

Overview and Scrutiny Climate Change Subgroup

Minutes of the meeting held on Thursday, 23 January 2020

Present: Councillor Wright (Chair) – in the Chair

Councillors: Flanagan, Jeavons, Kilpatrick, Lyons and Shilton Godwin

Apologies: Councillor Hassan, Lynch and Whiston

Also present:

Councillor Stogia, Executive Member for Environment, Planning and Transport

Dr John Broderick, The Tyndall Centre for Climate Change Research

Dr Chris Jones, The Tyndall Centre for Climate Change

Jonny Sadler, Programme Director, Manchester Climate Change Agency

Julie Ryan, Friends of Ryebank Fields

Adam Pierce, Resident of Manchester

Claire Stocks, Resident of Manchester

Louise Sheridan, Resident of Manchester

NESC/CCSG/20/5 Minutes

The minutes of the meeting of the 22 October 2019 were submitted for approval. The Chair requested that Cllr Flanagan's apologies be recorded. The Chair recommended that the letter sent by Cllr Paul Andrews to the Greater Manchester Pension Fund regarding the divestment in fossil fuels be appended to the published minutes.

Decisions

The Subgroup;

1. Approve the minutes of the meeting held on 22 October 2019 as a correct record, subject to the above amendment.
2. Recommend that the letter sent by Cllr Paul Andrews to the Greater Manchester Pension Fund regarding the divestment in fossil fuels be appended to the minutes.

NESC/CCSG/20/6 Climate Emergency and Community Engagement

The Subgroup considered the report of the Strategic Director (Neighbourhoods) and the Strategic Lead, Neighbourhoods that described that in November 2018 the Council's Executive agreed to the establishment of science-based carbon reduction targets for Manchester, which required the city to become net zero carbon by 2038. In July 2019, the Council declared a Climate Emergency, noting that the declaration was explicit about the Council working with residents and other partners at a neighbourhood level, to ensure they were proactively involved in achieving this target.

The report submitted provided a summary on progress to date against this activity, and building on this momentum, outlined further actions that communities, Officers, Members and other partners, wanted to work on together to help reduce carbon. Building capacity to accelerate action at a neighbourhood level was key, as well as embedding priority actions in neighbourhood based ward plans.

The Subgroup considered the key points within the report, which included: -

- Providing a context and background to this activity;
- Progress to date, describing a range of initiatives and activities;
- Describing the ambitions and plans to build on this momentum to ramp up delivery and have an even greater impact to reduce carbon;
- Next steps;
- The approach to communications;
- The approach to the sharing of skills and experience to support and embed this activity; and
- Information on tools and capacity available.

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

- Welcoming the report and noting the activities delivered in wards;
- Recognising the ambition and challenge to scale up this activity to address climate change, suggesting that car free days and road closures should be expanded;
- The Council should use all of its influence through policy levers, across a range of activities, including planning and housing to address climate change and lead by example;
- Communications issued by the Council should be explicit in regard to climate change to reinforce the message;
- Recognising the importance of personal responsibility and behaviours to address climate change;
- Neighbourhood investment funds should be awarded to support and deliver activities and schemes designed to tackle climate change; and
- An update was sought on carbon literacy training for staff in the Neighbourhood Teams and was climate change being incorporated into respective wards plans.

The Members heard from Julie Ryan, Friends of Ryebank Fields. She spoke to the Subgroup and stated that the Ryebank Fields area of land did not appear on the published Brownfield Register and therefore it was their assertion that any plans to build housing on Ryebank Fields was contrary to local and national planning policy. She stated that this land was green belt land with similar status to other protected locations within the area, and as such should not be used for development.

The Strategic Lead, Neighbourhoods informed the Members that the community initiatives and projects were the result of engaging with, and listening to local residents and supporting them to deliver various projects. He stated that the Neighbourhoods Directorate were leading on the issue of climate change at a neighbourhood level for the Council, and all Neighbourhood Team Officers would have received their carbon literacy training by the end of March. He further

commented that the Directorate was continually seeking to influence the many partners of the Council, including Greater Manchester Police, housing providers, the NHS and businesses, and regularly engaged in positive conversations with them regarding climate change and actions to mitigate this. He added that these conversations were then fed back and used to inform strategies and actions.

The Strategic Lead, Neighbourhoods confirmed that climate change was included in all ward coordination meetings and was explicit in ward planning. He further commented that behaviour change was being influenced by communities and residents positively and constructively engaging with each other.

The Neighbourhood Manager, Central Neighbourhood Team responded to the comment from a Member regarding car free days. She said that they were seeking to build on the positive events and were working with partners to expand this, adding that they had bold ambitions to extend car free days and deliver regular road closures to promote and encourage walking and cycling.

The Deputy Chief Executive informed the Members that council policies, including the City Centre Transport Strategy were being reviewed to ensure that climate change would be embedded throughout these. She stated that it was important to use all available levers to influence change, commenting that the Highways Department procurement process was used to challenge suppliers to mitigate their direct and indirect carbon emissions. She further commented on the issue raised regarding communications by stating that this would be reviewed to ensure all communications were strengthened and messages aligned to climate change activity.

Decision

To recommend that the issue regarding the status of Ryebank Fields, raised by the resident be referred to the Executive Member for Environment, Planning and Transport for a response.

NESC/CCSG/20/7 The Tyndall Centre for Climate Change Research

Jonny Sadler, Programme Director, Manchester Climate Change Agency introduced the item. The Agency had commissioned the Tyndall Centre for Climate Change Research to undertake four pieces of work and make recommendations, as required, in relation to: the city's direct CO₂ emissions; the city's indirect / consumption-based CO₂ emissions; aviation emissions, and; methodology for organisations and sectors to set science-based targets.

The Subgroup heard from Dr John Broderick and Dr Chris Jones, from the Tyndall Centre for Climate Change Research who had been invited to present their work to date on the review of the city direct and aviation CO₂ targets. Noting that the review would take into account the latest science and international best practice for cities and would include further analysis and recommendations on aviation and consumption based emissions.

The Subgroup considered the key points in the presentations, which included: -

Direct CO₂ emissions

- Based on currently scientific analysis the draft recommendations and key points in regard to direct emissions were -
 - Retain the existing 15 MtCO₂ carbon budget, recognising that the latest science would allow Manchester to increase its budget to 18m tonnes;
 - Revisit carbon budgets in five years or in response to a new scientific synthesis report;
 - Focus on above 13% per annum reduction rate and meeting interim budgets;
 - Note that delays in achieving the 13% per annum reductions would require higher reduction rates in subsequent years;
 - Note that in relation to a date to become zero carbon, this is determined by historic emissions and the reduction rate then required in future years to stay within the 15m tonne budget i.e. the zero carbon date will change if the 13% annual reduction target is not met; and
 - Note that in relation to the potential 2030 zero carbon date, insufficient detail has been provided to enable Tyndall to analyse whether or not this is in line with the latest science. The main criteria to consider are: maximum carbon budget of 15m tonnes 2018-2100; 13% per annum reduction, as a minimum.

Aviation

- UK aviation emissions should stay within a carbon budget of 1,262m tonnes CO₂ 2018-2100, to be in line with the Paris Agreement, versus 1,705m tonnes of estimated forecast emissions based on Government's current plans for UK aviation;
- MCC and Manchester Airport should work with UK Government and other UK airports to establish a plan for staying within this budget;
- Data was available to monitor and report estimated figures for CO₂ emissions from flights by Manchester residents;
- Data was not currently available to monitor and report estimated figures for CO₂ emissions from flights by Manchester businesses but could be developed; and
- Manchester Airport could become a 'pioneer organisation' with other members of the Manchester Climate Change Partnership, in relation to its ground operations.

The Committee heard from Adam Pierce, resident of Manchester, who said that it was his opinion that Manchester needed to be bold and imaginative to effectively respond to climate change, utilising the creativity and skills of the many residents across the city who were engaged in this subject. He called for increased action and visible leadership from the Council to support residents to proactively respond to this issue. He suggested that consideration should be given to introducing a free travel scheme as an incentive for those residents who wished to scrap their vehicles.

The Subgroup heard from Louise Sheridan, resident of Manchester, who stated that it was her opinion that the Council had failed to deliver on its previous promise to deliver a citywide 41% reduction in carbon emissions by 2020 from a 2005 baseline. She further said that it was her opinion that the Leader of the Council should be summonsed to a meeting of the Subgroup to explain this.

In response to this comment the Programme Director, Manchester Climate Change Agency reminded the Members that a report submitted to the July 2019 meeting of the Neighbourhoods and Environment Scrutiny Committee had described that the latest data showed that citywide emissions had reduced by 40% since 2005 and the Council's direct emissions had reduced by 48.1% from a 2009/10 baseline. He stated that since then the Council had adopted a more challenging science-based carbon budget for the city. A Member also commented that it was everyone's responsibility to act on climate change.

The Subgroup heard from Claire Stocks, resident of Manchester, who stated that it was her opinion that the claim that the Council accounted for approximately 2% of the city's overall carbon emissions was used as an excuse, and that the Council needed to be bolder in its response to the climate emergency. The Deputy Chief Executive responded that the 2.5% figure related to direct emissions, however the Manchester City Council Climate Change Action Plan 2020-25 was much wider in its aims and ambitions and would demonstrate leadership on this issue. She informed Members that that the draft action plan would be submitted to the February meeting of the Neighbourhoods and Environment Scrutiny Committee for comment.

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

- Consideration needed to be given to the impact of activities, such as developments on carbon budgets for other cities;
- Whilst supporting the increased use of electric vehicles, consideration needed to be given to the unintended impact of this, such as increased emissions from power stations required to produce electricity;
- Did the carbon budget include carbon emissions from all sources;
- Noting that contributors to emissions, such as the motorway network were not directly controlled locally and this could negatively impact on achieving any carbon reduction targets. Adding that central government and responsible agencies needed to take immediate action on those areas of infrastructure that they had responsibility for;
- Requesting that the research and information that had informed the presentation be circulated to all members of the Subgroup;
- Emissions from aviation needed to be taken into consideration;
- The impact on climate change as a result of growth at the airport needed to be understood and taken into consideration and decisions taken should not undermine the ambitions to address climate change;
- The Council should use its stake as an owner in the airport as a mechanism to influence positive change; and
- Consideration should be given to the introduction of a frequent flyer levy to deter people from flying and reduce emissions from aviation.

The Programme Director, Manchester Climate Change Agency informed the Members that the Tyndall Centre had made their draft independent recommendations and findings based upon the latest scientific analysis and work to date. The Manchester Climate Change Framework 2020-25 would set out in high-level terms what the city needed to do to meet its targets. He stated that an update on the development Framework would be presented to the February meeting of the Neighbourhoods and Environment Scrutiny Committee for comment and this would

be an opportunity for an honest discussion as to how the city needed to respond to the carbon budget and also identify any gaps.

The Programme Director, Manchester Climate Change Agency clarified that the city's current carbon budget related to energy related emissions from buildings and transport emissions. He further commented that consideration would need to be given to understanding and measuring indirect emissions, created as a result of consumption and the impact this had on other cities, both nationally and internationally. In response to the comments regarding electric vehicles he stated that the national grid would need to continue to decarbonise, combined with increases in the amount of renewable energy generated within the city.

In regard to the airport, the Programme Director, Manchester Climate Change Agency commented that it was important to understand where the emissions were generated from, noting the difference between aviation and the actual airport site. The Deputy Chief Executive added to this by stating that the actual airport ground operation was carbon neutral. A Member recommended that the Subgroup should undertake a visit to the airport.

Decision

The Subgroup;

1. Recommend that aviation emissions should be included in the setting of carbon budgets and work is required with Government and other UK airports to establish a plan for meeting this budget;
2. Recommend that officers explore the options for measures that can be introduced locally to help the UK stay within the required UK aviation carbon budget, for example the introduction of a frequent flyer levy; and
3. Recommend that a visit to the airport site be arranged for members of the Subgroup.

NESC/CCSG/20/8 Terms of Reference and Work Programme

The Subgroup were invited to consider and agree the terms of reference and work programme. The Chair informed all those present that the date of the next meeting was 18 March 2020 at 2pm.

Decision

The Subgroup agreed the terms of reference and work programme.