicles or make alternative travel choices.

5.7 The proposals put forward will therefore be conditional upon sufficient funding being provided by Government.

5.8 Oldham Council are under a separate Direction[10] which they complied with by the production of their feasibility study submitted to JAQU in July 2018. No further Direction was issued to Oldham as Government acknowledged in its supplemental plan that the exceedance identified in Oldham was being considered as part of the Greater Manchester plan.

5.9 Whilst Rochdale and Wigan Councils were not compelled to act through a ministerial Direction, they are participating in the Greater Manchester-wide approach as they are required to address the exceedances that have been identified within their boundaries during the Target Determination exercise (see further detail in Section 7). This revealed 250 points of exceedance across 152 road links and all ten districts in 2021.

5.10 On this basis, Greater Manchester's collective approach to develop a city-region wide Clean Air Plan has been accepted by government, and consequently no further ministerial Directions have been issued. A letter from the Minister in January 2019 requires GM's OBC to be submitted by end of March 2019.

5.11 Government officials have subsequently confirmed the following

[7] Environment Act 1995 (Feasibility Study for Nitrogen Dioxide Compliance) Air Quality Direction 2017
[8] https://www.gov.uk/government/publications/air-quality-clean-air-zone-framework-for-england.
[9] https://www.gov.uk/government/publications/air-quality-plan-for-nitrogen-dioxide-no2-in-uk-2017.
[10] Environment Act 1995 (Feasibility Study for Nitrogen Dioxide Compliance) Air Quality Direction 2018)

"we are content with the baseline modelling. In line with our guidance, as your local model has identified NO_2 exceedances on roads within the PCM network beyond those modelled nationally, these should be addressed in your air quality plan. This means your plan should address the exceedances identified in all 10 authorities, in line with the approach you are already taking.
Following submission of your Outline Business Case by 31 March we anticipate, subject to a review of the plan you submit, that Ministers will direct local authorities to proceed to continue to develop an FBC and to start implementing plans, together with appropriate funding. It is likely this stage this would entail directing all 10 Greater Manchester authorities."

5.12 If a local authority chose to not approve the OBC for submission to the government's Joint Air Quality Unit, this could, without an alternative plan to reduce NO_2 emissions in the shortest possible time, lead to a potential legal challenge against the said local authority.

5.13 The government Directives referred to above relate only to the roads that local authorities are responsible for, and does not direct local authorities to assess or act to reduce NO_2 concentrations on the Strategic Road Network (SRN, typically motorways) managed by Highways England (a government owned company).

5.14 This is a significant issue in the context of the 120 km of SRN that stretches across the conurbation, often through urban areas. Motorway traffic, where the carriageway runs close to a local road can contribute up to 50% more pollution than local roads. Between 30 - 40% of east-west HGV traffic does not exit the SRN in Greater Manchester, but travels through it.

5.15 In addition there are locations where high levels of pollution measured close to residential properties are the result of the flows of tens of thousands of vehicles per day, including approximately 13,000 HGV's, on the SRN and not as a result of traffic on the local highway network.

5.16 Greater Manchester is working with Highways England to ensure that they play a much more active role in developing measures which will effectively complement those set out below, and these will need to be clearly identified in the Full Business Case.

6. GREATER MANCHESTER FEASIBILITY STUDY

6.1 A Greater Manchester Senior Leadership Steering Group (Steering Group) is responsible for guiding the feasibility study. Members include Directors or Assistant Directors from each local authority and senior representatives from Highways England, Public Health England, AGMA, Local Partnerships and Transport for Greater Manchester (TfGM) and JAQU.

6.2 The purpose of taking a Greater Manchester-wide approach is to avoid introducing measures in one part of the conurbation that simply displace pollution to other locations, and to ensure that (as far as possible) the

eventual agreed package of measures complements other Greater Manchester strategies.

6.3 TfGM has been coordinating the GM feasibility study on behalf of the ten Greater Manchester local authorities, who remain legally responsible for reducing NO_2 to legal Limit Values.

6.4 The feasibility study process comprises a series of steps and processes, namely: Strategic Outline Case, Initial Evidence and Target Determination, Outline Business Case and Full Business Case. These are outlined below.

7. INITIAL EVIDENCE AND TARGET DETERMINATION

7.1 In their National Plan, Government identified eleven areas of road, within seven Greater Manchester local authorities, where the national Pollution Climate Mapping (PCM) model predicted NO_2 concentrations are likely to exceed the statutory NO_2 annual mean EU Limit Value beyond 2020. Oldham was added in a later supplement to the National Plan (March 2018).

7.2 The predictions in the national model were based on national scale assumptions and datasets, and were required to be verified against local evidence.

7.3 More informed local analysis revealed a bigger problem than that identified by Government. It predicts a greater spatial distribution of NO_2 exceedances across roads in all Greater Manchester districts and typically higher concentrations of NO_2 in specific locations.

7.4 Local modelling identified 152 stretches of road (road links) where concentrations of NO_2 are forecast to exceed the legal Limit Value (40 µg/m^3) beyond 2020. 112 of these road links are on the national PCM model, which have the highest car use and heavy freight flows. 40 of these are shorter stretches of local roads, often around town centres across Greater Manchester where there is greater bus, taxi and van usage.

7.5 Local modelling also predicts higher concentrations of NO_2 in locations across Greater Manchester. This means the concentration of NO_2 in the air at roadside is worse than originally predicted by Government.[11]

7.6 Some of the reasons for this are that vehicles using Greater Manchester's roads are typically older than the national average (especially buses and taxis); that local traffic data showed that in some areas vehicles are moving

[11] Modelling of air quality can be presented in two different ways: a point along a road which has a certain concentration of NO_2 or the stretch of road which has a certain concentration of NO_2. Presenting point data provides more specific and detailed information on the air quality problem, as it allows an understanding of how concentrations of NO_2 vary at different locations on the road. The OBC modelling presents emissions information on the basis of point data.

more slowly than the national modelling anticipated; and because local modelling also showed higher background concentrations of NO_2 than the national modelling.

7.7 The outcome of the local modelling is an agreement, referred to as Target Determination, of the NO_2 exceedances that Greater Manchester must resolve when developing possible solutions. The Greater Manchester modelling has now been agreed by Government, meaning that all the illegal exceedances in all ten GM local authority areas need to be addressed.

8. STRATEGIC OUTLINE CASE

8.1 The Strategic Outline Case (SOC) was submitted to Government in March 2018. This document identified a long-list of 96 measures, which was then sifted to a shortlist of 14, based on Government's Primary Success Criteria (defined as reduction of NO_2 concentrations in the "shortest possible time").

8.2 The SOC recognised that as locations of exceedances identified by Government covered areas across Greater Manchester, no single measure was likely to deliver legal compliance on its own.

8.3 **Table 1. Shortlisted Measures in the Strategic Outline Case**

Shortlisted measure	**Details**
Retrofit/upgrade public transport fleet	Retrofit or upgrade vehicles to a higher Euro standard.
Retrofit/upgrade local authority fleets	Retrofit or upgrade to a higher Euro standard (procurement).
Increase public transport capacity	Identify specific routes where most impact will be made, with a particular focus on the role that an attractive bus system would need to play in achieving significant additional modal shift in the near term.
Switch Bus/HGV/LGV/GM fleet to GtL	Using cleaner alternative fuels, e.g. Gas-to-Liquid (GtL).
Electric vehicle (EV) incentivisation	Increase EV uptake through expanding the charging network or financial incentives.
Differential parking charges	E.g. different charges for times of day, vehicle type, car-sharers and could include a workplace parking levy.
Congestion Deal – increase capacity	Review existing junction improvement plans – assess impact and identify opportunities to accelerate.
Congestion Deal – encouraging alternatives	Encouraging alternative travel choices through road space reallocation.

Shortlisted measure	Details
Congestion Deal – network management	Changing traffic signal timing to optimise flows, reducing congestion.
Private hire and taxi alternative fuels	Incentivise change to EV/Ultra-Low-Emission vehicles, increase EV infrastructure for taxis, retrofitting and increasing LPG refuelling infrastructure for taxis.
Communications campaigns	Increase awareness of health and cost benefits for public and of different modes of transport or around particular communities/schools.
Sustainable travel engagement	Work with employers and individuals to encourage sustainable travel choices.
Active travel programme – infrastructure	Expand and improve cycling and walking infrastructure.
Clean Air Zones – Class B, C or D	Different classifications/time restriction and geographical areas to be modelled for their impact on NO_2 and timescale of any impact.

8.4 Government guidance sets out charging Clean Air Zones (CAZ) as the measure most likely to achieve legal Limit Values for NO_2 in the shortest possible time. A charging CAZ places a penalty on the most polluting vehicles moving within a designated area. Government guidance specifies that local authorities must consider charging CAZ as their benchmark measure.

8.5 Government specifies four classes of charging CAZ that apply penalties to different types of vehicle that are classified as non-compliant because they fall below particular European Commission emission standards. Cleaner, compliant vehicles are not charged.

- Class A: Buses, coaches, taxis and private hire vehicles.
- Class B: Buses, coaches, heavy goods vehicles (HGVs) taxis and private hire vehicles.
- Class C: Buses, coaches, HGVs, large vans, minibuses, small vans/ light commercials, taxis and private hire vehicles.
- Class D: Buses, coaches, HGVs, large vans, minibuses, small vans/ light commercials, taxis and private hire, cars, motorcycles/mopeds.

8.6 The associated emissions standards are as follows:

- Euro 3 for motorcycles, mopeds, motorised tricycles and quadricycles.
- Euro 4 for petrol cars, vans, minibuses and other specialist vehicles.
- Euro 6 for diesel cars, vans and minibuses and other specialist vehicles.
- Euro VI for lorries, buses and coaches and other specialist heavy vehicles.

8.7 It is important to recognise the clear differences between Clean Air Zones and Congestion Charging systems, not least in terms of their very different objectives and time-spans. The objective of any penalty in a CAZ is for all vehicles which drive within the area in a Clean Air Zone to have engines which comply with emissions standards. Unlike Congestion Charging, a CAZ does not seek to reduce the number of vehicles on roads. This means that over time and as vehicles are upgraded, the number of penalties levied reduces. CAZs are therefore relatively short-term, only apply to non-compliant vehicles and will operate at a loss once vehicles become cleaner. Under a Congestion Charge however, the requirement to pay applies to all vehicles, is enduring, and creates a long-term revenue stream. In contrast a CAZ in its later years should not generate surpluses as vehicles become cleaner.

8.8 GMCA has ruled out congestion charging.

9. ASSESSING THE OPTIONS FOR GREATER MANCHESTER

9.1 Following the issue of the SOC in March 2018, a process of refining the shortlisted measures and developing a range of options that combine the measures in different ways has been undertaken. This was overseen by the GM Steering Group, to understand the type and scale of intervention needed to reduce NO_2 to within legal Limit Values in the "shortest possible time" across Greater Manchester.

9.2 A best performing option is recommended within the OBC for further consideration and discussion with stakeholders and the public to aid the development of the Full Business Case.

9.3 The core goal of the GM Clean Air Plan is to address the legal requirement to remove ALL exceedances of concentrations of NO2 that have been forecasted to exceed the legal Limit Value (40 µg/m^3) identified through the target determination process in the "shortest possible time" in line with with Government guidance and legal rulings.

Options have been assessed against the UK Government's Primary Critical Success Factors:

- **Reduction in NO_2 emissions:** likelihood that the measure/option will contribute significantly to a reduction in NO_2 concentrations to achieve compliance with the EU Limit Values
- **Feasibility:** likelihood of measure being implemented in time to deliver desired NO_2 reduction and achieve compliance.

9.4 Where modelled options deliver compliance in the same year they have been further assessed against Government's Secondary Critical Success Factors, as set out in the SOC:

Strategic fit with local strategies and plans: ensuring the alignment of the option with longer term economic, social and environmental goals and that the risk of unintended consequences is minimised.

Value for money: a high-level indication of the costs and benefits of each option.

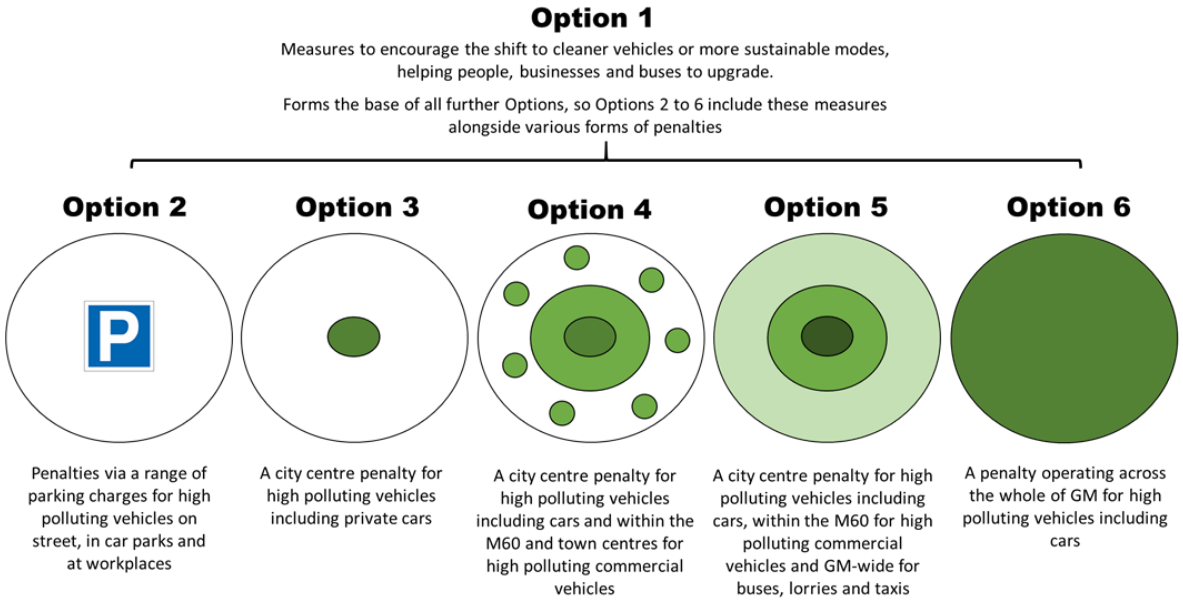
Distributional impact: in order to understand the potential impacts, both positive and negative on different groups within society, with a particular focus on the most vulnerable. It is of vital importance that the plan does not result in disproportionately negative economic or social impacts for the region or those living, working or doing business within it.
Deliverability of the options, in terms of the affordability of the cost of implementation, the supply-side capacity and capability to deliver the measures outlined in the options, and the achievability of delivering the option.

9.5 The SOC identified that the fundamental causes of the exceedances were variable in terms of the source of emissions and that these sites were interconnected in complex ways. Therefore, any effective proposals would need to comprise of a package of measures, able to tackle the overall problem holistically.

9.6 A series of six options comprising of different packages of measures was developed initially in response to the problem as revealed by local modelling. These measures have been assessed and refined further from the shortlist in Table 1.

9.7 The assessment process involved further modelling and analysis of the effectiveness of measures, both individually and as a package; this included engagement with stakeholders and professional experts, and the use of a Multi-Criteria Analysis (MCA) tool to assess the performance of each option against the success factors and relative to each other. In this way, the measures and packages of options have been assessed and refined into a preferred option that best secures the required objectives.

9.8 **Figure 1. Summary of six options for initial appraisal**



9.9 Following the initial appraisal of the six options, three were discounted (see section 9) and three developed as the 'best performing' options to be subject to a more detailed appraisal process.

9.10 These three options were derived from options 4 and 5 above and have been adapted to reflect a deeper level of understanding of the issues that emerged throughout the options appraisal process. As such, they are considered more likely to deliver effective reductions in NOx emissions and greater compliance than the options initially specified.

9.11 In particular, the following changes have been made:

- Various incentives measures were judged to be ineffective for the specific requirements set by Government for a NOx plan (e.g.: public transport improvements beyond the existing programme and GTL conversion for HGVs) or undeliverable in the timescale/ with existing powers and have been excluded.

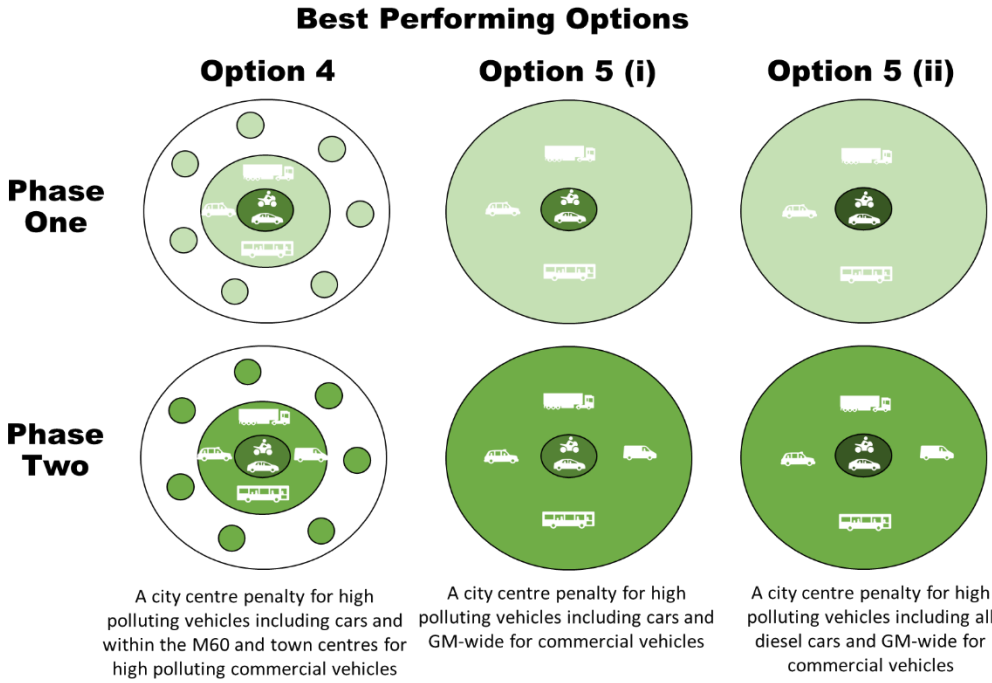
- Vehicle Renewal Schemes to help businesses and residents upgrade their vehicle have been included.

- The initial assessment suggested that the second-hand van market would not be sufficiently mature by 2021 to support a large-scale CAZ for vans – a lack of available, affordable and compliant vehicles could result in a higher than predicted proportion of vehicles 'staying and paying' rather than upgrading and create substantial risk of economic damage. Therefore, implementation of the city region scheme has been divided into two phases: Phase 1 would involve a CAZ B encompassing buses, hackney cabs and PHVs, HGVs and coaches; and Phase 2 would extend to a CAZ C including vans and minibuses at a later date.

- Finally, and related to the point above, the M60 boundary in Option 5 has been dropped, with the schemes only reviewed for possible application within the Inner Relief Route or at GM-wide instead. Applying an additional boundary adds cost and complexity to the scheme, and risks customer confusion. Further analysis showed that the M60 boundary does not reflect where the outstanding locations of non-compliance remain post-2021, many of which are outside this zone. Therefore, it does not make sense in terms of delivering compliance in the shortest possible time to implement a second phase solely in this zone.

- Two variants of option 5 were explored, one including a CAZ D within the IRR (Option 5(i)) and one where the CAZ D was enhanced so that all diesel cars and PHVs were considered non-compliant (Option 5(ii)).

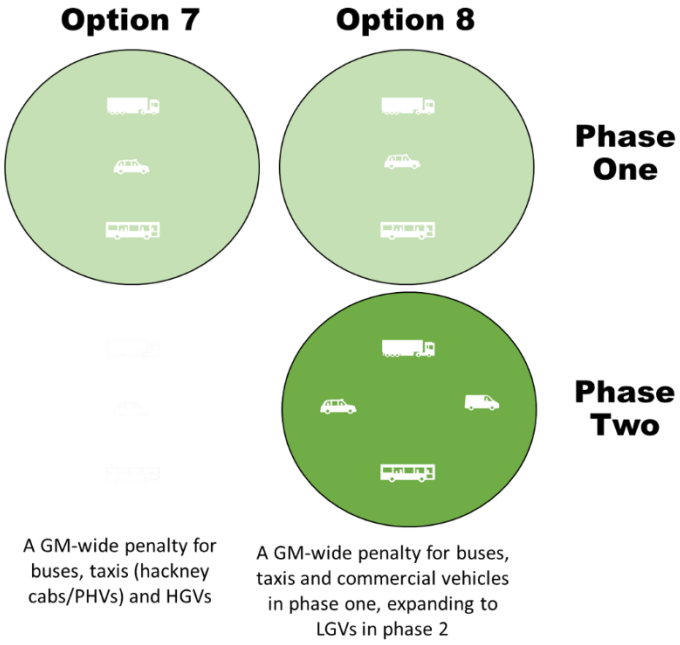
9.12 **Figure 2 – Summary of three best performing options for detailed appraisal**



9.13 Discussions with the local authorities raised two significant concerns: that the risk of unintended socio-economic consequences is not sufficiently understood; and that other options had not been explored in sufficient depth to be ruled out.

9.14 As a result, further work was undertaken to address these concerns. This involved additional analysis of the socio-economic impacts, and assessment of two new options, following the same process as utilised to date.

9.15 **Figure 3 – Further options assessed**



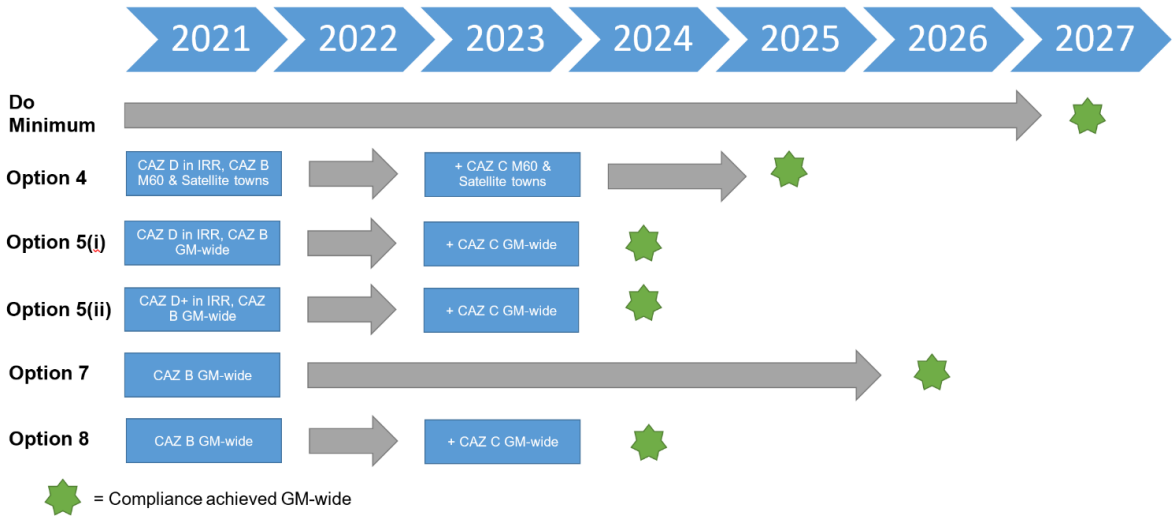
9.16 Modelling has indicated that:

- Option 4 is predicted to deliver compliance (so that all sites have concentrations below the Limit Value) by 2025,
- Options; 5(i), 5(ii) and 8 are all predicted to deliver compliance one year earlier, in 2024.
- Option 7 was not likely to be sufficient, delivering lower emissions benefits in each year, than Option 8 and reaching compliance two years later, in 2026

9.17 Options 4 and 7 were therefore ruled out of further consideration, because options 5(i), 5(/ii) and 8 deliver compliance earliest.

9.18 Further information on how each option performs in terms of the compliance date is set out in Annex 1.

9.19 **Figure 4 – Assessment of compliance of options**



9.20 Options 5(i), 5(ii) and 8, as the most promising options, have been considered in terms of their performance against the Primary and Secondary Success Factors. A table summarising this assessment are included in Annex 2.

10. WHY OPTIONS 2, 3 AND 6 WERE DISCOUNTED

10.1 Options 2, 3 and 6 were ruled out as they did not deliver compliance in the shortest possible time:

10.2 Option 2 – Parking measures have a limited effect on the heaviest and dirtiest vehicles, such as HGVs and buses. They only affect those cars or vans that need to park in an area and not those passing through, or those with uncontrolled or off-street parking available. A Workplace Parking Levy has been shown to be effective in deterring car travel and supporting investment in more sustainable modes in the only UK example (in Nottingham), but the implementation timeframe is slow and the measure is poorly targeted in terms of its effect on the dirtiest vehicles. There are very few controlled parking zones or residents' parking permit schemes in place across the city-region and thus it would be difficult and expensive to deliver differential parking on-street. Off street public parking is managed through contracts owned by the ten districts, running to different timescales and with limited flexibility in the short term. In summary, using parking as the constraint measure was deemed challenging to implement, poorly targeted and not likely to deliver compliance in the shortest possible time.

10.3 Option 3 – A city centre penalty for high polluting vehicles would have effect in the city centre and on the key radial routes into to the city centre. However, air quality modelling has shown that a city centre CAZ D, with no further CAZ measures across the remainder of GM, would leave around 200 sites non-compliant within the wider region in 2021, including some sites of non-compliance within the city centre itself. It has therefore been

demonstrated that the option does not deliver compliance in the shortest possible time and has been rejected.

10.4 Option 6 – A GM-wide CAZ D was developed to understand whether compliance could be achieved under any scenario by 2021. The 'all or nothing' nature of this proposal presented a risk that no real improvements to air quality would be achieved for quite some time, and the time to compliance would be highly uncertain.

10.5 Specifically, with regard to option 6;

- The assessment assumed that all of the options can be delivered by 2021. It is very unlikely that all aspects of the scheme, from the technical work required to design the scheme, to the scale of the infrastructure provision and customer service offer required to deliver it, could be delivered in that timescale.
- The scale of the intervention across the whole of GM is considered to be potentially undeliverable in physical terms.
- The modelling also forecasts substantial mode shift from car to public transport, but for many of the diverse trips across the wider city-region there is simply not a viable public transport alternative available (at this time) and this mode shift is not likely to materialise and it would not be possible in the required timescales to deliver transformative public transport improvements to facilitate this mode shift. This would therefore significantly delay compliance.
- A scheme on this scale would raise very significant issues in terms of the economic and social impact on the region, and widespread mitigation measures would be required that are not likely to be feasible.

10.6 In summary, Option 6 would not deliver compliance in the shortest possible time, and would not perform effectively in terms of reducing human exposure due to long periods where non-compliant vehicles continue to be used.

11. DETERMINING THE PREFERRED OPTION

11.1 Options 5(i), 5(ii) and 8, include a package of Measures, designed to ensure local people and businesses are fully informed about clean air and know how they can reduce their contribution to poor air quality; to encourage the uptake of the cleanest vehicles; and most significantly, to support local businesses to upgrade their fleets as quickly as possible.

11.2 In addition, all three options propose a region-wide CAZ, starting at Category B from 2021 and expanding to a Category C in a later phase, assumed to be 2023. This large scale scheme is challenging to implement, in terms of: the need for substantial funding and support from Government; as well as the need for considerable collaboration between the ten districts; and the demand generated for compliant vehicles from a range of suppliers. Nevertheless, it is clear from the analysis carried out to date that a smaller scale scheme would not be sufficient to deliver compliance in the shortest possible time.

11.3 The full implementation of a CAZ C is proposed for 2023 rather than 2021 due to the assessment which suggested that the second-hand compliant van market would not be sufficiently mature by 2021 to provide compliant upgrade options and support the implementation of large-scale CAZ for vans. Crucially, this does not delay the year of achieving compliance and reduces the risk of socio-economic damage. Modelling indicates that a GM-wide CAZ C cannot deliver compliance in 2021 or earlier than 2024 regardless of when it is implemented.

11.4 It is however vital to support local businesses, residents and operators to upgrade their vehicles, not least as Greater Manchester has an older than average fleet and an economy dominated by small businesses. There is a risk that without these supporting Measures, the CAZ will be ineffective because businesses cannot afford to upgrade or the effect of the scheme will cause unacceptable economic damage.

11.5 Furthermore, there is a risk that a CAZ implemented without financial support could damage the public and accessible transport offer in the region. At present, most buses and nearly all hackney cabs and many private hire vehicles in the region are non-compliant, with the oldest vehicles typically owned by small local businesses or sole traders. There is a risk that without support, bus operators may choose to reduce bus services rather than upgrade their fleets, that hackney cab drivers switch to driving compliant but less accessible private hire vehicles, and that the private hire trade is potentially impacted by the financial cost of upgrading a non-compliant vehicle.

11.6 Therefore, the Clean Vehicle Funds to be demanded of Government, are an essential and common component to achieve compliance. They add to the cost and complexity of delivery, and there is concern over the ability to supply sufficient compliant vehicles to meet demand.

11.7 Options 5(i) and 5(ii) would require further and additional financial support to help private car drivers upgrade their vehicle. Such an approach could be considered high risk, as a viable and value-for-money private car scrappage-type model has not been identified that would satisfy HM Treasury, and none have been developed and tested in the UK to date. Further, the analysis indicates that a city centre penalty for private cars, a feature shared by options 5(i) and 5(ii), does not bring forward compliance any earlier when compared to option 8, primarily as the city centre zone is relatively compact and therefore its effects are modest in terms of stimulating compliance.

11.8 Option 8 carries less risk in this regard, can be delivered at a lower cost (to Government), and is thus more affordable.

11.9 As the option that delivers compliance in the shortest possible time, and at the lowest cost, option 8 is also considered the ‘benchmark CAZ’ for the purposes of comparison.

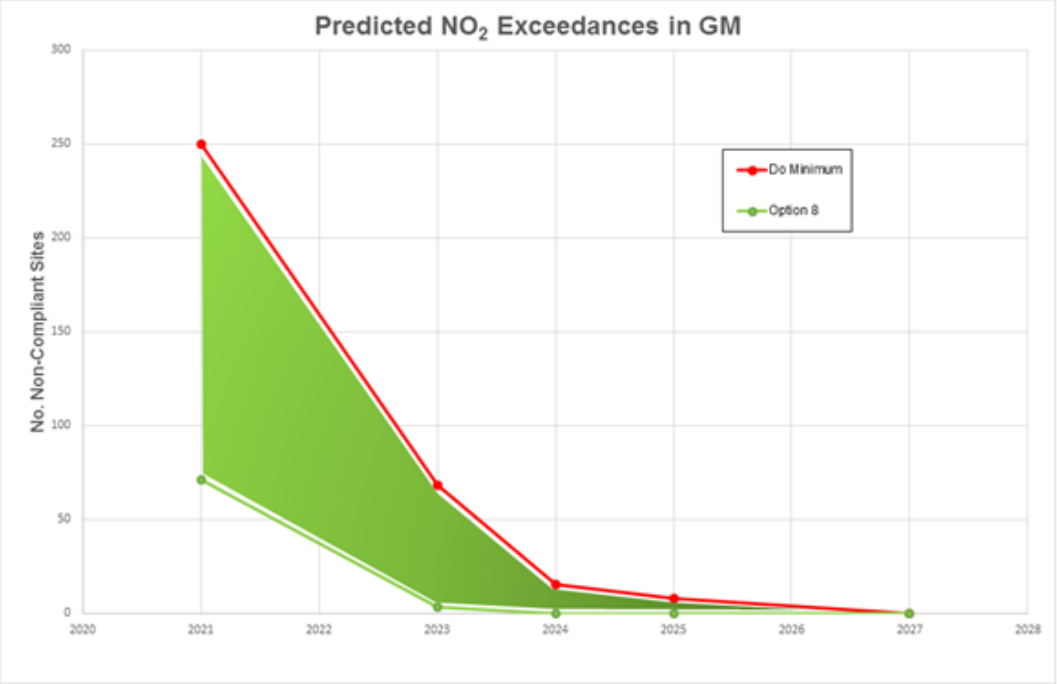
11.10 Whilst option 8 presents many delivery challenges, it is more feasible and achievable than options 5(i) and 5(ii) and thus offers greater confidence that compliance can be achieved in the shortest possible time.

11.11 Further, it is considered that options 5(i) and 5(ii) may cause unacceptable and significant unintended consequences to distributional impacts, particularly in terms of the impact on the affordability for residents, the impact on the local economy, and the impact on health and the quality of life of local residents. There are particular concerns in terms of the potential impacts on low income car-dependent workers, small businesses, and city centre retail. Option 8 delivers compliance in the same year without the same potential risk of damaging economic impacts.

11.12 On balance, therefore, it is considered that option 8, whilst remaining a substantial and complex undertaking, is the surest way of delivering compliance in the shortest possible time; providing considerable health benefits at the lowest cost to society and the economy of the three options.

11.13 Option 8 delivers considerable health benefits between 2021 and 2023, as the chart below indicates.

Significant reductions in NO_2 concentrations in early years bring real health benefits
Compliance achieved 3 years earlier than Do Minimum



11.14 Option 8 is recommended as the option that delivers compliance in the shortest possible time, at the lowest cost, least risk and with the least negative impacts.

11.15 Modelling shows that with the collective action outlined above GM's authorities gradually achieve compliance between 2021 and 2024.

- Wigan and Trafford in 2021

- Bolton, Bury, Oldham, Rochdale, Salford, Stockport and Tameside by 2023
- Manchester in 2024

Modelled sites of non-compliance by authority, 2021, 2023, 2025

	2021		*2023*		*2025*	
	Do min	*Option 8*	*Do min*	*Option 8*	*Do min*	*Option 8*
Bolton	*19*	*6*	*3*	*0*	*0*	*0*
Bury	*23*	*9*	*12*	*0*	*4*	*0*
Manchester	*88*	*28*	*29*	*3*	*2*	*0*
Oldham	*15*	*4*	*3*	*0*	*1*	*0*
Rochdale	*10*	*2*	*2*	*0*	*0*	*0*
Salford	*36*	*11*	*10*	*0*	*1*	*0*
Stockport	*30*	*5*	*5*	*0*	*0*	*0*
Tameside	*16*	*6*	*4*	*0*	*0*	*0*
Trafford	*10*	*0*	*0*	*0*	*0*	*0*
Wigan	*3*	*0*	*0*	*0*	*0*	*0*
GM Total	*250*	*71*	*68*	*3*	*8*	*0*

11.16 However, concerns remain about the socio-economic impacts, therefore more work is required for the Full Business Case to ensure that proposed mitigations are effective.

11.17 An indicative Equality Impact Assessment (EQIA) has also been completed and will form part of the OBC. However, it is noted that further and fuller assessment of economic and equalities impacts will be required at FBC stage.

11.18 There remains much we do not know about the possible impacts of the proposals, for example on low income workers, key business sectors such as retail and leisure, transport and distribution and on small local businesses. A programme of research, analysis, public and stakeholder engagement and a thorough integrated impact assessment has commenced and will be continued throughout 2019.

12. MODELLING ASSUMPTIONS AND UNCERTAINTIES

12.1 The analysis underpinning the GM Clean Air Plan has been produced in line with JAQU guidance using the best data and tools available, and localised to Greater Manchester where possible.

12.2 However, the nature of the air quality challenge means that there are many sources of uncertainty in the modelling, and further sensitivity testing is underway.

12.3 In addition, it is important to acknowledge that there are some key assumptions that will need testing at the Full Business Case stage. This will include bus/taxi/PHV compliance, the behavioural responses of drivers, and the impact of measures such as vehicle renewal funds.

12.4 Assumptions made in the context of advice from JAQU includes that by 2021 that the majority of vehicles in scope will be compliant or upgrade to a compliant vehicle (for example buses and taxis) and the remaining non-compliant:

HGV's are assumed to stay and pay, upgrade or cancel their trip;
PHV's are assumed to stay and pay or upgrade;
LGVs are assumed to stay and pay, change mode or cancel their trip.

12.5 The regional scale of the options also means that assumptions should continue to be tested.

12.6 Engagement to date, for example with bus operators, the local taxi and private hire trade and the freight industry has been invaluable in helping develop the measures, and further engagement at local level will be undertaken as part of the process to develop a Full Business Case.

13. COMMERCIAL, FINANCIAL AND MANAGEMENT ASSUMPTIONS

Commercial assumptions

13.1 The procurement of all goods and services will use TfGM's established procurement processes.

Financial assumptions

13.2 In developing the OBC, it has been assumed that JAQU Implementation and Clean Air Funds will provide funding for all costs relating to scheme's implementation, and that DEFRA/JAQU will underwrite any net operational deficit, as may be necessary, over the life of the scheme until compliance is achieved.

13.3 If scheme operations generate any net surplus, this would be re-invested back into achieving Local Transport Plan (2040 Greater Manchester Transport Strategy) objectives, as required by the Transport Act 2000.

13.4 There is a considerable amount of uncertainty in the assumptions around revenue generation, since there is no CAZ currently in operation in the UK. Therefore, the forecasts included in the financial model are indicative at this stage.

13.5 Greater Manchester will be submitting the OBC as an application to the Implementation Fund on the assumption that all the measures outlined in the case are required to bring forward compliance in the shortest possible time frame.

13.6 In the financial business case, it is assumed that:

- the CAZ penalties are a daily charge and set at different levels for different vehicle types, to reflect their emissions. The aim is that non-

compliant vehicles with the highest emissions are incentivised to respond to comply with the standard.
- the CAZ daily charges remain constant in nominal prices, and therefore they reduce in real terms.
- any GM CAZ will operate on a daily basis and, therefore, non-compliant vehicles that enter or move within the area of the CAZ will only pay once each day.

13.7 **Table 2 – CAZ Penalties as assumed for modelling purposes**

Vehicle Type	CAZ Penalty
Taxi / PHV	£7.50
LGV	£7.50
HGV	£100
Bus/Coach	£100

Management Assumptions

13.8 TfGM will continue to co-ordinate delivery from OBC to FBC. Decisions with regard to which organisation will operate any CAZ will be developed between OBC and FBC.

14. CLEAN VEHICLE FUNDS

14.1 An essential component of the OBC is a package of support for businesses affected by the best performing option. This comprises a number of schemes that will be further refined through ongoing engagement with businesses and stakeholders and inform the FBC. Current proposals include the following:

Clean Freight Fund - covering LGVs, Minibuses, HGVs, Coaches (£59 million)

14.2 Support for local small businesses, sole traders and the voluntary sector, registered in GM in the form of a discount on the purchase of a compliant commercial vehicle when scrapping a non-compliant vehicle or retrofitting to make compliant.

14.3 Priority for funding will be based primarily on air quality impact such that the most polluting vehicles can be targeted.

Clean Taxi Fund – covering Taxis and Private Hire Vehicles (£28 million)

14.4 Support to upgrade non-compliant taxi and private hire vehicles by offering a contribution towards the purchase of a compliant vehicle from an approved supplier when trading in a non-compliant vehicle.

14.5 It will also provide part funding for the retrofitting of taxis.

14.6 This funding opportunity also recognises the work currently being undertaken to develop some common minimum licensing standards for Taxis and Private

Hire across Greater Manchester. This work will ensure that there is clarity for the trade and drivers about vehicle standards that meet both proposed CAZ requirements and any Greater Manchester minimum standards, that will be consulted on later in the year.

Clean Bus Fund (£29 million)

14.7 Provide support to retrofit the majority of existing Euro IV and V buses with flexibility for the move to an EV bus network, via financial assistance towards charging infrastructure, prioritised on Air Quality benefits and commercial contribution.

14.8 Across all the Clean Vehicle Funds, further work is required between OBC and FBC to develop the assumption on the value per vehicle, criteria for access to the funding by vehicle owners, and the impact on specific groups of businesses affected by the introduction of the CAZ.

14.9 Through the 2040 Transport Strategy and the 2014 Devolution Agreement, the Combined Authority is progressing its reform programme utilising the provisions within the Bus Services Act, and as with other modes care is being taken to ensure complementarity in policy development.

Loan Finance (£TBC)

14.10 Work is also underway to explore the possibility of defining and providing a supporting measure to provide loans at preferential rates for those who are taking advantage of the Clean Vehicle Funding. The exact design and criteria would have to be determined at FBC stage following further engagement and consultation.

14.11 So far there have been three key groups for engagement – taxis & PHVs, bus operators and freight/ local business – to understand their concerns, obtain information about their fleets and seek their early feedback on proposals.

14.12 The taxi and PHV trade highlighted that subsidies and low interest rate loans would be beneficial as would other incentives through licensing and traffic flow. EV charging infrastructure was key to take up of electric vehicles, but they noted a limited choice for electric taxis, and that timescales for implementation were tight.

14.13 Business groups and freight representative bodies provided information about their fleets, to inform the development of the Clean Vehicle Fund measure. They have also advised that certainty around compliant vehicles and timescales for implementing the plan are essential to business planning.

14.14 Bus operators raised concerns around the capacity to retrofit vehicles and timescales for implementation.

14.15 Stakeholder dialogue will continue throughout development of the GM CAP to support the detailed design of the packages of measures.

15. CONSISTENCY WITH OTHER CITY COUNCIL GM POLICIES, PLANS AND STRATEGIES

15.1 Greater Manchester has a longstanding track record in taking a balanced approach to policy development to promote sustainability, inclusion and growth.

15.2 The GM approach is unique insofar as it utilises existing governance and administrative arrangements to bring together ten local authorities and their highway networks, permitting the development and the implementation of a co-ordinated plan to reduce roadside NO_2 concentrations that will benefit nearly three million people. Such a joined-up approach provides the potential for the most effective and swift reduction in emissions in areas across the whole of the city region.

15.3 Improving air quality is a key policy priority for Greater Manchester. The Greater Manchester Strategy[12] states that Greater Manchester should be 'a place at the forefront of action on climate change with clean air and a flourishing natural environment' including by 'reducing congestion and improving air quality'.

15.4 Air Quality is also a key focus of the Greater Manchester Transport Strategy 2040 ("2040 Strategy"), which is Greater Manchester's current statutory Local Transport Plan, prepared by TfGM on behalf of the GMCA and the Greater Manchester Local Enterprise Partnership (GMLEP).

15.5 The 2040 Strategy is accompanied by 5-year delivery plans, which set out the city-region's short term delivery priorities. A draft updated 5-year Delivery Plan for 2020 to 2025[13] was published in January 2019, and includes a range of recommendations for delivering Greater Manchester's clean air and carbon reduction ambitions, building on from the Air Quality Action Plan 2016-2021 and Low Emission Strategy (GMCA, 2016). These include investment in the Greater Manchester Electric Vehicle (EV) charging network; ambitions to deliver a zero-emission bus fleet by 2040; transformation of cycling and walking infrastructure (including £160m investment in the next few years); and measures to reduce freight emissions.

15.6 In common with longstanding policy, further work continues on improving the public transport network and in particular its closer integration across modes. Greater Manchester has consistently used its available transport funding to improve public transport and enhance active travel options, thereby encouraging people to leave their car at home or at park and rides and travel more sustainably. Greater Manchester works to maximise all opportunities to

[12] https://www.greatermanchester-ca.gov.uk/ourpeopleourplace 2017
[13] Greater Manchester Transport Strategy 2040 Draft Delivery Plan (2020-2025) (2019), TfGM

access funding for the region to make it easier to travel by public transport, bike or on foot.

15.7 This Plan will ensure that Greater Manchester can address the nearer term issue of NO_2 exceedances in existing urban areas. Members will recognise that this is a crucial component in safeguarding our urban areas as the strategic focus for future development, as set out in the revised draft Greater Manchester Spatial Framework. Without this continued focus, Greater Manchester would risk excessive dispersed development that would undermine both the existing air pollution challenge and longer-term carbon reduction objectives.

15.8 The approach outlined is also consistent with the objectives of the Our Manchester Strategy. During the consultation on the Strategy Manchester residents and businesses stressed the importance of improving the quality of the local environment as one of their priorities. The Clean Air Plan seeks to further this aim.

16. NEXT STEPS

16.1 Subject to the governance approval of each of the ten GM local authorities, the OBC will be submitted to Government within the required deadline of 31 March 2019. Government's response is expected 6 – 8 weeks after submission.

16.2 A public 'conversation' is proposed to run between early May and mid-June (for six weeks) to help further inform the work, and this will supplement the more targeted stakeholder engagement that is ongoing with affected businesses. In addition, further deliberative research is proposed to take place during March and April. These forms of engagement and dialogue will all inform the further development and detailed design of the measures identified in the OBC, to refine the proposals that will comprise the Full Business Case.

16.3 As required by Transport Act 2000, a statutory consultation relating to the proposed introduction of a charging Clean Air Zone is proposed to run between August and October 2019.

16.4 Further work to refine the assumptions and look in detail at 2023 exceedances, including further socio-economic work will be undertaken.

16.5 This will enable the development of a Full Business Case for further consideration by GMCA and constituent local authorities prior to submission to Government by the end of 2019.

17. RECOMMENDATIONS

17.1 Recommendations are set out at the front of this report.

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Annex 1 – More detailed assessment of options by compliance date

Road Classification	Compliant sites		Non-compliant sites			
	Very compliant (below 35 µg/m^3)	Compliant but close (35 to 40µg/m^3)	Non-compliant (40 to 45µg/m^3)	Very non-compliant (45 to 50µg/m^3)	Extremely non-compliant (> 50µg/m^3)	Total non-compliant (> 40µg/m^3)
2021						
Do minimum	16,281	603	175	62	13	250
Option 4	16,820	250	56	8	0	34
Option 5(i)	16,879	200	50	5	0	55
Option 5(ii)	16,892	193	44	5	0	49
Option 7	16,830	233	61	10	0	71
Option 8	16,836	227	62	9	0	71
2023						
Do minimum	16,856	210	58	10	0	68
Option 4	17,056	69	9	0	0	9
Option 5(i)	17,081	51	2	0	0	2
Option 5(ii)	17,087	46	1	0	0	1
Option 7	17,037	85	12	0	0	12
Option 8	17,072	59	3	0	0	3
2025						
Do minimum	17,068	58	8	0	0	8
Do Something 8	Options 5(i), 5(ii) and 8 are fully compliant by 2024, Option 4 by 2025 and Option 7 by 2026.					

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Annex 2 – Assessment of options by success criteria

Success Factor	Option 5(i) 2021: CAZ B GM-wide, CAZ D in IRR 2023: CAZ C GM-wide	Option 5(ii) 2021: CAZ B GM-wide, CAZ D & all diesel cars charged in IRR 2023: CAZ C GM-wide	Option 8 2021: CAZ B GM-wide, 2023: CAZ C GM-wide	Summary
Compliance in the shortest possible time Which option reduces to zero the number of locations predicted to be in exceedance of the legal limits of NO_2 concentrations in the shortest time?	Yes	Yes	Yes	All Options deliver compliance in 2024, considered to be the shortest possible time for achieving compliance in GM.
Reduction in NO_2 emissions Which option delivers… The greatest reduction in the number of locations in exceedance (presumed to represent human exposure) in each year?				All Options deliver significant reductions in the number of locations in exceedance of 70-80% in 2021, with Option 5(ii) predicted to marginally deliver the greatest reductions in each year prior to compliance being achieved.
The greatest reduction in NO2 concentrations at the roadside in each year prior to compliance being achieved?				All Options deliver reductions in mass emissions across GM of between 20-30% in 2021, with the greatest reductions forecast to be delivered by Option 5(ii).
Compliance without putting other sites closer to exceedance (defined				All Options are forecast to deliver compliance without putting other sites closer to exceedance, risk that Option 5(ii) leads to more re-routing than forecast.

as concentrations of 38-40µg/m3) than without action?				
Feasibility Are the measures proposed within the legal powers of the Greater Manchester Local Authorities?				The measures proposed in all Options are within the legal powers of the authorities.
Can a governance route be developed to enable timely local government joint working as required for delivery?				GM has proposed a governance route that facilitates the local government co-operation required for delivery. The complex vehicle change requirements nature of Option 5(ii) is likely to make approvals more difficult.
What is the likelihood of the measures being effective?				Clean Air Zones are presumed to be effective, but there is considerable uncertainty about how drivers will respond within the local context and to a scheme on a region-wide scale. Option 5(ii) is more complex and thus more uncertain.
Is delivery of the option subject to significant risks that make achieving compliance in the shortest possible time less likely?				If the full CAP cannot be delivered or funded, compliance may be delayed e.g. if there is not sufficient time or funds to achieve a clean hackney cab or bus fleet. The Plan is subject to risks in terms of the need for multiple approvals from different bodies; the political sensitivity of the proposals; and the need to run activities in parallel. Option 8 involves one rather than two CAZ schemes so is subject to less risk.
Strategic fit with local strategies and plans Air quality and climate change				All Options deliver improvements in NO_2 concentrations, and also reduce PM and greenhouse gas emissions.
Transport				All options act to promote sustainable travel and will deliver a cleaner, newer bus and taxi fleet for GM passengers.
Growth				Risk that the city centre CAZ schemes deter housing and employment development; which could impact on the delivery of the Greater Manchester Spatial Framework. Option 8 delivers clean air without this risk.
Economy				Risk that the city centre CAZ schemes affect economic performance. Option 8 delivers clean air without this risk In all Options, CAZs will impose costs on local businesses.

Value for money Estimated value for money of the option compared to the risk of inaction				It would be more cost effective to deliver the changes more slowly; however this is a public health emergency so action is vital. Option 8 delivers compliance at the lowest imposed cost.
Distributional impact Health benefits				All groups will experience health benefits. Those living in areas with the worst air quality and those most vulnerable to the effects of poor air quality will benefit the most.
Accessibility (in terms of journey time and connectivity to opportunities and services)				The scheme brings improved accessibility in terms of small reductions in journey times for road traffic. Option 8 does not impose costs on private cars.
Affordability (for users)				Options 5(i/ii) impose costs affecting low income car drivers, with more vehicles in scope for charges in Option 5(ii). Option 8 delivers clean air without this risk but still imposes costs on small businesses and sole traders.
Impact on the local economy – considering low income workers, small businesses, town centres and key sectors				All Options impose costs on small businesses and low income professional drivers; proposals to support fleet upgrade mitigate this somewhat. Options 5(i/ii) risk impacts on the city centre economy avoided in Option 8.
Impact on the quality of life of local residents and on equalities				Options 5(i/ii) may affect the quality of life of low income car drivers. Option 8 delivers clean air without this risk. Low income professional drivers may be affected by all Options.
Deliverability The Affordability of the cost of implementation (for the public sector)				Option 8 is the lowest cost option and is thus the most affordable for the public sector.
The Supply-side capacity and capability to deliver the measures outlined in the option				There are concerns about supply side capacity e.g. the availability of specialist compliant vehicles such as hackney cabs, and retrofitting capacity and risks of delays.
The Achievability of delivering the option, considering issues such as difficulty with scale or obtaining resources to implement and operate a measure/option				The scale of the region-wide CAZ, supporting programme and associated cost, and the need for cross-district collaboration, creates delivery risk. This risk is even greater for a city centre CAZ D scheme.

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Manchester City Council
Report for Resolution

Report to:	Neighbourhoods and Environment Scrutiny Committee - 6 March 2019 Executive - 13 March 2019
Subject:	Manchester Zero Carbon 2038 – Manchester City Council's Commitment
Report of:	The Head of City Policy

Summary

In November 2018, the Committee and Executive agreed to the establishment of science-based carbon reduction targets for Manchester. This required the city to become zero carbon by 2038. Since then, the Manchester Climate Change Board, with the support of Anthesis, have developed a guide to support organisations in Manchester to play their full part in achieving this commitment. They have also developed a draft zero carbon framework 2020-2038 and started work to produce a draft action plan for 2020-25. This report sets out a framework for future action, the citywide progress that has been made since November 2018 and the specific contribution being made by the Council. The draft framework to 2038 and a summary of the work to date by 10 of the city's climate change 'pioneers' to develop organisational action plans are attached in Appendix 1 and 2.

Recommendations

It is recommended that:

- Neighbourhoods and Environment Scrutiny Committee comment on the content of this report, the progress since autumn 2018, the Draft Zero Carbon Framework 2020-2038 (Appendix 1) and the draft action plan (Appendix 2) which includes the Council's draft action plan.

- Executive is asked to:

    - Endorse the draft Manchester Zero Carbon Framework as the city's overarching approach to meeting its science-based climate change targets over the period 2020-38, as part of the wider Our Manchester policy framework;
    - Commit to work with partners to develop the final Framework and Action Plan for 2020-22 by March 2020, at the latest;
    - Commit to implement the Council's actions for 2019/20, as set out in Appendix 2;
    - Commit to produce a detailed action plan for the Council's climate change work during 2020-22, in terms of both direct, organisational emissions; and the influencing and enabling role that the Council can play through its planning, procurement, regulatory and other powers.

- Commit to work with partners to secure the resources the city requires to commence full implementation of the Framework 2020-38 and Action Plan 2020-22, from April 2020.

Wards Affected: All

Alignment to the Our Manchester Strategy Outcomes:

Manchester Strategy outcomes	**Summary of how this report aligns to the OMS**
A thriving and sustainable city: supporting a diverse and distinctive economy that creates jobs and opportunities	The transition to a zero carbon city will help the city's economy become more sustainable and will generate jobs within the low carbon energy and goods sector. This will support the implementation of Manchester's emerging Local Industrial Strategy.
A highly skilled city: world class and home grown talent sustaining the city's economic success	Manchester is one a small number of UK cities that are leading the way in transitioning to a zero carbon city. It is envisaged that this may give the city opportunities in the green technology and services sector.
A progressive and equitable city: making a positive contribution by unlocking the potential of our communities	Transitioning to a zero carbon city can help to tackle fuel poverty by reducing energy bills. Health outcomes will also be improved through the promotion of more sustainable modes of transport and improved air quality.
A liveable and low carbon city: a destination of choice to live, visit, work	Becoming a zero carbon city will make the city a more attractive place for people to live, work, visit and study.
A connected city: world class infrastructure and connectivity to drive growth	A zero carbon transport system would create a world class business environment to drive sustainable economic growth.

Contact Officers:

Name: Richard Elliott
Position: Head of City Policy
Telephone: 0161 219 6494
Email: r.elliott@manchester.gov.uk

Name: David Houliston
Position: Strategic Lead Policy and Strategy
Telephone: 0161 234 1541
Email: d.houliston@manchester.gov.uk

Name: Jonny Sadler
Position: Programme Director, Manchester Climate Change Agency
Telephone: 0757 241 9150
E-mail: jonny.sadler@manchesterclimate.com

Background documents (available for public inspection):

The following documents disclose important facts on which the report is based and have been relied upon in preparing the report. Copies of the background documents are available up to 4 years after the date of the meeting. If you would like a copy please contact one of the contact officers above.

Playing Our Full Part: How Manchester's Residents and Businesses can benefit from Ambitious Action on Climate Change 2018
Manchester Climate Change Strategy 2017-50
Manchester Climate Change Strategy Implementation Plan 2017-22
Manchester: A Certain Future Annual Report 2017
Greater Manchester Low Emissions Strategy and Air Quality Action Plan

1.0 Background

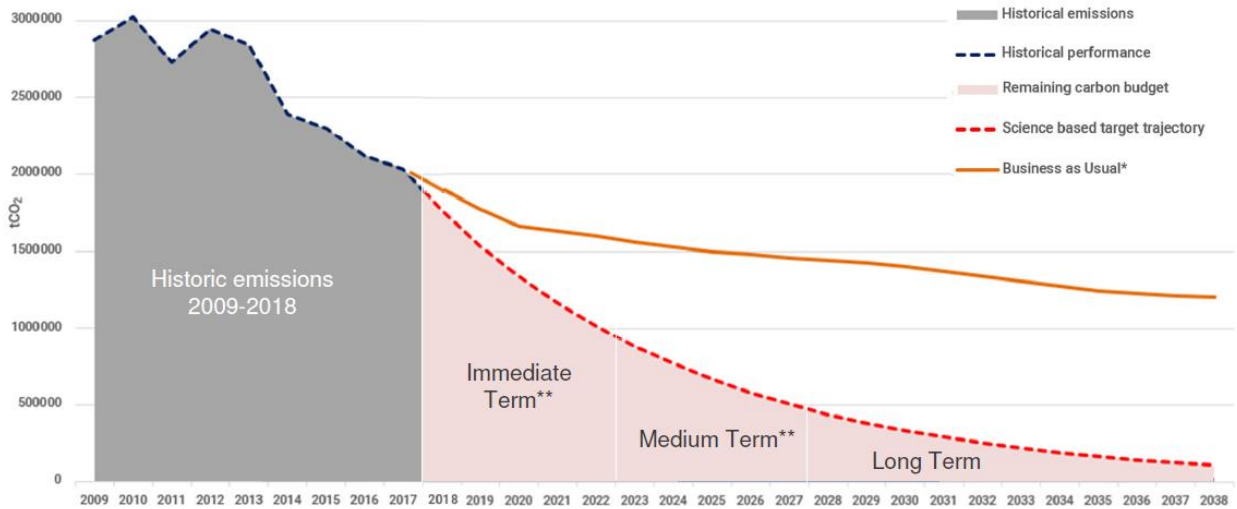
1.1 The Our Manchester Strategy sets out the vision for Manchester to "be in the top flight of world-class cities by 2025" and commits the city to "playing our full part in limiting the impacts of climate change."

1.2 The Council supports the Manchester Climate Change Board (MCCB) to take forward work to engage partners in the city to address climate change.

1.3 In November 2018, the MCCB made a proposal to update the city's carbon reduction commitment in line with the Paris Agreement, in the context of achieving the "Our Manchester" objectives and asked the Council to endorse these ambitious new targets. As such, the Council adopted a science-based carbon budget which was developed by the Tyndall Centre for Climate Change Research and committed the city to becoming zero carbon by 2038.

1.4 Manchester's carbon budget is broken down in to short, medium and long term allocations. Each carbon budget outlines the emissions not to be exceeded for each period, in order to ensure that Manchester meets its overall emission reduction commitments to 2038. These budgets are front loaded with more than 50% of the total reductions required in the short term; this highlights the scale of the challenge ahead. The reductions required for the remaining years to 2038 gradually decrease. This is shown in figure 1 below.

Figure 1: Manchester Carbon Budget to 2038



Total budget (2018-2100) tCO_2	Short term (2018-2022), tCO_2	Medium term (2023-2027), tCO_2	Long term (2028-2037), tCO_2
15,187,610	6,928,620	3,593,560	3,046,920

* Business as usual as defined by Level 1ambition thresholds within the Anthesis' SCATTER model.
** Immediate Term & Medium Term periods align with the 3rd and 4th nationally legislated carbon budget periods (respectively) under the UK Climate Change Act (2008).

1.5 Since the adoption of a science-based target, the MCCB have worked to develop a draft framework for the city for 2020-38 (see Appendix 1) and have started work to produce an action plan for 2020-2022 (see Appendix 2).

1.6 In a separate report on this agenda the committee is asked to confirm the submission to Government of an Outline Business Case aimed at addressing currently unlawful levels of roadside Nitrogen Dioxide emissions. While achieving the zero carbon target is more challenging than the task of achieving compliance with the current legislation relating to air quality, the two objectives are linked and many of the proposals in the Clean Air Plan will assist in delivering longer term reductions in transport related carbon emissions.

2.0 Draft Zero Carbon Framework 2020-2038 and Action Plan 2020-22

2.1 The MCCB, with support from Manchester Climate Change Agency and Anthesis, have developed a methodology to assist organisations across the city to develop an action plan from 2020 to 2022. The methodology recommended to organisations is as follows:

- Measure emissions;
- Set science-based targets;
- Explore the 'how';
- Enhance business case;
- Develop action plans.

2.2 Work has also been carried out to allocate emissions across the city to particular organisations in Manchester. These organisations produce 20% of emission in the city and are members of the Manchester Climate Change Board and as such are already committed to act to help achieve the city's ambitious target.

2.3 The remaining 80% of emissions are broken down between transport, domestic and non-domestic activates across the city. A huge part of the challenge will be for all residents, businesses and organisations in the city to be engaged in this agenda and for them to be encouraged and supported to play their full part in reducing emissions. This will require significant changes to current governance arrangements and investment/resources for delivery.

2.4 MCCB have engaged with the 10 'pioneer' organisations who have signed up to the zero carbon 2038 ambitions. These are:

- MAST (Manchester Arts Sustainability Team);
- Bruntwood;
- Faith Network (Our Faith, Our Planet);
- Healthcare (NHS);
- Manchester City Council;
- Manchester City Football Club;
- Manchester Housing Providers Partnership;
- Manchester Metropolitan University;
- University of Manchester;
- Electricity Northwest.

2.5 Pioneers have been tasked with developing individual action plans from 2020 to 2022 detailing how they will contribute to the overall carbon saving required. This high level action plan will include the following:

a) **Urgent action 2019/20 - Your emissions**: What is your organisation/sector going to do between April 2019 and March 2020 to reduce the CO_2 emissions it is directly responsible for?
b) **Urgent action 2019/20 - Your stakeholders:** What is your organisation/sector going to do between April 2019 and March 2020 to influence or support your stakeholders to reduce their CO_2 emissions?
c) **Your action plan 2020+:** What is the current position with the plan for your organisation/sector for 2020+ and what work is needed to finalise it?
d) **Support you need:** What support will you need to implement your plan for 2020+, including any changes to local, GM, or UK policy or legislation? What are you going to do to share progress and learnings?

2.6 An update on the development of each organisation's action plan is provided in Appendix 2.

3.0 The Council's Draft Action Plan

3.1 The Council has already adopted a Climate Change Action Plan (CCAP) 2016-20 which sets out how the Council will reduce its direct emissions by 41% in 2020 from a 2009/10 baseline. A report on progress is submitted to Neighbourhoods and Environment Scrutiny annually in July. The final 2020-2022 action plan will replace the existing CCAP.

3.2 The Council's direct CO_2 emissions make up approximately 2% of the city's total with the operational building estate making up nearly two thirds of those emissions. A significant amount of work has already been undertaken to reduce the Council's direct emission via the rationalisation of the Council's operational estate, energy efficient improvements to Council buildings, a full LED street lighting replacement programme and the development of a Civic Quarter Heat Network. The most recent data for 2017/18 showed that the Council's total direct CO_2 emissions had reduced by 33.8% since 2009/10, putting the Council on target for a 41% reduction by 2020.

3.3 The Council has developed an initial action plan (see pages 15-17, Appendix 2) which outlines the high level actions that the Council will undertake between April 2019 and March 2020 in order to produce a comprehensive action plan by March 2020. This initial action plan focuses on the Council's direct carbon emissions and the partnership and influencing work with key stakeholders including TfGM, the GMCA, housing providers and our asks of government.

3.4 It is also recognised that residents need to be engaged in a meaningful way to ensure they are able to contribute to the ambitious targets. Potential actions could include:

- Developing a communications programme to make the issue real for residents;
- Switching to a renewable energy tariff;
- Considering scope for local energy generation;
- Encouraging lower energy use;
- Adopting different travel choices;

- Switching to electric vehicles;
- Producing less waste;
- Making different food choices.

3.5 The Council's zero carbon action plan will contribute to and complement other important strategies which are currently in development including the Local Industrial Strategy, the Greater Manchester Clean Air Plan, City Centre Transport Strategy, and the refreshed Local Plan.

4.0 Next Steps and Anticipated Timescales

4.1 The anticipated timescale for this piece of work are as follows:

Action	**Timescale**
Draft city wide 2020-2038 framework adopted by MCC	March 2019
● Sectors and organisations continue to commit to act on climate change and supported by MCCB to ● Develop their own action plans from 2020-2022. plans and prepare for delivery ● Final citywide framework 2020-38 and action plan 2020-22 produced	April 2019 – February 2020
Final Framework and Action Plan adopted by MCC	March 2020
Implementation of framework and actions plans	April 2020 to 2038

5.0 Conclusion and recommendations

5.1 The Council is committed to playing its full part to ensure that both the organisation and city meet the ambitious climate change targets.

5.2 The recommendations are set out at the beginning of this report.

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Draft Manchester Zero Carbon Framework 2020-2038

Our approach to creating a thriving, healthy, zero carbon Manchester

February 2019

MANCHESTER CLIMATE CHANGE BOARD

MANCHESTER CLIMATE CHANGE AGENCY

ZERO CARBON MANCHESTER

Contents

1. Purpose of this Document and Background

On 14th November 2018 Manchester City Council:

1. Adopted new science-based carbon reduction targets for Manchester, based on independent analysis and recommendations by the Tyndall Centre at the University of Manchester[1]

2. Committed to develop a draft action plan by March 2019 and a final detailed plan by March 2020, to set out how the city will meet its targets,

3. Recognised that by taking urgent action to become a zero carbon city, starting in 2018, Manchester will achieve more benefits for the city's residents and businesses than previously planned,

4. Agreed to work with partners to ensure that Manchester accelerates its efforts to encourage all residents, businesses and other stakeholders to take action on climate change.

These commitments were based on the 'Playing Our Full Part' proposal[2] developed by Manchester Climate Change Board and Agency and submitted to the City Council in October 2018.

Manchester's science-based targets

1. 15m tonne carbon budget for 2018-2100
2. Rapid carbon reduction, starting in 2018, and averaging 13% year-on-year
3. Zero carbon by 2038

1 Kuriakose J, Anderson K, Broderick J, McLachlan C . Quantifying the implications of The Paris Agreement for the city of Manchester 2018

2 Playing Our Full Part document

1. Purpose of this Document and Background

Manchester Climate Change Board and Agency

This document has been developed by Manchester Climate Change Board and Agency to set out our proposed approach for Manchester to achieve its climate change targets. It has been published in February 2019 to maintain the momentum established by the Board, the Agency, and their partners during 2018, and to be used as a key step towards producing a Final Framework and Action Plan by March 2020. The approach described in this document has been designed to engage and mobilise stakeholders across the city, to help ensure that all residents, businesses, the public sector and all other sectors take urgent and sustained action on climate change.

This draft framework is underpinned by the commitments of the Manchester Climate Change Board members. They represent approximately 20% of Manchester's CO_2 emissions, from across the public, private, housing, academic, faith and community sectors. In developing this document Board members have committed to play their full part in helping Manchester to meet its targets, both within the scope of their own operations, and through influencing their partners, customers, supply chains and other stakeholders.

Throughout 2019 the Board and its members will take urgent action to reduce their own CO_2 emissions, influence their stakeholders, put in place bespoke plans for 2020+ and engage new organisations and sectors to be part of the city's zero carbon journey.

MANCHESTER CLIMATE CHANGE BOARD

MANCHESTER CLIMATE CHANGE AGENCY

1. Purpose of this Document and Background

Our Manchester

In 2015 Manchester City Council asked the city's residents and businesses *'what's your dream Manchester?'*

"A city with the cleanest air"

"A city with cycling at its heart"

"Economically and environmentally sustainable

"Green industry powerhouse"

"A world leader in urban sustainability"

"A carbon neutral city"

These responses are among the approximately 800 – one-third of the 2,500 total responses – that were focused on climate change action and environmental sustainability

As a result, the commitment to climate change action is embedded throughout the Our Manchester Strategy, the city's overarching strategy for 2016-25:

'Our vision is for Manchester to be in the top flight of world-class cities by 2025, when the city will:

- *Have a competitive, dynamic and sustainable economy that draws on our distinctive strengths in science, advanced manufacturing, culture, and creative and digital business – cultivating and encouraging new ideas*
- *Possess highly skilled, enterprising and industrious people*
- *Be connected, internationally and within the UK*
- ***Play its full part in limiting the impacts of climate change***
- *Be a place where residents from all backgrounds feel safe, can aspire, succeed and live well*
- *Be clean, attractive, culturally rich, outward-looking and welcoming'*

1. Purpose of this Document and Background

Climate Change Impacts Globally and Locally
There is no escaping the fact that climate change is now increasingly becoming a global crisis, disproportionately affecting those least able to bear it and with the least responsibility for causing it.

Extreme weather linked to climate change has wrought devastation around the world over the last 12 months. From Athens to the Arctic Circle, tinderbox dry conditions set Europe on fire last summer, including the moorlands on our own doorstop. Hurricane Michael left 'unimaginable destruction' in Florida, adding to the 385 billion dollars' worth of damage from hurricanes in 2017. Flash floods in Majorca claimed the lives of UK tourists in October 2018. All on top of the floods, droughts and heatwaves that continue to plague countries where many of Manchester's residents have family and friends, including Bangladesh, India, and Pakistan. There is now no corner of the planet that is not affected by the impacts of climate change, Manchester included.

Since the 1950s, there has been a 10-fold increase in surface water flooding across Greater Manchester[1]. On the 26th December 2015, Storm Eva brought unprecedented rainfall to Manchester, resulting in record river levels and flooding across the city region. The impacts[2] included:

- More than 2,250 homes and 500 businesses that were flooded,
- More than 31,200 properties that lost their power supplies,
- Damage to infrastructure that totaled £11.5m.

More recently, the prolonged dry and hot weather of spring and early summer of 2018 resulted in wildfires in June and July across Manchester's surrounding moorlands. The result was severe and far reaching impacts:

- Resident, worker and landowner health issues caused by poor air quality,
- Biodiversity loss,
- Financial losses for our public services,
- Increased carbon emissions from burning vegetation and peatland carbon sinks.

Experts at the University of Manchester forecast that events of this nature are likely to continue to become more severe and more frequent unless urgent action is taken to reduce global CO_2 emissions.

1 – University of Manchester & Greater Manchester Combined Authority, Research and Data for Climate Change Adaptation and Resilience - A Baseline Assessment for Greater Manchester, 2017
2 – Greater Manchester Combined Authority, Boxing day flood report, 2015

2. Our Aim

Manchester will play its full part in limiting the impacts of climate change, locally and globally, by acting in line with the latest climate science, the Paris Agreement, and the views of the city's residents and businesses.

2. Our Objectives

1) Carbon Reduction and Contributing to the Paris Agreement

Manchester will play its full part in limiting the impacts of climate change by adopting and meeting science-based targets, in line with the Paris Agreement.

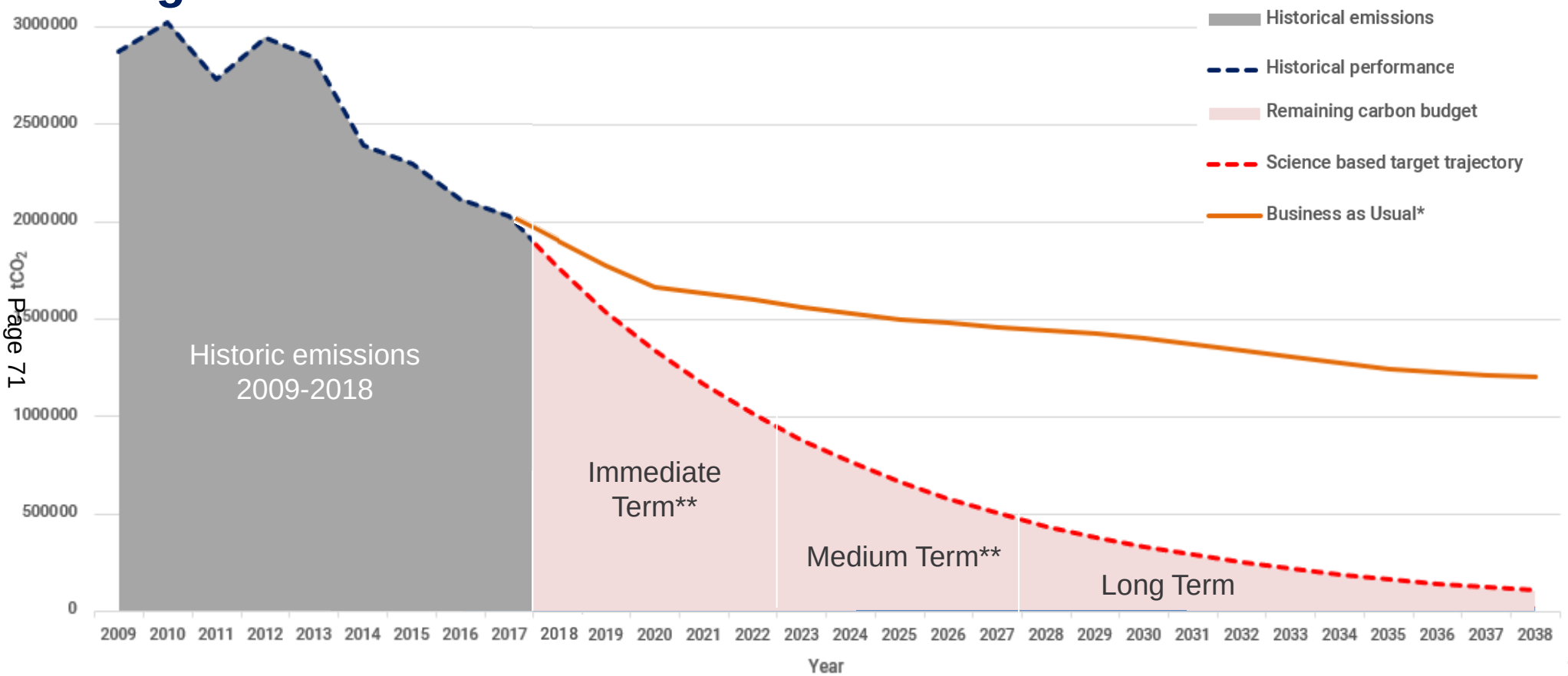
Our current targets are based on analysis by the Tyndall Centre at the University of Manchester[1] and were adopted by Manchester City Council in November 2018:

- 15 million tonne carbon budget for 2018-2100,
- Urgent and deep carbon reduction; 50% reduction by 2022, from 2018 levels,
- Zero carbon by 2038.

1 Kuriakose J, Anderson K, Broderick J, McLachlan C. Quantifying the implications of the Paris Agreement for the city of Manchester [Internet]. Manchester; 2018

2. Our Objectives

1. Carbon emissions pathway consistent with 2°C Paris Agreement



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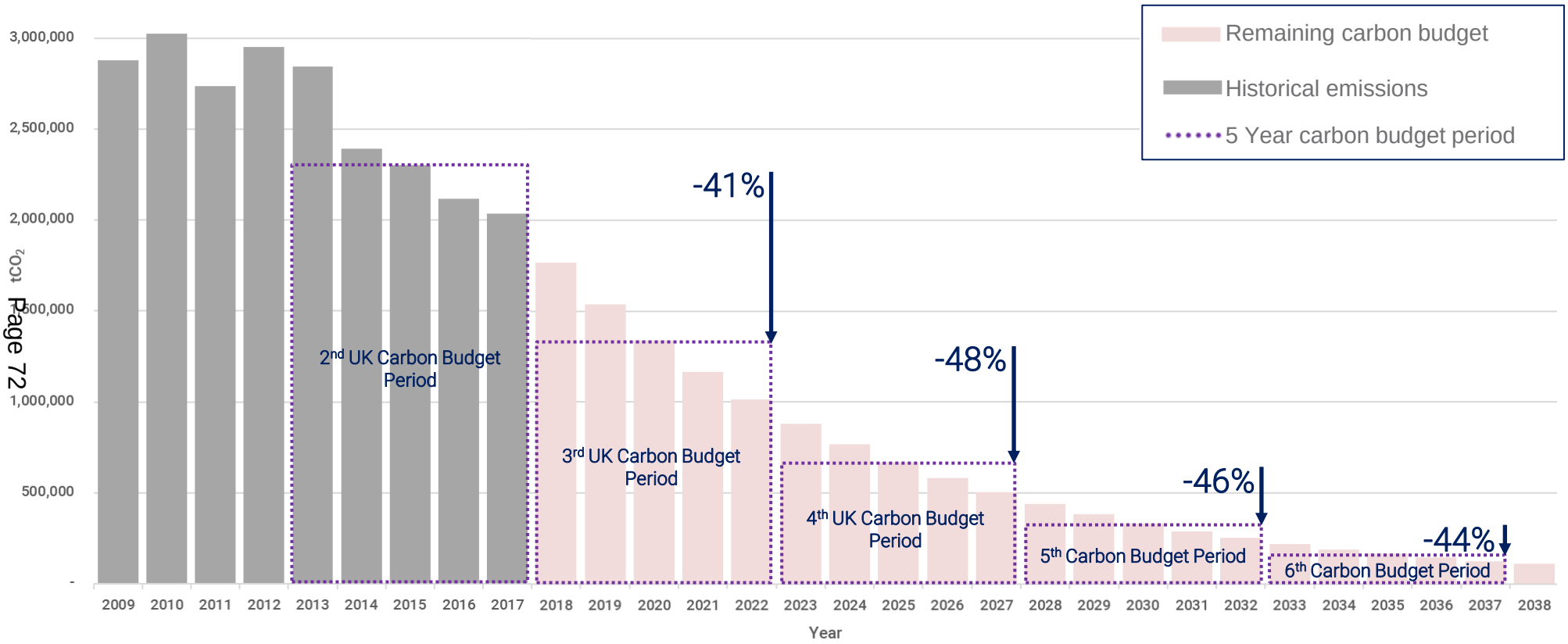
** Immediate Term & Medium Term periods align with the 3rd and 4th nationally legislated carbon budget periods (respectively) under the UK Climate Change Act (2008).

2. Our Objectives

Manchester's Carbon Budget to 2038



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15,187,610	6,928,620	3,593,560	3,046,920

*Budget periods align with the nationally legislated Carbon Budget periods under the UK Climate Change Act (2008). The 5 yearly Paris aligned Carbon Budgets require a significantly more ambitious level of reduction relative to the legislated Committee on Climate Change budget reductions. The Committee on Climate Change are currently considering revising their approach to budgets and whether to adopt a (net) zero carbon approach. Reduction % estimates represent the average (mean) emissions of each 5 year Carbon Budget period compared against previous 5 year Carbon Budget period average.

2. Our Objectives

2) Improving our residents' health, wellbeing and quality of life

We will deliver activities to improve the health, wellbeing and quality of life of our residents, at the same time as reducing the city's CO_2 emissions to zero. This will include improving the energy performance of the city's homes, replacing existing polluting vehicles with zero emission alternatives, and ensuring walking, cycling and zero emission public transport become the modes of choice for the vast majority of residents, workers and visitors.

3) Creating good jobs, supporting successful businesses and attracting investment

We will create good jobs for the city's residents and students, support businesses to succeed and attract investment by developing the city's green industry sector and enabling all other city sectors to reduce their CO_2 emissions to zero. Manchester will be recognised as a leading city to do business, using our climate change and sustainable development credentials to attract investors, students and workers from around the world.

3. Living and Working in a Zero Carbon Manchester

Living

- Households will save between £49m and £141m every year through improving the energy efficiency of their homes.
- 34,000 households will be taken out of fuel poverty by eradicating cold, damp and energy inefficient homes.
- Healthcare services will be used by residents 16% less than today after the energy efficiency of their homes has been improved.
- 12,000 households will no longer experience food poverty, thanks in part to the major shift towards eradicating food waste and the availability of fresh, seasonal, locally produced food.
- Households will no longer be wasting between £470 and £700 every year on food that currently goes in the bin.

Working

- 30,000 new jobs will be created in Manchester's growing environment and sustainability sector.
- Over 80% of Manchester graduates with environmental degrees will secure good, well-paid jobs in the environment and sustainability sector.
- Manchester will be a leading city for STEM education, helping the UK to avoid the £6.7bn annual cost to the national economy that is currently forecast if the UK STEM skills-gap isn't filled.
- 55,000 jobs will be created across Greater Manchester to retrofit homes.

3. Living and Working in a Zero Carbon Manchester

Improving Health

- Our residents will no longer need to be treated for asthma due to poor air quality, a reversal of our current position as the worst city in the country, with 1,000 people dying prematurely every year, mainly from vehicle emissions.
- The many other impacts of poor air quality – lung cancer, cardiovascular disease, worsening of heart conditions, slower thinking skills in older people, mental and physical developmental problems in children, lower productivity and school absenteeism – will also be problems of the past.
- Across Manchester, residents will be moving a lot more on foot and by bike, reducing our levels of inactive adults from 66% towards zero.

More Money for Public Services

- £17m per year savings to the NHS will be achieved through eradicating cold, damp and energy inefficient homes.
- The NHS will save at least £500,000 every week from helping Greater Manchester residents to significantly increase their levels of walking and cycling.
- If not zero, our levels of food waste will be very low, saving Greater Manchester local authorities the £1bn which is currently spent on food waste disposal.

Travelling

- By 2025 up to 116,000 electric vehicles will be on the road, saving households £674 yearly in fuel and maintenance costs compared to petrol and diesel vehicles, amounting to a cumulative yearly saving to residents of up to £78m.
- Greater Manchester's businesses will be at least £1.3bn better off once congestion becomes a problem of the past.

4. Developing this Framework

The city's carbon budget sets out a finite emissions limit that the should not be exceeded (15 million tonnes CO_2).

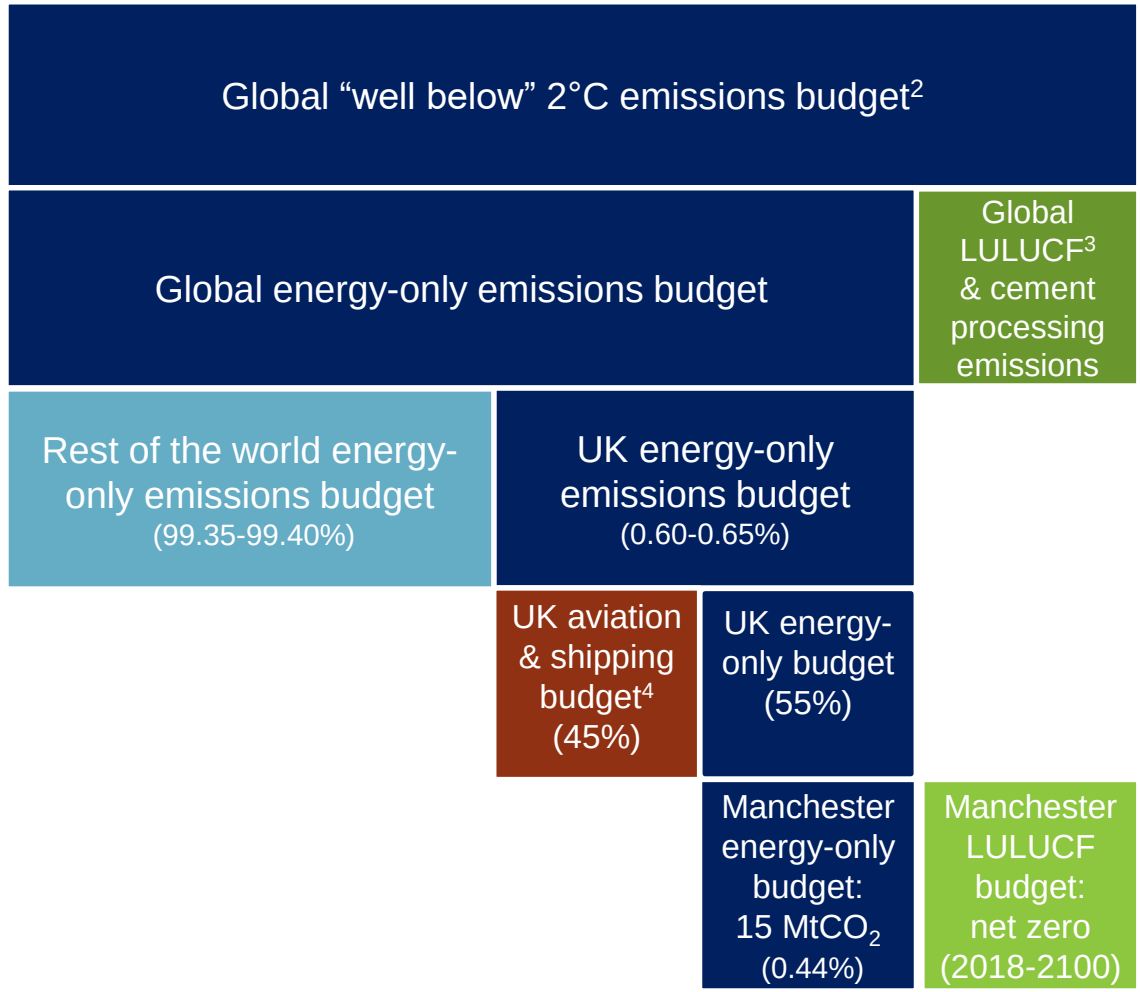
The Tyndall Centre for Climate Change Research have based our budget on a 2°C global average temperature rise, on the basis that:

1) The Paris Agreement commits us to limiting warming to this level.
2) Global modelling for both 1.5°C and 2°C assume planetary scale negative emissions.

However:

1) NETs[1] at the huge scale in the IPCC models remain highly speculative.
2) NETs are not likely to be viable within the city boundary of Manchester due to the profile of emissions.
3) If research, development and demonstration of NETs shows that they may work at scale, and then they are rolled out globally at unprecedented rates, 1.5°C may, theoretically, be achievable. But only if rapid & deep 2°C mitigation begins now & additional feedbacks do not occur.

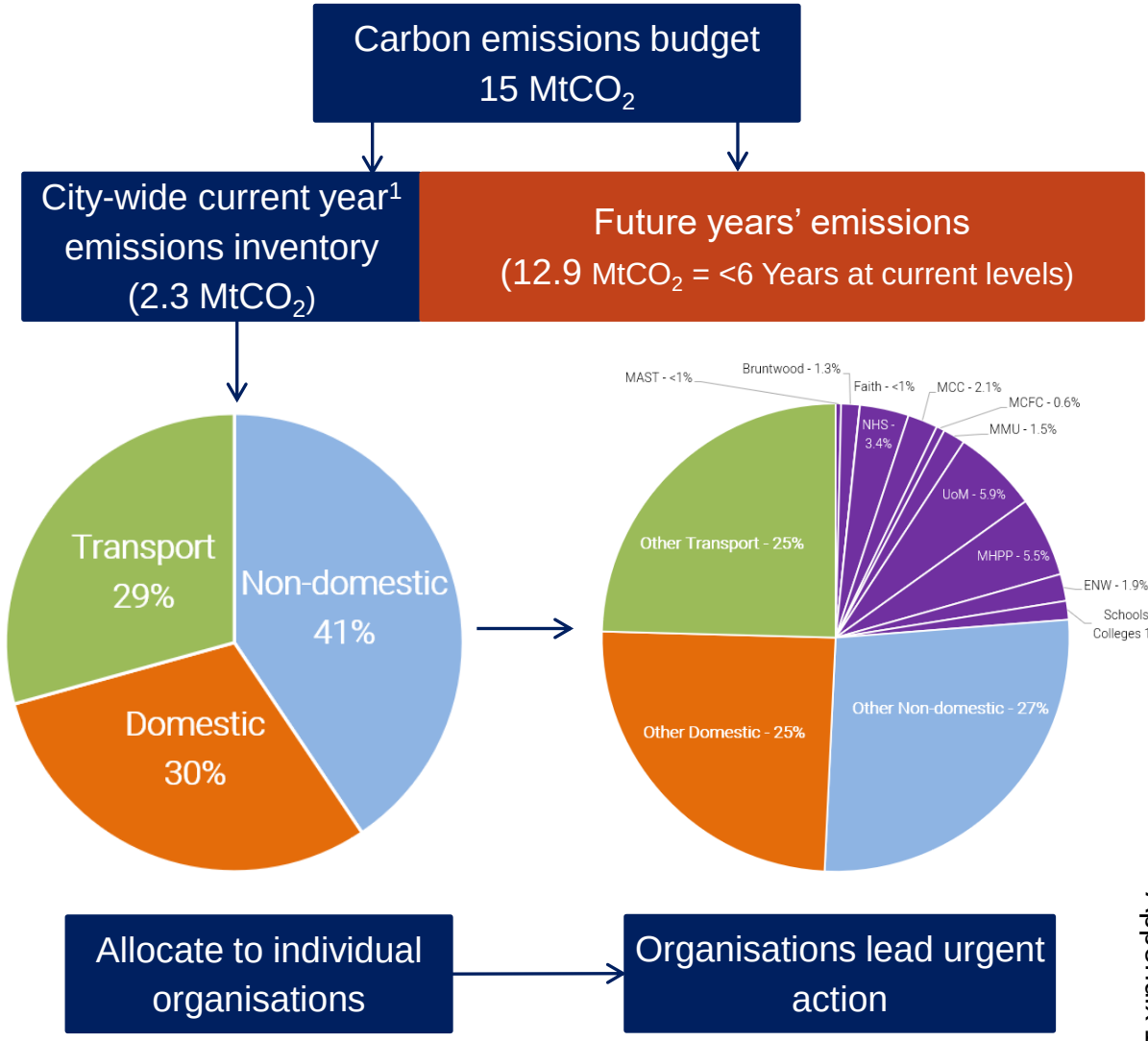
Carbon budget methodology



Notes:
Bars/boxes in the diagram are not to sized scale of budgets
1 - NETs = Negative Emissions Technologies. Refer to Frequently Asked Questions for further information.
2 - Budget derived from IPCC AR5 synthesis report and represents a 66-100% probability of global warming not exceeding 2°C ("well below"). Due to the inertia in our energy systems and the amount of carbon we have already emitted, the Paris 1.5°C commitment is now only likely to be viable if negative emissions technologies (NETs) prove to be successful at a global scale. If the 13% emissions reduction rates for Manchester are achieved and NETs are deployed at the scales assumed in the global models, then the targets adopted may be considered as a 1.5°C compatible. This also expressly assumes that other carbon cycle feedbacks, such as methane released due to melting permafrost etc., do not occur, and that an overshoot of 1.5°C does not result in increased feedbacks that further accelerate warming at lower budgets than the IPCC budgets currently estimate.
3 - Land Use, Land Use Change & Forestry
4 - UK Aviation & Shipping is accounted for at the national level – see Appendix 6. If sufficient progress isn't made to reduce these the remaining UK budget for other sectors, and therefore Manchester's budget, will be reduced

4. Developing this Framework

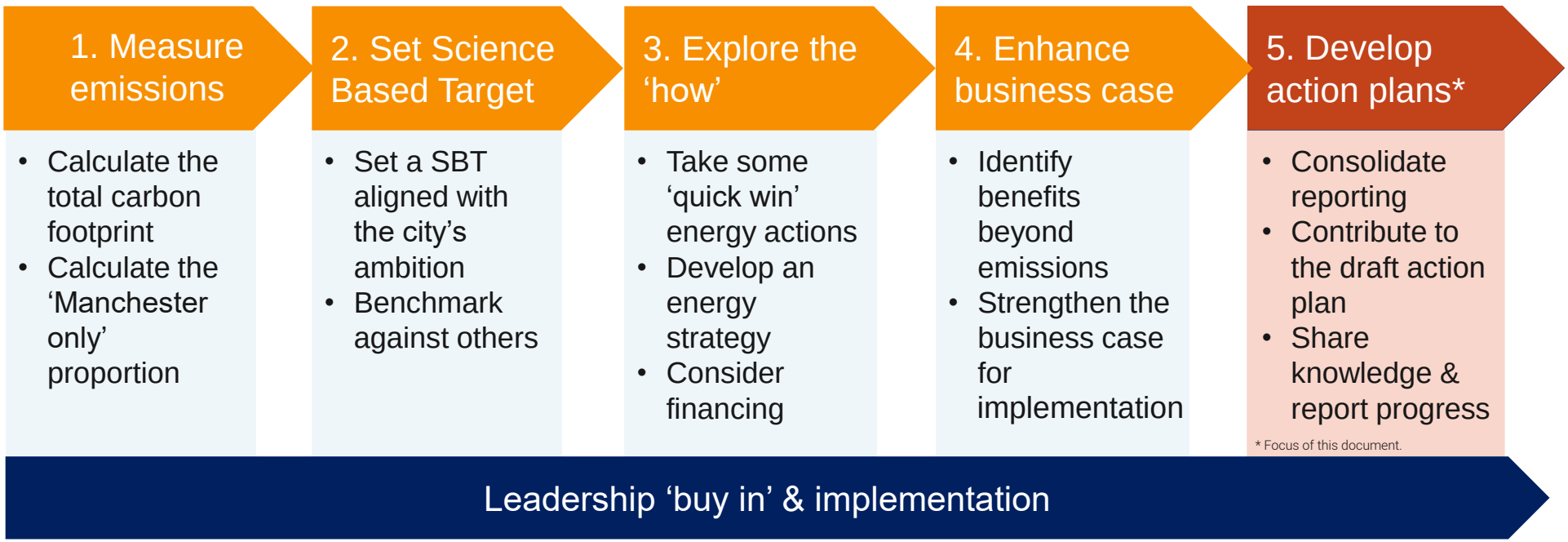
- The city's emissions inventory represents one year's worth of emissions, which can be used to track progress against the budget
- Both the carbon budget and current year inventory use UK Government Local Authority Emissions data
- We have built on the Our Manchester approach, which has been designed to establish a collective approach to achieving city priorities
- This approach allocates responsibility to organisations and sectors in an engaging way that engages and empowers them to act
- Current allocations to organisations and sectors are based on existing partnerships within the Manchester Climate Change Board membership.



1 – Based on 2017 BEIS data (2 years in arrears, therefore relates to 2015)

4. Developing this Framework

A step-by-step process for organisations to follow is set out below. A separate user guide is available to support with Steps 1-5 (see Appendix 5).

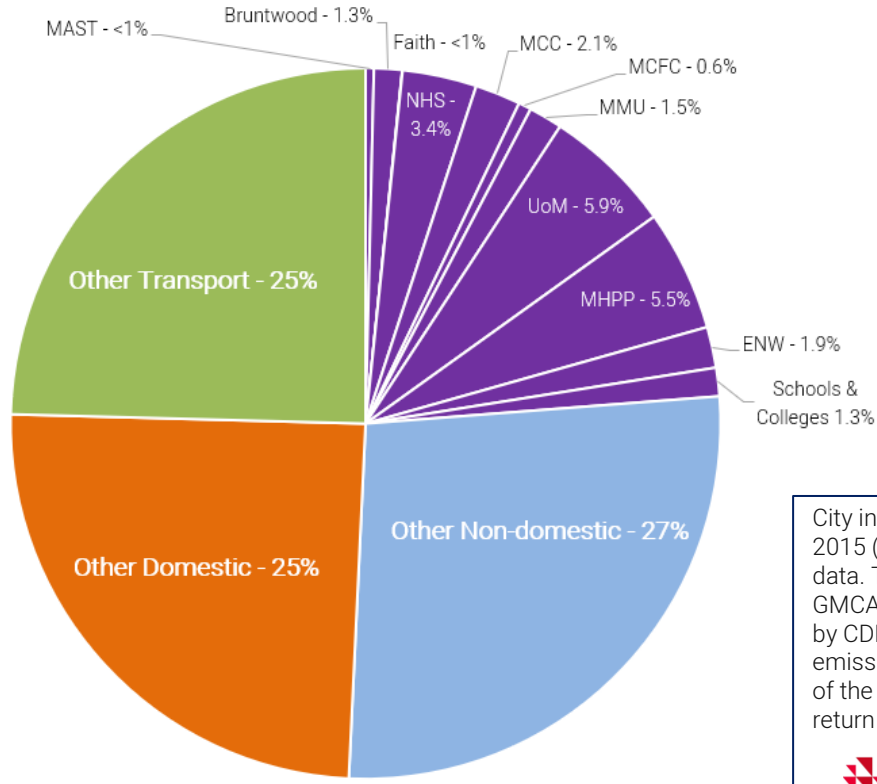


5. The MCCB 'Pioneers' – Sector and Organisation Summary

Who are the Pioneers?

- 10 MCCB Board Members representing over 60 individual organisations have committed to act and help achieve the city's targets. These are:
  1. Manchester Arts Sustainability Team (MAST)
  2. Bruntwood
  3. Our Faith, Our Planet (Faith)
  4. Manchester University NHS Foundation Trust (NHS)
  5. Manchester City Council (MCC)
  6. Manchester City Football Club (MCFC)
  7. Manchester Housing Providers Partnership (MHPP)
  8. Manchester Metropolitan University (MMU)
  9. University of Manchester (UoM)
  10. Electricity North West (ENW)

- These organisations represent over **500,000 tonnes CO_2 per year** which is over **20%** of Manchester's emissions.



City inventory prepared using 2015 (2017) BEIS local emissions data. This data feeds into the GMCA GPC inventory supported by CDP and used to fulfil the emissions reporting requirements of the Global Covenant of Mayors return for GMCA.

Action during 2019/20

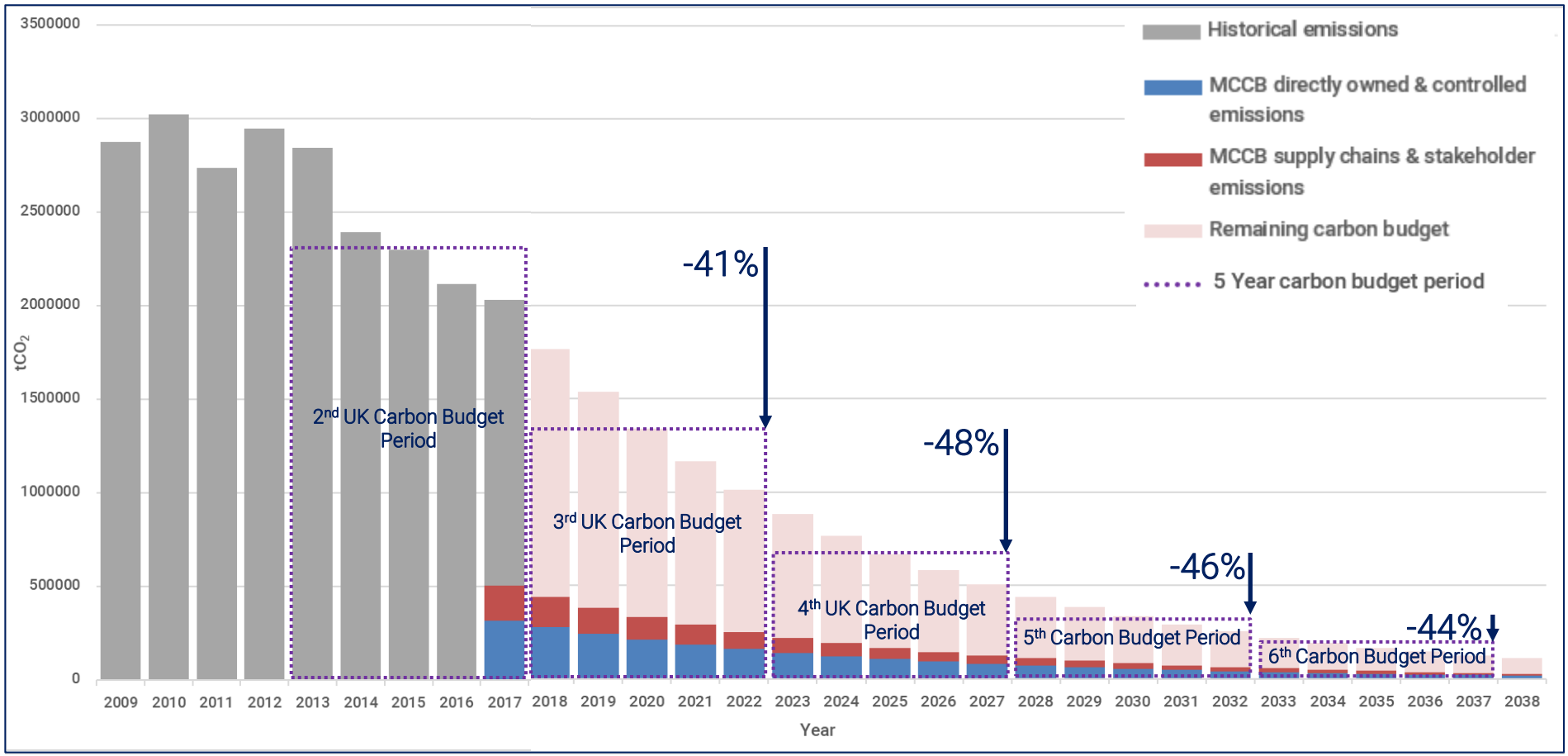
All Pioneer sectors/organisations have set out their priority action plans for 2019/20. These are provided in Appendix 4.

The Action Plans cover the following 4 actions:

1. Urgent action 2019/20: organisational emissions,
2. Urgent Action 2019/20: stakeholder support,
3. Your Action Plan 2020+,
4. Support you need.

5. The MCCB ‘Pioneers’ – Sector and Organisation Summary

Manchester’s carbon budget to 2038 with MCCB ‘Pioneers’



Budget periods align with the nationally legislated Carbon Budget periods under the UK Climate Change Act (2008). The 5 yearly Paris aligned Carbon Budgets require a significantly more ambitious level of reduction relative to the legislated Committee on Climate Change budget reductions. The Committee on Climate Change are currently considering revising their approach to budgets and whether to adopt a (net) zero carbon approach. Reduction % estimates represent the average (mean) emissions of each 5 year Carbon Budget period compared against previous 5 year Carbon Budget period average.

5. The MCCB ‘Pioneers’ – Sector and Organisation Best Practice

The 60 organisations and sectors represented by MCCB have already started to make progress on their zero carbon journeys, some going back over 10 years and more. There has already been significant action to reduce emissions – from thousands of energy efficiency improvements and renewable technologies fitted by the city's social housing providers, to tried and tested SMART energy systems in commercial offices, to innovative methods for calibrating and maintaining temperatures for priceless works of art at the city’s galleries.

The following “Manchester Best Practice” highlights some of the progress that the city’s climate change pioneers have already achieved:

- **Bruntwood Bright Building** is itself a ‘living lab’ for technology and innovation. The building utilises Tesla’s powerpack battery which aims to make the building energy self sufficient within 12 months. It is being used to test new Building Management Systems (BMS) technologies and smart lighting as part of the Innovate UK funded CityVerve project.
- **Manchester Metropolitan University's** £140million Birley Campus is cited as an exemplar by the Higher Education Funding Council for England (HEFCE) for community engagement and regeneration, achieving BREEAM Excellent. The site has an independent district heating system, extensive solar PV arrays and LED lighting.
- **Northwards Housing** has carried out a £300m Home Improvement Programme, including external and/or internal insulation to almost 2,500 ‘hard to treat’ homes, solar photovoltaic (PV) panels onto 2,334 houses and 21 blocks of flats, solar thermal panels onto seven block of flats, ground source heat pumps at five locations serving 90 flats, air source heat pumps to 153 properties, two communal combined heat and power units serving 213 flats, eight micro combined heat and power units to eight homes and soft measures such as low energy lighting.

Case studies from each MCCB member can be seen in Appendix 4 (a separate document).

6. Clean Growth and New Development

Growth in context

Manchester is a growing city. During 2017 to 2019 the population grew from 559,531 to 583,157 residents. This growth is set to continue, with 605,674 residents forecast to be living in Manchester by 2021 – a rise of 8.2%.

While this growth reflects positively on the city as the economic driver for the north of England and a world-renowned centre for sport, culture and education, it presents significant challenges to our zero carbon commitments. Growth and development generally equates to more energy-consuming buildings, increases in the movement of people and goods and associated transport infrastructure, the consumption of more materials, and the generation of increased levels of waste.

Areas for Action

For the city's growth to be compatible with our climate change targets, we urgently need to challenge and help to rapidly transform this global paradigm:

- New buildings need to generate zero emissions when occupied and have significantly less emissions embodied in their materials and the construction phase,
- Renewable energy generated within the city and city-region, and the supplies for the National Grid, are needed to power our buildings and transport system,
- Well-connected walking and cycling routes, public transport and electric vehicle charging points need to be key components of all new development,
- Our materials and waste will need to come from a new circular economy, involving the reuse and recycling of materials already in circulation, and significantly increased use of sustainable and renewable materials.

6. Clean Growth and New Development

From risk to opportunity

Some cities would view these challenges as potential barriers to growth and investment. Others would view them as opportunities to become leaders in a new zero carbon global economy. Opportunities to attracts thinkers and researchers that want to break the mould, opportunities to provide a location for innovative businesses that want to test and commercialise new ideas, and opportunities to provide a platform for investors that want to be at the forefront of rapidly growing sectors. Opportunities to retain and attract residents that want the best quality of life, good jobs, and the knowledge that their city is contributing positively to global society and the natural environment.

We know which kind of city Manchester is.

6. Clean Growth and New Development

Cross-cutting actions

To realise the opportunities and benefits for the city we need an integrated approach that embeds zero carbon commitments throughout all aspects of the city's short, medium and long-term development, including:

1. **Public Private Partnerships:** shared commitments and partnerships between Manchester City Council, the private and public sectors to make Manchester a thriving, zero carbon city.

2. **Spatial Planning**: clear, long-term planning policies that ensure any buildings we build today that are not zero carbon will need to be retrofitted in the very near future. The consultation draft of the Greater Manchester Spatial Framework sets out the proposal that all new developments should be zero carbon from 2028. This draft policy needs to be reviewed in the context of Manchester and Greater Manchester's climate change commitments.

3. **Local skills and supply chains** need to be further developed to respond to the rapidly growing demand for the expertise and products that are needed to build a zero carbon city.

4. **Innovation Centre**: open up Manchester as a city that attracts and fosters zero carbon innovation. The Oxford Road Corridor, social housing providers and others have all provided the platform for research and innovation projects so far. We now need to extend this concept across the city and Greater Manchester to drive further innovation and roll-out of proven technologies and business models.

5. **Devolution:** a shared commitment is needed between Manchester City Council, Greater Manchester Combined Authority and Government to enable the city and city-region to fully contribute towards the UK's climate change and clean growth commitments. Building this into successive Devolution deals to provide the powers and funding to act is key to the successful realisation of such a commitment.

7. Barriers, Enablers and New Policies

Working with our stakeholders has identified various cross-cutting barriers, enablers and policies that MCCB members recognise as being critical in taking forward their ambitions and the city's zero carbon ambitions more widely. At this stage we have not established a comprehensive list of barriers, enablers and new policies. The following provides an initial set to build on during 2019.

Barriers and Enablers Identified to Date

1. **Business Engagement, Carbon Literacy and Support**

We need a comprehensive citywide programme that engages businesses, helps them to understand climate change, what it means for their organisation and then provides the necessary support and signposting to enable them to put in place and deliver their own bespoke zero carbon plans. The Carbon Literacy project's work provides a good platform and should be built on from now.

2. **Community Engagement, Carbon Literacy and Support**

We need to establish a citywide programme for communities. Beyond pilots and one-off initiatives the city currently has no systematic approach for engaging and enabling Manchester's communities and individuals to act. Again, the Carbon Literacy project, and organisations such as Groundwork, have provided some good progress in this area, but with much wider and accelerated roll-out of community engagement, support and signposting now urgently needed.

3. **Funding and Investment**

Once zero carbon plans are in place funding is needed for their implementation. In many cases projects such as energy efficiency and renewable technologies will be able to deliver a return on investment. In these cases access to funding is the barrier. Given the scale of action needed, the funding is expected to reach into the billions of pounds. We need to engage with investors and lenders that are already active in this market as well as draw on Greater Manchester's previous experience of setting up new funding mechanisms to deliver local priorities, including through community-owned renewable energy models.

4. **New Business Models**

Where zero carbon projects don't deliver a return on investment, we need to create innovative business models. Manchester has one of the largest financial and professional services sectors in the UK, plus the expertise of the two Manchester universities and their business schools. That expertise needs to be employed as a matter of urgency.

7. Barriers, Enablers and New Policies

5. Financial Incentives
Previously public policy has been used to create financial incentives to change the behaviours and investment decisions of individuals and businesses. We need to look urgently at the incentives we could introduce within our existing policy and legislative framework, and engage with Government to create new mechanisms through Devolution where they are needed.

6. Multi-level Policy and Governance
The commitment to zero carbon needs to be embedded across all levels of governance and policy-making, from the United Nations and international agreements, to the European Union, to the UK, to Greater Manchester, to Manchester, and even further down to wards, communities and individual residents and businesses. This 'multi-level governance' is a key principle of the Paris Agreement. By embedding zero carbon within policies at all levels this will help to ensure climate change action becomes an integrated part of wider strategies for sustainable development in Manchester and cites and around the world.

The following does not set out a comprehensive list of areas policies and strategies where climate change and science-based targets need to be embedded, but it provides a starting point for further work during 2019:

Manchester City Council
- Local Industrial Strategy – being produced during 2019
- Digital Strategy
- City Centre Transport Strategy
- Local Plan – now in the early stages of development
- Housing Strategy
- Work and Skills Strategy
- Health and Wellbeing Strategy

Greater Manchester Combined Authority
- Greater Manchester Spatial Framework – public consultation open until 18th March 2019
- Transport 2040 Delivery Plan
- Clean Air Plan
- GM Local Industrial Strategy

UK Government
- UK Climate Change Act Review

8. Working with Greater Manchester and UK Government

Manchester, Greater Manchester and UK Government have already worked together to deliver common objectives; for example on Metrolink expansion, house-building, transformation of the local healthcare system, and others. These outcomes have been possible through developing shared commitments, partnerships, policies, programmes, and the necessary funding to make things happen.

The same is true for climate change action. Across all three levels local and national Government need to come together to develop and deliver a joint programme for action, as part of the UK's wider commitment to contribute to the Paris Agreement.

Manchester-Greater Manchester
At a Manchester-Greater Manchester level we need Manchester City Council, the Mayor of Greater Manchester and the other nine districts to come together and make a formal commitment to adopt and meet science-based targets.

We call on Greater Manchester's political leaders to achieve this in time for the Mayor's next Green Summit on 25th March 2019 and then urgently put in place a clear and consistent GM-wide policy framework and work programme to enable these targets to be achieved, including any new powers and funding required from Government.

"Manchester's ambitious target highlights how this city is confronting this challenge head on, while seizing one of the greatest industrial opportunities of our time"

Claire Perry MP, Government Minister for Business, Energy and Industrial Strategy, 14th November 2018 , on Manchester's adoption of science-based targets

8. Working with Greater Manchester and UK Government

Greater Manchester-UK Government
At a Greater Manchester-UK Government level we need a new pact that will enable the city-region and its ten districts to fully contribute to UK Government's commitment to the Paris Agreement. Given the likely need for new powers and funding it is likely that a new Devolution deal provides the best vehicle for such an arrangement. This should take account of the impact that Brexit may have on local climate change action – Manchester and Greater Manchester currently benefit from millions of Euros every year to deliver ground-breaking research, innovation, policy-development, knowledge exchange and practical action on-the-ground.

We call on the GM Combined Authority and UK Government to establish a new programme that enables Greater Manchester and its districts to make a full contribution to the Paris Agreement and local science-based targets, including through providing new powers and funding where needed.

9. Working with Other Cities

Manchester is one of thousands of cities around the world committing to and taking action on climate change. Many of these cities' efforts are being accelerated by working together with others, sharing experiences on common challenges and opportunities, and inspiring each other to raise their ambitions and accelerate their progress.

Manchester is well-placed to participate in the many initiatives that enable this kind of joint-working and knowledge exchange. Many organisations in the city have been participating in such initiatives for many years, collaborating with other European cities, sharing knowledge and making progress at a speed and quality standard that would not have been possible from working in isolation. The Triangulum project on Smart Cities, C-Change project on arts, culture and climate change, the mPower project to create clean, fair and democratic energy systems, and many others provide recent examples.

We call on Manchester City Council to build on this previous work and, during 2019, to formally commit the city to join and actively participate in initiatives that will enable the city to share with others and accelerate our progress towards zero carbon, including through networks of UK, European and international cities.

Options include:

UK:

- Core Cities https://www.corecities.com/ (already a member)

Europe:

- Eurocities http://www.eurocities.eu (already a member)
- Energy Cities http://www.energy-cities.eu/

International:

- Global Covenant of Mayors https://www.globalcovenantofmayors.org/ (already a member)
- C40 https://www.c40.org/
- Carbon Neutral Cities Alliance https://carbonneutralcities.org/
- ICLEI https://www.iclei.org/

10. Governance and Reporting

Our Manchester

The commitment to 'play our full part' on climate change is part of the Our Manchester Strategy for 2016-25. As such it is a commitment for all residents and organisations, with high-level progress overseen on behalf of the city by the Our Manchester Forum.

Manchester Climate Change Board
The Manchester Climate Change Board (MCCB) was established in February 2018 to champion and oversee progress in relation to this commitment. The chair of MCCB is a member of the Our Manchester Forum, working to ensure that Forum members are kept up-to-date with progress, they are engaged and taking action on climate change, and that the city's commitments are embedded across the wider Our Manchester governance structure, including the Health and Wellbeing Board, Work and Skills Board, Housing Board, and others.

MCCB is made up of representatives from the city's public, private, academic, faith and community sectors. The Board's draft aim and objectives are:

Draft aim
Work with partners to create a citywide movement for action on climate change.

Draft objectives
Work with partners to:

1. Policy and Political Decisions: support and influence policymaking and political decisions to be consistent with, the latest climate science, The Paris Agreement and stakeholders' views.
2. Engage, influence and support Manchester citizens and organisations to take action on climate change, including through initiating and supporting new projects and programmes.
3. Honestly and transparently report and communicate the city's progress against its climate change commitments.
4. Knowledge Sharing: share our experiences, learn from others, and contribute to a global movement of cities acting on climate change.

The Board and the Agency's aim and objectives will be finalised during 2019.

10. Governance and Reporting

Manchester Climate Change Agency
MCCB's work is supported by the Manchester Climate Change Agency, which shares the same aim and objectives. The Agency is a not-for-profit Community Interest Company.

Annual Reports
Annual reports will include progress against the three objectives at the front of this document: carbon reduction; residents' health, wellbeing and quality of life, and; jobs, successful businesses and attracting investment. Where the city is not on track to meet its objectives, this will be clearly set out in annual reports and the necessary remedial action specified.

The Climate Change Board and the Agency's progress against its objectives will also be included in the annual report.

Annual reports will be publicly available from www.manchesterclimate.com (where reports since 2013 are also available) and promoted through an annual conference.

Online Communications
Ongoing progress will also be communicated on an ongoing basis via www.manchesterclimate.com, @McrClimate and other social media.

11. Next Steps

This draft Framework sets out Manchester Climate Change Board and Agency's approach to help Manchester meet its science-based climate change targets. The key principle is that all residents and organisations in the city ultimately need to be engaged and playing their full part.

The work to develop this draft Framework during November 2018 to February 2019 has engaged over 60 organsations that are directly responsible for approximately 20% of the city's emissions.

To address the remaining 80% the following work needs to be completed during March 2019 to February 2020, by the Board and its individual members, the Agency, Manchester City Council, and new partners yet to be engaged:

Organisations and sectors:

Pioneers:

- Take urgent action to reduce CO_2 and influence stakeholders during 2019
- Finalise organisation/sector actions plans for 2020-22
- Secure resources and prepare for action plan delivery from 2020+
- Further details are provided in Appendix 4

Fast movers:

- Engage new organisations and sectors
- Support development of bespoke zero carbon organisation/sector action plans

Crucial contributors:

- Establish a programme(s) to engage and support businesses to take action

11. Next Steps

Residents and communities

- Establish a programme(s) to engage and support residents and communities to take action

Transport

- Engage Transport for Greater Manchester and support the refresh of the GM Transport Strategy 2040 to help ensure it is fully aligned with Manchester's climate change targets

Key Dates

The Manchester Zero Carbon Framework 2020-38 and Action Plan 2020-22 will draw together each of the above activities and be completed according to the following timescales:

- February-March 2019 – this Draft Framework submitted to Manchester City Council for endorsement
- February-March 2020 – Final Framework and Action Plan 2020-22 submitted to Manchester City Council for endorsement
- April 2020 – Action Plan 2020-22 delivery commences

Urgent Carbon Reduction During 2019

Alongside the development of the Framework and Action Plan, Manchester residents and organisations also need to take action to reduce their CO_2 emissions during 201. These actions can be based partly on the delivery of existing plans, but also need to include new efforts to accelerate citywide carbon reduction.

Resources

The delivery of the above work is incredibly challenging and requires resources that are yet to be secured from within in the city and beyond. Manchester Climate Change Board and Agency, Manchester City Council and partners will work together during 2019 to secure the resources needed. Potential sources currently being explored include: local partners' contributions; Manchester City Council; UK Government; European Union (pending the outcome of Brexit), and; trusts and funds, including philanthropic contributions.

Appendices

Appendix 1 – Tyndall Centre Statement

The following statement was released by the Tyndall Centre shortly after the publication of the IPCC Special Report on Global Warming of 1.5ºC, in October 2018:

"Adhering to a carbon budget perspective, rather than a simple long-term goal, is essential for both 1.5°C and 2°C of warming. Although a 1.5°C carbon budget is smaller than that for 2°C, the emissions pathways for 1.5°C typically rely on planetary levels of future negative emission technologies (NETs) and very significant afforestation.

Our proposed mitigation framework for delivering 2°C is already very ambitious, with 15% per annum reduction in CO_2 emissions for GM and 13% for Manchester City. If such rates are achieved, and NETs do develop and are deployed at the scales assumed in the models, then, theoretically at least, 1.5°C is possible. Consequently, we recommend initiating an immediate programme of mitigation aligned with the 2°C carbon budgets; that is annual reductions in emissions of between 13 and 15% - starting now. Then review the latest data on carbon budgets and pathways on a five yearly basis to reflect the most up to date science, as well as any changes in global agreements on climate mitigation and progress on the successful deployment, at scale, of NETs".

Appendix 2 - Frequently Asked Questions

How have varying base year's been accounted for in the Action Plan?

We have noted the period for which the most readily available data relates to, and adjusted the carbon budget to 2022 accordingly. For example, if an organisation has a base year ending 31st December 2016, they will get an additional 12 months worth of budget to 2022, compared to an organisation that has a base year ending 31st December 2017. Base year periods that do not match with the calendar year (or that are less than 12 months) will have a budget adjustment made on a pro-rata basis i.e. 3 months added if their base year ended 30th September.

How will renewable electricity purchases and offsets be accounted for in measuring performance?

Renewable electricity purchases and offsets should be reported **in addition to** 'gross' emissions figures (i.e. emissions totals without renewables or offsets deducted or 'netted off'). This is to maintain comparability with organisations that do not make similar purchases, and also the BEIS city-level (Local Authority) emissions data, which do not currently reflect renewable purchases made by a city or Local Authority region. This dual reporting approach also follows the reporting principles of the WRI's Greenhouse Gas Protocol (Corporate Standard) and the Global Protocol for Community Scale Inventories (GPC), which sets out that both market based emissions (i.e. renewable electricity consumption purchases via a green tariff) and location based emissions (i.e. electricity consumption converted using a UK-wide grid factor) should be reported separately.

How should acquisitions & disposals be treated when tracking performance against the budget?

In the same way as for regular organisation-wide emissions reporting. The base year (and other interim years) would need adjusting, as would the projected targets for future years. Therefore, if Company A acquired Company B in 2021, and both were based in the city boundary, Company B's emissions would need to be back-dated to the base year (2017) and the budged allowance re-calculated.

Why are indirect Scope 2 emissions included under 'Directly owned and controlled' emissions' after being added to Scope 1 emissions?

We acknowledge that this is inconsistent with the Greenhouse Gas Protocol (Corporate Standard) accounting standards, to refer to these in that way. However, the intention is to better highlight where organisations have opportunity to influence their emissions (i.e. via reduced electricity consumption), and simplify terminology where possible (i.e. users may not be familiar with the various emissions scopes).

What emissions factors have been used?

Further detail on assumptions has been included in the section below, however, in the context of the overall city's emissions, emission factors are not believed to have a material impact on the level of action required, as the overall city benchmark is the city inventory data.

1 - Kuriakose J, Anderson K, Broderick J, McLachlan C. Quantifying the implications of the Paris Agreement for Greater Manchester [Internet]. Manchester; 2018

Appendix 2 - Frequently Asked Questions (cont.)

Why have NETS been excluded / why is a 2°C budget still relevant?

Please refer to Box 1 (p11) within the Tyndall report[1]. An extract has been included below:

Virtually all of the 2°C scenarios within the IPCC's database include negative emissions technologies removing several hundred billion tonnes of carbon dioxide directly from the atmosphere across, and beyond, the century (20). However, there is wide recognition that the efficacy and global rollout of such technologies are highly speculative, with a non-trivial risk of failing to deliver at, or even approaching, the scales typically assumed in the models (21).

Whilst the authors of this report are supportive of funding further research, development and, potentially, deployment of NETs, the assumption that they will significantly extend the carbon budgets is a serious moral hazard (20). Ultimately, if there is genuine action to mitigate emissions in line with a "likely" chance of staying below 2°C, and NETs do prove to be a viable and scalable option, then, in theory at least, an opportunity arises for holding the temperature rise to 1.5°C. By contrast, if action to mitigate for 2°C is undermined by the prospect of NETs, and such technologies subsequently prove not to be scalable, then we will have bequeathed a 3°C, 4°C or higher legacy. As is clear from the 2°C scenarios submitted to the IPCC, the inclusion of carbon capture and storage (CCS) and biomass energy with carbon capture and storage (BECCS) include considerably more fossil fuel combustion than those without them. It is evident, that mitigation advice to government is already being influenced by assumptions about NETs, and indeed the rapid uptake of CCS, neither of which shows any sign of approaching the scales of rollout in the models.

How does Net Zero Carbon differ from Zero Carbon?

Net Zero implies that a instrument (e.g. an offset) or technology is used to notionally subract a carbon balance and 'net-off' against a total. Zero carbon is simply an absolute or 'direct' total within a geographic boundary.

The Tyndall Centre[1] define these terms as follows:

A.2.1 Zero carbon and zero emissions
These terms would indicate that there are no direct emissions of carbon dioxide (only) or GHGs respectively, from an organisation or individual's activities. This is a strict criterion to fulfil and depends upon the boundary established for reporting.

A.2.2 Carbon neutrality and net zero
Reducing carbon emissions and GHG emissions to zero will be very challenging for most economic sectors and some organisations will look to reductions beyond their direct reporting boundaries. The 2014 Emissions Gap Report by UNEP (28) uses the term 'carbon neutrality' to refer to a situation where global anthropogenic carbon dioxide emissions from energy, industry, and land use / land cover change (LULC) are quantitatively balanced to be 'net zero' by carbon dioxide removals. This approach could be extended to geographic or administrative areas which capture both emissions and removals within their boundaries. The idea of carbon neutrality has also been extended by organisations and individuals to include carbon offsetting relationships where the balance extends across organisational boundaries.

1 - Kuriakose J, Anderson K, Broderick J, McLachlan C. Quantifying the implications of the Paris Agreement for Greater Manchester [Internet]. Manchester; 2018

Appendix 2 – Key Assumptions

Key assumptions in emissions calculations

Introduction

In the absence of accurate 'primary' data (i.e. data provided directly by MCCB members), loose estimates for emissions have been formed using publicly available data and by applying a number of assumptions. Less accurate estimates have been justified on the basis that:

- BEIS city level emissions data will serve as the overall annual benchmark for how much emissions reduction has taken place at the city level. Therefore what companies choose to report (or not report) won't impact this benchmark.
- As a proportion of the city's emissions, adjustments to individual organisations are likely to be immaterial. To put this in context, no single organisation contributes over 5% individually (even MHPP at circa 5% have 18 members). There is also currently a large proportion of unallocated city emissions (circa 75%).
- Relative to defining the urgent, high impact nature of actions that organisations need to take, emissions reporting for this process is a lower priority. It is the emission saving actions that will be subject to more scrutiny by the MCCB, rather than the base year figures presented in this document.
- We do of course recognise that robust measurement is an important enabler to effective management within individual organisations. We do not wish to imply that it is no longer necessary or important at that level; it is more that for this document we are comfortable with the lower accuracy (in some cases) of figures presented for the reasons above.
- We encourage and anticipate better data to feed into this process over time which will naturally replace the data assumptions used in this document.

Key points of judgement

Common reasons that emissions figures may differ from organisation's currently reported figures include:

- **Assumptions around the City of Manchester proportion of overall footprint** These were often made using crude apportionment and allocation techniques using suitable proxy values such as number of offices in the boundary as a % of the total number of offices).
- **Assumptions around indirectly influenced emissions that occur in the city boundary** Also referred to as an organisation's Scope 3 emissions that occur within the City of Manchester. In the spirit of maximising action, it was deemed more appropriate to estimate *something* for this category, rather than leave blank or un-estimated completely. If omitted, figures may understate the potential level of influence that an organisation may have to bring meaningful change.

1. MAST

- Data based on the 2011-2016 report: "5 years of cultural collaboration for a more sustainable Manchester" (which uses data reported via Julie's Bicycle).
- Estimates have been made for the 13 organisations that did not report in the 2011-2016 report, using an average of 13 that did (12 excluding the Lowry due to it being out of boundary in Salford).
- The City Council and University of Manchester (UoM) are reported separately. Broadcasters (BBC & ITV) and the Lowry are outside of the City boundary, however will be included in the process/represented in the plan.
- Indirect influence does not include emissions beyond transport to events (staff and public).
- Transport to events assumes every organisation has associated car travel of 25.78 tCO2e per year, which assumes:
    - Weekly attendance of 4 x 450 people (450 is the average capacity, of the top 4 largest emitters in the report, excluding the Lowry
    - 60% of attendees travel 3km by car
    - Average car emissions of 162.2g/km (which is an average of 2018 'average car' DEFRA factors for petrol, diesel, hybrid)

2. Bruntwood

- Emissions data within the direct influence and control is based on the 2017 Annual Review
- Emissions data outside of Bruntwood's direct ownership and control is based on assumptions around tenant and employee transport:
    - 50,000 businesses + 650 employees apportioned to Manchester based on floorspace within the portfolio (41%) = 20,601 journeys per day
    - Assumed that 30% of these journeys are performed by car
    - Assumed distance travelled is 3km 4 times 46 weeks of the year
    - Average car emissions of 162.2g/km (which is an average of 2018 'average car' DEFRA factors for petrol, diesel, hybrid)

3. Faith sector

- Data is based on an estimate of the number of Churches (56), Mosques (80), Synagogues (54) and Hindu Temples (4) in the city boundary (194 in total).
- Assuming an average square meterage based on capacity of building (c250m^2).
- Applying an average CO_2 per m^2 (0.023482 tCO_2/m^2) to the total floorspace estimated.
- Average CO_2 based on Bruntwood's 2017 CO_2e per m^2 (acknowledging this will be a significant underestimate for the faith sector due to lower efficiency/less frequent use etc).
- Transport assumes an average of 50 people attending per building, of which 30% drive 3km per visit, and visit for 46 weeks of the year in a car producing 162.2g/km (which is an average of 2018 'average car' DEFRA factors for petrol, diesel, hybrid).

Appendix 2 – Key Assumptions (cont.)

Key assumptions in emissions calculations

4. Manchester NHS Foundation Trust

- Based on NHS 2015 national data reported via the Sustainable Development Unit (SDU).
- Building Energy & Commissioned outside the NHS assumed within direct ownership and control.
- Procurement and travel assumed to be indirectly influenced.
- National figures apportioned to GM based on population (4.8% of the national based on 2017 ONS data). City of Manchester is then 19.5% of GM total.
- Of procurement and travel, only 5% and 30% are assumed to occur within the city boundary respectively. This is an arbitrary assumption, in need of refinement in the future.

5. Manchester City Council

- Footprint focuses on estate & fleet rather than impact via policy (this role is however acknowledged, but not quantified in the figures/charts).
- Directly owned and controlled emissions figures are based on 2017/2018 MCC reported data.
- Indirectly influenceable emissions figures will be confirmed in due course by MCC.

6. Manchester City Football Club

- Travel figures taken from the (Draft) Example of Match/Concert Day Impact report (not publicly available).
- Energy consumption for buildings (and other sources) taken from the (Draft) Corporate Responsibility – Headlines 2016–7 (not publicly available).
- Assumed 30% of Scope 1 transport occurs within the city boundary (with the exception of Aviation where it is all assumed to be out of boundary as per the WRI GPC accounting methodology). 30% is an arbitrary assumption, in need of rebutting in the future.
- Assumed 5% of Scope 3 transport occurs within the city boundary. This is an arbitrary assumption, in need of refinement in the future.

7. Manchester Housing Providers Partnership

- 2015 BEIS local emissions data (domestic total) apportioned based on the GM proportion of social housing providers (21%, ONS data 2011).
- Transport assumes 80,000 households have 1 car per household, with 50% of households making at least 1x 3km trip per day. This accounts for the emissions outside of the organisations of direct ownership and control.
- Average car emissions of 162.2g/km (which is an average of 2018 ‘average car’ DEFRA factors for petrol, diesel, hybrid).

8. Manchester Metropolitan University

- 2017/18 data is used as the primary source.
- The sum of Scope 1 and 2 figures represent the Directly owned and controlled emissions.
- The sum of all Scope 3 emissions represents the Indirect supply chain and stakeholder emissions.
- 30% has been applied to the sum of all transport and supply chain Scope 3 emissions, which represents the Indirectly influenced and emissions that occur within the city boundary. 30% is an arbitrary assumption in the absence of city specific proxies.
- The split between residential & non-domestic buildings (for the pie chart) follows a 15:85 ratio as detailed in their earlier 15/16 scope 3 report here.

9. University of Manchester

- Based on 2016/17 data.
- The sum of Scope 1 and 2 figures represent the Directly owned and controlled emissions.
- 30% of the sum of all Scope 3 emissions represents the Indirectly influenced and controlled emissions. 30% is an arbitrary assumption in the absence of city specific proxies.
- All Scope 3 ‘in-boundary’ emissions are assumed to relate to transport with the exception of water and waste treatment (which have been allocated against ‘non-domestic’).

10. Electricity North West

- Losses and operational emissions ‘Business Carbon footprint’ based on 17/18 reporting (page 12), scaled to the Manchester region based on Manchester’s population proportion of the North West (7% of the North West region based on 2015 ONS data).
- All indirect emissions relate to Electrical losses (totaling 520,176 tCO2e for the region).

11. Schools & Colleges

- Buildings emissions use EDASH report data for 17/18, for schools & colleges.
- Transport assumes 100 people per school/college, 30% of which drive 3km per day, 5 days per week, 42 weeks per year.
- Average car emissions of 162.2g/km (which is an average of 2018 ‘average car’ DEFRA factors for petrol, diesel, hybrid).

Appendix 3 – Draft Manchester Business Case for Climate Change Action

Available from www.manchesterclimate.com/plan

Appendix 5 – User Guide for Organisations and Commitment To Act Template

A guide to support organisations
A guidance document has been produced by Anthesis & The Manchester Climate Change Agency to provide further detail and support in each of the 5 stages to the process outlined on page 12.

A copy of this is available here:
www.manchetserclimate.com/getinvolved

Commitment to act
If your organisation believes that the city should stay within a science-based carbon budget that is aligned with the Paris Agreement and set 2038 as the target date to become a zero carbon city, then please download the commitment (http://manchesterclimate.com/content/commitment-act) or email to info@manchesterclimate.com

Commitment to Act Signatories So Far
The following organisations have already signed the Commitment To Act:

- Band On The Wall
- Castlefield Gallery
- Chinese Centre For Contemporary Art (CCFCA)
- Electricity North West (ENW)
- Jonny Johnson Housing
- Great Places Housing Group
- HOME
- Irwell Valley Homes
- Manchester Arts & Culture Team (MAST)
- Manchester Cathedral
- Manchester City Football Club (MCFC)
- Manchester Pride
- Manchester Metropolitan University (MMU)
- Mosscare St Vincent (MSV)
- National Football Museum
- Northwards Housing
- One Manchester
- Our Faith, Our Planet, (OFOP)
- Radio Reform
- Royal Exchange Theatre
- Royal Northern College of Music (RNCM)
- Southway Housing Trust
- Walton Arawack Housing Association
- Wythenshawe Community Housing Group (WCHG)
- University of Manchester (UoM)

Appendix 6 – Aviation Emissions

Context

On a global scale, emissions from flights are currently the second most-polluting form of transport after the diesel car. However, the projected global growth of aviation means it represents a major challenge for meeting the Paris Agreement commitments.

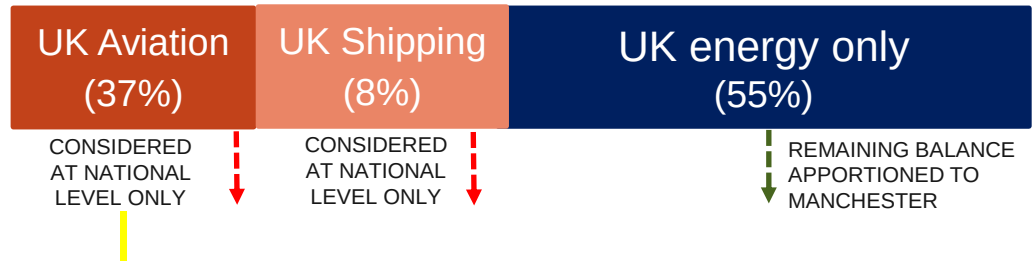
The more of the global and UK carbon budget that is allocated to aviation, the less we have for every other activity.

Manchester has a part to play in addressing this challenge. In 2015, 23 million passengers passed through Manchester International Airport. This figure is currently projected to double by 2050.

Manchester City Council owns a 35.5% share in the airport, it is located within the city's boundary and it drives a significant part of the local and regional economy. However, the responsibility for the airport is not Manchester's alone - people travel from Greater Manchester and across the UK to use the airport.

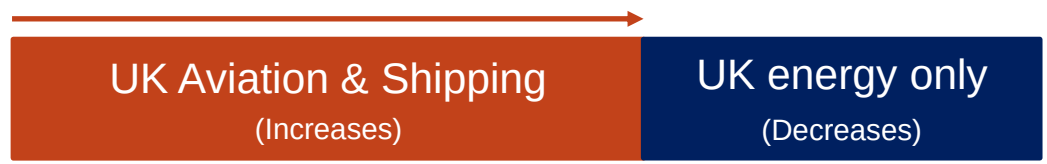
We need Manchester Airport to be part of a national and international strategy for managing aviation emissions. We also need to discuss what contribution Manchester residents and organisations can make to ensuring that aviation emissions are managed within the context of the Paris Agreement and our own climate change commitments.

Manchester Carbon Budget Methodology Extract

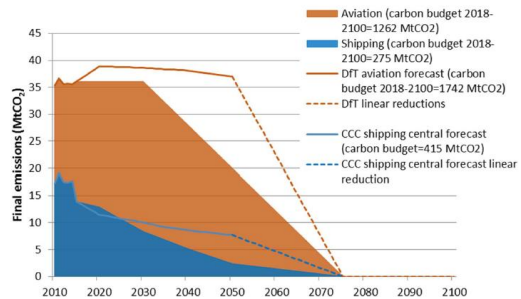


The methodology applied by the Tyndall Centre[1], assumes a more optimistic aviation emissions reduction scenario than DfT projections[2]. This is treated separately from the UK energy budget that is then scaled down to a city level.

If a less optimistic scenario was assumed in the budget methodology, the remaining share for UK sub-regions (including Manchester) would be reduced, increasing the level of ambition and rate of annual reductions from 13% p.a by as much as 20% p.a.



UK Aviation & Shipping budget assumptions[1]:



Greater Manchester's emissions from flights departing 2015/16

GM category	$MtCO_2e$	%
GM residents flying from Manchester:	0.76 $MtCO_2e$	**22%**
GM residents flying from "other" UK airports:	0.07 $MtCO_2e$	**2%**
Non-GM residents flying from Manchester:	2.58 $MtCO_2e$	**76%**

1 - Kuriakose J, Anderson K, Broderick J, McLachlan C. Quantifying the implications of the Paris Agreement for Greater Manchester [Internet]. Manchester; 2018
2 - Department for Transport (DfT) 2017 Baseline Central Forecast
3 – Figure quoted relates to Greater Manchester which is assumed to be a valid proxy.

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Available from
www.manchesterclimate.com

MANCHESTER CLIMATE CHANGE BOARD

MANCHESTER CLIMATE CHANGE AGENCY

ZERO CARBON MANCHESTER

Draft Manchester Zero Carbon Framework 2020-2038

Appendix 4:
Sector and Organisation Actions

MANCHESTER CLIMATE CHANGE BOARD

MANCHESTER CLIMATE CHANGE AGENCY

ZERO CARBON MANCHESTER

Appendix 4

Sector and Organisation Actions

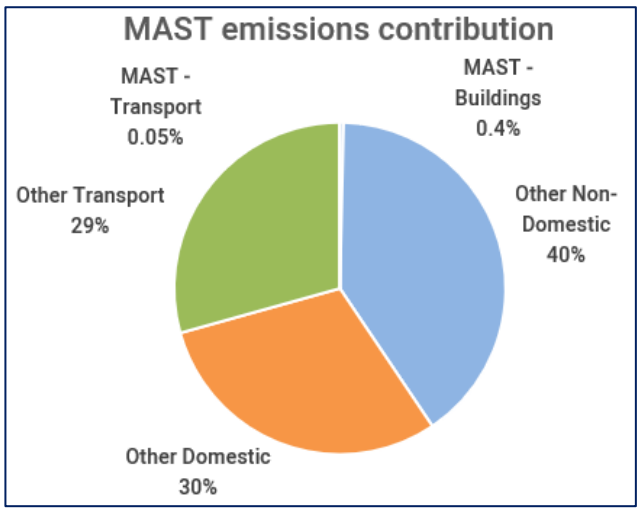
MCCB member updates

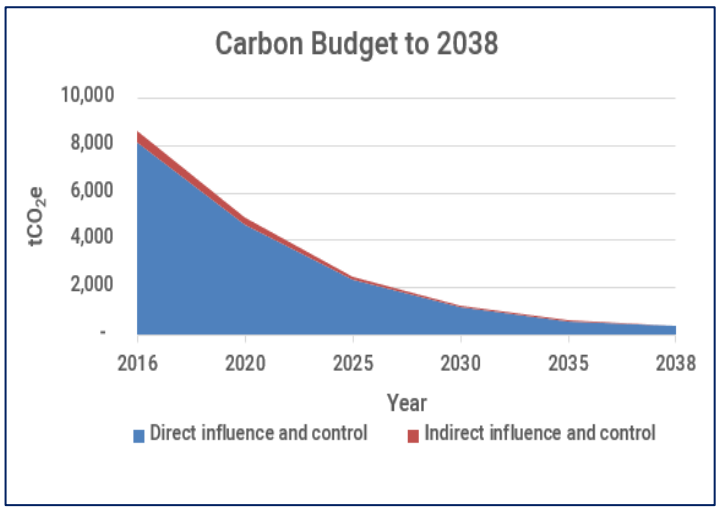
1. Manchester Arts Sustainability Team (MAST)

Profile:

- The Manchester Arts Sustainability Team (MAST) is a cross-sector network of cultural and arts organisations committed to working together to reduce their environmental impacts.
- MAST has over 30 members: 7 arts centres, 2 theatres, 3 museums, 3 galleries, 2 festivals, 2 broadcasters*, 1 music venue, 1 concert hall, 1 production company, 1 digital innovation company, 1 recycling company 1 university*, 1 college, 1 city council*.
- Key opportunity to influence member and attendee behaviours in addition to their own buildings/transport.

Carbon Budget to 2022		32,864 tCO_2e		Directly owned & controlled:	8,124 tCO_2e
Base Year:	2016	Total:	8,670 tCO_2e	Indirectly influenced:	547 tCO_2e





*These members are accounted for elsewhere. The City Council and University (UoM) are reported separately. Broadcasters (BBC & ITV) and the Lowry are outside of the City boundary, however will be included in the process/represented in the plan.

MCCB member updates

1. Manchester Arts Sustainability Team (MAST)

1. Urgent action 2019/20 - Your emissions: What is your organisation/sector going to do between April 2019 and March 2020 to reduce the CO_2 emissions it is directly responsible for?

- MAST will develop our Roadmap to Zero Carbon commencing 14th February 2019 – this project which is supported through Arts Council England will see us develop our strategy that sees us achieving our city's ambition in the next 20 years. We will explore the leadership, capacity, engagement, long term investment in zero carbon energy alternative technologies, immediate carbon cutting measures, divestment from all fossil fuels and parts of our economy that invests in it.
- MAST directly reports to its member organisations and also to the Cultural Leaders Group chaired by the city's Director of Culture.
- Many members report environmental performance to Arts Council England through Julie's Bicycle and their IG Tool. We intend to explore a new way in partnership with Anthesis to draw this together and be able to track our sector.
- Several members are participating in the Spotlight project which focuses on larger cultural organisations and their energy management and use.
- Many members are continuing with capital investment on their estate to low energy alternatives.
- Cultural Sector Carbon Literacy rollout project during 2019.

2. Urgent action 2019/20 - Your stakeholders: What is your organisation/sector going to do between April 2019 and March 2020 to influence or support your stakeholders to reduce their CO_2 emissions?

- MAST is working with MCC and the EU's URBACT programme to deliver a 2 year project called C-Change which will see us share Manchester's good practice with five other cities across Europe. Through this project we will develop resource exploring the sector and its response to climate change that can be shared at a global level.
- Part of C-Change will see us work with a German city that is exploring how this model can be adapted to suit their city region and we intend to apply this learning to GMCA.
- Encourage GMCA policy and cultural funding adopts robust environmental criteria for all applications and reporting.
- Continue to develop our green procurement project with the Business Growth Hub.
- To work closely with Arts Council England to explore ways to improve environmental performance of its portfolio organisations and recipients of other funding streams.
- We are working with Julie's Bicycle to bring a reconfigured Creative Climate Leadership Programme for our city.
- We will grow our network and explore ways in which to build practical knowledge and better sharing of this within the network and beyond.

3. Your action plan 2020+: What is the current position with the plan for your organisation/sector for 2020+ and what work is needed to finalise it?

Our action 2020+ will be defined through 2019. Building on 8 years of successful collaboration which has seen significant carbon cutting and public engagement, the next part of our journey starts on the 14th February when we map where we need to go and what still needs to happen. This will enable us to prioritise immediate and longer-term action.

4. Support you need: What support will you need to implement your plan for 2020+, including any changes to local, GM, or UK policy or legislation? What are you going to do to share progress and learnings?

- Changes in funding policy to make high levels of environmental performance mandatory on a local and national level and respond to the need for much of the cultural sector to move entirely to renewable energy.
- We will seek ways in which to build more capacity into the network.
- We will openly share the knowledge developed through C-Change and the Accelerator project locally, nationally and internationally to our sector and beyond.
- We will improve our communications strategy.

MCCB member updates

1. Manchester Arts Sustainability Team (MAST)

HOME's vision is to be a best-practice arts and cultural venue, with environmental, social and economic sustainability at the heart of everything they do. Projects include being a Platinum Carbon Literate Organisation – having trained all staff, as well as being "HOME" to two bee hives.

MAST Case Study: HOME

The HOME site achieved BREEAM (Building Research Establishment Environmental Assessment) "Very Good" which is a significant achievement for a complex new building containing many spaces with multiple functions.

HOME's carbon footprint for energy consumption from 01 April 2016- 31 March 2017 was calculated at 348.3 tonnes CO_2e, a figure that we are committed to reducing.

HOME's aim is to be energy efficient. Their Building Management System (BMS) assists in the operating of the building, ensuring that it is continually controlled, monitored and adjusted. By remotely monitoring energy meters staff can record and consider our consumption.

Using real-time regulating of heating and ventilation systems can minimise waste and run efficiently and the Combined Heat and Power Plant (CHP) helps to reduce the carbon emissions through on-site energy generation and conversion.

https://homemcr.org/about/policies/sustainability/our-building/

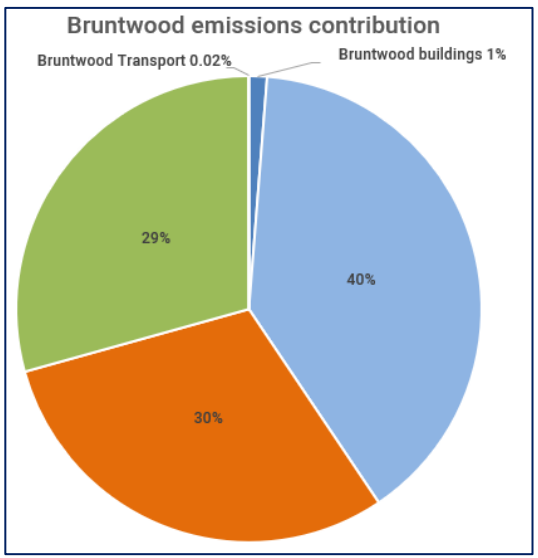
MCCB member updates

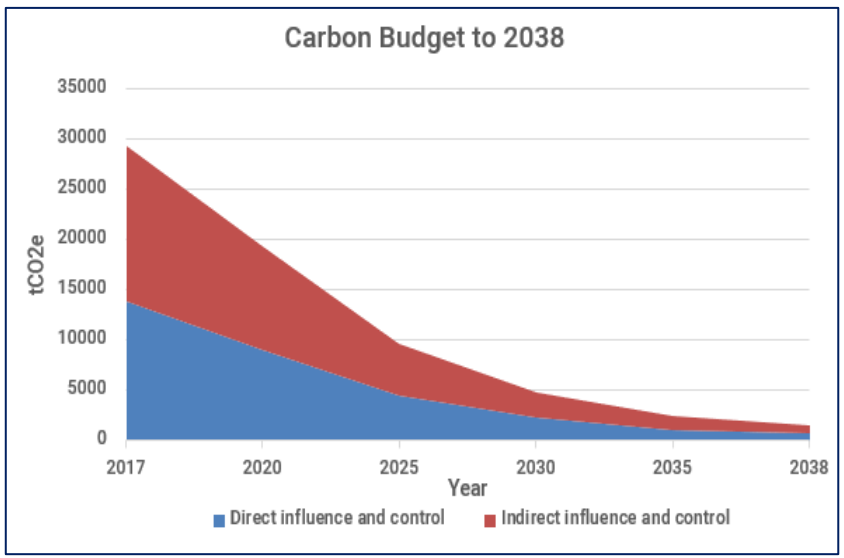
2. Bruntwood

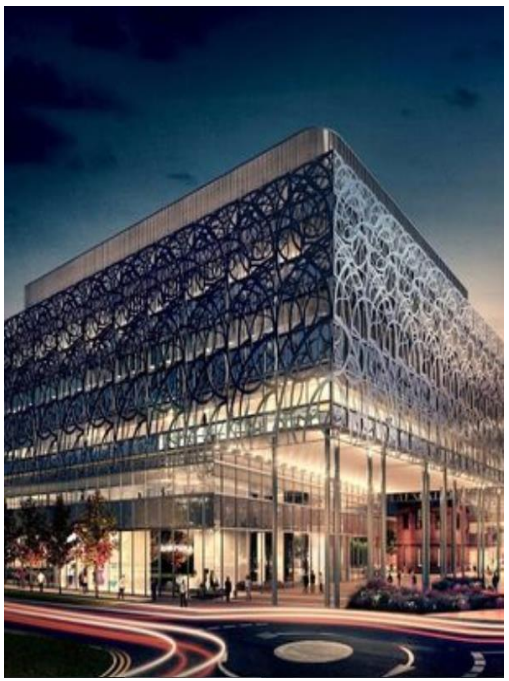
Profile:

- Bruntwood own, let and manage buildings, workspace, and science facilities.
- They work with over 3000 businesses and own over 100 landmark properties (nationally).
- Bruntwood were the first UK commercial property company to sign the Advancing Net Zero commitment.
- Two parts of the business relevant to Manchester:
  1. Sci-Tech (property portfolio dedicated to driving the growth of the science and technology sector).
  2. Works (office space leasing to other businesses).

Carbon Budget to 2022		98,532 tCO_2e		Directly owned & controlled:	13,805 tCO_2e
Base Year:	2017	Total:	29,354 tCO_2e	Indirectly influenced:	15,549 tCO_2e







MCCB member updates

2. Bruntwood

1. Urgent action 2019/20 - Your emissions: What is your organisation/sector going to do between April 2019 and March 2020 to reduce the CO_2 emissions it is directly responsible for?

- In line with our commitment to achieving net zero by 2030, we have an immediate target of achieving a 10% reduction in our carbon intensity ($kgCO_2e/m^2$) compared to our 2017/18 baseline.
- We are also introducing science based targets across the business for scope 1 & 2 emissions in April 2019 and we'll start to looks at our Scope 3 emissions from June 19 onwards.

2. Urgent action 2019/20 - Your stakeholders: What is your organisation/sector going to do between April 2019 and March 2020 to influence or support your stakeholders to reduce their CO_2 emissions?

- By publicising our own zero carbon ambitions we hope to encourage others to do the same, and we'll look to reinforce this with a series of blogs, newsletters and drop in sessions for our colleagues, customers and communities over the year.
- We are also introducing a number of carbon focused initiatives within our product offering and these will start to come on stream as the year progresses.
- Encouraging public disclosure will be key to unlocking the potential for other businesses to both commit and to act, so highlighting how organisations can get involved will be a core theme.

3. Your action plan 2020+: What is the current position with the plan for your organisation/sector for 2020+ and what work is needed to finalise it?

- We've been working with UKGBC on our action plan for net zero and that work is nearly complete, but understanding our scope 3 emissions will be a complex and significant piece of work which is likely to last beyond 2020.
- We've engaged the Carbon Trust to work with us on all areas of the SBTi but haven't finalised timeframes for the completion of scope 3 as yet.

4. Support you need: What support will you need to implement your plan for 2020+, including any changes to local, GM, or UK policy or legislation? What are you going to do to share progress and learnings?

- Our biggest request in terms of policy and legislation (at all levels) is that it is consistent and joined up, as the most damaging outcomes from the current fragmented and constantly changing landscape are distrust and disengagement. Given the likely levels of investment required, we need a clear operating framework which gives us a stable platform to move forward at pace.
- Sharing progress and learning will be essential to maintaining momentum and we are committed to public disclosure of progress against our emissions targets as part of our annual report from April 19 onwards. As outlined above, our action plan includes a communications strategy for sharing knowledge and insight at different levels and this will encompass all areas of our business (including our upstream/downstream supply chain) as work on our scope 3 emissions takes shape.

MCCB member updates

2. Bruntwood

The science and technology sector remains key to Bruntwood's aspirations for driving economic growth in the UK regions.

"We think businesses based on R&D, innovation or high value intellectual property are where the UK truly excels. That's what it says in the UK government's Industrial Strategy and that's an outlook we share." Chris Oglesby, Bruntwood Chief Executive.

Case studies: Bruntwood Bright Building, Manchester

Bright Building was developed for Manchester Science Park (MSP), the UK's leading science and technology park, offering flexible office space.

Developed by majority shareholder, Bruntwood, the 70,000 sq ft Bright Building is the flagship building, and acts as the central hub for the entire 150-strong community of science and technology businesses within MSP.

MSP has recently achieved ISO 50001 in recognition of its energy management process. This saw it realise a 6% reduction in carbon emissions from 16/17 to 17/18 which a significant achievement in an already very efficient building.

The site features a £400,000 Tesla Powerpack system in a bid to move off grid.

MCCB member updates

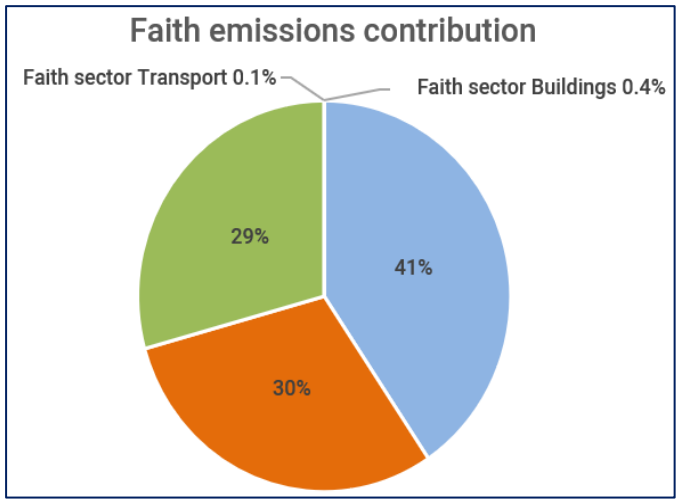
3. Faith Network – Our Faith, Our Planet

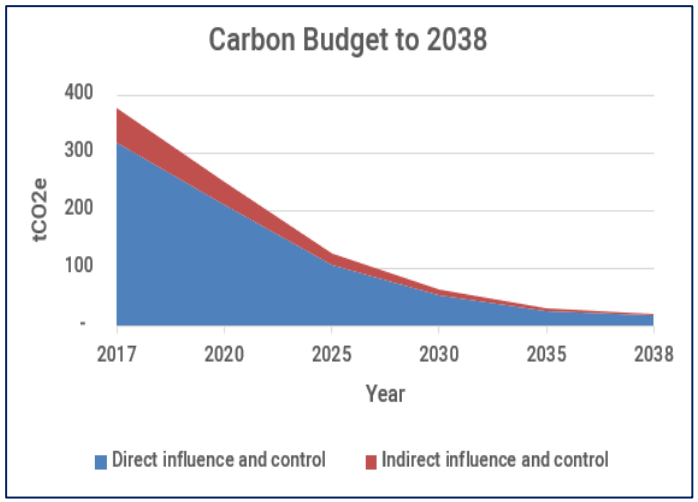
Faith Network 4 Manchester
GREATER MANCHESTER FAITH COMMUNITY LEADERS

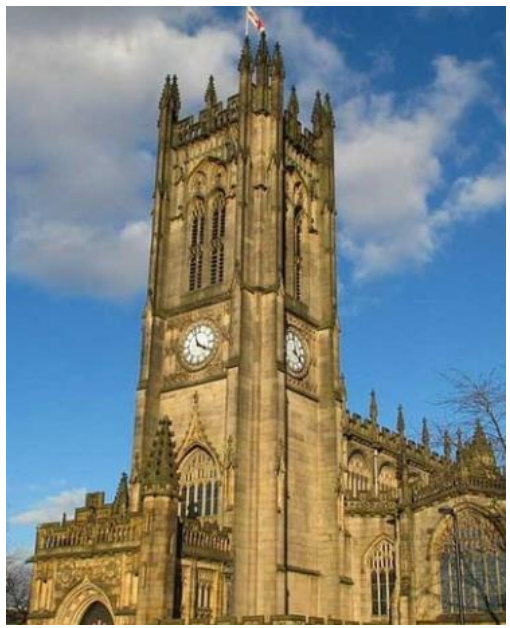
Profile:

- There are three key groups that are relevant to engage with regards to the Faith sector:
  1. Greater Manchester Faith Community Leaders group.
  2. The Faith Network 4 Manchester (interfaith focus).
  3. The 'Our Faith Our Planet' group (climate change activist focus).
- The Our Faith, Our Planet group is made up of 10 faiths including Christian (Anglican, Catholic & Methodist), Buddhist, Hindu ,Sikh, Jewish, Jain, Bahá'í and Sufi Muslim.
- Members & attendee transport emissions and behaviours (Scope 3), Buildings (Scope 1 & 2).

Carbon Budget to 2022		1,284 tCO_2e		Directly owned & controlled:	317 tCO_2e
Base Year:	2017	Total:	383 tCO_2e	Indirectly influenced:	65 tCO_2e







MCCB member updates

3. Faith Network – Our Faith, Our Planet

Faith Network 4 Manchester
GREATER MANCHESTER FAITH COMMUNITY LEADERS

1. Urgent action 2019/20 - Your emissions: What is your organisation/sector going to do between April 2019 and March 2020 to reduce the CO_2 emissions it is directly responsible for?

The OFOP Group will:

- Gather together an Environmental Working Group within each Faith to act as liaison and lead on environmental and energy issues.
- Work together to baseline energy data for the buildings that incorporate the Our Faith, Our Planet Group.
- Seek capacity (resources and funding if required) to carry out energy audits of the buildings that are using the most energy.
- Follow the guidelines within "ChurchCare" for audits and simple steps to reduce energy (http://www.churchcare.co.uk/shrinking-the-footprint/ways-to-take-action/energy-efficiency/audit).
- Develop a step by step approach for buildings based upon the findings of the audits (using ChurchCare or other guidance (http://www.churchcare.co.uk/shrinking-the-footprint/ways-to-take-action/energy-efficiency).
- Speak / visit other Faith organisations / community buildings who have been through a similar process to learn what could work.
- Seek support to develop a Business Case for retrofitting the buildings based upon the step approach of dealing with Lighting, Heating and Renewable Energy Technologies (e.g. switching to green energy, replacing energy inefficient lighting, lagging pipework, upgrading controls, seeking insulation, upgrading boilers, installing renewable energy technologies such as Solar PV or Ground Source Heat Pumps as appropriate).

2. Urgent action 2019/20 - Your stakeholders: What is your organisation/sector going to do between April 2019 and March 2020 to influence or support your stakeholders to reduce their CO_2 emissions?

The OFOP Group will:

- Ask attendees/members of the Faith Community at the buildings (such as parishioners, devotees, building users etc.) to join the Environmental Working Group so they can help.
- Provide information and talk about what we want to do, and how we are making a difference to all building users.
- Talk to the Carbon Literacy Project about how to offer Carbon Literacy to all faith networks.
- Talk to other local groups about what we want to do and how they may help (e.g. MESS http://marplemess.org.uk/).
- Highlight what Faiths are doing at the Faith Leaders Group.
- Continue to hold an Annual OFOP Conferences to highlight the need for continued action on climate change.

3. Your action plan 2020+: What is the current position with the plan for your organisation/sector for 2020+ and what work is needed to finalise it?

The OFOP Group has met a number of times and agreed a way forward. Time is now required to write a more detailed Monthly action plan for 2019/20.

4. Support you need: What support will you need to implement your plan for 2020+, including any changes to local, GM, or UK policy or legislation? What are you going to do to share progress and learnings?

The OFOP Group needs advice on resources, including where to look for funding and resources to keep the momentum going forward.

MCCB member updates

3. Faith Network – Our Faith, Our Planet

The Very Reverend Rogers Govender, Dean of Manchester said:

"Levels of heat are very important for both visitors and worshippers alike. The recent extremely cold winters have embarrassed the Cathedral as temperatures were unacceptably low. We're incredibly pleased that we can carry out this work in a sustainable and responsible way, ensuring the Cathedral is fit for future."

OFOP Case study: Manchester Cathedral

Built in 1215, Manchester Cathedral dates from medieval times. Its last major refurbishment was in the 1950-60s, following bomb damage in the Second World War. The old under-floor heating system dated from the post war rebuilding era of the 1950s. In the last 5 years there have been three incidents of the heating flooding the Cathedral floor, as a result the heating output was around 60% of the levels they should be.

The Cathedral has now made a commitment to become the UK's 'Greenest' cathedral, and has undertaken number of measures to ensure this commitment is met including:

- In 2013 the Cathedral replaced the underfloor heating with ground source heat pumps that use natural energy stored in the earth to heat and cool the Cathedral.
- The building now gets 70-75% of its heating from 32 geo-thermal wells.
- In March 2015 over 4,151 bulbs (100-150 watt) were replaced with low energy 14 watt LEDs.

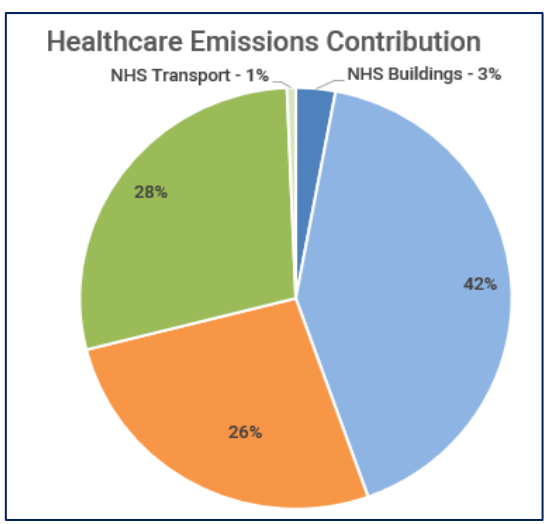
MCCB member updates

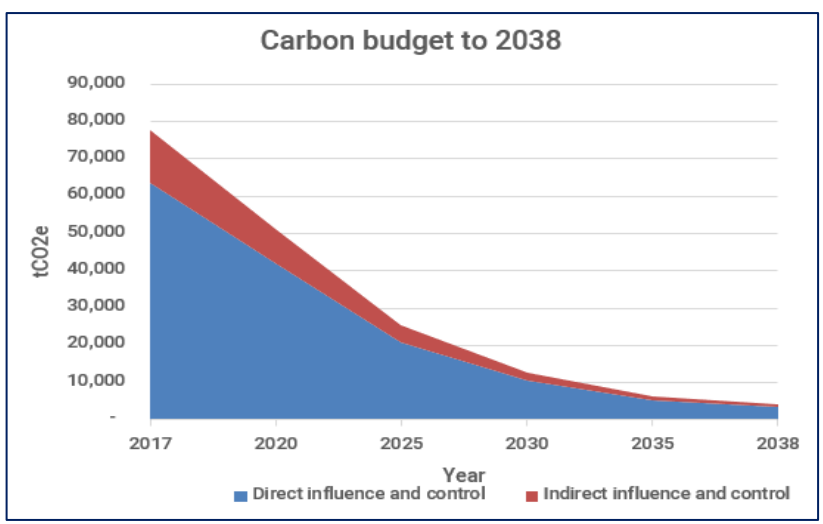
4. Manchester University NHS Foundation Trust

Profile:

- There are numerous healthcare facilities across the city, in addition to NHS owned and control fleet and transport emissions associated with patients / visitors and supply chains.
- In Manchester there are 7 main hospitals plus GP and walk in clinics.
- The central Sustainability Development Unit (SDU) manage and report NHS emission data.
- Current low-carbon investment strategy is looking at CHP, LED lighting, BMS optimisation and waste.
- The NHS's footprint is directly impacted by other city sectors such as transport (air quality) and housing (social care/fuel poverty).

Carbon Budget to 2022		324,478 tCO_2e		Directly owned & controlled:	63,748 tCO_2e
Base Year:	2015	Total:	77,857 tCO_2e	Indirectly influenced:	14,109 tCO_2e





MCCB member updates

4. Manchester University NHS Foundation Trust

1. Urgent action 2019/20 - Your emissions: What is your organisation/sector going to do between April 2019 and March 2020 to reduce the CO_2 emissions it is directly responsible for?

MFT has a commitment in our Sustainable Development Management Plan to reduce our emissions by 15% by 2023 benchmarked against internal floor space and patient contact. This equates to a year on year reduction of 3% across all of our scopes. Over the next year we are planning significant projects that include: major LED lighting upgrades across all our hospitals, the construction of a new CHP (Combined Heat and Power), a new Building Management System, the installation of Solar PV panels, and the implementation of a new mass engagement programme that seeks to improve staff behaviours when it comes to energy use. We also aim to deliver a sustainable anaesthesia programme, to raise awareness of the gases used and work with staff to reduce the impact by switching to lower carbon alternatives.

2. Urgent action 2019/20 - Your stakeholders: What is your organisation/sector going to do between April 2019 and March 2020 to influence or support your stakeholders to reduce their CO_2 emissions?

We will work closely with our FM provider Sodexo on joint initiatives to address carbon reduction. We have also developed relationships across the health and care sector to raise awareness and share best practice. We already have a well-established programme of staff engagement on sustainability which could easily be rolled out across the healthcare sector in Manchester.
As an NHS Trust we are bound by very particular procurement standards and processes which mandate who we work with and who we use as our suppliers. However we work closely with the procurement team to ensure that sustainability practices are embedded within the tender processes.

3. Your action plan 2020+: What is the current position with the plan for your organisation/sector for 2020+ and what work is needed to finalise it?

MFT has a Sustainable Development Management Plan which covers five years, running from 2018 – 2023. However this SDMP only ensures MFT reaches an 80% reduction by 2040 by following the 3% reduction year on year across all scopes. As such, there is a significant amount of work to be done to reach the zero carbon by 2038 goal set by GM Mayor. Due to the ever-changing nature of the NHS, its budgets and the size and intensity of our estate, long term planning is challenging. Support with determining how we will reach this carbon reduction target in the context of the anticipated changes will be required to inform our plans.

4. Support you need: What support will you need to implement your plan for 2020+, including any changes to local, GM, or UK policy or legislation? What are you going to do to share progress and learnings?

Although we working hard to reduce our direct emissions, it would be an easier task if this was mandated through local or UK policy to make efficiencies. Policy changes that would be beneficial include:

- Improvement to transport infrastructure including electric (ULEV) transport across the region
- Mandated zero carbon new developments
- Locally generated renewable energy

MFT plays an active role both within Manchester and as part of the national health and social care sector which we use as a platform to share our learnings and make sure that our Trust is on target. As for the Health and Social Care sector, MFT is one of the largest Trusts, and we play an active role in Sustainability, Waste and Travel National Performance Advisory Groups, frequent and productive collaborations with various sector bodies, and we regularly attend and present at national conferences and events.

MCCB member updates

4. Manchester University NHS Foundation Trust

The Hospital Trust is part of the “Green Impact” programme – a sustainability accreditation scheme with an awards element designed for departments and teams of staff across the Trust.

Case Study: Manchester University NHS Foundation Trust

Manchester University NHS Foundation Trust which includes 5 hospital sites within Manchester, has a Sustainable Development and Management Plan for 2014-2020 outlines how the Trust is investing substantial resources into carbon saving initiatives and has a 15% reduction by 2023 for its direct carbon emissions.

The Trust’s site in Wythenshawe was the first NHS hospital to install biomass boilers with a capacity to reduce carbon emissions by 3,400 tonnes each year is one of the reasons why UHSM has staked a claim to the title ‘Britain’s Greenest Hospital’

Manchester Foundation Trust has won several awards in the NHS Sustainability Awards 2017 including Overall Winner in 2017.

www.mft.nhs.uk

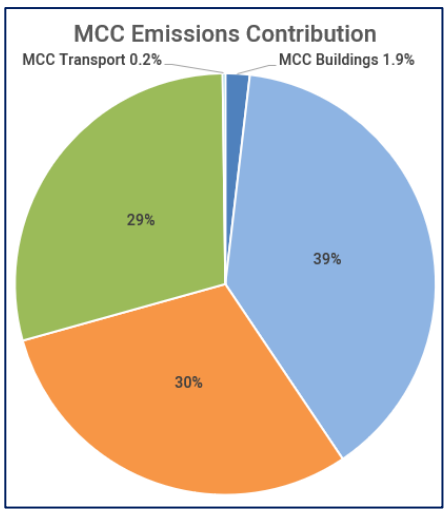
MCCB member updates

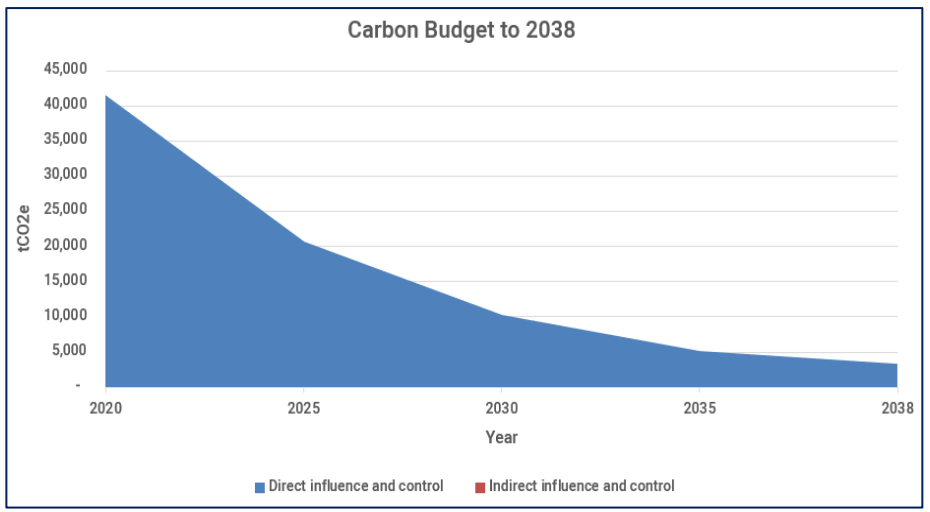
5. Manchester City Council (MCC)

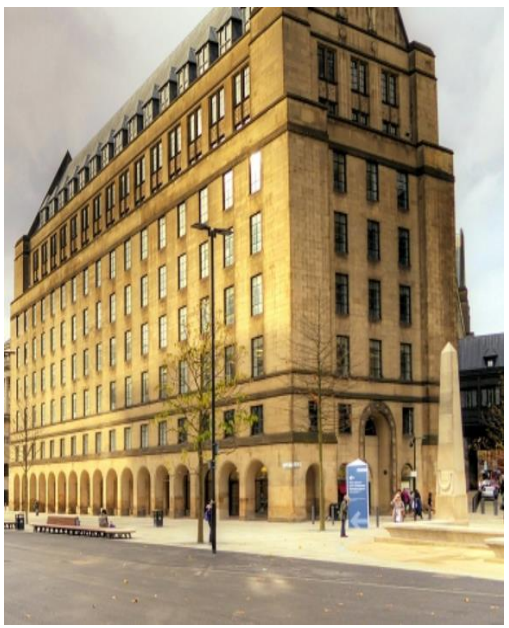
Profile:

- Manchester City Council ("MCC") have a range of direct emission sources including:
  - MCC Buildings.
  - Traffic Signalling.
  - Streetlights.
  - Transport (MCC Fleet, MCC Grey Fleet, MCC Taxis, MCC Train, MCC Air Travel, MCC Car Club, Waste Collection Fleet).
- Emissions outside of direct influence have included other public sector organisations (excluding the NHS) that are referenced via the City Council website, such as leisure centres, police and fire services (both buildings and transport).

Carbon Budget to 2022		160,150 tCO_2e		Directly owned & controlled:	47,688 tCO_2e
Base Year:	2017/18	Total:	47,688 tCO_2e	Indirectly influenced:	TBD tCO_2e







MCCB member updates

5. Manchester City Council (MCC)

1. Urgent action 2019/20 - Your emissions: What is your organisation/sector going to do between April 2019 and March 2020 to reduce the CO_2 emissions it is directly responsible for?

Between April 2019 and March 2020 we will:

- Continue to deliver the actions contained within the Climate Change Action Plan (CCAP) 2016-20 and work to achieve a 41% reduction in CO_2 from the 2009/10 baseline. In particular the estates transformation and rationalisation programme, the street lighting LED replacement programme and the civic quarter heat network.
- Publish our Annual Carbon Emissions Report in July 2019 to determine our progress against our 2020 target.
- Work with the Manchester Climate Change Agency to consider the best methods to engage Manchester's residents in this agenda.

2. Urgent action 2019/20 - Your stakeholders: What is your organisation/sector going to do between April 2019 and March 2020 to influence or support your stakeholders to reduce their CO_2 emissions?

- Continue to work with and support the Manchester Climate Change Board and Agency to develop a carbon reduction plan for the whole city.
- Support the development of the GMSF which sets an ambition for all new buildings to be Zero Carbon by 2028.
- Start the refresh of the Manchester Local Plan during 2019 which will set out the development framework for the city including: density, zero carbon ambitions, pattern of land use and employment, greening and greenspace, planning and adaption.
- Further develop the social value offer within procurement/commissioning to encourage positive action in relation to zero carbon within the Council's supply chain.
- Work with TfGM to develop a transport network that encourages sustainable mobility, charging infrastructure.
- Work with housing providers on the Council's affordable housing development programme.

3. Your action plan 2020+: What is the current position with the plan for your organisation/sector for 2020+ and what work is needed to finalise it?

In order to develop our plan from 2020 we will:

- Undertake a detailed analysis of our building stock to gain a more detailed understanding of the opportunities for energy generation, energy efficiency and any barriers to reducing emissions.
- Review all of the council activities currently included in our CCAP to determine potential opportunities and barriers to change.
- Explore funding opportunities to support our zero carbon ambitions.
- Appoint a senior officers group to develop and drive the delivery of our next 5 year CCAP.
- Develop a detailed 5 year CCAP from 2020-2025.
- Ensure that our carbon reduction ambitions are embedded throughout organisational activities and strategies such as the Local Plan and the Local Industrial Strategy.

4. Support you need: What support will you need to implement your plan for 2020+, including any changes to local, GM, or UK policy or legislation? What are you going to do to share progress and learnings?

- Work with partners across the city such as TfGM and the GMCA to bring forward projects that will reduce carbon emissions.
- Build the technical expertise within the Council to deliver programmes.
- Seek innovative funding models and explore national and international opportunities for investment and collaboration.
- Lobby government to Accelerate the decarbonisation of the national grid and provide financial support and incentives for the deployment of green technologies to reduce emissions e.g. solar PV, domestic and commercial retrofit, electric vehicles and charging infrastructure.

MCCB member updates

5. Manchester City Council (MCC)

Pupils at the school played an active role in cutting the school's carbon emissions, and the initiative is used as a key teaching aid within science, and even developing business skills across the sixth form students.

The schools pupils also made an award winning video as part of #ClimateChangeDay:

https://www.youtube.com/watch?v=4rr_nf0bUZw&feature=youtu.be&fbclid=IwAR2erqPj3auvwiYYuo1EPnKPI0saeJbtfsRp25xU2edx-fw86z_k54U8TDQ

Case Study: Parrs Wood High School PV array

Parrs Wood in Didsbury hosts one of the country's largest on-roof solar Photo-Voltaic arrays on a school. The 250KW single installation array is mounted across the school's main roof with the system totalling of 961 solar panels (260W panels) combined with four high efficiency inverters.

The solar installation has significantly reduce the school's annual electricity consumption, as well as slashing its carbon consumption by 119 tonnes per year. Based on generated power, that is enough for over 4million hours' worth of TV per year.

As part of the Solar Schools initiatives, they also installed an electric car charging point for the school, which is powered by the PV system.

The system was funded through Manchester City Council and the Solar Schools Initiative.

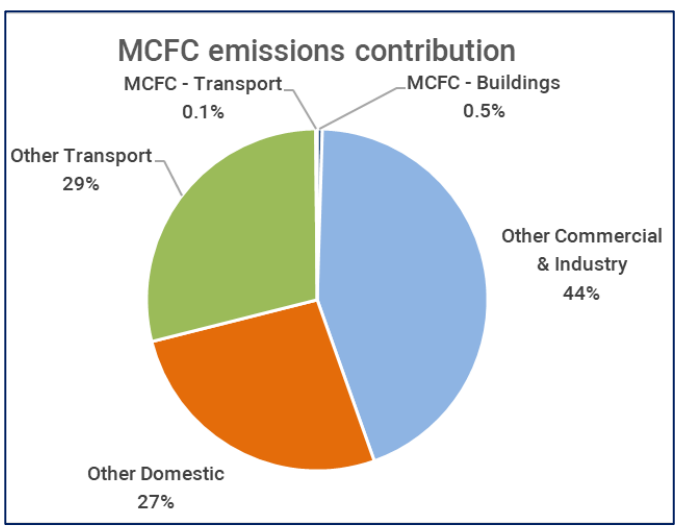
MCCB member updates

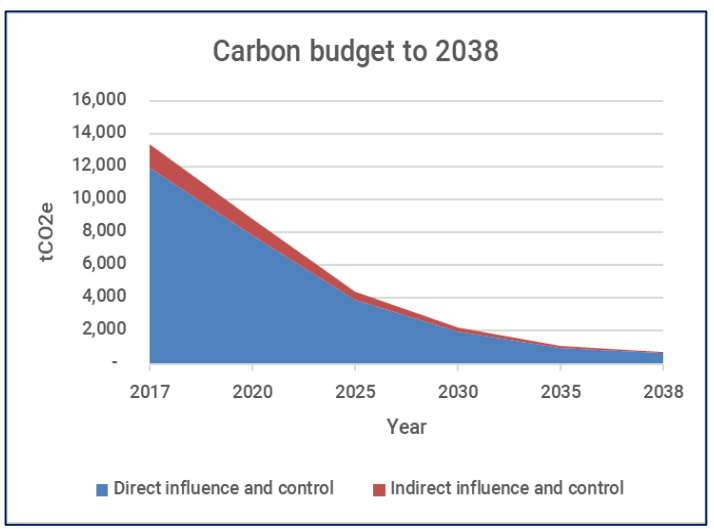
6. Manchester City Football Club (MCFC)

Profile:

- Over 30 football* & concert events held by Manchester City Football Club over the year.
- Each event by c.50,000 people per event.
- Estate comprises of the main Etihad stadium plus a number of offices and training buildings and facilities.

Carbon Budget to 2022		45,889 tCO_2e		Directly owned & controlled:	11,913 tCO_2e
Base Year:	2016/17	Total:	13,387 tCO_2e	Indirectly influenced:	1,474 tCO_2e





* All competitions

MCCB member updates

6. Manchester City Football Club (MCFC)

1. Urgent action 2019/20 - Your emissions: What is your organisation/sector going to do between April 2019 and March 2020 to reduce the CO_2 emissions it is directly responsible for?

Identify and review our CO_2 footprint history and future and set targets for continuing reduction by the Club, it's partners and stakeholders.
The Club has achieved an average year-on-year reduction by 7% since 2004 and will build on this in the coming year to further reduce the footprint through energy-efficiency, waste and packaging reductions, changes to transport options and management. We shall also consider the CO_2 impact of capital programme, construction and maintenance to realise reductions of 7-10%
Recognise and apply scopes 1,2,3 as appropriate.

2. Urgent action 2019/20 - Your stakeholders: What is your organisation/sector going to do between April 2019 and March 2020 to influence or support your stakeholders to reduce their CO_2 emissions?

Through our contracts and estate partnerships, work actively with all parties to seek joint approaches to parallel reductions, either through contractual means or by way of positive engagement.
We are seeking options around energy, waste and transport in particular. As above. We shall also consider the CO_2 impact of capital programme, construction and maintenance to realise reductions of 7-10%.

3. Your action plan 2020+: What is the current position with the plan for your organisation/sector for 2020+ and what work is needed to finalise it?

We have completed a draft action plan and established direction and a series of action groups based upon three strands – People; Environment; Culture which will form critical organisational policy and build on our values. Our action plan also embraces the opportunity to widen the programme across the whole Etihad Campus, subject to adoption and will actively inform the Group's actions globally.

4. Support you need: What support will you need to implement your plan for 2020+, including any changes to local, GM, or UK policy or legislation? What are you going to do to share progress and learnings?

The greatest challenge is (mass) transport and positive options – this impacts on fans mostly of which there are annual circa 1.7m journeys (each way) to the Etihad Stadium. Walking and cycling improvements and incentives, accessible and affordable public transport and positive, constructive health promotion benefits to the individual. Have already begun some discussions with TfGM and MIHP but this would benefit from a wider discussion. We can share learnings with all Campus, and evolving partner, stakeholders and with other 'campus projects' in and around the city.

MCCB member updates

6. Manchester City Football Club (MCFC)

The development of City Football Academy and the Etihad Stadium (and Campus) are significant projects and the Club recognises that whilst there has been good, credible progress with sustainability, there remains a great deal to do, with the opportunity to work closer to the wider city and city-region ambitions for a zero carbon economy.

Case Study: Manchester City Football Club (MCFC)

MCFC has sought to respond and to work proactively in its sustainability and corporate responsibility (CR) agenda since 2004 and has made significant advances in developmental and operational efficiency, through product innovation and with responsible and sustainable local engagement.

Each year, since 2004, the Club has produced a detailed CR report which includes information about all its actions (travel, energy, water, waste, operations) to measure its CO2 footprint in order to work for continuous improvement and reduced impact.

Alongside these primary impacts, MCFC has been proactive in identifying efficiencies in energy, water and operations; in its capital development programme and in the scope of opportunity to engage local people and organisations in procurement, work, skills and learning.

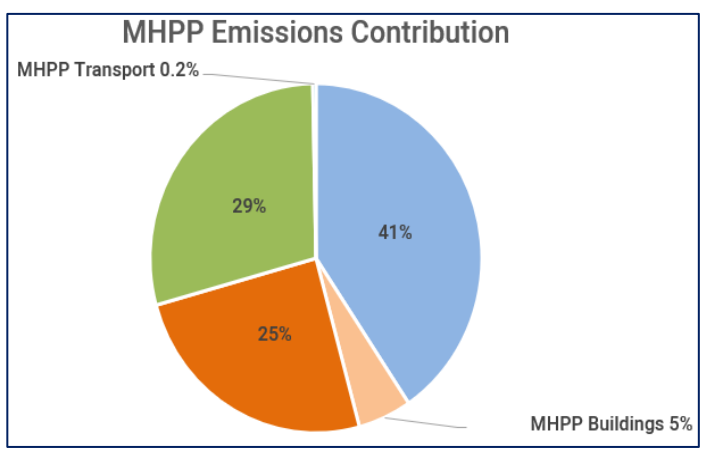
MCCB member updates

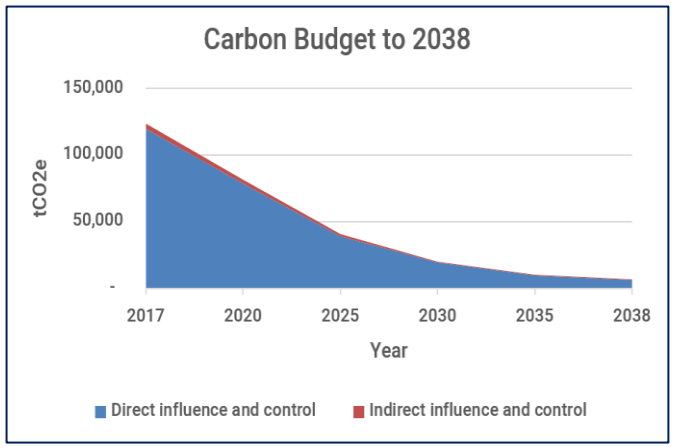
7. Manchester Housing Providers Partnership (MHPP)

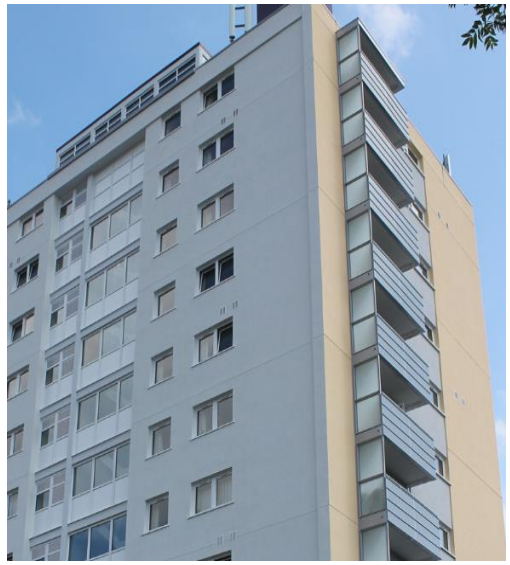
Profile:

- The Manchester Housing Providers Partnership (MHPP) brings together the registered housing providers and the City Council.
- There are 18 registered housing providers that are all members with stock holdings across Manchester.

Carbon Budget to 2022		529,563 tCO_2e		Directly owned & controlled:	119,910 tCO_2e
Base Year:	2015	Total:	127,019 tCO_2e	Indirectly influenced:	7,109 tCO_2e







MCCB member updates

7. Manchester Housing Providers Partnership (MHPP)

1. Urgent action 2019/20 - Your emissions: What is your organisation/sector going to do between April 2019 and March 2020 to reduce the CO_2 emissions it is directly responsible for?

- Perform measurement activities e.g. stock condition surveys/emissions baseline, asset replacement/maintenance status, extent of carbon literacy status, explore/renew IT systems to enable greater insight & inform decisions, conduct bill monitoring exercises.
- Implement better governance mechanisms e.g. internal policy setting, review existing policy, develop new build standard, establish working group/team/ambassador, better utilise IT systems, develop clear or specific approaches/plans for asset groups/estates.
- Engage/Educate e.g. Carbon Literacy delivery, awareness raising communication, join external carbon groups, review prior projects success/challenges, hold staff events.
- Improve & establish investment plans – get sign-off on existing plans, review funds, perform capital spend review, understand funding for high rise flats, fund efficiency projects.
- Continue delivery e.g. pilot projects, waste reduction, staff travel incentives, fleet replacement/EV easing, building new builds to exceed regs, PV/storage roll out, efficiency improvement in stock & offices, green space development.

2. Urgent action 2019/20 - Your stakeholders: What is your organisation/sector going to do between April 2019 and March 2020 to influence or support your stakeholders to reduce their CO_2 emissions?

- Align with other programmes e.g. Digitalisation, GM targets.
- Work with consultants/specialists e.g. stock condition surveys, Energy advisor to work with tenants.
- Work with other MHPP organisations e.g. share best practice, supply chain carbon literacy promotion, develop other programmes to influence supply chain.
- Influence staff travel to work.
- Tenants behaviour change & education.
- Campaigns on waste reduction & recycling increase, energy efficiency, green transport.

3. Your action plan 2020+: What is the current position with the plan for your organisation/sector for 2020+ and what work is needed to finalise it?

- Diverse mix of plan status across the MHPP group – more mature have identified specific assets/technologies, number of properties & when, less mature need to perform further research excercises and build organisation capacity, understanding and engagement before plans can be made.

4. Support you need: What support will you need to implement your plan for 2020+, including any changes to local, GM, or UK policy or legislation? What are you going to do to share progress and learnings?

- Knowledge sharing with MHPPs e.g. plan critique, carbon literacy promotion in procurement, opportunities & technologies, procurement opportunities, share with other forums e.g. Low Carbon Asset Management Hub, Green/Blue Strategy Groups.
- Funding e.g. Develop relationships with funding intermediaries, understand contribution from Council (if any), understand access to grants, capital support via Homes England, availability of discounted loans/mortgages for green technologies.
- Training – Carbon Literacy.
- National Government incentive certainty e.g. RHI.
- GMCA - low carbon policy development and knowledge sharing with RPs outside of the city of Manchester.
- Better MHPP accountability e.g. collective measurement & reporting progress/benchmarking, promote standard KPIs, define consequences for laggards.
- Provide better clarity of definition for zero carbon.
- Applying MHPP purchase power to reduce costs for RPs.
- Enhanced valuation mechanisms – low carbon should increase stock value but doesn't currently.

MCCB member updates

7. Manchester Housing Providers Partnership (MHPP)

The University of Manchester completed a study on the development and produced an informative guide titled "Maximising the Benefits of PassivHaus: A guide to supporting older occupants"

"We already know that levels of fuel consumption and noise transmission have greatly reduced. Feedback from customers indicates that the feeling of pride in the home has significantly increased. All of these factors will drive improved levels of mental wellbeing and tenancy sustainability, to add to the social return on investment already achieved as a result of the project."
Dave Williams, One Manchester.

MHPP Case Study: Erneley Close Retrofit

One Manchester commissioned R-GEN to reinvent two dilapidated concrete frame maisonette blocks in Longsight into low energy modern accommodation for older people, which would also be a catalyst for wider social and physical regeneration in East Manchester.

The refurbishment used 'EnerPHit Certification Criteria', which is a residential refurbishment criteria used for Passivhaus renovations and means the requirement for space heating and cooling is dramatically reduced.

The first three months of heating bills showed an average reduction of 90%, which given that the majority of residents are elderly and therefore tend to be at home more, is excellent.

The scheme was a finalist in the UK PassivHaus Awards 2015.

MCCB member updates

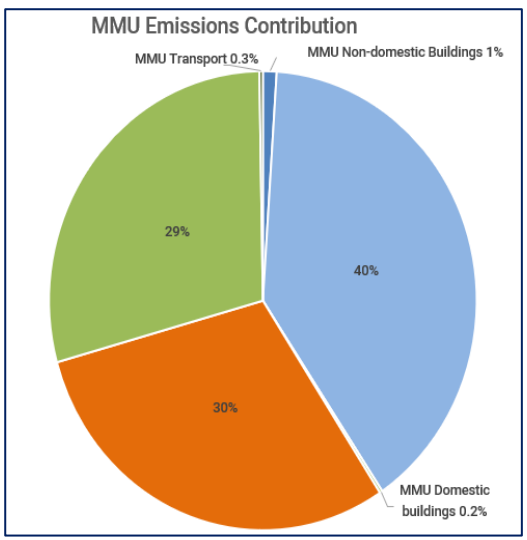
8. Manchester Metropolitan University (MMU)

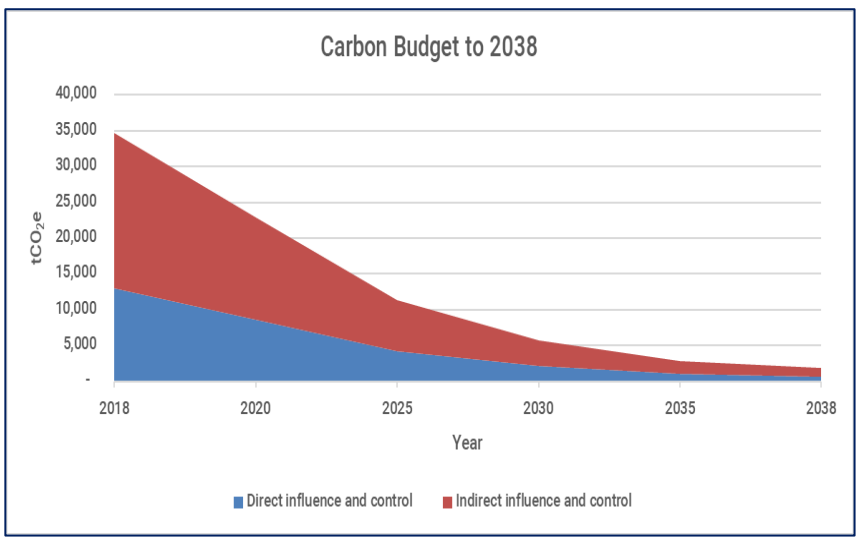
Manchester Metropolitan University

Profile

- Manchester Metropolitan University is the sixth-largest university in the United Kingdom by enrollment (33,010 total students).
- Manchester Metropolitan University is the UK's greenest university according to the People and Planet League 2017.

Carbon Budget to 2022		101,386 tCO_2e		Directly owned & controlled:	12,957 tCO_2e
Base Year:	2017/18	Total:	34,701 tCO_2e	Indirectly influenced:	21,774 tCO_2e





MCCB member updates

8. Manchester Metropolitan University (MMU)

1. Urgent action 2019/20 - Your emissions: What is your organisation/sector going to do between April 2019 and March 2020 to reduce the CO_2 emissions it is directly responsible for?

Continue to work towards our 2020 objectives and targets in our Environmental Sustainability Strategy
Develop a pipeline of energy efficiency projects for the next five years, following the completion of recent energy surveys.
Deliver energy and carbon reduction projects using the University's Revolving Green Fund.
Finalise the Infrastructure Masterplan, including a future energy strategy to help inform actions to progress towards the 2038 target.
Develop a new staff and student travel plan.
Develop a new Waste Strategy.

2. Urgent action 2019/20 - Your stakeholders: What is your organisation/sector going to do between April 2019 and March 2020 to influence or support your stakeholders to reduce their CO_2 emissions?

Deliver Carbon Literacy programme to ~1000 students, using the Environmental Education Fund which is calculated through a self-tax on international student travel.
Achieve Level 4 in the Flexible Framework to improve our sustainable procurement practices.
Continue to deliver the staff and student sustainable travel projects.
Deliver a range of sustainable engagement programmes for staff and students, including site energy tours.

3. Your action plan 2020+: What is the current position with the plan for your organisation/sector for 2020+ and what work is needed to finalise it?

The University has an Environmental Sustainability Strategy in place which sets out a range of 2020/21 targets. We are currently at a 41.6% reduction in CO2e emissions compared to our baseline year (05/06) and are on track to achieve our 50% reduction target set out in the strategy.
Over the next 12 months, the University will develop a new 2030 Sustainability Strategy, which will include a new set of objectives and targets.
Secure support and funding to deliver the low/zero carbon options presented in the Infrastructure Masterplan and to develop a new Carbon/ Energy Strategy.

4. Support you need: What support will you need to implement your plan for 2020+, including any changes to local, GM, or UK policy or legislation? What are you going to do to share progress and learnings?

Planning Policy- agree a timescale on zero carbon targets for both new and existing buildings. Ensure the most up to date carbon emissions factors are used in the planning approval process (Part L).
Establish a zero carbon working group with other UK Universities, to knowledge share and coordinate Zero Carbon plans.
Prepare an annual sustainability report to share progress.
Share best practice with Oxford Road Corridor Partners and Low Carbon Hub Groups in the City.

MCCB member updates

8. Manchester Metropolitan University (MMU)

Case Study: Sustainable Campus MMU

By integrating environmental sustainability into every aspect of design, Birley is playing a major part in achieving Manchester Met's ambition of 'Zero Carbon, Zero Waste, Zero Waste' and Maximum Biodiversity.

The site hosts:

- The Robert Angus Smith Energy Centre uses combined Heat and Power (CHP), water storage and boiler systems to provide heating and hot water to campus.
- Boreholes supply fresh water and supply heating and cooling to the campus.
- Rainwater harvesting and collection systems reduce mains water consumption and the risk of flooding.
- Maximum use of natural daylight and extensive use of LED lighting.
- 18 electric vehicle charging points are available for public use.

https://www2.mmu.ac.uk/birley/sustainability/

MCCB member updates

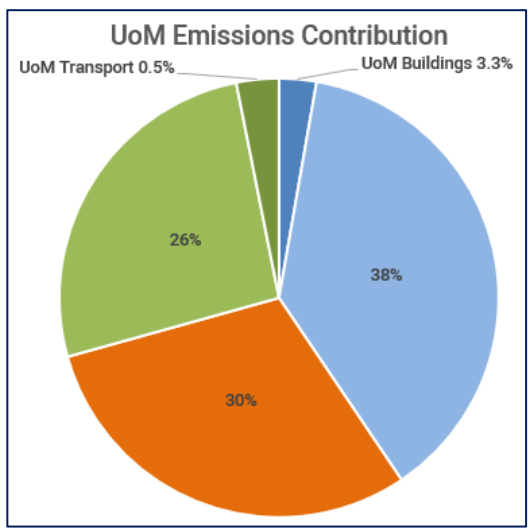
9. University of Manchester (UoM)

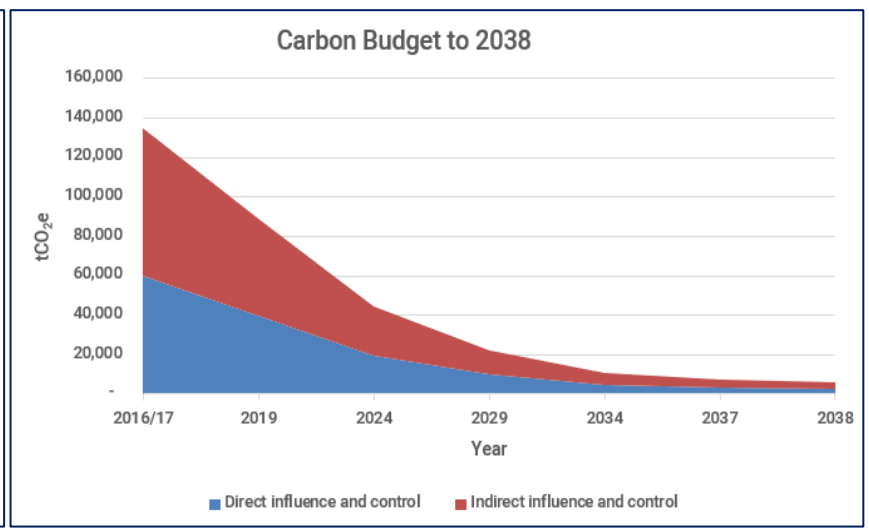
The University of Manchester

Profile

- University of Manchester is the second-largest university in the United Kingdom by enrollment (40,490 total students).
- The University of Manchester is the largest single-site university in the UK.

Carbon Budget to 2022		453,398 tCO_2e		Directly owned & controlled:	63,125 tCO_2e
Base Year:	2016/17	Total:	tCO_2e	Indirectly influenced:	74,895 tCO_2e





MCCB member updates

9. University of Manchester (UoM)

1. Urgent action 2019/20 - Your emissions: What is your organisation/sector going to do between April 2019 and March 2020 to reduce the CO_2 emissions it is directly responsible for?

- Deliver agreed Revolving Green Fund (RGF) energy efficiency/carbon reduction projects.
- Develop action plans to progress Energy Conservation Measures (ECMs) and carbon reduction projects.
- Work with our 400+ registered Sustainability Champions, Energy Champions, Lab Sustainability groups and 80+ Green Impact Teams to support behavioural change initiatives targeted to improve environmental performance. Work with our designated Environmental Sustainability Advisors to support delivery of environmental sustainability targets across design, construction and post-occupancy.
- Develop actions to support University target to reduce business air travel by 12% from 2014/15 baseline (83million km). Deliver infrastructure and initiatives to support an active travel programme, including installing an additional 100 cycle spaces. Plant semi-mature trees on campus. Commit to reducing single use plastics and building action plans to support this.

2. Urgent action 2019/20 - Your stakeholders: What is your organisation/sector going to do between April 2019 and March 2020 to influence or support your stakeholders to reduce their CO_2 emissions?

- Launch improved software for our staff sustainability engagement programme, 10,000 Actions, alongside a comprehensive communications plan.
- Deliver Sustainability Challenge to first year undergraduates.
- Provide a programme of resilience and influencing training to our Sustainability Champions, Living Campus Champions and Energy Champions. Work with our Champions to run energy engagement programmes and monitoring the effectiveness of this through research which will inform future engagement programmes.
- Work with our Communications and Marketing Team to improve the impact of environmental sustainability messaging, both internally and externally.
- Setting on site consumption targets for Contractors to reduce on site electricity, gas, water, red diesel and waste.
- Supplier engagement tool for our supply chains to reduce emissions from procurement.

3. Your action plan 2020+: What is the current position with the plan for your organisation/sector for 2020+ and what work is needed to finalise it?

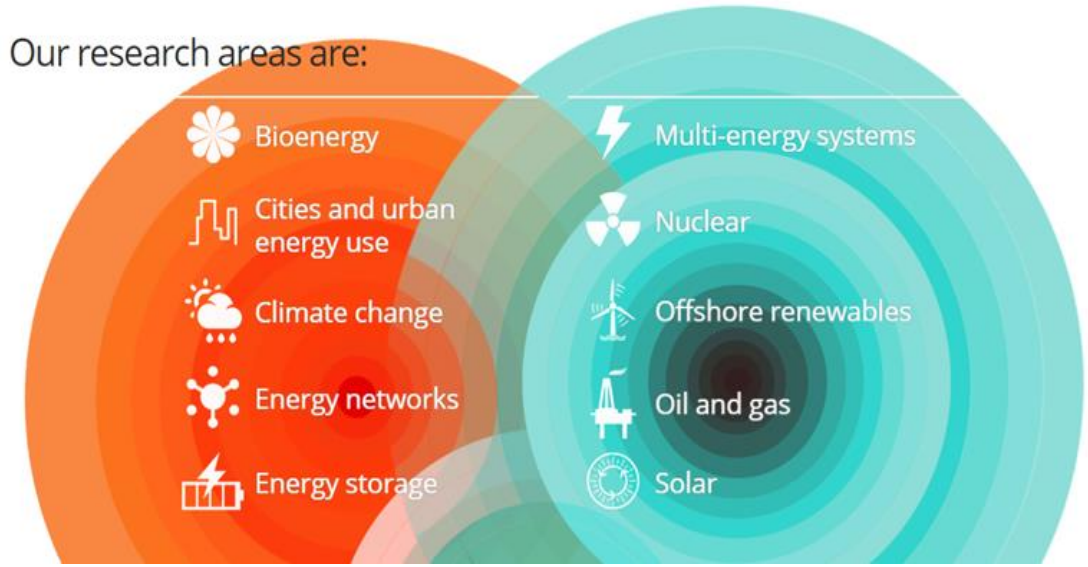
- Developed 1,300 ECMs through series of energy audits across 110 University buildings, estimated to save 41% carbon savings with a 10 year payback. Also recognised investment needed and potential projects to support a three-year behavioural change programme estimated to deliver annual carbon savings of 1,140tCO_2. Resource is needed to deliver the projects identified.
- A carbon calculator has been developed to monitor carbon, interventions and scenarios.

4. Support you need: What support will you need to implement your plan for 2020+, including any changes to local, GM, or UK policy or legislation? What are you going to do to share progress and learnings?

- Funding to deliver the ECMs and proposed behavioural change initiatives.
- Planning/Policies: wider national, GM, MCC and internal policy and incentives to support transition/journey to zero carbon. Feed in tariffs for renewable technologies.
- Waste: support from MCC with our residential recycling collections and associated data, single use cup tax enforcement within Manchester, mandating food waste collections for businesses.
- Sharing progress and learning: Manchester Climate Change Board member, continue to work together on corridor sustainable transport group; agreed to meet with corridor colleagues to share learning in relation to carbon and 2038 commitment; publish carbon management plan when complete; publishing new SR report 2019; build on Jan 2019 Sustainability Research Workshop and continue meetings between researchers/academics and MCC/GMCA; hosting EAUC conference 2019; and, invitation to explore options for wider engagement through the 10,000 Actions engagement platform.

MCCB member updates

9. University of Manchester (UoM)



Case Study: Manchester Energy at The University of Manchester

The University of Manchester is pioneering the energy systems of the future so that we can continue to heat our homes, light our buildings and travel. Manchester Energy brings together over 600 researchers from across the University, and supports research and education across the energy spectrum.

www.energy.manchester.ac.uk

Climate change research at the University of Manchester falls under the remit of Tyndall Manchester. Tyndall Manchester undertakes world class research delivering agenda-setting insights on energy and climate change.

Professor James Thompson, Vice-President for Social Responsibility, said:

“We know that these are challenging targets, but along with our partners we are determined to fully contribute to a vitally important local project which has global repercussions.”

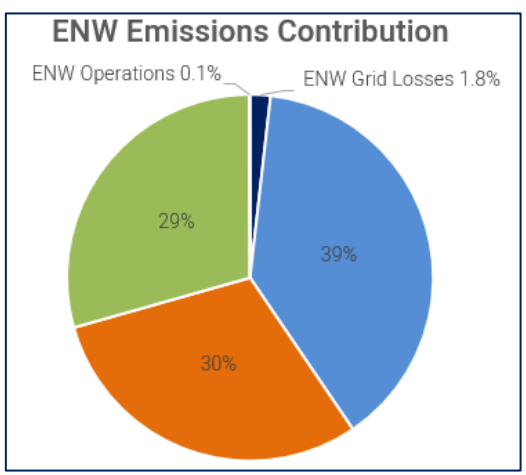
MCCB member updates

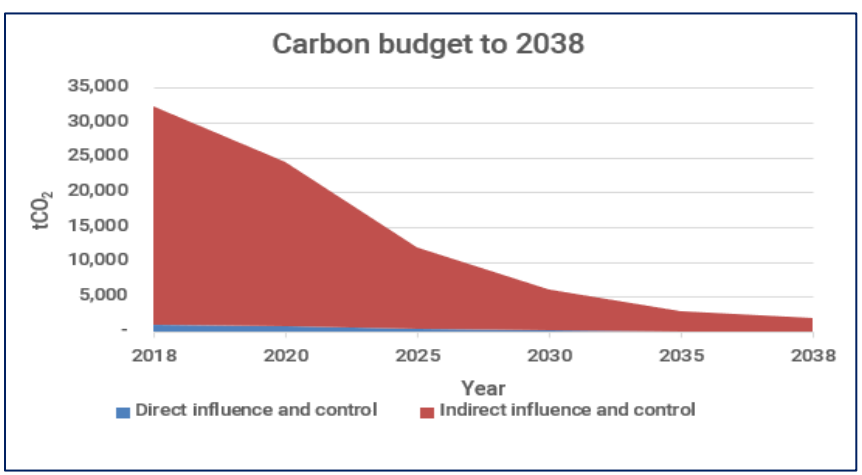
10. Electricity North West (ENW)

Profile

- Electricity North West is a the electricity distribution network operator ('DNO'), responsible for the administration and maintenance of the network, that distributes electricity throughout Manchester and the North West of England.
- ENW owns and is responsible for the construction and maintenance of the network that distributes electricity throughout the region. This includes the inspection and maintenance of assets which include overhead lines, underground cables, and transformers.

Carbon Budget to 2022		165,899 tCO_2e		Directly owned & controlled:	1,442 tCO_2e
Base Year:	2017/18	Total:	37,854 tCO_2e	Indirectly influenced:	36,412 tCO_2e





MCCB member updates

10. Electricity North West (ENW)

1. Urgent action 2019/20 - Your emissions: What is your organisation/sector going to do between April 2019 and March 2020 to reduce the CO_2 emissions it is directly responsible for?

This year we are launching our Carbon Plan which will set out our ambition to reach zero carbon by 2038 and a new annual reduction target from 2020/21. It will include activities to drive down our carbon emissions both on our own sites and from losses on the network. Between April 2019 and April 2020 we will be investing to accelerate our carbon emissions reductions at our sites by: increasing the monitoring of energy consumption across our sites to inform our strategies and we transform and renovate one of our depots into a zero carbon exemplar building to inform the development of our energy strategy across all our sites.

2. Urgent action 2019/20 - Your stakeholders: What is your organisation/sector going to do between April 2019 and March 2020 to influence or support your stakeholders to reduce their CO_2 emissions?

We recognise our central role in enabling our customers, both commercial and residential to adopt low carbon technologies such as EVs, clean generation and carbon free heat. We will investment in new network capacity to enable this transition to take place affordably across Manchester. Our Carbon Plan contains specific initiatives to both help businesses to understand how they can affordably decarbonise their activities and to demonstrate the benefits this can bring. We will also launch several initiatives to provide a stimulus to the communities we serve to drive down their carbon emissions. Internally we will be rolling out Carbon Literacy training to all our staff and supporting our colleagues with incentives, information and advice on how to take action in their own lives.

3. Your action plan 2020+: What is the current position with the plan for your organisation/sector for 2020+ and what work is needed to finalise it?

Our Carbon Plan includes an initial investment of over £28 million in carbon reduction enablement, education and exemplar projects designed to drive down carbon emissions. This investment will be delivered over the next four years. In addition we are seeking funding of some £12 million to enable energy efficiency and electrical losses reduction savings. If secured, these funds will directly benefit those customers suffering fuel poverty.

4. Support you need: What support will you need to implement your plan for 2020+, including any changes to local, GM, or UK policy or legislation? What are you going to do to share progress and learnings?

Leadership and a sense of community are central to delivering material change in carbon emissions. We will need the support of our stakeholders both in the delivery of our plans over the next four years and in securing future funding to take this essential work forward towards zero carbon."

MCCB member updates

10. Electricity North West (ENW)

Analysis of the data generated by the project has shown that implementing these techniques can provide a reduction of up to 10% in energy consumption on the LV network coupled with a reduction in HV losses of up to 15%.

www.enwl.co.uk/innovation/smart-street/

Case Study: ENW SMART Street

Smart Street is the first demonstration in Great Britain of a fully centralised low voltage network management and automation system. Its new techniques optimise voltage and configuration on high voltage (HV) and low voltage (LV) networks in real time using bespoke Spectrum Power 5 software developed by Siemens.

These techniques stabilise voltage and minimise the impact of low carbon technologies.
Once voltage is stabilised, it can be lowered to increase the efficiency of electricity networks and customers' appliances and therefore deliver energy savings, a technique known as conservation voltage reduction (CVR).

The trial sites served around 67,000 customers in Manchester, Wigan, Wigton and Egremont.

Key Assumptions

Key assumptions in emissions calculations

Introduction

In the absence of accurate 'primary' data (i.e. data provided directly by MCCB members), loose estimates for emissions have been formed using publicly available data and by applying a number of assumptions. Less accurate estimates have been justified on the basis that:

- BEIS city level emissions data will serve as the overall annual benchmark for how much emissions reduction has taken place at the city level. Therefore what companies choose to report (or not report) won't impact this benchmark.
- As a proportion of the city's emissions, adjustments to individual organisations are likely to be immaterial. To put this in context, no single organisation contributes over 5% individually (even MHPP at circa 5% have 18 members). There is also currently a large proportion of unallocated city emissions (circa 75%).
- Relative to defining the urgent, high impact nature of actions that organisations need to take, emissions reporting for this process is a lower priority. It is the emission saving actions that will be subject to more scrutiny by the MCCB, rather than the base year figures presented in this document.
- We do of course recognise that robust measurement is an important enabler to effective management within individual organisations. We do not wish to imply that it is no longer necessary or important at that level; it is more that for this document we are comfortable with the lower accuracy (in some cases) of figures presented for the reasons above.
- We encourage and anticipate better data to feed into this process over time which will naturally replace the data assumptions used in this document.

Key points of judgement

Common reasons that emissions figures may differ from organisation's currently reported figures include:

- **Assumptions around the City of Manchester proportion of overall footprint** These were often made using crude apportionment and allocation techniques using suitable proxy values such as number of offices in the boundary as a % of the total number of offices).
- **Assumptions around indirectly influenced emissions that occur in the city boundary** Also referred to as an organisation's Scope 3 emissions that occur within the City of Manchester. In the spirit of maximising action, it was deemed more appropriate to estimate *something* for this category, rather than leave blank or un-estimated completely. If omitted, figures may understate the potential level of influence that an organisation may have to bring meaningful change.

1. MAST

- Data based on the 2011-2016 report: "5 years of cultural collaboration for a more sustainable Manchester" (which uses data reported via Julie's Bicycle).
- Estimates have been made for the 13 organisations that did not report in the 2011-2016 report, using an average of 13 that did (12 excluding the Lowry due to it being out of boundary in Salford).
- The City Council and University of Manchester (UoM) are reported separately. Broadcasters (BBC & ITV) and the Lowry are outside of the City boundary, however will be included in the process/represented in the plan.
- Indirect influence does not include emissions beyond transport to events (staff and public).
- Transport to events assumes every organisation has associated car travel of 25.78 tCO2e per year, which assumes:
    - Weekly attendance of 4 x 450 people (450 is the average capacity, of the top 4 largest emitters in the report, excluding the Lowry
    - 60% of attendees travel 3km by car
    - Average car emissions of 162.2g/km (which is an average of 2018 'average car' DEFRA factors for petrol, diesel, hybrid)

2. Bruntwood

- Emissions data within the direct influence and control is based on the 2017 Annual Review
- Emissions data outside of Bruntwood's direct ownership and control is based on assumptions around tenant and employee transport:
    - 50,000 businesses + 650 employees apportioned to Manchester based on floorspace within the portfolio (41%) = 20,601 journeys per day
    - Assumed that 30% of these journeys are performed by car
    - Assumed distance travelled is 3km 4 times 46 weeks of the year
    - Average car emissions of 162.2g/km (which is an average of 2018 'average car' DEFRA factors for petrol, diesel, hybrid)

3. Faith sector

- Data is based on an estimate of the number of Churches (56), Mosques (80), Synagogues (54) and Hindu Temples (4) in the city boundary (194 in total).
- Assuming an average square meterage based on capacity of building (c250m^2).
- Applying an average CO_2 per m^2 (0.023482 tCO_2/m^2) to the total floorspace estimated.
- Average CO_2 based on Bruntwood's 2017 CO_2e per m^2 (acknowledging this will be a significant underestimate for the faith sector due to lower efficiency/less frequent use etc).
- Transport assumes an average of 50 people attending per building, of which 30% drive 3km per visit, and visit for 46 weeks of the year in a car producing 162.2g/km (which is an average of 2018 'average car' DEFRA factors for petrol, diesel, hybrid).

Key Assumptions (cont.)

Key assumptions in emissions calculations

4. NHS
- Based on NHS 2015 national data reported via the Sustainable Development Unit (SDU).
- Building Energy & Commissioned outside the NHS assumed within direct ownership and control.
- Procurement and travel assumed to be indirectly influenced.
- National figures apportioned to GM based on population (4.8% of the national based on 2017 ONS data). City of Manchester is then 19.5% of GM total.
- Of procurement and travel, only 5% and 30% are assumed to occur within the city boundary respectively. This is an arbitrary assumption, in need of refinement in the future.

5. Manchester City Council
- Footprint focuses on estate & fleet rather than impact via policy (this role is however acknowledged, but not quantified in the figures/charts).
- Directly owned and controlled emissions figures are based on 2017/2018 MCC reported data.
- Indirectly influenceable emissions figures will be confirmed in due course by MCC.

6. Manchester City Football Club
- Travel figures taken from the (Draft) Example of Match/Concert Day Impact report (not publicly available).
- Energy consumption for buildings (and other sources) taken from the (Draft) Corporate Responsibility – Headlines 2016–7 (not publicly available).
- Assumed 30% of Scope 1 transport occurs within the city boundary (with the exception of Aviation where it is all assumed to be out of boundary as per the WRI GPC accounting methodology). 30% is an arbitrary assumption, in need of rebutting in the future.
- Assumed 5% of Scope 3 transport occurs within the city boundary. This is an arbitrary assumption, in need of refinement in the future.

7. Manchester Housing Providers Partnership
- 2015 BEIS local emissions data (domestic total) apportioned based on the GM proportion of social housing providers (21%, ONS data 2011).
- Transport assumes 80,000 households have 1 car per household, with 50% of households making at least 1x 3km trip per day. This accounts for the emissions outside of the organisations of direct ownership and control.
- Average car emissions of 162.2g/km (which is an average of 2018 ‘average car’ DEFRA factors for petrol, diesel, hybrid).

8. Manchester Metropolitan University
- 2017/18 data is used as the primary source.
- The sum of Scope 1 and 2 figures represent the Directly owned and controlled emissions.
- The sum of all Scope 3 emissions represents the Indirect supply chain and stakeholder emissions.
- 30% has been applied to the sum of all transport and supply chain Scope 3 emissions, which represents the Indirectly influenced and emissions that occur within the city boundary. 30% is an arbitrary assumption in the absence of city specific proxies.
- The split between residential & non-domestic buildings (for the pie chart) follows a 15:85 ratio as detailed in their earlier 15/16 scope 3 report here

9. University of Manchester
- Based on 2016/17 data.
- The sum of Scope 1 and 2 figures represent the Directly owned and controlled emissions.
- 30% of the sum of all Scope 3 emissions represents the Indirectly influenced and controlled emissions that occur within the city boundary. 30% is an arbitrary assumption in the absence of city specific proxies.
- All Scope 3 ‘in-boundary’ emissions are assumed to relate to transport with the exception of water and waste treatment (which have been allocated against ‘non-domestic’).

10. Electricity North West
- Losses and operational emissions ‘Business Carbon footprint’ based on 17/18 reporting (page 12), scaled to the Manchester region based on Manchester’s population proportion of the North West (7% of the North West region based on 2015 ONS data).
- Indirect emissions relate to Electrical losses (totaling 520,176 tCO2e for the region).

11. Schools & Colleges
- Buildings emissions use EDASH report data for 17/18, for schools & colleges.
- Transport assumes 100 people per school/college, 30% of which drive 3km per day, 5 days per week, 42 weeks per year.
- Average car emissions of 162.2g/km (which is an average of 2018 ‘average car’ DEFRA factors for petrol, diesel, hybrid).

Disclaimer

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Manchester City Council
Report for Resolution

Report to: Neighbourhoods and Environment Scrutiny Committee – 6 March 2019

Subject: Overview Report

Report of: Governance and Scrutiny Support Unit

Summary

This report provides the following information:

- Recommendations Monitor
- A summary of key decisions relating to the Committee's remit
- Items for Information
- Work Programme

Recommendation

The Committee is invited to discuss the information provided and agree any changes to the work programme that are necessary.

Contact Officers:

Name: Lee Walker
Position: Scrutiny Support Officer
Telephone: 0161 234 3376
Email: l.walker@manchester.gov.uk

Background documents (available for public inspection):

The following documents disclose important facts on which the report is based and have been relied upon in preparing the report. Copies of the background documents are available up to 4 years after the date of the meeting. If you would like a copy please contact one of the contact officers above.

None

1. Monitoring Previous Recommendations

This section of the report lists recommendations made by the Neighbourhoods and Environment Scrutiny Committee. Where applicable, responses to each will indicate whether the recommendation will be implemented, and if it will be, how this will be done.

Date	Item	Recommendation	Response	Contact Officer
19 July 2017	NESC/17/31 Manchester Climate Change Agency: progress report 2015-17	That a performance dashboard be established that could be used to provide a summary of progress against the citywide climate change strategy.	A response to this recommendation has been requested and will be circulated once received.	Richard Elliott Head of Policy, Partnerships and Procurement
5 December 2018	NESC/18/55 Compliance and Enforcement Service - Performance in 2017/18	The Committee recommends that a briefing note on the planned activities for the Strangeways area be prepared by officers and circulated to members of the Committee.	A response to this recommendation has been requested and will be circulated once received.	Fiona Sharkey
6 February 2019	NESC/19/09 Updated Financial Strategy and Directorate Business Plan 2019/20	Request that the Executive Member for Neighbourhoods provide the Committee with a breakdown of where the proposed additional investment of £0.5m described in the Neighbourhoods Directorate Business Planning: 2019-20 would be spent and how the impact of this investment would be measured.	A response to this recommendation has been requested and will be circulated once received.	Cllr Akbar
6 February 2019	NESC/19/09 Updated Financial Strategy and Directorate Business Plan 2019/20	Request that the Deputy Leader provide a further breakdown of the Homelessness Budget.	A response to this recommendation has been requested and will be circulated once received.	Cllr S Murphy

6 February 2019	NESC/19/12 Highways and the flow of traffic across the city	Recommend that legal advice is obtained in relation to Stopping Up Orders issued under provisions within the Town and Country Planning Act and the time limits contractors and developers are permitted to close the highway. Following this advice, a review of all Stopping Up Orders issued should be undertaken to establish if there had been any breaches of such orders.	A response to this recommendation has been requested and will be circulated once received.	Fiona Worrall
6 February 2019	NESC/19/12 Highways and the flow of traffic across the city	Request that The Leader of the Council is invited to any future meeting when this subject is discussed to explain how developments had been modelled, the timetable for the delivery of the various schemes, what assessment of traffic displacement had been undertaken and how this was to be managed to minimise disruption.	This invitation will be sent when this item is scheduled into the Committee Work Programme.	Scrutiny Support Unit

2. Key Decisions

The Council is required to publish details of key decisions that will be taken at least 28 days before the decision is due to be taken. Details of key decisions that are due to be taken are published on a monthly basis in the Register of Key Decisions.

A key decision, as defined in the Council's Constitution is an executive decision, which is likely:

- To result in the Council incurring expenditure which is, or the making of savings which are, significant having regard to the Council's budget for the service or function to which the decision relates, or
- To be significant in terms of its effects on communities living or working in an area comprising two or more wards in the area of the city.

The Council Constitution defines 'significant' as being expenditure or savings (including the loss of income or capital receipts) in excess of £500k, providing that is not more than 10% of the gross operating expenditure for any budget heading in the in the Council's Revenue Budget Book, and subject to other defined exceptions.

An extract of the most recent Register of Key Decisions, published on **22 February 2019**, containing details of the decisions under the Committee's remit is included overleaf. This is to keep members informed of what decisions are being taken and to agree, whether to include in the work programme of the Committee.

Decisions that were taken before the publication of this report are marked *****

Decision title	What is the decision?	Decision maker	Planned date of decision	Documents to be considered	Contact officer details
Clean Air Plan (Outline Business Case) 2018/12/18A	To approve the Clean Air Plan Outline Business Case for the city of Manchester	The Executive	16 January 2019 or later	Report to the Executive meeting	Richard Elliott Head of Policy, Partnerships and Research 161 219 6494 r.elliott@manchester.gov.uk
Clean Air Plan (Full Business Case) 2018/12/18B	To approve the Clean Air Plan Full Business Case for the city of Manchester	The Executive	11 September 2019 or later	Report to the Executive meeting	Richard Elliott Head of Policy, Partnerships and Research 161 219 6494 r.elliott@manchester.gov.uk

Manchester Zero Carbon 2038 Draft Action Plan 2020-2025 2019/02/01F	• To adopt a Zero Carbon 2038 Draft Action Plan 2020-2025 on behalf of the city of Manchester. • For the Council to develop a Zero Carbon Action Plan 2020-2025 to reduce direct emissions from the Council's operations. • To agree to the Council working with the Manchester Climate Change Agency and other key organisations across the city to provide leadership on the Zero Carbon agenda.	Executive	13 March 2019	Covering report and draft action plan.	Name: Richard Elliott Position: Head of City Policy Tel no: 0161 219 6494 Email address: r.elliott@manchester.gov.uk

Cycle City Ambition Grant Phase 2 – 2015 to November 2018 (part of the Velocity 2025 Programme) Ref: 15/061	To approve the Cycle City Ambition Grant to be delivered within the allocated budget which is set by TfGM. Delegated powers approval(s) to undertake the required works on the highway and Traffic Regulation Order amendments. There are 2 corridors included in this scheme: Chorlton Cycleway Regional Centre.	Citywide Highways Manager in consultation with the Executive Member for the Environment	March 2018 or later	Delegated Approvals Report	Mark Stevenson 0161 219 6215 m.stevenson@manchester.gov.uk Nichola McHale 0161 219 6278 n.mchale@manchester.gov.uk
Great Ancoats Street Growth Deal Funding Ref: 15/064	To obtain approval to carry out the associated highway alterations and statutory legal procedure to process the Traffic Regulation Orders.	Citywide Highways Manager (in consultation with the Executive Member for the Environment)	March 2018 or later	Delegated Approvals report	Mark Stevenson 0161 219 6215 m.stevenson@manchester.gov.uk Val Edwards 0161 219 6522 v.edwards@manchester.gov.uk

Greater Manchester Growth Deal 2, Minor Works Programme Ref: 2016/12/19B	Greater Manchester Growth Deal 2 grant funding has been made available by the Greater Manchester Combined Authority (GMCA) for a programme of minor works projects. The minor works will comprise highway improvement works which will include a range of measures from pedestrian crossing facilities, parking and footway improvements and traffic calming.	Director of Highways	March 2018 or later	Report and Recommendation	Emma White 0161 219 6521 e.white@manchester.gov.uk Kevin Gillham 0161 234 5148 k.gillham@manchester.gov.uk
Highways Investment Programme 2017-18 to 2021-22 Ref: 2017/03/21B	The approval of the programmes of planned maintenance works for the purpose of improving the condition of the highways network within the City.	The Executive	March 2018 or later	Report and Recommendation	Paul Swann 0161 219 2220 p.swann@manchester.gov.uk

Neighbourhoods and Environment Scrutiny Committee
Work Programme – March 2019

Wednesday 6 March 2019, 10am (Report deadline Friday 22 February 2019)				
Item	Purpose	Lead Executive Member	Lead Officer	Comments
Greater Manchester Clean Air Plan	To present the outline business case for consideration and comment.	Cllr Stogia	Richard Elliott	Invitations to the Mayor of Greater Manchester and the Walking and Cycling Commissioner, Chris Boardman
Playing Our Full Part on Climate Change – Updating Manchester's Commitment – Draft action plan	The Committee will consider the citywide action plan/call to action drafted with all partners setting out what needs to be achieved and a draft action plan for staying within the carbon budget and reaching zero carbon by 2038.	Cllr Stogia	Richard Elliott Jonny Sadler	See minutes of 7 November 2018.
Update on Homelessness and Housing	To receive an update report and information on the following areas: 1. Manchester Move and the Housing Allocations Policy; 2. The work that is taking place to tackle homelessness and rough sleeping in the City, including the use of temporary accommodation and how these are inspected.	Cllr S Murphy Cllr Richards	Nicola Rea Jon Sawyer	45 minutes allocated
Overview Report	This is a monthly report, which includes the recommendations monitor, relevant key decisions, the Committee's work programme and any items for information.	-	Lee Walker	

Items to be scheduled				
Item	Purpose	Lead Executive Member	Lead Officer	Comments
Air Quality Task and Finish Group – Update report	To receive a report that provides the Committee with an update on the actions taken to progress the recommendations made by the Air Quality Task and Finish Group. The report will include a section specifically on air pollution around schools.	Cllr Stogia Cllr Craig	Richard Elliott	See minutes of NESC November 2017. Ref: NESC/17/53 Invitation to Cllr Paul, Chair of the Air Quality Task and Finish Group
To re-establish Behaviour Change and Waste Task and Finish Group	The report seeks the Committee's approval to re-establish the Behaviour Change and Waste Task and Finish Group.	-	Lee Walker	May 2019 meeting.
Final Report of the Behaviour Change and Waste Task and Finish Group	To receive the findings and recommendations of the Behaviour Change and Waste Task and Finish Group.	Cllr Akbar	Lee Walker	
Scheme Review – Princess Road / Princess Parkway (Speed Limit Reduction)	To receive a review of the speed limit reduction scheme that had been implemented on the A5103 Princess Road and the impact on two adjacent roads (Alexandra Road South and Nell Lane). The report will include analysis of displaced traffic.	Cllr Stogia	Steve Robinson	Previously considered February 2019.
Annual Work Programming Session	The meeting will close for the annual work programming session where members determine the work programme for the forthcoming year. To follow a presentation from the Director/Lead Officers on upcoming issues and challenges within the	Cllr Akbar Cllr Stogia		May 2019 meeting. This part of the meeting will be closed to the public.

Committee's remit.	

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