

LOW CARBON HUB BOARD

Date: **22nd JANUARY 2016**

Subject: **QUARTERLY PERFORMANCE UPDATE**

Report of: **Steve Rumbelow, Lead CEX Environment**

PURPOSE OF REPORT

This report provides an update on progress in the last quarter, based upon the revised system of performance reporting agreed at a previous Board meeting. It outlines the key principles of the new approach. As the new Implementation Plan is not yet finalised, the performance framework (Annex 1) contains indicative information only at this stage.

RECOMMENDATIONS:

The Board are recommended to:

- i) Note and comment on the revised approach;
- ii) Note that the delivery of the framework has resource implications for a number of different teams and stakeholders; and
- iii) Note the updates from across the Low Carbon Hub's accountable bodies, attached at Annex 2 to this report;

CONTACT OFFICERS:

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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?		[Please state any reasons here]
AGMA Commission	TfGMC	Scrutiny Pool
22 nd January 2016	[Date considered at TfGMC; if appropriate]	[Date considered/or to be considered at Scrutiny Pool; if appropriate]

1. OVERVIEW OF PROGRESS

The updates attached at Annex 2 to this report highlight areas of progress across the themes of the GM Climate Change Strategy over the last quarter. The updates detail a number of successes, key successes include:

- Consultation on the revised Climate Change Implementation Plan 2016-2020 successfully concluded;
- Over 1205 homes signed up for the Green Deal Communities Project to exceed the targets agreed with DECC.
- Life Integrated Project proposal submitted to the EU and £20m funding agreed.
- Manchester Growth Company submitted ERDF funding bids to continue low carbon business support activity.
- Proposals and business cases for a GM energy company/enterprise have been produced and agreed at GMCA.
- GMCA website content developed, and new and additional material submitted to 'On the Platform' website.
- Devolution negotiations resulted formative agreements on energy.

2. KEY ANTICIPATED ACTION IN THE NEXT QUARTER

As a priority, the following activities will be delivered in the next Quarter:

- Finalise the Climate Change Implementation Plan 2016-2020 and seek agreement on new 2020+ targets for climate change
- Close out the Green Deal Communities Project to complete the agreed targets
- Continue to support Districts to promote the green business support available.
- Contract with the EA for the Life Integrated Project proposal
- Bury MBC to release their £1m REFIT tender to market for retrofitting of an initial 5 public buildings.
- Proposals and business cases for a GM energy company/enterprise will be concluded for consideration.
- Provide input to the development of the evidence base for the GM Spatial Framework and continue to ensure Low Carbon risks and opportunities are appropriately reflected.
- Progress implementation of energy-related components of devolution agreement.
- Completion of a new performance framework of KPIs and OPMs compliant with key external commitments.
- Develop at least 2 EU INTERREG funding bids for non-domestic energy efficiency and Energy market innovation, and identify funding opportunities for Horizon 2020 June and September calls.

3. IDENTIFIED RISKS

Officers and sub-groups have identified a number of risks to existing, and particularly future, programme delivery. Mitigation of these risks, as far as possible, will be managed by the responsible Accountable Body:

- Changes to the national framework for funding of low carbon and renewable projects and technologies may alter the viability of some projects;
- Failure to attract future project funding from UK and EU sources;
- Reduced GM-wide capacity to deliver policy, building retrofit and renewable energy activities across both the domestic and non-domestic sectors without identified external revenue and capital funding.

4 REVISED PERFORMANCE FRAMEWORK

Previously, the performance framework for the Low Carbon Hub comprised:

- A small suite of KPI data monitored and reported in spreadsheet and graph format, collated annually by New Economy's research team;
- Thematic progress reports using a standard template reported quarterly, prepared by Theme leads and endorsed by thematic group Chairs;
- A traffic light system of reporting against a range of actions/projects from the detailed Theme Group work programmes, summarised and collated from theme leads' detailed theme work programmes by the GMIST team;
- Annual reporting against a range of external commitments prepared by the GM Environment Team;
- Adhoc issue and project specific detailed reports at key project milestones prepared by project leads and the GM Environment Team; and
- Project information and reporting used in Low Carbon Hub bulletins, annual reports and as part of communications plans.

The changes to LCH working arrangements agreed at previous LCH Board meetings (a shift from Thematic leads and Sub Groups to Accountable Bodies), together with new commitments made as part of international compacts, such as Carbon Disclosure Project, Compact of Mayors, requires a change to the reporting system. A simplified approach which shares responsibility across accountable bodies and ensures accurate, timely information provision to inform and shape priorities, the LCH Board and key stakeholders is required. This will need to be underpinned by a robust accounting system for Key Performance Indicators (KPIs) and Operational Performance Measures (OPMs) which is compliant with international commitments.

5 KEY CONSIDERATIONS

5.1 Published Requirements

The Greater Manchester Strategy (GMS) and associated performance framework requires just two low carbon KPIs to be tracked as secondary GM indicators

- Tonnes of CO₂e per annum for Greater Manchester, targeting a reduction to around 11 million tonnes by 2020; and
- new homes retrofitted, with no specific target.

National government does not require local authorities to collate or publish any related data, however they request that GHG emissions arising from their direct operations are monitored and reported. Some larger local authorities have similar requirements under the Carbon Reduction Commitment (CRC). Around 70% of GM's authorities currently collate and externally report this data, however this is at risk from successive rounds of efficiency savings.

The Climate Change Strategy and current Implementation Plan included a wider suite of indicators, both explicit as KPIs and implicit within sections (see Annex 1). The new draft implementation plan proposes a suite of:

- Key Priority Indicators (KPIs) to assess how we are performing as a city region; and
- Operational Performance Measures (OPMs) to assess the effectiveness of our action in pursuing objectives.

Accounting and reporting systems will be needed to produce these and to assess progress in projects and commitments.

KPIs need to be transparent, consistent, and enable GM to report and compare its performance with other areas. OPMs need to track and capture whether GM is making expected progress on delivering its key actions and commitments, and whether that progress is effective.

5.2 External Commitments

Greater Manchester is a signatory to a number of external commitments which require monitoring, measurement and performance reporting in order to demonstrate ongoing commitment.

These include:

- **Climate Local** – An LGA initiative requiring annual updates and 2 yearly detailed progress reports under 4 thematic headings
- **Carbon Disclosure Project (CDP)** – a detailed online annual reporting and disclosure process, requiring general information about an area, and detailed information about emissions, plans and performance
- **Compact of Mayors** – An initiative which uses the data submitted into CDP to annually assess and rank whether cities are making and meeting climate change commitments
- **Integrated Covenant of Mayors** – An integrated version of Mayors Adapt (see below) and the EU covenant of Mayors, which dictates specific requirements for measuring, managing and monitoring progress,
- **Under 2 MOU** – The ongoing reporting requirements are not yet finalised, however an Annex template which includes much of the information above in a different format is likely.
- **UNISDR and Mayors Adapt**- similar to CDP with less formal templates and a focus on adaptation and resilience issues.

There is significant overlap between the information requirements of the above commitments and the existing and proposed KPI and OPMs. It therefore makes sense to include the underlying reporting requirements of these commitments in our accounting systems as part of a refreshed performance reporting framework. As these commitments periodically update their reporting arrangements, it may also be necessary to reflect these changes in the GM performance framework.

5.3 Operational requirements

The revised performance framework will need to draw and store information from the key accountable bodies and collate and present it in a consistent format. A balance will need to be struck between the time spent on detail and quality of information and the delivery of the actions the framework is monitoring and reporting on.

There is currently only a few days of data collation, analysis and reporting time available from the New Economy Research Team and limited resources in accountable bodies or the Environment Team to undertake this. A piece of work to develop the accounting system has been commissioned, and it is anticipated that an updated suite of indicators based on this work will be available in time for the launch of the Climate Change Implementation Plan.

6 PROPOSED APPROACH

It is suggested that a performance management framework comprising the following is put in place:

- 1 An Annual Summary Environment Report (4 pages), providing the headline data, project progress, issues, challenges and future plans for the Low Carbon Hub.
- 2 A KPI/OPM progress summary report based on the Compact of Mayors / CDP and Climate Change Implementation Plan information requirements. This would be reported at every other Board meeting, with a cover sheet spotlighting only those KPIS and areas for which new data had become available. It is proposed that the data specification and final collation for this is drawn up by the GM Environment Team with ongoing management, monitoring and analysis of required datasets undertaken by the New Economy Research Team. All accountable bodies will need to agree to the provision of timely information and materials as part of the Business Plan.
- 3 A Low Carbon Hub Activity Progress Report which outlines the key operational activities of GM organisations and key partners. This would be reported at every Board meeting. It is anticipated that this will include high level final commitments of the Climate Change Implementation Plan. This would be contributed to by all accountable bodies and key partners, and collated by the GM Environment Team. Quarterly performance reports will be provided by:
 - Manchester Growth Company,
 - Greater Manchester Environment Team (to include New Economy)
 - Low Carbon Investment Unit
 - TfGM; and
 - GMWDA

7 RECOMMENDATIONS

The Board are recommended to:

- Note and comment on the revised approach;
- Note that the delivery of the framework has resource implications for a number of different teams and stakeholders; and
- Note the updates from across the Low Carbon Hub's accountable bodies, attached at Annex 2 to this report;

ANNEX 1: DRAFT CLIMATE CHANGE IMPLEMENTATION PLAN MONITORING PROGRESS: TARGETS AND KEY PRIORITY INDICATORS (KPIs)

Key Priority Indicators

The following KPIs characterise Greater Manchester's Climate Change context

KPI description	Available data	2020 Target
CO ₂ emissions (mt CO ₂ e)	15.325 (2013) updated from 16.145 (2012)	11 mtCO ₂ e
Tonnes CO ₂ /£m GVA	272	na
GM Renewable Energy Generation	0.54TWh/year electricity. Heat unknown (2013)	4TWh heat and electricity
Peak Demand	Accounting system being developed	
Energy Consumption	2012: 53.125TWh	
Percentage of people travelling other than by car	2012: 25%	35% (2018)
Properties in flood warning areas:	2012: 30,000	
LCEGS Sector*:		
Number of companies	2013 = 2000	
Number of employees	2013 = 38000	
Value of sales	2013 = £5bn	
Annual growth rate	2013 = 4.9%	
Proportion of journeys to work by GM residents made by non-car modes.	26% (2010/11)	26% (2016/7)
Index of cycle use, from up to 60 automatic cycle counters	107 (2010/11)	118 (2016/7)

*the Government's definition of the Low Carbon Sector (LCEGS) has changed in 2014

Operational Performance Measures

To ensure we're on the right track, we'll monitor progress against:

OPM description	Available data	Baseline (2013)	2020 target
CO ₂ reduced by GM project pipeline			2.24 mtCO ₂ e
Total installed Microgeneration 2010-15 (number) (2015)	22544		tbc
Total installed Microgeneration 2010-15 (capacity, MW) (2015)	72.023		tbc
In time, GM tariff uptake	0 (8,000 switchers)	0	25,000
Build and open Velocity 2025 cycle routes?	0 open	0	All open
Annual Carbon Savings achieved in companies assisted by MGC			58,000
Domestic waste materials recycled (% of total)	(40.85%)	40.85%	48% (2018)
Local Spend from public contracts	Indicator in place Aug 15	tbc	tbc
Research and innovation income at key GM institutions	£110m (2013)		£150m per annum
Car Journeys in GM (A&B Roads)	85.7%	tbc	tbc
Hybrid Deisal Electric Bus fleet make-up (GM)	21.70%	tbc	Tbc

ANNEX 2 ACCOUNTABLE BODIES QUARTERLY PERFORMANCE UPDATES

QUARTERLY UPDATE REPORT

Accountable Body	TfGM	Date:	15/12/15	Lead Officer:	Helen Smith
Headline Developments					
<ul style="list-style-type: none"> - Provisional grant (100k) secured from DEFRA to deliver a Clean Air Zone (CAZ) feasibility study - EV taxi feasibility study will be commissioned in prep for phase 2 application, despite failure to secure funding in phase 1, - Highways strategy board seeking proposals to deliver AQ projects regionally. While AQ focused, proposals to focus on cross over benefits of reducing carbon and improving freight flows. 					
Challenges					
<p>Identification of funding to explore and trial innovative solutions. Lack of GM Alternative Fuel Strategy.</p>					
Targets, KPIs and OPMs – Direction of Travel					
	Baseline	Latest data	Target & progress		
Mode split – GM Key centres (avg)	2001/2: 45% Non Car 55% Car	2014: 55% Non car 45% Car	Mode shift of 10%		
EV Registrations in GM	Q4 2011: 12 Year total 2012: 105	Q3 2015: 952 Year total (Q1-3) 2015: 2439	Uptake has increased 7833%		
Cycling rates	A&B roads 2001: 42.1 m km 2002-2004 Average peak flows (index): 70	A&B roads 2013: 58.7 m km 2013 -14 Average peak flows (index): 187	2025: 300% increase 10% of mode share		
Progress in last quarter against operational priorities (these will be RAG rated ongoing)					
Implement planned infrastructure improvements	<p>Altrincham Interchange Cycle Hub opened which marks completion of the interchange. Cycle hub membership above target. Stockport and Wigan interchanges in consultation. Flagship Wilmslow Rd cycleway has opened to the public. All other CCAG cycle ways have substantial works completed.</p> <p>Metrolink exchange square stop opened on time, work on second city crossing continues; on track for May 2017 delivery.</p>				
Changing Travel Behaviour	<p>Life on 2 Wheels campaign – large reach 30,000 7000 cycle training sessions being delivered each month</p>				

	<p>Metrolink patronage continues to rise, rolling annual patronage now at 33 million. Get me there app now available, can purchase ML tickets, also launching on bus. Over 2300 Personal travel plan interviews</p>
Reducing Emissions from Heavy goods vehicles	<p>ECOstars freight accreditation pilot to engage with freight operators on improving fleet performance in initial stage, work begins in January.</p> <p>Continuing work to develop the delivery service plan toolkit for larger organisations in GM. Ongoing work to implement.</p> <p>GM Logistics Strategy under development</p>
Stimulate the uptake of ULEVs	<p>Application to DEFRA's air quality capital grant fund was successful. This will provide £100k to develop a Clean air zone feasibility study. Work expected to commence in February.</p> <p>EV taxi feasibility study will be commissioned in prep for phase 2 application</p> <p>Joint tender in development with MCC for a GM wide car club, potentially including large ULEV component.</p>
Reduce emissions from Buses	<p>New Bus lanes on A580 came into use in Oct. Testing on the guided busway is taking place</p>
Key Risks:	
Issues to raise with Low Carbon Hub Board:	
Chief Executive / SRO comments:	

Accountable Body	GMWDA	Date:	04/01/2016	Lead Officer:	Peter Davies
Headline Developments					
Successful Recycling & Waste Management Contract (the Contract) delivery of all major facilities					
Challenges					
- Reduced end markets for wood waste (following new storage rules) has affected recycling performance					
Targets, KPIs and OPMs – Direction of Travel					
	Baseline	Latest data	Target & progress		
Recycling	41.04% (2014/15)	39.55% (to Oct 2015)	50% by 16/17		
Diversion	74.74% (2014/15)	82.28% (to Oct 2015)	85% by 2017/18		
Carbon saved (CO ₂ e)	262 ktpa (2014/15)	Annual Data	286 ktpa via delivery of contract 221 ktpa by 2017/18 (via delivery of stretch targets/optimisation) Therefore, additional 59 ktpa via 2017/18 stretch targets.		
Progress in last quarter against operational priorities (these will be RAG rated ongoing)					
Increasing sustainability of our waste collection and disposal system					
Reduce void capacity within the Municipal Waste Collection System					Green
Increase the value of recyclates/energy removed from the waste stream.					Amber
Increase kerbside collection recycling rates by communication, reducing residual waste capacity/void space and proportionate enforcement to contribute to an overall Greater Manchester recycling rate 50%					Amber
Develop; the services at Household Waste Recycling Centres to increase recycling, composting and Diversion from Landfill.					Amber
Increase landfill diversion to 81.3% in 2015/16, 82% in 2016/17 and 85% in 2017/18.					Green
Undertake targeted campaigns to around 10% of GM household in 2015/16.					Green
Key Risks:					
Behavioural changes Performance of technologies Changing legislation and policy					
Issues to raise with Low Carbon Hub Board: None					
Chief Executive / SRO comments:					

Accountable Body	Gm Env Team	Date:	11/01/16	Lead Officer:	Mark Atherton
Headline Developments					
<ul style="list-style-type: none"> - Energy asks agreed as part of latest devolution deal discussions with government. - Consultation on draft Implementation Plan complete - New commitments made at Paris COP 21. (Integrated Covenant, under 2 MOU and Compact of Mayors) 					
Challenges					
<ul style="list-style-type: none"> - Funding for ongoing domestic energy efficiency work in GM linked to fuel poverty - Capacity for provision of input to new neighbourhood plans 					
Targets, KPIs and OPMs – Direction of Travel					
	Baseline	Latest data	Target & progress		
To be confirmed					
Progress in last quarter against operational priorities (these will be RAG rated ongoing)					
Develop an Implementation Plan for 2016-2020	Consultation draft released Oct 15. Consultation closed 11 th Dec. Circa 200 responses. .				
Develop a longer term range of targets and priorities for 2020+ in Greater Manchester.	Clear signal from respondents for a leadership-grade target. New commitments set a minimum standard for 2040/50, and also inform methodology for target development.				
Complete Local Authority lead onshore wind assessments and deliver a programme of onshore wind investments	Scout moor expansion awaiting SoS clearance. Other schemes being progressed locally. Neighbourhood plans and new planning guidance a critical issue.				
Develop and maintain a supporting performance framework for LCH activity	Tender issued for key KPI accounting system. This report comprises the first iteration of a new performance framework. First Annual Environment report issued Nov 15.				
Contribute a low carbon component to devolution discussions	Key issues agreed in Nov 15. Discussions underway, expected to conclude March 16.				
Develop and implement an innovation pipeline to secure 2020+ activity	Innovation workshop held 16 th Dec 2015. 16 new major grant aided projects in place at universities and GM consortia during 2015.				
Undertake detailed masterplanning and design a long term energy infrastructure plan and map for Greater Manchester through the ETIs Smart Systems and Heat Programme.	Progressing as planned. Some issues regarding scope of work for phase 1 being discussed to ensure that reports generated are useful as decision tools. Horizon 2020 opportunities identified.				

Implement NEDO project for domestic heat pumps and demand response	NEDO project generally on track. Over 250 pump installs - Home gateway trials underway.
Establishing energy generation and trading in a way that delivers value to local stakeholders	Final feasibility report received from consultants. WLT report issued. Agreed at CA 18 th Dec, reports to LEP 18 Jan and LCH Board 22 Jan. See accompanying report.
Support accelerated delivery of smart infrastructure In Greater Manchester	New Smart pilot secured with Schneider to deliver trials in 1000 homes. Cryogenic storage pilot underway in Bury. NOBEL grid pilot locations selected.
Encourage the wider uptake of renewables in the domestic, private and wider public sector through power purchase agreements, finance and connection innovation.	Business Energy Efficiency taxation review consultation response submitted. Work to explore the role of Power purchase agreements underway.
Encourage the development of commercial and community-lead wind, heat, biomass, PV, hydro-energy & other renewable & low carbon projects through supportive planning policies & facilitated access to funding & advice.	Generation Oldham pilot providing useful learning. Comm energy needs integrated into Energy Co model. Key issues identified re robust positive planning policy if GM is to realise community generation at scale. Input made to evidence base and consultation for GMSF.
Contribute low carbon, climate change and natural environment content for GMSF	Key issues papers and policy sections contributed. EA secondee appointed to coordinate work between LCH Hub and GMSF team.
Strengthen the infrastructure to support sustainable food in Greater Manchester	New consortia model agreed. Stockport is providing capacity to help progress work further.
Deliver a programme of domestic energy efficiency	Green deal communities reaching completion with target exceeded. Discussions underway with health colleagues to develop a new programme of activity. Key funding challenges.
Increase the engagement of Members and Communities in LCH activities, and further develop communications	Meeting cycles for key groups and LCH Board successfully implemented. Two Induction / briefing meetings were held for LCH board members and LA members. 2 bulletins issued, and articles submitted On the Platform. Key external commitments signed up to and successful presence at COP 21 of Mayor supported.
Key Risks:	
Issues to raise with Low Carbon Hub Board:	
Chief Executive / SRO comments:	

Accountable Body	Low Carbon PDU	Date:	14/01/16	Lead Officer:	Julian Packer
Headline Developments					
<ul style="list-style-type: none"> - Final report on GM Energy Company Options Appraisal and Outline Business Case Issued – reported to GMCA on 18th December; next steps approved. - Civic Quarter Heat Network in procurement for delivery partner – finalised ITT to be released February 2016, financial close October 2016. Grant funding approval from DECC to carry out District Energy Procurement Agency (DEPA) Phase 1 works legal, governance, business case refinement and prospectus; phase 2 plan). - Low carbon and energy Technical Services Framework approved and established. - ELENA funding being used to bring additional technical resource into GM LCPDU to deliver significant low carbon project pipeline. - DECC has announced a £300m fund for District Heating, GM considered a key stakeholder 					
Challenges					
<ul style="list-style-type: none"> - Significant shift in national policies and renewable subsidies has negatively impacted on some workstreams (PV, onshore wind) - Lack of resources both at the centre and in the districts has significant impact on some workstreams 					
Targets, KPIs and OPMs – Direction of Travel					
	Baseline	Latest data	Target & progress		
GM Renewable Energy Generation	0.54TWh/year electricity. Heat unknown (2013)	0.54TWh/year electricity. Heat unknown (2013)	4TWh heat and electricity		
Energy Consumption	2005: 62.15TWh	2012: 53.125TWh	Not yet set		
Progress in last quarter against operational priorities (these will be RAG rated ongoing)					
Deliver existing PV projects and establish a pipeline of local authority -lead photovoltaic installations	<ul style="list-style-type: none"> • Small scale pipeline of projects not viable due to FiT cuts • 800 domestic installs by Northwards before deadline • 250kW scheme installed at Parrswood Nov 15 • Larger scale ~MW may still be viable, potential for STOR. Car parks being investigated 				
Deliver a programme of identified local heat networks and plan for their longer term integration	<p>The pipeline/programme of projects across GM is well established, and includes:</p> <ul style="list-style-type: none"> - Manchester Civic Quarter Heat Network in procurement for a delivery partner. Work in Q1 2016 will involve further technical dialogue with shortlisted bidders, finalising of ITT and contractual documentation, and ongoing Project Working Group meetings. - Corridor Manchester feasibility work complete, detailed business case development and soft market tested to be carried out in Q1 2016. Techno-economic feasibility studies for MediaCity UK expansion (Salford) and NOMA (Manchester) to complete in Q1 2016 – detailed business case development to follow. - Consultants appointed in December 2015 for Bury, Ashton and Bolton town centre feasibility studies – due for completion Q2 2016. - Further projects for Manchester (Piccadilly), Trafford (Trafford Park) and Salford (Salford Central) will go out to market for technical consultancy support in Q1 2016. 				

	<ul style="list-style-type: none"> - Grant funding from DECC secured for a GM Regional Centre wide study investigating the technical and commercial barriers and strategies for connecting/integrating network clusters.
Establishing energy generation and trading in a way that delivers value to local stakeholders and encourages investment in LC/renewable infrastructure	<ul style="list-style-type: none"> - Final report on GM Energy Company Options Appraisal and Outline Business Case Issued – reported to GMCA on 18th December; next steps approved. - Agreed at CA 18th Dec, reports to LEP 18 Jan and LCH Board 22 Jan - Complimentary work needs to be undertaken on EfGM and GM generation
Establish a procurement framework for technical services in the field of low carbon and energy	Following a competitive OJEU compliant tender process, the Framework has been approved and established, and is open to all North West Authorities and Manchester partners. Allocation of work (projects) will begin in January 2016.
Establish a District Energy Procurement Agency	100% (£99k) grant funding secured from DECC Heat Network Delivery Unit (HNDU) for Phase 1 works, including: a report on options for DEPA structure, ownership, governance & operation; a workshop with stakeholders (UK Local Authorities); developing outlines for Phase 2 works.
Deliver a programme of non-domestic energy efficiency in public buildings	<p>An outline investment opportunity of £68M is identified which would cut annual consumption by 15%, subject to detailed project pipeline development.</p> <p>Current Projects include:</p> <ul style="list-style-type: none"> • Development of 0% GM Low Carbon Recycling fund supported by Salix Finance has commenced. Fund potential £1-5 million in year 1 subject to committed pipeline • £1 million Re:Fit invitation to tender to be announced March 16 – 5 buildings linked to the Bury Town Centre Heat network • A pilot of 22 public buildings of mixed use & size in Rochdale are currently receiving energy efficiency audits. A potential investment opportunity of cr£300k. Capital works are planned for the summer, subject to energy audit outcomes • A Pilot of 4 schools in Rochdale are currently proceeding through procurement, with planned delivery of cr£220k of energy efficiency measures in February half term 2016 • GM Fire have identified 5 Stations to under go a pilot of energy efficiency audits in collaboration with the LCPDU and Salix Finance <p>LCPDU are to review the MCC annual planned maintenance (AMP) programme to identify energy efficiency opportunities for 0% funding and programme acceleration</p>
Key Risks:	
Issues to raise with Low Carbon Hub Board:	
Progress on NDEE is under severe threat due to lack of resources at the centre (ie in the LCPDU) and the lack of and reducing capacity in the districts	
Chief Executive / SRO comments:	

Accountable Body	Manchester Growth Company	Date:	18/12/15	Lead Officer:	Todd Holden
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Headline Developments

- The current funding for the Green Growth Service, covering resource efficiency and low carbon environmental goods and services sector support ended in November.
- The Green Growth Service met or exceeded its key deliverables, see targets below.
- Agreement has been secured from DCLG for funding to continue the low carbon environmental goods and services sector support activity as part of a wider GM Priority sector project. This also includes delivering LCEGS inward investment from non EU countries through MIDAS.
- Environmental criteria and standards have been written into all new Business Growth Hub projects

Challenges

- A decision on the innovation project which will enable a modified form of the current resource/energy efficiency project to continue, has not yet been secured from DCLG.
- To maintain service momentum and staff retention during the transition from the old to new projects especially in the areas where funding decisions are still pending.

Targets, KPIs and OPMs – Direction of Travel

	Baseline (Target)	Latest data (End)	Target & progress
Businesses Assisted	156	242	Exceed target
CO ₂ savings Identified	28,396 tonnes	52,267 tonnes	6,010 achieved
Cost savings identified	£10.7m	£14.7m	£2.3m achieved
Sales created / safeguarded	£12.7m	£16.5m	Target exceeded
Jobs created / safeguarded	96	145	Target exceeded

Progress in last quarter against operational priorities (these will be RAG rated ongoing)

Ensure the service offer meets its contract targets	The first 2 months of the quarter were spent wrapping up activity with SMEs and evidence collecting to ensure that the projects impact was accurately captured and reported to the funders and stakeholders.
Provide a LCEGS Sector Support service in GM	ERDF has been secured to enable this service to continue; this now includes specific resources to encourage inward investment from non EU markets. A number of roles have been advertised and interviews have taken place to recruit new LCEGS sector specialists.
Support GM SMEs to improve their productivity through reduced energy and material consumption	This support has been embedded into a wider innovation projects which has been submitted to DCLG for approval with ongoing dialogue on points of clarification, as yet no decision has taken place. The Business Growth Hub

	continues to provide this support at its own risk to ensure momentum is maintained.
Actively support and developed SME networks to support the transition into a low carbon economy.	Through Green Intelligence; the GM Green Growth Pledge and LCEGS virtual network; support continues to be delivered to GM networks doing this transition period.
Key Risks:	
Issues to raise with Low Carbon Hub Board:	
Chief Executive / SRO comments:	
<p>From almost a standing start and over a relatively short duration the Green Growth service has made significant progress both in terms of achieving its contractual deliverables and its wider objectives including:</p> <ul style="list-style-type: none"> • Creation of a virtual LCEGS Network for GM • Development and launch the GM Green Growth Pledge • Referred over 100 LCEGS companies to local SMEs who are looking at capital investments as identified by the energy and resource efficiency support service. 	