

LOW CARBON HUB BOARD

Date: **22nd JANUARY 2016**

Subject: **GM CLIMATE CHANGE AND LOW EMISSIONS
IMPLEMENTATION PLAN 2016-2020**

Report of: **STEVE RUMBELOW, GM LEAD CEX ENVIRONMENT**

PURPOSE OF REPORT

This report provides an overview of the feedback received from the public consultation of the draft Implementation Plan for the GM Climate Change Strategy and Low Emission Strategies, provides options for the format and content of the final report and suggests a timeline for final approval.

RECOMMENDATIONS:

It is recommended that the Board:

- i) Note the report and comment on the feedback received. A full report on the consultation is provided at Annex 1.
- ii) Discuss and agree the options for the format and content of the final report; and
- iii) Agree the pathway for achieving approval for the final report.

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BACKGROUND PAPERS:

GM Climate Change and low emissions implementation plan 2016-2020
Consultation Results (Annex 1)
Various report to previous meetings of the Board on the consultation and draft Plan

TRACKING/PROCESS		[All sections to be completed]
Does this report relate to a Key Decision, as set out in the GMCA Constitution or in the process agreed by the AGMA Executive Board		No
EXEMPTION FROM CALL IN		
Are there any aspects in this report which means it should be considered to be exempt from call in by the AGMA Scrutiny Pool on the grounds of urgency?		No
AGMA Commission	TfGMC	Scrutiny Pool
22 nd January		tbc

1. BACKGROUND

The current approved GM Climate Change Strategy runs to 2020, with a key objective to deliver a 48% carbon reduction target by then. A three year Implementation Plan was produced in 2012 which concludes in 2015; a new Implementation Plan is therefore required to specify our priorities going forward from 2016-2020.

It has been previously agreed, by the Low Carbon Hub Board and GMCA, that the scope of the plan should be widened so that it also incorporates the necessary implementation elements of a GM Air Quality Plan. The Air Quality element, which is to be coordinated by TfGM working in partnership with GM public health officers, will help GM to respond most effectively to the public health implications of NOx and particulate emissions, alongside the long-standing carbon programme, in an integrated and efficient manner.

A consultation report for the new implementation plan was produced in 2015 and a public consultation undertaken between mid October and mid December 2015. An independent evaluation of the feedback received through the consultation process has been undertaken. This report provides an overview of the findings and a full summary report is provided at Annex 1.

In addition to this summary information, a significant level of detailed feedback has been received from respondents which is still being analysed. This includes detailed comments on specific wording of actions and wider content, suggestions for additional actions and offers of support.

2. CONSULTATION PROCESS AND IMPACT

The consultation process included feedback gleaned from:

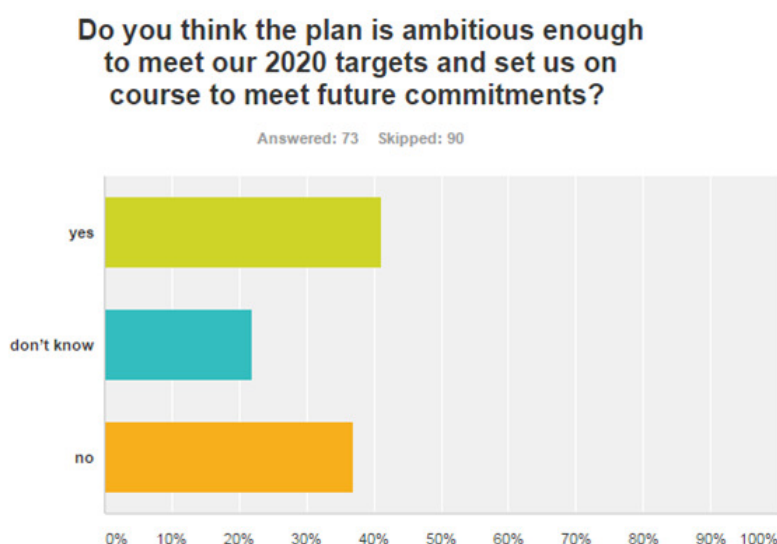
- Low Carbon Hub Events and Workshops – 17th November event (79 people) and 3 themed workshops (circ. 155 people)
- 17 presentations at general meetings, groups and events agendas
- Presentations to GMCA Executive and GMCA Scrutiny Committee
- An online consultation survey (149 responses)
- Additional written response from a further 16 organisations

Through these mechanisms, emails, websites, social and normal media, it is estimated that circa. 8000 people were directly engaged in the consultation process.

98% of the responses received came from individuals and organisations from Greater Manchester, 99% from UK. They represented good range of private and public sector and mix of genders and ages (including a few children). Around 15% were from people identifying as climate change specialists / campaigners etc.

3. SUMMARY OF FEEDBACK RECEIVED

The feedback received was generally positive, although it was felt that the Plan needed to be more ambitious, more specific and delivered in partnership with others. Conversely, there was scepticism expressed on whether the plan can actually delivered.



The main reason cited by those people who answered 'don't know' to the questions posed was a lack of data available to make an informed assessment.

3.1 Key Points

The key points raised (see also Annex 01 pages 6-7) included:

- Devolution of health, housing, transport and planning represents greater potential to integrate, for example there are opportunities to better embed low carbon in regeneration programmes from the outset.
- Overwhelming feedback that the plan should include actions from individuals and organisations as well as local authorities – there may

be a requirement to seek LCH Partners and key GM organisations to provide information on their short and longer term targets.

- The Plan should contain a long term vision of what GM would look like if our targets are to be achieved.
- Stable policy is ideally needed nationally as a springboard for the GM plan. Many expressed concerns that the changing national policy environment undermines the ability to deliver the plan, with too much reliance on national policies. This can be mitigated by over-delivery on other areas within GMCA control.
- GM needs to continue to position itself to 'go first' with national roll-outs e.g. smart meters
- There is tension between providing very detailed data to back up the plan with details of multiple delivery projects and identifying a big brush pipeline of enabling or infrastructure projects that GM can control.
- The plan needs to reference existing evidence and strategies e.g. GM Housing Retrofit Strategy and Behaviour Change report that provide detailed data. There are a lot of comments that the plan is currently vague and optimistic.
- Communicating sufficiently without overwhelming is a delicate balance. Infographics could be used to greater effect to show data and evidence behind the plan. Communication and engagement is a recurring theme and will need to be delivered to different audiences, with a people-centred practice and behaviour focus. A specific communications plan would be needed to bring the plan to life.
- Behavioural change is important alongside the focus on emissions reduction. This is harder to measure and greater emphasis on how programmes of behaviour change alongside physical projects and investments is needed.
- Private sector companies want to be included and report their contributions to demonstrate leadership. Community and NGOs want to harness their role through engagement at the local level. Trade Union submissions highlighted the reach to their membership. Routes to involvement need to be developed, creating a movement using new delivery models.

3.2 Areas of Concern

A number of general areas of concern were expressed by respondents:

- A need to be more open and realistic about the required increase scale and volume of activity that will be necessary to deliver carbon reduction
- Not enough actions to deliver the targeted reductions, recognising that some identified projects will likely not materialise.
- The Plan is considered light on adaptation and the relationship between air quality and carbon reduction.

- Need to better identify the role of mass deployment of small actions (e.g. microgeneration) not just major schemes and initiatives
- Concern that some actions were identified where funding was yet to be secured. Some of the actions are subject to devolution agreements which are currently being discussed with Government,
- How do we measure progress against the targets? More metrics were requested on emissions contribution of different actions.
- Whether the current analysis sufficiently took into account the impacts of population and economic growth

3.3 Specific Issues Raised on Themes (see Annex 01 Pages 13-24)

Buildings

- Call for a GM Planning standard or SPD to exceed regulations (without holding back delivery or economic growth)
- Need to address access to low cost finance or funding, new models needed which may include use of flexible business rates.
- Several respondents voice a strong role for GMCA in monitoring and enforcement of building regulations.
- Adaptation and resilience need to feature more prominently
- Stronger links to jobs, skills and local procurement are sought

Energy

- Forming of an Energy Company seen as a key enabling mechanism
- Greater inclusion of mass microgeneration
- National lobbying for Planning to mandate heat to be included in new developments
- Increased consideration of energy storage eg to link with the uptake of electric vehicles.
- More detail on finance and incentives together with a supportive planning framework to encourage action are required.

Natural Capital

- Some concern about the relationship with economic growth appearing in the priority statement.
- Need to widen the actions to broader than wetlands
- Greater linkages to adaptation, resilience and health need to be made
- Improve planning policy to enhance and protect natural environments
- Stronger quantification of the role of trees in carbon sequestration
- A more spatially orientated evidence based approach to the actions was called for.

Transport

- General support but greater ambition and inclusion of actions beyond TfGM called for (including roles for the private and third sector)
- Strong support for the linkage to air quality
- Enhanced emphasis on travel behaviour and practices were strongly supported – with a stronger focus on cycling

- Last mile logistics was raised as an area that required further consideration as was traffic around key employment sites.
- Funding and affordability were significant issues raised by respondents with several suggesting the reconsideration of the congestion charge (although others disagreed).
- Need to consider how to encourage and support greater numbers of home based workers

Sustainable Consumption and Production

- General support however a significant call for greater consideration of the circular economy
- Recognise a wider link to other resources and not just energy/carbon and encourage the use of recyclates
- Strong role for LCEGS sector and universities
- Public sector procurement considered an important lever but only if enforced
- Again, there was a call for a massive campaign to stimulate behaviour change and assist people to make the right choices.

Resilience

- More reference to green infrastructure and transport resilience required.
- A number of respondents pointed out the contradiction of expanding the airport with reducing emissions
- Greater alignment of the Theme with other GM strategies
- More effective use of the planning system to lock out bad decisions now.

4. SETTING FUTURE TARGETS

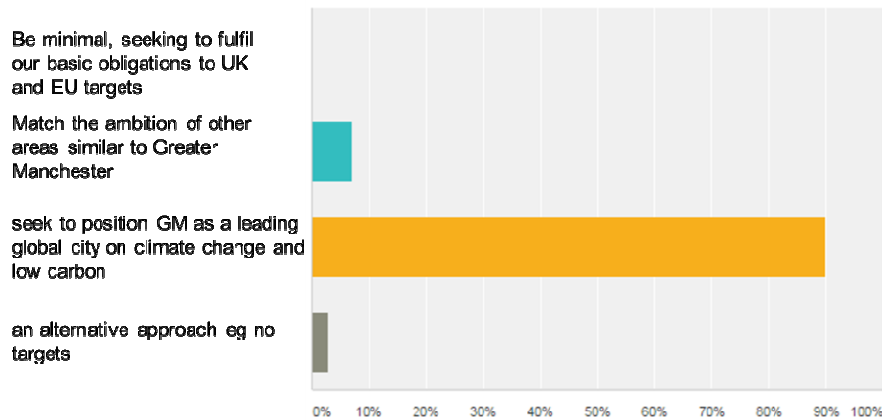
Respondents gave an overwhelmingly strong signal (90%) that Greater Manchester should seek to set future targets which would position Greater Manchester as a leading global city on climate change. This would mean setting targets both using a globally recognised methodology, and also ensuring that the level of ambition reflected in the targets is commensurate with leading global cities. No respondent suggested GM should set modest targets below national levels.

There is an international initiative to encourage companies, cities and areas to develop robust targets, (see <http://sciencebasedtargets.org/>). It is proposed that Greater Manchester develops its overarching emissions reduction target and supporting targets using this methodology.

Feedback also highlighted that any target set must fully subscribed to at the highest level, and that the implications of the target set need to be both transparent and well-understood. Related to this, the importance of the target being directly applied to decision making across Greater Manchester's policies, projects and programmes, not just to climate action was also emphasised, particularly at the consultation event.

Should these targets seek to: (select buttons)

Answered: 70 Skipped: 93



A paper outlining target options and their implications could be presented to Greater Manchester Combined Authority in March 2016. The level of target they agree will be included in the final version of the Implementation Plan, and used in other strategic documents.

5. OPTIONS FOR THE FORMAT AND CONTENT OF THE FINAL PLAN

A number of considerations will need to be made when deciding the format of the final Plan. The following suggestions were made:

- Have a separate section for non-Local Authority actions and seek partners agreement to provide information on their short and longer term carbon targets to inform the wedges analysis.
- Develop a separate section for carbon literacy and behaviour change
- Quantify what combination of different actions could deliver emission savings in the 'unknown' wedge.
- Most people felt that the Resilience section should be integrated with the other themes.
- Potential to develop specific targets for each section eg X% of GM's energy will be from renewable sources by 2020/2035.
- A further suggestion is to have a number of key 'Headlines' at the front of the report which are easily memorable

We could incorporate a number of these options into the current format of the consultation report (ie update the existing report) however it is likely to increase the volume of the report. An alternate option is to separate the final report into just the Action Plan and have a separate report for the future vision and context.

6. PRODUCTION AND APPROVAL TIMETABLE

The proposed production and approval timetable for the final Implementation Plan is set out below.

25th September 2015:	Draft Consultation Document to Combined Authority
2 nd October 2015:	Draft Consultation Document to Low Carbon Hub Board
Oct/Nov 2015:	Consultation Process – workshops/questionnaire etc
11 th December 2015:	GM Scrutiny Committee
Dec/January 2015:	Analysis of consultation responses and amendments to document
January 22 nd :	Report on the consultation findings to LCH
February 2016:	Report on the consultation findings to GMCA
March 2016:	Draft Final Report to WLT/Informal Leaders
1 st April 2016:	Draft Final Report to Low Carbon Hub Board
April 2016:	Draft final report to Scrutiny
April 2016:	Formal adoption of the Final Report by GMCA

7. RECOMMENDATIONS

It is recommended that the Board:

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