

**GREATER MANCHESTER
GREEN CITY REGION PARTNERSHIP**

DATE: Thursday 17 October 2024

TIME: 10.00 am

VENUE: Teams

**SUPPLEMENTARY AGENDA
Items Marked to Follow**

- 6. Draft 5YEP 2025 - 2030 - Annex to follow (40 Minutes) 1 - 88**

Report and presentation by Robyn Smith, Project Manager Environment and Low Carbon and Rachel Berman, Principal Researcher (Environment), GMCA and Feedback from Challenge Group Chairs.

- 8. Engagement on the Drafting of the Local Transport Plan - To follow (20 Minutes) 89 - 114**

Presented by Mia Crowther, Senior Transport Strategy Officer, TfGM.

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GREATER MANCHESTER

5 YEAR ENVIRONMENT PLAN

2025-2030

To ensure everyone in Greater Manchester has a healthy, low carbon, nature-rich environment in which to live-well, prosper and grow

(Draft V8.0)

Version Control

V1.0 – Initial Draft with tracked changes

V2.0 – Clean copy with new sections, tables and comments incorporated into text

V3.0 – full review and text changes

V4.0 – 1st full clean draft for wider comment (internal only)

V5.0 - 1st full draft with comments (internal only)

V6.0 - 1st full clean draft for comment (internal/external)

V7.0 - Full draft with comments incorporated as tracked changes

V8.0 – 2nd Full clean draft for comment (internal and external)

Contents

Contents.....	2
Mayor’s Foreword	3
1.0 Introduction	4
2.0 The Journey to a Nature-rich and Carbon Neutral City-region	6
3.0 Structure of the Plan	10
4.0 Vision, Aims & Objectives	13
Aim 1: Our energy infrastructure is smart, flexible, and fit for a low carbon future.....	16
Aim 2: Our buildings are sustainable and energy efficient	19
Aim 3: Our transport system is reliable, integrated, inclusive, affordable and enables active and sustainable travel.	22
Aim 4: Our natural environment is enhanced providing benefits for people and nature.	26
Aim 5: Our city region transitions to a circular economy and our waste is reduced, reused, recycled or recovered.....	30
Aim 6: Our city-region is better adapted and more resilient to the increasing impacts of climate change we can’t mitigate or adapt to.	33
Aim 7: Our air quality enhances the health, well-being and quality of life our residents.	37
Aim 8: Our economy will grow sustainably because of the interventions we make, benefiting our residents and businesses	41
5.0 Progress since 2019.....	44
6.0 Emissions Pathway	48
7.0 Governance and Performance Monitoring	52
8.0 Communications and Engagement	55
9.0 Financing our Plan.....	57
10.0 Abbreviations, Acronyms & Definitions	60
Annex 1: Actions tables.....	61

Mayor's Foreword

To be completed once the plan is finalised

Intro - Cover the breadth of the plan

Build on GMS `Green Fairer, More prosperous

Link to growth agenda & Mayoral Manifesto

Briefly summarise progress since 2019

Will likely exceed science based target budget but will keep as a benchmark and continue to aim for carbon neutral by 2038

How to take forward

Calls to action – one for each aim?

Draft for Comment

1.0 Introduction

In 2019, Greater Manchester declared a climate emergency, launched its first 5 Year Environment Plan (2019-2024) and set a target to become a carbon neutral city region by 2038. Whilst a significant amount has been achieved in the last 5 years (See Section 5), there remains more still to do. Whilst our carbon budget may soon be exceeded, we have laid a strong foundation on which to build and accelerate our progress. We believe that achieving carbon neutral by 2038, whilst very challenging, is still achievable, especially if national measures are accelerated to align with the Climate Change Committees carbon budget. In 2022, Greater Manchester also declared a biodiversity emergency. Similarly, whilst significant progress has been achieved, nature is still in decline and more action is needed to halt and reverse this by 2030.

This 5 Year Environment Plan (2025-2030) creates a framework for all decision makers to take the next actions required to progress towards our long-term environmental vision and ensure everyone in Greater Manchester has a healthy, low carbon nature-rich environment in which to live-well, prosper and grow. Whilst national and local government have a role to play in enabling and encouraging action, it is the decisions that we all take as residents, businesses, communities, investors, home and car owners that will determine whether we will achieve our shared goals.

Our environment and why we need to act

Our environment is essential to all aspects of our daily life from the air we breathe, the food we eat, the water we drink and the green spaces we spend time in. A thriving environment is fundamental to our citizen's health and well-being and the prosperity of the city region. Through taking action to improve our environment, we can create a city region with abundant attractive green, nature-rich spaces in both our urban and rural areas, a place where all citizens live and work in energy efficient, climate-resilient homes and buildings, with an integrated, accessible, active and public transport system – all power by low carbon energy.

Greater Manchester is increasingly experiencing the impact of climate change and extreme weather events will continue to cause damage to people and infrastructure. Average GM temperatures have increased by 0.75°C (1961-1990) and the 2022 summer heatwave saw temperatures of 40°C recorded for the first time. Average annual summer rainfall across most of GM has decreased by between 10 and 25% and average annual winter rainfall has increased by between 10-50% (since 1961). These trends have the potential to have wide ranging consequences for our people and businesses, from increasing incidence of heatwaves, droughts, floods and wildfires to adverse health impacts particularly for those people who are already most vulnerable and price shocks to our businesses through potential impacts on global supply chains. At the same time, the abundance and diversity of wildlife in Greater Manchester continues to decline, with nature under increasing pressure and less able to provide us with the benefits that are fundamental to our citizens and businesses.

This plan outlines actions to not only mitigate our carbon emissions and to become more resilient to the impacts of climate change, but also to create nature-rich green spaces for both people and wildlife, creating a circular economy to reduce waste and reducing poor air quality from domestic, industrial and travel emissions and managing water in a more integrated and sustainable way.

It is intended that this plan will fully align with Greater Manchester's emerging Local Growth Plan. Fulfilling the actions in this plan will require a wide spectrum of roles including well-skilled technical jobs, that are growing now and will provide long-term employment opportunities for residents. The plan promotes more sustainable lifestyles and business models which, if implemented carefully, will save people and companies money from their bills, improve the health and quality of life of our people and stimulate innovation and growth in the green economy. Convincing all decision makers to take action now will depend on us realising these wider socio-economic benefits, in addition to the environmental improvements that are at the core of this plan. To accelerate our activity, we will need greater access to investment, increased delivery capacity in the local supply chain, committed political leadership, alongside strong and aligned support from national government.

Building on a Strong Foundation of Action

Note: Include an infographic on what has been achieved since 2019 – key highlights

2.0 The Journey to a Nature-rich and Carbon Neutral City-region

A low carbon energy system:

In Greater Manchester, we want to create a 'Manchester-Energy Model', a systemic, low carbon energy system, that other places will aspire towards, and which will meet our target of being carbon neutral by 2038. Reaching this target remains challenging and will require accelerated and scaled up action across all aspects of society, both public and private sector as well as from residents and, importantly, national government.

Such a system will be based around the three pillars of energy efficiency, energy generation and smart energy innovation:

Energy Efficiency - Where our homes and buildings are improved to use as little energy as possible, using the most efficient insulation and cost-effective, low carbon appliances and heating systems.

Energy Generation - Where our homes, businesses and transport are all powered through affordable renewable energy, built all over Greater Manchester, including local heat networks, onshore wind and solar panels on roofs, to reduce transmission losses and give people more control over their energy bills.

Smart Innovation - Where this is all integrated by embracing the latest developments in technology and energy innovation to allow people to smartly store and control their energy use, adapting to their individual requirements and benefiting financially from being able to manage when they buy, sell and use energy.

Greater Manchester was a pioneer of the industrial revolution. We can now drive the green industrial revolution too. By setting out our systemic approach, utilising Local Area Energy Plans to guide our prioritisation, we are sending a clear signal to the market that Greater Manchester is the place for businesses to develop, invest and grow as we embrace the opportunities from the race to net zero. Our new devolution deal will give us increased flexibility to plan and invest in decarbonising our local infrastructure. Our Net Zero Accelerator programme aims to develop a pipeline of up to £1bn of low carbon infrastructure projects to take to the investment market by April 2026.

A local, place-specific approach to tackling climate change can deliver double the energy savings and wider social benefits for less than half of the investment costs than a national approach. Our largest carbon emission challenges arise from private road transport and domestic buildings. Reducing these emissions at the necessary pace will require a significant scale up of current domestic retrofit work and a continued transition to Zero Emission Vehicles, alongside enabling a reduction in private car use with a reliable, integrated, inclusive and affordable public transport system and active travel network.

Electrification of heating in most buildings remains the most cost-effective pathway to carbon neutral. The requirement of smoothing 'peak heat' demand is one of the biggest innovation challenges for carbon neutrality. To do this, and mitigate expensive electricity network upgrades, we need to create a smart, connected zero carbon energy system and electricity grid, improve the fabric efficiency of our homes and buildings along with improving heating and storage controls. The use of hybrid systems could also be important in enabling the transition and managing peak heat transition away from natural gas in the longer term must be carefully planned and managed.

Achieving carbon neutrality will therefore require consumer engagement and support for residents and businesses to actively manage and reduce their energy demand and unlock flexibility in when and how energy is used. Compelling consumer facing solutions for different customer segments,

including low income and vulnerable households, will be critical. We must also utilise planning and building regulations to deliver a step change in the quality of new development.

A nature-rich city-region:

The Greater Manchester State of Nature Report highlights the scale of challenge and the opportunity in tackling the biodiversity emergency. The aim of doing so is to halt and reverse biodiversity loss, mirroring in Greater Manchester the national commitment to halt the loss in species abundance by 2030. At the same time, we want to restore healthy ecosystems across the city-region, so that these can continue to provide our residents and businesses with the benefits on which we rely on for our health and well-being and economic prosperity.

We will be setting out our approach to this in 2025 in our Local Nature Recovery Strategy – our statutory strategy for how we will support nature’s recovery in the city-region. Over the next 5-years, to contribute to the national goal of halting biodiversity loss by 2030, this means making more space for nature through the creation of a Nature Network in Greater Manchester. This means:

- Expanding our best existing areas for nature – those that are already protected and designated – and bringing more of them under active management.
- Better connecting these areas, through focussing creation and restoration efforts on the places that will best join up these existing areas.
- Reducing the pressures on nature, particularly on our water environment, through more integrated and sustainable water management.

Prioritising available public funding and focussing opportunities for private investment (e.g. Biodiversity Net Gain) on these outcomes will provide a focus for collective action where it will have the biggest impact on nature recovery.

At the same time, we need to integrate nature into our city and town centres – into how we regenerate them, how we develop infrastructure that is fit for the future, how we bring nature into our parks and public spaces and how we connect more people with nature, particularly those with physical, geographical or social barriers to accessing it. This has already begun, with new city parks integrated into large-scale regeneration and infrastructure projects, rain gardens and street trees alongside new walking and cycling routes and a movement of community-led projects creating and enhancing green spaces. Mainstreaming these initiatives over the next 5 years will bring nature into our urban areas and maximise the benefits for our residents’ health and wellbeing and for our businesses’ resilience to the impacts of a changing climate.

A Sustainable Transport System:

To meet GM’s ambition of reaching carbon neutrality by 2038, we need a fundamental shift in attitudes towards car journeys, alongside a major shift to sustainable transport modes, as both are essential to reduce the number and use of fossil fuel vehicles. As well as delivering a major shift to electric vehicles, which will need to use electricity from renewable sources, we also need viable options besides private cars to enable the required shift from high carbon transport modes to more sustainable modes. We need to plan for growth in a way that minimises reliance on the car by ensuring that communities have easy and local access to amenities such as education, food, healthcare etc. while encouraging, where possible, flexible working to reduce the need to travel unsustainably.

There has been a slow decrease in transport carbon emissions compared to other high emission sectors. Whilst there has also been steady progress in manufacturers improving vehicle efficiency, this is offset by continually increasing vehicle mileage (particularly vans), increasing market share of larger, heavier vehicles and only marginal shifts to low emission modes. A relatively slower than expected rate of electric vehicle adoption has also contributed to relatively static transport emissions since 1990, despite in 2024 there being over 2,000 public EV Connectors available across the city region. Achieving our transport goals will require an increase in the innovation and adoption of new transport technologies and practices that can enhance efficiency, reliability, safety and sustainability of transport systems including smart mobility and low carbon vehicles.

Sustainable Use of Resources:

Note: Add para for SCP – SM

Air Quality:

Delivering significant improvements in air quality will require a strong and inclusive partnership between the public, private sectors and academic community; one that can foster innovation, collaboration, engagement with residents and co-creation of solutions to address specific challenges and opportunities. A robust and reliable financing mechanism that can support the implementation of low-emission technologies and infrastructure, such as electric vehicles, public transport, renewable energy, and green spaces will also be needed, together with a skilled and trained workforce that can design, install, operate, and maintain the low-emission solutions and adapt to the changing needs and demands of the market and the environment.

National government can support local efforts by creating a supportive and coherent national policy framework that sets clear and ambitious targets and standards for air quality and emissions reduction and provides incentives and guidance for local and regional authorities to achieve them. Additionally, government should review the funding of local government for additional resources to support the effective enforcement of clean air legislation.

National Support

Although much can be achieved through local leadership, Greater Manchester will still require national policy, funding and support to attain our carbon reduction goals. We need the rapid development and deployment of both mature and novel low carbon technologies including onshore wind and solar; electrification and smart control of heating in our homes and buildings; as well as significant and rapid deployment of District Heating Networks in our urban centres. We also need to accelerate innovation in the decarbonisation of heavy-duty vehicles; trains, aviation and maritime propulsion, which may need a reprioritisation of policy and investment at the national level. More urgent and clearer national incentives and standards to stimulate innovation and market creation for these technologies will be needed.

Whilst the city region can generate more local renewable electricity and low carbon heat, we will require national action to support our ambition through decarbonising the electricity grid (e.g. through nuclear power and offshore wind) and stimulating low carbon hydrogen and bioenergy production. In addition, innovations around negative emissions and carbon capture and storage technology options are nascent and will need to be supported at the national scale – although we may capture many the economic benefits locally.

Low carbon hydrogen has a key role to play in the decarbonisation of UK industry. Industrial decarbonisation must be accelerated and local levers to enable this are limited. Strategic coordination of national and local hydrogen infrastructure as part of wider energy system planning, alongside demonstration and acceleration of hydrogen production, storage and application technologies across sectors will be essential. Hydrogen will likely be utilised in areas close to industrial clusters, with an opportunity to supply energy centres connected to large heat networks, alongside its potential role in power and transport. Whilst Greater Manchester can help stimulate local demand for low carbon hydrogen, the development of the production and distribution infrastructure must be a national priority.

Draft for Comment

3.0 Structure of the Plan

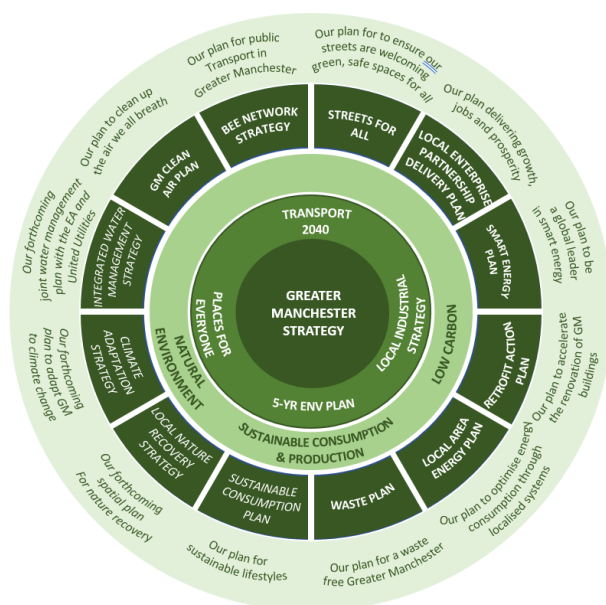
This Plan is set out as follows:

Vision	What the longer-term vision for a greener GM looks like
Aims	The key long-term results required to achieve that vision for a greener GM
Objectives	The shorter term, specific results required to achieve our aims
Actions	The practical actions to be taken over the next 5 years that will contribute to delivering on our objectives.
Enabling Actions	The practical actions to be taken over the next 5 years that will facilitate the delivery of the above actions, through engagement, influencing and support

We have dedicated one section in the Plan for each of our 8 Aims. The Aims build upon and extend those in the last 5 Year Environment Plan. A small number of objectives are defined for each Aim, most of them quantifiable. Where a quantifiable target has been set, they have been selected to be challenging but achievable and will be used to monitor our future progress annually.

For each Objective, the Actions (see Annex 3) are directed towards the decision makers who are empowered to make a choice, or a change happen. ‘Enabling actions’ have also been included and are directed towards enabling or supporting the decision maker to choose a positive environmental outcome.

Links to other plans



Note: to be updated by GMCA/TfGM -Robyn.

The Plan should not be read in isolation, it sits below the Greater Manchester Strategy (GMS) published in 2022 (soon to be refreshed) which sets out the economic plan for the city-region, with a headline of delivering 'greener, fairer, and more prosperous city region'. The Five Year Environment Plan mainly delivers on the greener element of this plan and sits alongside other strategic plans including the Local Industrial Strategy, Places for Everyone, the GM Transport Strategy 2040 and emerging Local Growth Plan.

Underneath the Five Year Environment Plan sit multiple daughter documents that cover in more detail the delivery for the different elements of work required to deliver our environmental goals. The Five Year Environment Plan provides the strategic link between the overall plan for the city region and the detailed delivery plans. Key daughter documents include:

- GM Air Quality Action Plan (2016)¹
- GM 2040 Strategy – Our Local Transport Plan (2017)²
- RetrofitGM (2021)
- Local Area Energy Plan (2022)
- Sustainable Consumption and Production Plan (2023)
- Local Nature Recovery Strategy (2025)
- Climate Adaptation Strategy (2025)
- Clean Growth Sector Development Plan (2025) Note: Add links - RS

Addressing Inequalities

Ensuring everyone in Greater Manchester has a healthy, nature-rich, low carbon environment in which to live-well, prosper and grow will require a transformational shift in society that has the potential to address wider inequalities. For example, improving damp and cold homes through retrofit, increasing the number of green spaces and reducing air pollution can bring health and wellbeing benefits, particularly for older people and those with pre-existing health conditions. The most deprived communities in GM own the fewest cars and face issues accessing quality green space. An improved, more accessible, inclusive and affordable public and active transport network can support social mobility for everyone in Greater Manchester, encouraging those with cars to make more sustainable travel choices and providing sustainable access to increased opportunities for those without. Additionally, accessibility, safety concerns and digital exclusion can prohibit the use of public and active transportation.

We must also ensure that the transition does not leave more vulnerable sections of our society behind. Many of the actions needed from residents can be cost prohibitive such as purchasing an electric car, retrofitting your home and buying eco-products. Without strong public sector leadership, those most vulnerable could be left behind unable to afford commercial solutions. We need to take our communities and businesses with us as we make this transition. For them to fully engage, we need to demonstrate the benefits of a low carbon future to their quality of life e.g. through the creation of new jobs and growth and providing secure, affordable energy. It is possible that some "sunset" jobs will disappear as a result of the low carbon transition, but these will be more than offset by new jobs created which could be used as a mechanism to reduce wider labour market and pay inequality.

¹ To be reviewed once GM Clean Air Plan agreed with the government

² Being refreshed

The specific co-benefits associated with delivery of the Actions in this plan, together with the bespoke challenges to delivery, are explored in more detail under each thematic Aims section of the plan.

Community Wealth Building

The Plan recognises the important role community wealth building can play in contributing to green growth, and will look, where possible, to redirect wealth back into the local economy through progressive procurement of goods and services, which support the development of good enterprises and shorter supply chains. There are also activities which can be directly delivered by communities including: increasing community energy and retrofit and making improvements to local green spaces.

GMCA's Corporate Mission: Making Greater Manchester a better place for all

GMCA's mission and values are intrinsic to how we intend to deliver this plan through collaboration, empowering and delivering:

- **Collaborating:** Bringing together people and organisations from our city region and beyond, forming strong and trusting partnerships which achieve more than any of us could do alone
- **Empowering:** Championing and supporting people and partners, ensuring everyone is able to contribute to and benefit from Greater Manchester's ambitions
- **Delivering:** Taking positive and innovative actions with purpose, achieving a better future with our people, partners and communities

Our mission and values are key to us delivering our core and devolved services for the public:

- Secure, and manage, funding and investment at Greater Manchester level for agreed activity
- Work with the 10 local authorities to drive collective activity that puts Greater Manchester at the forefront of tackling social, economic and environmental issues
- Ensure Greater Manchester is speaking with one voice – developing, leading & implementing our evidence-based strategies, building our networks and partnerships and influencing policy

4.0 Vision, Aims & Objectives

Our Vision

Greater Manchester will be a nature-rich and carbon neutral city region where all citizens have access to affordable renewable energy, warm climate resilient homes, high quality blue and green spaces, healthy and locally produced food, and a reliable, integrated, inclusive, sustainable and affordable transport system, where avoidable waste is significantly reduced.

Greater Manchester will lead the way in becoming an innovative, circular and resource efficient green economy with thriving sustainable businesses, secure and well-paid green jobs and an active local supply chain. Increased prosperity will also bring benefits for nature with increased urban greening and investment in the natural environment.

Greater Manchester's urban environments will be cleaner and greener containing more trees and green spaces and providing environments for nature to thrive. Buildings will be energy efficient and powered by renewable energy. Rural environments will be managed for nature recovery and to protect wildlife. Across the city region air and water quality will be cleaner due to reduced emissions and pollution.

This transition will reduce inequalities across the city region and both citizens and businesses will be actively engaged in creating and maintaining a thriving biodiverse and carbon neutral city region.

Aims

To support the achievement of the vision for Greater Manchester we have set out eight key aims for the city-region. The action needed to achieve these aims is outlined further in the chapters of this plan highlighting the key objectives for the next five years for all sectors of society.

1. Our **energy infrastructure** is smart, flexible and fit for a low carbon future.
2. Our **buildings** are smart, flexible and energy efficient.
3. Our **transport** system is reliable, integrated, inclusive, affordable and enables active and sustainable **travel**.
4. Our **natural environment** is enhanced, providing benefits for nature and people.
5. Our city region transitions to a **circular economy** and our **waste** is reduced, reused, recycled or recovered.
6. Our city-region is better **adapted** and more **resilient** to the increasing impacts of climate change we can't mitigate or adapt to.
7. Our **air quality** enhances the health, well-being and quality of life of the city region.
8. Our **economy** will grow sustainably because of the interventions we make to benefit both our residents and businesses.

Summary of the Aims and Objectives

Aim 1: Our energy infrastructure is smart, flexible and fit for a low carbon future

1. Increase renewable energy generation and energy storage installed
2. Increase the resilience, capacity and flexibility of the electricity network
3. Increase the number, generation capacity and level of operational heat networks
4. Increase installed capacity and use of low carbon hydrogen

Aim 2: Our buildings are sustainable and energy efficient

5. Increase the number of homes retrofitted
6. Increase the number of public and commercial buildings retrofitted
7. Increase the number of low carbon heating systems installed
8. Ensure all new developments are net zero carbon

Aim 3: Our transport system is reliable, integrated, inclusive, affordable and enables active and sustainable travel

9. Establish a long-term strategy and detailed delivery plan for an integrated transport system by 2027
10. Deliver an integrated transport system to enable the GM population to switch to active/public transport
11. Support the transition to electric mobility
12. Deliver policies and programmes that make sustainable transport and travel as attractive as possible
13. Support communities and business to adopt more sustainable travel habits

Aim 4: Our natural environment is enhanced, providing benefits for nature and people

14. Expand and enhance our best spaces for nature
15. Better connect the best spaces for nature by creating and restoring habitats
16. Reduce pressures on our water environment
17. More of our green and blue spaces are better managed for nature
18. More green and resilient transport routes, streets and highways
19. More green and resilient new infrastructure, regeneration and development.
20. More community-led action and better connection to nature

Aim 5: Our city region transitions to a circular economy and our waste is reduced, reused or recovered

21. Support the transition to a circular economy through an industry approach primarily focusing on construction, plastics and textiles industries
22. Support residents to protect the environment through carbon reduction and sustainable lifestyles training and initiatives
23. Reduce the amount of waste in every waste stream by reducing consumption and increasing reuse, repair and redistribution
24. Develop the GM Waste and Resources Strategy

Aim 6: Our city region is better adapted and more resilient to the increasing impacts of climate change we can't mitigate or adapt to

25. The priority risks from and vulnerability to climate change impacts are managed and reduced
26. The adaptive capacity and resilience of our communities and organisations is increased with a focus on the most vulnerable.
27. The groundwork is laid to enable longer term and more transformative actions

Aim 7: Our air quality enhances the health, wellbeing and quality of life of our residents

28. Reduce emissions that contribute to poor air quality
29. Support communities and business to encourage them to adopt behaviours that contribute to improving Air Quality

Aim 8: Our economy will grow sustainably because of the interventions we make, benefiting our residents and businesses

30. Businesses are more resource efficient, reducing their operating costs and carbon emissions and sustainably innovating their products, processes and services.
31. Businesses have resilient supply chains, managing and mitigating risks from a changing climate.
32. GM's Environment & Low Carbon sector grows and is more productive, creating secure, good quality jobs for our residents
33. Residents have the skills needed to work in the greener economy.

What will it look like if we succeed?

Wider impacts
(contextual)

Our actions are recognised as leading the way, setting the benchmark for others and attracting inward investment
 Our residents' homes are warmer, healthier and have better air quality, cost no more to heat and allow access to nature in their community
 Our built infrastructure is more sustainable and resilient to climate and other shocks
 Our businesses have higher productivity and our public sector has lower operating costs, and more money stays local
 Our environmental goods and service sector has grown, creating sustainable good quality jobs as we not only buy sustainably, we also supply it
 Our transport system is effective and efficient in moving people and goods across the city region



Our businesses and residents recognise and advocate the wider benefits net zero and sustainability brings, and act accordingly

Our land use is resilient, supports nature, biodiversity and provides us with the amenities we need, when we need them

Our water environment is resilient, stable, supports nature and provides us with the amenities we need, when we need them

Our energy is renewable, resilient and increasingly locally generated keeping our money local too

Our impact decision making, and evaluation makes the important measurable not the measurable important

Final outcomes

Our approach to consumption and ownership reflects and supports our environmental objectives

Our products are designed, made, distributed and used to minimise environmental impacts and maximise benefits

Our existing homes are healthy, resilient, well adapted and efficient and can be affordably heated by all of us

Our new buildings are efficient, adapted, and resilient meeting user needs and are aligned with our goal

Our wider built environment is resilient, well adapted and efficiently heated and cooled with renewable energy



Our approach is adaptive, innovative, inclusive and open to doing things differently

Our access to finance products enables the acceleration of our actions to benefit everyone

Our economy has the resilience, capacity, skills and means to deliver and benefit from our environmental ambitions

Our transport and travel choice decisions prioritise public transport and active travel before private vehicles

Our transport system is decarbonised, designed to be suit everyone's needs and to encourage the use of active / public transport

Increased leverage of private sector investment to accelerate delivery
 Increased awareness of the environmental opportunities and services available to support the transition
 Increased availability of skilled companies and workers in GM
 Increased jobs in the low carbon, environment goods and services sector
 Implementation of new financial instruments / funding vehicles to support activity

Aim 1: Our energy infrastructure is smart, flexible, and fit for a low carbon future.

Objectives:

- Increase renewable energy generation and energy storage installed.
- Increase the resilience, capacity and flexibility of the energy electricity network.
- Increased number, generation capacity and level of operational heat networks.
- Increase installed capacity and use of Low Carbon Hydrogen.

Targets for 2030:

- Add 375MW renewable energy generation
- Add 95MWh energy storage capacity (excluding large battery storage facilities)
- 90 GWh capacity of low carbon heat networks active
- 800GWh of Low Carbon Hydrogen production

The Challenge

Currently, Greater Manchester's energy infrastructure is highly centralised. This needs to transition to support a smart, flexible, increasingly decentralised, connected system with electricity grid infrastructure adapting to meet increasing energy demand, generation, and storage needs. Building on our Local Area Energy Plans (LAEPs) with utility and public sector partners, and through the Regional Energy Strategic Plan (RESP) process. In GM, we have started that transition with almost 40,000 renewable energy installations supplying over 250MW of power, mainly from solar power. Although this appears significant, it is only 0.5% of the renewable energy generated nationally, when we have 4% of UK households.

The decarbonisation of industry is another key area to address when considering the challenge of transitioning Greater Manchester's energy infrastructure. Greater Manchester's industry currently emits ~19% of the region's greenhouse gas emissions from the processes they conduct. Supporting a reduction of their energy consumption and the demonstration of alternative clean energy, including Low Carbon Hydrogen, will be essential to meeting the emissions reduction targets for the city-region, alongside cutting cost and impact through energy efficiency

There will need to be an increased deployment of roof-top and large-scale energy generation and storage assets including solar PV, onshore wind, green hydrogen, heat networks and battery and cryogenic storage. Generating more local renewable energy generation and storage will not only help control operating costs but also help meet the expected increased demand for electricity for heating and transport. In addition to the development of new energy infrastructure, a reduction in energy consumption and increased flexibility will also be required to meet our 2038 carbon neutral target and help balance demand with supply.

Actions Required to Deliver Objectives

1) Increase renewable energy generation and energy storage installed - We will need to see a step change in the deployment of renewable energy and storage in order to meet both our local and national targets through GB Energy. Greater Manchester will need to play its part and has significant potential to contribute towards this, capturing the economic and financial benefit locally, especially through community energy, and other innovative finance solutions. Our primary opportunities are in

the deployment of solar and onshore wind, not just to support the national grid but also utilising on-site and roof-mounted to directly benefit our businesses and communities.

2) Increase the resilience, capacity and flexibility of the electricity network - Our grid is one of the most vital parts of our infrastructure; we will rely upon it even more as we move away from fossil fuels. We will work with our energy infrastructure partners locally and nationally to ensure our future grid supports both our decarbonisation and growth ambitions whilst supporting a just transition. We will maximise energy efficiency and use of renewables through increased capacity, greater flexibility, and adoption of innovative and smart solutions from our businesses. We will continue to explore the potential for local energy markets to maximise flexibility and the benefit locally.

3) Increase the number, generation capacity and level of operational heat networks - low carbon heat will also play an important role in our ambition, both through property level retrofit and through the establishment of heat networks in our urban centres. We will work to increase the scope and scale of low carbon heat networks across Greater Manchester. This will focus on strategic priority zones, building on existing networks where possible and utilising waste heat where we can.

4) Increase installed capacity and use of Low Carbon Hydrogen - In addition, there is a potential role for generating hydrogen and biogas from renewable sources both as a way of maximising the use of renewable energy through storage and direct deployment to assist with industrial decarbonisation. We will need to work with local and national partners to develop the supply and distribution of hydrogen, including through fuel cells and capitalise on other innovative uses for transport and heat if they emerge.

Links to other 5YEP aims

The availability of decentralised low carbon energy supports all our decarbonisation ambitions across the built environment and transport, including our wider ambitions to retrofit buildings and improve the quality and health of our homes through electrification of heat, and also in making our communities more resilient to climate impacts. It will also support mobility, accessibility and air quality through powering sustainable, low carbon transport. In delivery, we will need to factor in wider environmental impacts and biodiversity gain opportunities of new energy infrastructure. An increasingly localised, diverse and robust energy supply can also improve resilience to climate impacts.

Co-benefits (e.g. health, cost saving etc.)

Our smart, flexible, low carbon energy infrastructure underpins our ambitions for economic growth across Greater Manchester, ensuring that our businesses and communities are resilient to increases in future energy prices and supply shocks. Customers need confidence that they will have the energy they need in the right place and at the right time. Developing our own energy generation will not only help secure good quality green jobs of the future, but also encourage innovation and market growth for our low carbon companies. Increasing the electrification of domestic heat and improving ventilation will also improve indoor air quality and reduce health impacts of cold damp homes.

Co-enablers (factors that will enable delivery e.g. finance, skills, national government)

There are a range of co-enablers needed for the delivery of our energy ambitions. We will require funding for regional and national energy networks to be increased and aligned. We will need our Network Operators to work with us to invest strategically to support changing demands, increased renewables and heat network, local energy markets and flexible grid connections. We will also need to use public sector assets, such as land or buildings, as off-takers. GB Energy is also likely to be a key

co-enabler; we will need to work closely with government to coordinate local and national action and lever additional funding. We will also need to explore new financial models for delivery and catalyse private sector investment, skills and capacity.

Case Study 1 - Go Neutral

Since the launch of the first Five Year Environment Plan, Greater Manchester's public sector has been determined to take a leading role in our green revolution, including changing how they produce and consume energy locally to benefit their communities.

The Unlocking Clean Energy in Greater Manchester (UCEGM) Project was conceived of as part of this vision. Five local authorities – Manchester, Rochdale, Stockport, Salford and Wigan, secured £8.6m from European Regional Development Funding and leveraged a further £8.6m of match funding to



deliver the UCEGM project. This resulted in 10MW of new renewable solar energy capacity and flexible battery storage on local authority owned buildings, car parks and land assets. This includes GM's first public sector owned solar farms in Rochdale and Salford, which were energised in early 2024.

The three-year, £17.2m project has delivered a significant contribution towards GM's environmental goals, including 22% of the 45 MW renewable energy generation target.

Figure 1 Rochdale Council's 5.5MW Chamber House Solar Farm will provide enough electricity that could power 2,000 homes.

Renewable and flexible energy supplies are the critical infrastructure that will unlock new models for using, selling and purchasing energy. The pioneering project has identified new business models and routes to market to maximise the value from the electricity generated. This provides a blueprint that can be replicated across GM and nationally.

Aim 2: Our buildings are sustainable and energy efficient

Objectives:

- Increase the number of homes retrofitted.
- Increase the number of public and commercial buildings retrofitted.
- Increase the number of low carbon heating systems installed.
- Ensure all new developments are net zero.

Targets for 2030:

- Retrofit 60,000 homes
- Retrofit 650 public sector buildings
- Retrofit 11,000 commercial buildings
- Install 64,000 low carbon heating systems across GM (54,000 domestic, 10,000 public/commercial)

The Challenge

Greater Manchester's buildings currently emit 42% of the city region's total emissions with ~30% coming from homes and a further ~12% from how businesses heat and cool their buildings. Improving the energy efficiency and reducing the energy demand from heating and cooling buildings will be critical to meeting our carbon neutral goal. It will also be a significant contributor to our Housing First work on standards to ensure that everyone in Greater Manchester has a home they can afford, and is safe, healthy and environmentally sustainable. To meet this aim, we will need to significantly scale up the retrofit of existing homes and buildings enabling property owners and landlords to invest. We also need to deliver operational net zero new build, as outlined in Places for Everyone and future national net-zero standards, alongside developing Truley Affordable Net-Zero Housing (TANZ). It is important to consider embodied carbon and the wider environmental impacts of our buildings on air quality, the natural environment and the move towards a circular economy.

Out of the 1.2m homes in Greater Manchester the Local Area Energy Plans identify that 887,000 will require some form of retrofit. Approximately, 250,000 of these are social homes and 63,000 of these need to be elevated to at least an EPC C by 2030. Commercial and public buildings are also a significant part of the buildings that need decarbonising. 2,700 public buildings will require some form of retrofit but around 10% have already been tackled. There are almost 50,000 commercial buildings across Greater Manchester which will all need some form of retrofit, but the largest 7% make up over half of all emissions. There is a significant scale of funding needed to tackle the retrofit challenge, with an estimated £27bn needed for homes and a further £24bn for commercial properties. Our targets reflect the projected investment primarily across the public and social housing stock; to meet the challenge we will need to enable and encourage significant activity by property owners, landlords and businesses. **[Include chart of housing retrofit challenge by tenure?]**

Actions Required to Deliver Objectives

5) Increase the number of homes retrofitted - Improving our housing stock to be more energy efficient remains our priority for action. The scale of the challenge is considerable so there is a need to focus our investment on the worst performing homes and those most in need, particularly in the rented sector, whilst also embedding climate resilience and enabling able-to-pay homeowners to invest in their property with confidence.

6) Increase the number of public and commercial buildings retrofitted – over the last 5 years, 10% of our public buildings have been retrofitted but there is still a lot to do to ensure that the public estate is fit for the future. We will need to focus on the worst performing buildings, encourage the removal of fossil fuel heating systems and the adoption of low carbon heating systems, including connections to new heat networks.

For public transport infrastructure projects, we are following the guidelines of the carbon management standard for buildings and infrastructure (PAS 2080). This standard seeks to lower 'whole life carbon' during the whole lifespan of all transport infrastructure projects. To achieve PAS 2080, we are implementing Carbon Management Plans for transport infrastructure activities to find ways to constantly improve.

Many commercial landlords are already seeing the benefits of improving the energy efficiency of their buildings. We need to build on this to accelerate the adoption of higher standards and financial mechanisms, especially for our largest and worst performing buildings. We need to help SMEs to access impartial, tailored support to help them to decarbonise their buildings and use energy more efficiently.

7) Increase the number of low carbon heating systems installed – Transitioning away from fossil fuel heating is a priority as it overcomes a key challenge to decarbonisation through both retrofit and new build. In objective 3 we will be promoting a solution through low carbon heat networks for much of Greater Manchester, but in many places, this will need to be delivered through individual low carbon heating installations, especially air source heat pumps. We will need to promote and enable low carbon heating, and work with the supply chain to ensure that a range of solutions are available to suit different needs.

8) Ensure all new developments are net zero carbon – In order to ensure we do not have to retrofit new buildings; we will continue to use the Planning and Building Control system to accelerate the adoption of high standards for new and refurbished buildings. We will also use our influence and lead by example in our growth priority areas through working with developers to adopt higher standards, including the delivery of Truly Affordable Net-Zero Housing. We also need to better understand and factor in embodied carbon in new and refurbished developments.

Links to other 5YEP aims

This aim links strongly to aim 8 in supporting sustainable growth through supply chain development locally and improving skills locally to meet the scale of the retrofit and low carbon new build opportunity. Whilst improving energy efficiency, there is also the opportunity to address other aims of the Five Year Environment Plan. For example, biodiversity can be increased through measures such as green roofs and green walls on buildings, waste from building materials can be reduced by moving to a circular economy model. In the retrofitting of properties, there are also opportunities to link to air quality through improved internal quality and reduced heating demand, and to energy generation objectives, especially for on-site and rooftop renewable energy, and in linking to heat networks. Replacing natural gas and other fossil fuels as a heat source will contribute towards the improvement in both indoor and outdoor air quality. Additionally, insulated, warm homes which are well ventilated will help reduce the health burden from damp and mould in homes.

Co-benefits (e.g. health, cost saving etc.)

Improving the energy efficiency of housing is a core element of our ambition to provide safe, secure, healthy and more affordable homes across Greater Manchester. This ambition, in turn, provides the foundation for improving the health of residents and the well-being of our communities. Energy efficiency is also important in tackling the cost of living for residents, reducing energy costs for

businesses, and minimising the renewable generation required for the transition. Reducing energy use in public buildings will also have benefits for public service delivery costs across Greater Manchester.

Co-enablers (factors that will enable delivery e.g. finance, skills, national government)

Access to finance, developing the supply chain, and consumer awareness and confidence are the key enablers of the retrofit challenge. We will need to leverage significant funding above the level currently provided by government, energy companies and matched funds from our social landlords to achieve the scale of retrofit activity required. We will also need to provide confidence and encouragement to homeowners and the private property sector, including developing innovative delivery and financial models to assist. The cost of retrofit needs to decrease through innovation of technology and new business models. The retrofit supply chain needs to be supported for growth and training in new technologies. The government could further support our ambitions through embedding higher standards into planning, building regulations, and minimum energy efficiency standards and enforcement in the rented sector.

Case Study 2 – Social Housing Retrofit

A major milestone was passed at the end of 2023, as energy saving home upgrades were completed to over 1,000 social homes across Greater Manchester, helping make them warmer, cheaper to heat and less harmful to the environment.

The 1,000th home to receive improvements was managed by Six Town Housing in Bury. The property is now benefiting from a variety of measures, including cavity wall insulation, loft insulation and an insulated loft hatch, smart ventilation to tackle damp and mould, LED lighting, roof-mounted solar PV, and battery storage, all helping ensure residents have a warm and comfortable home.

Over 6,300 social homes in total across Greater Manchester are receiving energy efficiency improvements through the Social Housing Decarbonisation Fund, after the city-region was granted £45m from the first two waves of the fund. The Government funding – granted by the Department for Energy Security and Net Zero – is in addition to a further £68m match funding from partners.

These works will lead to estimated benefits including:

- Annual energy savings of 30,973,737 kWh for the city-region
- Average annual bill saving of £276.78 per home
- Over 3,500 jobs and 60 apprentices supported in Greater Manchester



Fig 2. Six Town Housing Retrofit

Six Town Housing are one of 19 Housing Provider partners of the GMCA-led consortium working on the Social Housing Decarbonisation programme. All homes will be completed by September 2025, with improvements being made to social housing in every district of Greater Manchester.

Aim 3: Our transport system is reliable, integrated, inclusive, affordable and enables active and sustainable travel.

Objectives

- Establish a long-term strategy and detailed delivery plan for an integrated transport system by 2027.
- Deliver an integrated transport system to enable the GM population to switch to active/public transport with more people finding it easy to use different forms of transport in one journey
- Support the transition to electric mobility and increase the % of journeys that do not emit any greenhouse gases in their use
- Deliver policies and programmes that make sustainable transport and travel as attractive as possible and increase the number of Public and Active Travel journeys
- Support communities and business to adopt more sustainable travel habits by increasing the density of local transport provision

Note: Transport Targets are to be confirmed in the Local Transport Plan.

The Challenge

In Greater Manchester, surface transport is responsible for about 31% of greenhouse gas emissions, and most of that (98%) comes from the internal combustion engines of cars, vans, heavy goods vehicles (HGVs) and a relatively small amount from buses. The replacement of fossil fuelled buses with Zero Emission Buses (ZEBs) in Greater Manchester will reduce emissions from buses to zero at the exhaust and eventually zero carbon as the national grid and local generation decarbonises. Rail and Metrolink trips account for a fraction of the total (<2%) due to high (or full) levels of electrification with Metrolink trips being the most carbon efficient public transport mode.

Actions Required to Deliver Objectives

9) Establish a long-term strategy and detailed delivery plan for an integrated transport system by 2027 - Our Local Transport Plan (LTP) is a statutory document that sets out our long-term ambitions for transport. Greater Manchester's current LTP consists of the Greater Manchester Transport Strategy 2040 (a document setting out our ambitions, policies and interventions to support delivery of a vision for transport in 2040) and our Five-Year Transport Delivery Plan 2021-2026 (which sets out more detailed delivery proposals, a spending plan and monitoring of the performance of transport delivery programmes). A refresh of the GM Transport Strategy 2040 and a new Delivery Plan for 2027-2032 is underway. The latter will be the mechanism by which limited funding for transport initiatives will be prioritised. All transport measures, KPIs and targets will be revised via the 2040 refresh process through 2024 and 2025.

10) Deliver an integrated transport system to enable the GM population to switch to active/public transport - A major part of achieving a carbon neutral city region by 2038 and reducing our operational carbon footprint, will be moving to a public transport fleet with zero emissions from tailpipes, such as buses, trams, and public maintenance vehicles. GMTS 2040 sets out our ambition for a world-class integrated transport network and covers such topics as how we will:

- improve walking, wheeling, cycling and public transport;
- support the transition to electric mobility;
- manage traffic and parking;
- collaborate with developers to integrate new developments into the sustainable transport network;

- support economic growth and social inclusion; and
- reduce air pollution and greenhouse gas emissions.

11) Support the transition to electric mobility - One of the key strategies to decarbonise transport is to promote the switch to electric vehicles (EVs), enabled by the deployment of electric charge points across the region. Electric charge points are essential to support the growth of EVs and to ensure that drivers have convenient and reliable access to charging facilities. Lack of charging points was cited as a key barrier for businesses and individuals in switching to an electric vehicle (GM Clean Air Plan Conversation May/June 2019). Therefore, an acceleration of the transition to EVs is more likely to be delivered if vehicle owners are confident that they will have access to an electric vehicle charging infrastructure (EVCI).

Since the early 2010's there has been a series of projects to electrify rail lines in Greater Manchester, which allows the conversion of diesel traction to electric. The government plans to phase out diesel only trains by 2040, the expectation is this will drive investment in new train fleets that utilise alternative technologies such as battery, hydrogen, and bi-mode capability to operate on non-electrified lines.

Rail Operators have plans for the replacement of the old diesel trains used on local services which are between 30-40 years old, and both Northern and TransPennine Express are looking for new bi-mode trains. Some freight operators are introducing bi-mode and tri-mode locomotives, but the lack of full electrification is a barrier to faster adoption of sustainable traction. GM will continue to encourage the rail industry to decarbonise its fleet through investment in electrification, replacing diesel trains through bi- or tri-mode trains and removing diesel operation under electrified lines.

12) Deliver policies and programmes that make sustainable transport and travel as attractive as possible - Achieving carbon reduction in the transport sector will require a major shift in attitudes towards car use, and improved options for public transport and active travel that enable permanent changes in travel choices. The GMTS 2040 seeks to enact this shift by creating and delivering policies that make sustainable transport and travel as attractive as possible, such as improving infrastructure and services. Improved **travel choices** also cover public awareness and educational or training programmes that enable individuals to adopt more sustainable travel habits such as cycling, walking, using public transport and car-pooling.

13) Support communities and business to adopt more sustainable travel habits - As part of our vision for transport we have set a 'Right Mix' target to reduce the share of total trips made by car to no more than 50%, with the remaining 50% made by public transport, walking and cycling. This will mean approximately one million more trips each day using sustainable transport modes in Greater Manchester by 2040 enabling us to deliver a healthier, greener and more productive city-region. Listening and responding to what communities and business feel about and need from sustainable transport modes is a key part of enabling the required levels of behaviour change.

Links to other 5YEP Aims

Transport and transport infrastructure require energy to process and transport people, goods and materials and to construct and run facilities and assets. Carbon associated with transport infrastructure can be mitigated through intelligent design, selection of sustainable materials and improving the efficiency of construction and operational processes. Additionally, risk of flooding can be reduced by embedding sustainable drainage into its design. Green infrastructure and biodiversity can also be increased through measures such as greening walk routes and cycleways. Transport is a source of air pollution which is discussed at Aim 7.

Co-benefits (e.g. health, cost saving etc.)

Our transport system has a major impact on people's health. Our network provides access to healthcare and other services, to visit friends and family and reduce social isolation, and links them with green spaces. Transport interventions can improve the health of Greater Manchester's residents by:

- Increasing levels of physical activity
- Reducing pollution from motor vehicles
- Reducing road traffic collisions
- Improving access to health care and reducing social isolation.

The transport system also plays a vital role in creating a fairer and more prosperous GM. For those without access to a car, the availability of public transport or active travel may determine whether they can access jobs or training or attend medical appointments without having to use more costly individual travel options. This can be a particular issue for people working in the night-time economy. An improved, more accessible, inclusive and affordable public transport network can support social mobility for everyone in Greater Manchester, encouraging those with cars to make more sustainable travel choices and providing sustainable access to increased opportunities for those without.

Co-enablers (factors that will enable delivery e.g. finance, skills, national government)

Achieving carbon reduction in the transport sector will not be easy and will require:

- Stable and sufficient funding to support the planning, implementation and maintenance of transport infrastructure and services.
- Coordination and collaboration among different transport stakeholders to align their goals, interests and expectations and resolve potential conflicts.
- Innovation and adoption of new technologies and practices that can enhance the efficiency, reliability, safety and sustainability of transport systems, such as smart mobility, low-carbon vehicles, digital platforms and data analytics.
- Capacity building and skills development for the transport workforce and users, to enable them to adapt to changing transport needs and demands, and to foster a culture of active travel and social inclusion.

Nationally the UK has a 2050 net zero goal, some studies estimate that even with optimistically high levels of electric vehicle uptake, the number of vehicle kilometres travelled will still need to be 20% lower in 2030 (in line with Scotland's strategy) if the transport sector is to meet the Committee on Climate Changes (CCC) 6th carbon budget.³ Making a "fair" contribution to delivering on the Paris commitments would require even greater reductions in vehicle kilometres.

To date, the government has not set any targets or policies to reduce car dependency and car journeys, additionally, there are few policy levers to incentivise sustained modal shift.

Case Study 6 of Existing Projects – Bee Network

Greater Manchester is rolling out the Bee Network – a joined up, sustainable transport network helping people rethink the way they travel. By better connecting people with places, we're reducing

congestion and carbon emissions, improving air quality, health and well-being – and supported the local economy.

Since January 2025, all buses in Greater Manchester are under local control as part of the Bee Network. Journeys by bus, tram and active travel – walking, wheeling and cycling – are already much better connected. And we're running more zero and low emission buses across Greater Manchester, with plans for a zero-emission bus fleet by 2030.



Key local rail services are set to join the Bee Network by 2028, while Metrolink trams run to 99 stops, carry millions of people every month and emitting no local air pollution. We're also building the largest active travel network in the UK to make walking and cycling the first choice for shorter journeys, with a growing bike hire scheme.

Fig. 3 – Bee Network ULEV

By making it easier for people to reduce car use, Greater Manchester is aiming for 50% of trips to be made by public transport, walking and cycling by 2040. That's around one million more trips each day using sustainable transport on the Bee Network.

Aim 4: Our natural environment is enhanced providing benefits for people and nature.

Objectives

- Expand and enhance our best spaces for nature
- Better connect our best spaces for nature by creating and restoring habitats
- Reduce pressures on our water environment
- More existing spaces (parks, verges, gardens etc) better managed for nature
- More green and resilient transport routes, streets and highways
- More green and resilient new infrastructure, regeneration and development.
- More community-led action and better connection to nature

Targets⁴ by 2035

- increase the amount of land designated for nature from 11% to 15%
- bring 50% of our Local Wildlife Sites into active management
- work towards the restoration and creation of 1,800ha of wildlife-rich land
- increase our tree canopy cover from 16.5% to 18.5%
- target the delivery of new wildlife-rich land and tree planting within the Nature Network
- increase the number of residents living within 15mins of a decent green space

The Challenge

Greater Manchester is facing a biodiversity emergency. Individual bird species have declined by up to 40% over the last 40 years and populations of common mammals have dropped by between 20-40% since 1995, mirroring national declines. Despite providing important refuges for wildlife, areas designated and protected for nature only cover 11% of the city-region's land area and these spaces are fragmented and not in as good a condition as they could be. This means nature is confined to smaller parts of Greater Manchester and does not have the space to recover. It also means people have fewer opportunities to connect with nature. Once published, our statutory Greater Manchester Local Nature Recovery Strategy will set out our long-term approach to halting and reversing these declines, and at the same time providing wider benefits for our residents and businesses. The Strategy will set out our ambitions for creating a Nature Network in Greater Manchester, making space for nature to recover.

Nature is also under increasing pressure. Over 80% of our waterbodies have been changed by human activities – being buried or built over and now running below our streets – and there are over 1000 barriers to fish movements along them. None of our waterbodies is in good ecological condition, despite improvements made over the past 40 years. Invasive species are also causing problems along the banks of our rivers, streams and canals. Nearly 800 storm overflows) cause water pollution when they spill, an issue exacerbated by drainage infrastructure having to deal with the increased volumes and speed of run-off of water as our city-region's changing land use has made it more impermeable to rainfall. Unavoidable climate change will exacerbate these issues and add to these pressures. All this means that the benefits people, businesses and our communities get from the natural environment are under increasing threat.

Many Greater Manchester residents lack access to high quality green spaces and an estimated third do not live within 15 minutes of green space (a national standard for green space access). There is also a disparity in access with people who experience multiple inequalities tending to live in areas

⁴ Subject to the final Greater Manchester Local Nature Recovery Strategy

with less green space, making it harder for them to benefit from nature. Even where people live close to green space, there may be other social barriers to people using these spaces. Redressing these disparities will lead to more health and wellbeing benefits from nature in the communities that most need them.

However, there are opportunities to create more space for nature, and at the same time bring benefits to people and our economy. This includes the following:

- Creating more nature-rich green spaces - integrating nature into land used for amenity and recreation (including parks and green spaces, playing fields and golf courses) provides opportunities to connect more people with nature, bringing more health and wellbeing benefits.
- Greening streets - 13% of land in GM forms transport routes, like train/Metrolink lines and streets. These provide opportunities to integrate nature alongside new and existing infrastructure, and to use nature to help us adapt to climate change by slowing the flow of water through Sustainable Drainage Systems or provide shading through street trees, making them better places to walk and cycle. Some species of trees, such as Western Red Cedar can help improve air quality by capturing particulate matter in the air when planted close to roads⁵.
- Greening gardens – 15% of land in GM is made-up of residential gardens, although half of this space is estimated to be hard standing (i.e. paved or concreted over), which as well as being bad for wildlife, leads to rainfall running more quickly into the drainage system. Making gardens (and also balconies, alleyways and window ledges) more wildlife friendly and able to store water has benefits for nature and reduces the risk of flooding nearby.
- Integrating nature alongside food production – making space for nature alongside agriculture provides environmental benefits as well as diversifying income (e.g. through nature-friendly farming grants).

Integrating nature in these and other ways will deliver benefits for people and businesses, making Greater Manchester a fairer and more prosperous city-region. Similarly, businesses can benefit from integrating nature into their strategies and business models but may not be aware of this or what action to take. Commercial buildings provide a potentially significant space for nature recovery on and around their premises, including gardens, green walls and green roofs. The benefits of bringing nature into businesses and closer to employees are well-documented, including reducing absences, increasing staff retention and boosting productivity.

Bringing nature into all these spaces is the scale of change required to halt and reverse the decline in biodiversity and safeguard the benefits our residents and economy get from the natural environment.

Actions Required to Deliver Objectives

14) Expand and enhance our best spaces for nature – the 11% of our city-region that is designated in some way due to its value for nature needs to continue to be protected and increased, and the condition of these areas further enhanced through active management. These sites provide vital refuges for wildlife and are the core of Greater Manchester’s Nature Network.

15) Better connect the best spaces for nature by creating and restoring habitats – these sites also need joining up to one another, through corridors or stepping stones for nature. Restoring and creating habitats where they are most needed to do will provide more space for nature and build the resilience of our Nature Network.

⁵ [Protecting playgrounds: local-scale reduction of airborne particulate matter concentrations through particulate deposition on roadside ‘tredges’ \(green infrastructure\) | Scientific Reports \(nature.com\)](#)

16) Reduce pressures on the water environment – our natural environment is being placed under increasing pressure, particularly from pollution, agricultural intensification and invasive species, all exacerbated by the increasing impacts of climate change. Reducing these pressures will have multiple co-benefits.

17) More of our green and blue spaces (parks, countryside, public realm etc) are better managed for nature – existing spaces that are managed for other reasons (e.g. for recreation or food production) can be managed in a way that makes them more nature-friendly, whilst still allowing them to perform their primary purpose.

18) More green and resilient transport routes, streets & highways – streets provide routes to bring nature into our cities and towns and bring nature closer to people. Increasing features like street trees and Sustainable Drainage Systems also help adapt our streets to the impact of climate change, particularly flooding and extreme heat.

19) More green and resilient new infrastructure, regeneration and development – integrating nature into how we grow, regenerate and develop our city-region and provide homes and employment sites with well-planned, functional green and blue spaces will bring benefits for residents and the economy, as well as nature.

20) More community-led action and better connection to nature – supporting communities to lead and drive change in their neighborhoods will bring benefits for residents' health and wellbeing, as well as improving people's connection with the natural environment and their local green spaces.

Links to other 5YEP Aims

Nature based solutions can facilitate the carbon capture and sequestration of carbon from the air, improve air quality through removal of particulates and increase our resilience to climate change through reducing the risk of flooding and increasing shade.

Note: Possible to add further links in to Aim 8 around economy, aim 2 or aim 5 around sustainable lives and building. Links could also be made to aim 3 on the transport system re making active travel more attractive).

Co-benefits (e.g. health, cost saving etc.)

A healthy natural environment underpins our ambitions for a more prosperous and fairer city-region. Greater Manchester's natural environment is estimated to already provide us with over £1bn of co-benefits each year. Those that are particularly important are the physical and mental health and wellbeing benefits to our residents of access to green and blue spaces, the role of these spaces in improving our adaptation to climate change and other benefits such as providing us with food and clean air and water. Greener neighbourhoods and town and city centres also have economic advantages, creating better places for people to live and work by integrating nature into how we grow our city-region.

Co-enablers (factors that will enable delivery e.g. finance, skills, national government)

Delivering these actions requires several co-enablers. Broadening the sources of funding into improvements to our natural environment is key, as these actions cannot be achieved with public funding alone. Action from government to support the development of nature markets is required to support this, facilitating the growth in investments in the natural environment. Delivering improvements will also require skills across a range of professions, from on the ground skills (e.g. in

habitat creation and maintenance) to integrating nature into other professions (e.g. engineering) and in supporting sectors (e.g. legal, financial). [National government]

Case Study 3 of Existing Project – Mayors Green Spaces Fund

Awarded £13,000 in Round One of the Greater Manchester Green Spaces Fund, the Ardwick Stepping Stones Project has shown the power of local communities in greening their neighbourhoods and the benefits this can bring.

Ardwick is one of the most deprived areas in the country, and according to the project, has seen a loss of around 65% of its local biodiversity. Ardwick Climate Action's aims are to regenerate and rewild areas for the community, offering a series of green spaces that serve to educate and engage local people.

Ardwick Stepping Stones has established connected green spaces between the city centre and the University of Manchester, creating new and improved habits for nature and people. The project has seen residents and local groups engaged in a series of events which also highlight wider environmental concerns and raise awareness of the climate emergency.

Using support from partners involved in the Green Spaces Fund (including Sow the City and City of Trees) and the funding provided, 10 sites have benefited from improvements, with interventions including:

- Communal composting stations at each site – providing material for growing and also helping mitigate travel emissions incurred by taking waste off site.
- A tool hire shop, allowing the community to get involved in nature by eliminating a key hurdle to local participation.
- Wildflower meadows at various points in Ardwick and Brunswick.
- Bird and bat boxes in the shape of iconic Manchester buildings will be placed at all sites to encourage wildlife, further boosting local biodiversity. This will be done with advice from the Eden Project, helping ensure these sites are utilised year on year.
- Working with City of Trees and Festival Manchester to plant trees that will have a great impact on biodiversity and climate change through providing shade and habitats for all.
- Raised vegetable and fruit beds showcasing tailored, seasonal produce that can be collected once mature.
- Regenerating the St. Saviour's Church site with support from the Museum of Manchester's botany department, utilising planting that illustrates the warming of the planet, with a focus on foliage that would not have survived as little as a decade ago.
- A world record attempt for most bulbs planted and most people gathered to plant bulbs, all working to create beautiful spaces that generations will be able to enjoy.
- Digitally interactive and educational signage, including signs that illustrate what has been planted and the effects on local biodiversity.

Note: add in suitable photo

Aim 5: Our city region transitions to a circular economy and our waste is reduced, reused, recycled or recovered.

Objectives

- Support the transition to a circular economy through an industry approach primarily focusing on construction, plastics and textiles industries
- Support residents to protect the environment through carbon reduction and sustainable lifestyles training and initiatives
- Reduce the amount of waste in every waste stream by reducing consumption and increasing reuse, repair and redistribution
- Develop the GM Waste and Resources Strategy

Note: can we quantify any of the above?

The Challenge

Sustainable Production - The current economic model is heavily based on the continued extraction and consumption of natural resources. This linear economy requires the extraction, transportation, processing and consumption of energy and natural resources, often for only brief periods of use, before being discarded. This results in considerable environmental damage and is a contributing factor to the climate and biodiversity emergencies. We are currently extracting 3 times the number of natural resources than we did 30 years ago, and this figure is expected to more than double by 2060. Research shows that 80% of the damage done to our environment by excessive amounts of waste could be avoided if more sustainable decisions were made at the design and production stage of products.

To address this, we need to enable and adopt new business models that minimise the use of finite materials, use recycled resources, and ensure that products are durable, repairable and can be easily recycled. Our industry needs to innovate by designing new products which are lighter, made from recycled materials, and designed for easy repair and disassembly. We need to move from the sale of products to the provision of a function or service e.g. how music has moved from CD ownership to streaming, or new car ownership to leasing.

Over the duration of the plan, our focus will be on five key sectors (Construction, Food, Packaging, Plastics and Textiles) to explore circular economy business models and carbon reduction pathways. To further understand the full potential, we need a comprehensive analyses of material flows, greenhouse gas emissions (including embedded carbon) and levers for climate action within Greater Manchester.

Construction: currently around 11% of greenhouse gas emissions accounts to embedded carbon within construction, however with the projected increase of construction initiatives over the coming decades, its believed that by 2050 embodied and operational carbon emissions will be the same. To prevent this potential increase, we need to reuse buildings where possible, reuse material, use low carbon concrete mixes, and use carbon-intensive materials. Working with academia and industry to research and pilot new low carbon, circular economy initiatives.

Food: In 2021, the Greater Manchester Good Food Vision was produced which sets out the ambition for a sustainable food system which is based on the following general principles that food should be

ecologically responsible, fair and accessible, local (where possible), healthy and no waste is produced. Recent research into the GM's foodprint of food waste within the system shows that we have over 388,000 tonnes, which equates to 1,327,000tCO₂e, of which 113,000 tonnes occurs within the supply chain. With the increase of families living in food insecurity, it's vital that we explore all opportunities to access edible food which can go for redistribution to food banks within the conurbation.

Plastics & Packaging: Globally the use of plastics has quadrupled in the last 30 years, with 31% being found in packaging. Whilst there are sustainable solutions for plastic bottles and market for plastic pots, tubs and trays and flexible plastics is less developed, therefore innovation will not only be critical to developing sustainable solutions to increase the use of more recyclable plastics with product design, but also on developing advanced sorting solutions to be able to recognise and separate plastics products reach their end of life. Additionally, and following on from the Single Use Plastic Pact, work will continue to reduce and, where possible, eradicate single use plastics within GM.

Textiles: Within the UK the textile sorting sector manages approximately 469,000 tonnes of end-of-life textiles, the majority of which (421,000 tonnes) are exported for reuse/recycling and only 34,000 tonnes is kept within the UK. Additionally, there is over 750,000 tonnes of textiles in residual waste which is disposed of through waste disposal contracts. The need to create a circular economy within this sector will not only provide resilience with the textile waste market but will also create jobs, skills and growth opportunities within the UK.

Sustainable Consumption – To transition to a circular economy we need to support and adopt new business models through procurement mechanisms and strategies, that consider the full life cycle of products and consider new service models which encourage reuse and repair of goods to protect natural resources.

Our residents need to actively align their purchasing habits with sustainability principles and be willing to consider moving from buying new products to repairing and purchasing used items and prioritising quality over quantity. Effective communication and engagement are required to encourage residents to move towards sustainable lifestyles, providing people with information to make informed choices which not only benefit the environment but also provide additional benefits to their lives such as health, well-being and financial savings.

Valuing end of Life Resources - To tackle these issues at scale we need our waste regulatory system to expand to include producer responsibility across a wider range of products. This will provide the drivers and financial resources needed to create an infrastructure which supports the above, maximises the value of recyclates and ensures reusability. A simple and consistent waste management collection system in Greater Manchester is essential, whether you are business or a household, but this can only be achieved, if the Government imposes uniform requirements on both.

Actions Required to Deliver Objectives

21) Support the transition to a circular economy through an industry approach primarily focusing on construction, food, plastics (including packaging) and textiles

By moving to circular economy business models, we can reduce use of raw materials through the increasing of recyclable materials in products - by adopting the circular/waste hierarchy

procurement principles and reviewing manufacturing processes to reduce raw material consumption to reduce the environmental impact of their products and seek, through innovation, new processes and business opportunities to grow a zero-waste economy.

22) Support Residents to protect the environment through carbon reduction and sustainable lifestyles training and initiatives – by supporting the local economy (including green tech/services sector) and developing and implementing businesses carbon reduction plans and by encouraging our residents to adopt sustainable lifestyle practices through awareness, policy and programmes

23) Reduce the amount of waste in every waste stream by reducing consumption and increasing reuse, repair and redistribution - by offering consumers sustainable alternatives to purchasing, supporting package reduction through 'refillable' products and taking a full lifecycle approach particularly within the food system to maximise redistribution and minimise waste.

24) Develop the Greater Manchester Resource and Waste Strategy – upon clarity of implementation of England's Resource and Waste Strategy and the publication of the new Government Circular Economy Strategy a Greater Manchester Waste Strategy will be developed.

Links to other 5YEP Aims

Valuing resources and reducing consumption supports all aspects of the 5YEP; by taking a sector approach to move businesses to circular economy business models, businesses will reduce carbon emissions. Additionally, residents taking more sustainable actions by reducing consumption and adopting more sustainable lifestyles, such as switching to active travel rather than using/owning a car, reducing food waste and home/community growing of food can contribute to increasing our resilience to climate change and reduce our carbon emissions.

Co-benefits (e.g. health, cost saving etc.)

Moving to more sustainable practices within the home and workplace can improve both health and financial well-being. Reducing waste, particularly food and energy waste, can save an average of £730 and £1300 per family per year respectively. Reducing utility bills can have positive health benefits including on nutrition e.g. how well a family can afford to eat and mental well-being through less stress over the financial burdens of household bills and expenses. The economic benefits include developing new business opportunities in repairing, upcycling and renting products. Moving to circular economy business practices can also reduce production costs as waste is minimised. In addition, continued dependency on sourcing goods and materials through complex multinational supply chains creates risk to security of supply for our businesses and our economy.

Co-enablers (factors that will enable delivery e.g. finance, skills, national government)

Transitioning to a circular economy will require sufficient funding to support the planning, implementation and maintenance of waste collection systems and infrastructure to maximise recovery, reuse, repair and recycling. Local capacity building and skills development in the green sector will also be needed to meet the changing needs and demands and support innovation. Government policy and regulatory support will be required to encourage the adoption of new practices, increase the sustainability of products throughout their lifecycle and encourage the innovation and adoption of new technologies and practices to increase waste minimisation.

Note: Add in case study – Renew Hub

Aim 6: Our city-region is better adapted and more resilient to the increasing impacts of climate change we can't mitigate or adapt to.

Objectives

- The priority risks from, and vulnerability to, climate change impacts are managed and reduced
- The adaptive capacity and resilience of our communities and organisations is increased, with a focus on the most vulnerable.
- The groundwork is laid to enable longer-term and more transformative adaptation actions.

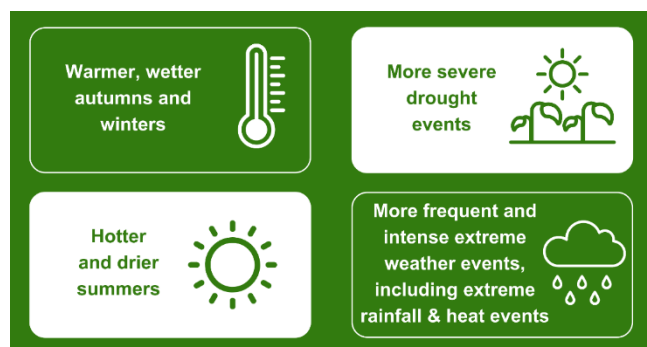
The Challenge

Greater Manchester is already experiencing the impacts of climate change, and the likelihood of extreme weather events will continue to increase. The consequences of these events will be felt across all aspects of society, damaging infrastructure and the natural environment, and impacting the health and wellbeing of residents, particularly those already experiencing multiple inequalities. Its impacts beyond our city-region will also affect us – for example, potential disruption to food supply chains. There needs to be improved preparedness for the range of potential impacts of climate change, with Greater Manchester becoming a resilient and well-adapted city-region.

The climate in Greater Manchester has already changed; 5 of the warmest years on record have occurred since 2006, and the most recent decade (2012 to 2021) was on average 1.0°C warmer than the 1961 to 1990 average. Seasonal rainfall has also changed significantly, with decreasing summer rainfall and increasing winter rainfall. These changes are already having an impact in Greater Manchester: the flooding and extreme heat events experienced over recent years, such as the 2015 Boxing Day floods, and the July 2022 extreme heatwave, have been made more likely because of climate change. These events are projected to become more frequent and intense over the coming decades.

Climate projections show that, for Greater Manchester, we can expect to see:

- Warmer, wetter autumns and winters
- Hotter and drier summers
- More frequent and intense extreme weather events, including extreme rainfall and extreme heat events
- More severe drought events
- Impact on our supply chains as a result of global climate change.



Actions Required to Deliver Objectives

25) The priority risks from and vulnerability to climate change impacts are managed and reduced – given the impacts climate change is already having on our city-region, and will continue to have in the future, action is needed to manage and reduce the risks these pose, particularly where the city-region is most vulnerable to them e.g. flooding.

26) The adaptive capacity and resilience of our communities and organisations is increased, with a focus on the most vulnerable – in order to reduce the risks where we are most vulnerable, we need to increase the capacity of our communities and organisations to adapt and become more resilient to the impacts of climate change, helping us to better cope with a more extreme and variable climate.

27) The groundwork is laid to enable longer-term and more transformative adaptation actions – Longer term actions to help deliver system-level adaptation and resilience to climate change will take longer than the duration of this Plan to deliver, but actions need to be taken today to help achieve this in the future. Of particular note will be the publication of a Greater Manchester Climate Change Risk Assessment in 2024, which will be used to produce a Climate Adaptation Strategy and Implementation Plan for Greater Manchester. This will support strategies and planning at a local authority and organisation level to deliver action.

Links to other 5YEP Aims

Progress in other areas of the plan, particularly natural environment, can form an important part of climate mitigation *and* adaptation i.e. Sustainable Drainage Systems (SUDS) reducing flooding impact, and tree cover and green and blue space reducing localised air temperatures during heat waves.

Co-benefits (e.g. health, cost saving etc.)

There is a strong body of evidence to suggest that there are potentially high economic benefits from further adaptation for many climate-related risks and opportunities, with many early adaptation investments delivering high value for money⁶. This includes investments in heatwave alerts and plans, surveillance and monitoring for pests and diseases, early warning systems, climate smart agriculture, climate resilient infrastructure, and upland peatland restoration.

Importantly, there are often significant co-benefits from adaptation actions, such as through generating direct economic gains, or through driving wider social or environmental benefits, for example through reducing risks to health from over-heating, or reducing the significant impacts (both physical and mental) experienced by communities during and after a flood event.

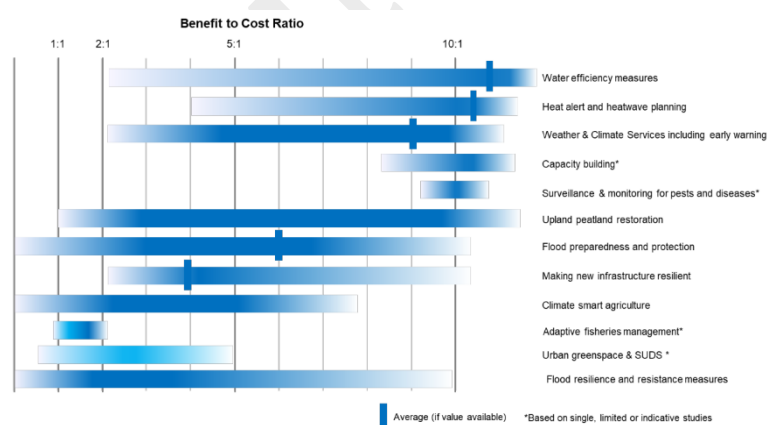


Figure 4. Benefit to Cost ratios for Adaptation for elected measures.⁷

⁶ Watkiss P, Cimato F and Hunt A (2021) Monetary Valuation of Risks and Opportunities in CCRA3. UK Climate Risk

⁷ Figure shows the indicative benefit: cost ratios and ranges for a number of adaptation measures. It is based on the evidence review undertaken in the CCRA3 Valuation study, which was co-funded by the EU’s Horizon 2020 RTD COACCH project (CO-designing the Assessment of Climate Change costs). Vertical bars show where an average Benefit-Cost Ratio (BCR) is available, either from multiple studies or reviews. It is stressed that BCRs of adaptation measures are highly site- and context-specific and there is future uncertainty about the scale of climate change: actual BCRs will depend on these factors

Co-enablers (factors that will enable delivery e.g. finance, skills, national government)

Financing adaptation is a challenge. Broadening the sources of funding is key, as these actions cannot be achieved with public funding alone. Action from business and government to support the development of adaptation measures is required to support this, facilitating the growth in investments in nature based and mechanical solutions. Delivering improvements will also require skills development across a range of professions, from on the ground skills (e.g. in SuDs creation and maintenance) to integrating adaptation into other professions (e.g. engineering) and in supporting sectors (e.g. legal, financial).

Case Study 4 of Existing Project – Sustainable Drainage Systems to support climate adaptation and resilience

[Natural Course](#) was a significant project that aimed to understand and overcome the barriers to achieving “good ecological status” under the EU Water Framework Directive across the North West River Basin District. It brought together Greater Manchester Combined Authority, Salford City Council, Environment Agency, Natural England, United Utilities, and the charitable network of River Trusts across North West England, to work on over 50 actions in more than 100 waterbodies. One such project made use of nature based solutions (actions that help both people and nature by protecting, managing, and restoring natural and modified ecosystems) to deliver multiple benefits and help reduce impacts from flooding in [Dales Brow, Salford](#).

This project utilised an informal green space which was vulnerable to flooding and transformed the area with the installation of two swales (a sunken, marshy ditch), the creation of a new 64sqm wetland area and a 40m long beech hedge as well as planting of a wildflower meadow, wetland plants, and 15 new trees.



Fig. 5 - Main swale and check dam flow control feature, showing wetland planting and boulders placed to remove energy from circulating flows.

The system is designed to intercept rainwater that runs off the Dales Brow and Folly Lane Road surfaces, diverting it away from highways drainage and combined sewers into the swales. In heavy rainfall events the rainwater travels along the swales and into a temporary wetland area, providing emergency storage. Water moving around the swale system is slowed by a series of check-dams, cleaned by biofiltration, before being allowed to return to the Deans Brook via a pipe connection. The swales and the wetland area now contain a variety of different vegetation types able to cope with wet conditions. Microbes in the soil and vegetation will trap and help to break down pollutants into harmless compounds.

The project has been designed to deliver a number of benefits. It not only helps to reduce surface water flooding at a local level, but it also eases pressure on the drainage infrastructure - as well as providing costs savings with respect to water treatment and reduces the likelihood of pollution incidents in watercourses from overflowing sewers.

Alongside these nature-based interventions, other measures include a new footpath, tree planting, and the creation of low maintenance 'biodiverse' planting areas which greatly enhance the site for the benefit of both residents and wildlife.

Draft for Comment

Aim 7: Our air quality enhances the health, well-being and quality of life our residents.

Objectives

- Reduce emissions that contribute to poor air quality
- Support communities and business to encourage to adopt behaviours that contribute to improving Air Quality

Note: TfGM to confirm targets in outcomes framework

The Challenge

Poor air quality is the largest environmental risk to the public's health⁸. Taking action to improve air quality is crucial to improve the health of the general population. Whilst air quality has been generally improving over time, particular pollutants remain a serious concern in many urban areas, including across Greater Manchester. There are areas in our city region where the NO₂ levels exceed the legal limit, especially near busy roads and although Greater Manchester is currently meeting legal targets for PM2.5 there is concerted efforts to reduce this further and to work towards the WHO guideline values by 2030.

Our air quality affects the health and well-being of our residents, especially vulnerable groups such as children, elderly, and people with chronic conditions. It also reduces the attractiveness and competitiveness of our city region as a place to live, work, and visit. Improving the air quality in our city region is therefore a priority for our local authorities and stakeholders.

In our city region, the main sources of air pollution are road transport, industry and domestic heating. It is also influenced by weather patterns and atmospheric circulation, which can transport pollutants over long distances we can be affected by pollution from other areas within the UK and across international borders e.g. dust storms and volcanos. Similarly, ozone and aerosols from urban and industrial sources can travel across regions and oceans and affect the climate and health of many miles from the source.

Road transport accounts for 32% of NO and around 12% of PM10 and 14% of PM2.5 (particulate matter)⁹. 51% of GM residents' trips are less than 2km in distance, 34% of GM residents' car (driver or passenger) trips are less than 2km in distance. Trips of 2km or less have the most potential to be completed by sustainable modes and therefore the greatest potential to more immediately reduce local air pollution. **Note: Need to be more concise - potentially turn this into a table.**

Industrial combustion account for approximately 10% of NO_x, 10% of PM2.5 and 5% of PM2.5 (Particulate matter)¹⁰. Considerable decreases in emissions from some sectors have been largely offset by increases in emissions from solid fuel burning by industry (particularly the burning of biomass). Industrial combustion of biomass based fuels contributed less than 1 per cent of total PM2.5 emissions in the years prior to 2009 but has since risen to represent 6 per cent of total PM2.5 emissions in 2022. Industrial processes contribute 16% PM2.5 38% of PM10 in 2022.

⁸ [Health matters: air pollution - GOV.UK \(www.gov.uk\)](https://www.gov.uk/health-matters/air-pollution)

⁹ [Transport and environment statistics: 2023 - GOV.UK \(www.gov.uk\)](https://www.gov.uk/transport-and-environment-statistics-2023)

¹⁰ [Emissions of air pollutants in the UK – Particulate matter \(PM10 and PM2.5\) - GOV.UK \(www.gov.uk\)](https://www.gov.uk/emissions-of-air-pollutants-in-the-uk-particulate-matter-pm10-and-pm25)

In addition, the use of old poorly maintained NRMM (Non-Road Mobile Equipment) can have an adverse impact on air quality. Such equipment can include diggers, cranes, generators or other mobile machines and transportable equipment or vehicles which are fitted with an internal combustion engine but not made to transport goods or passengers on the road. NRMM does not have to meet the strict emission limits that road going equipment does.

Domestic combustion covers households burning a variety of fuels including wood, coal, solid smokeless fuels, and fuels derived from waste such as coffee logs. This was a major source of PM emissions in 2022, as it contributed 29 per cent of total PM2.5 emissions and contributed 15 per cent of total PM10 emissions. Most emissions from this source come from households burning wood in stoves and open fires. The use of wood as a fuel contributed 75 per cent of both total PM2.5 and PM10 emissions from domestic combustion in 2022. Domestic combustion of wood contributed 22 per cent of overall PM2.5 emissions and contributed 11 per cent of overall PM10 emissions in 2022. Emissions of PM2.5 and PM10 from domestic wood burning increased by 56 per cent between 2012 and 2022.¹¹ Additionally, poor indoor air pollution is a risk to health. Exposure to formaldehyde, damp and mould has been associated with 5000 new cases of asthma and 8500 new cases of respiratory infections.¹² Homes which are insulated and warm with adequate ventilation will help reduce this health burden.

Air pollutants can also arise from agriculture. Nitrogen-containing compounds (NO₂, NO, NH₃, N₂O). In the case of ammonia (NH₃) and nitrous oxide (N₂O), agricultural sources are the main contributors, comprising 88% and 68% respectively of annual UK emissions in 2016. The main air quality impacts of ammonia arise through its contribution to (1) formation of particulate matter (PM).¹³ The majority of agricultural nitrous oxide emissions come from soils, particularly as a result of nitrogen fertiliser application, manure and leaching/run off¹⁴.

The WHO recognise that their 2021 air quality guideline levels are challenging to meet immediately and have provided interim targets 1-4 to aim for in achieving them. Defra took into consideration the WHO guideline levels when setting the 2022 PM2.5 targets for England, under The Environmental Targets (Fine Particulate Matter) (England) Regulations 2023 and acknowledged that the guideline value of 5 µg/m³ is below the background level which is affected by natural sources and pollution from other countries¹⁵. The Environment Improvement Plan **2023 page 78** illustrates this¹⁶. In working towards the guideline values, Greater Manchester will need to concentrate on reducing particulate matter and nitrogen dioxide. Currently GM is attaining the interim target level 4 for both PM2.5 and PM10 particulate matter, but at interim level 1 for NO₂ (nitrogen dioxide). GM will continue to work with government to achieve the new England target levels for PM2.5 of 10µg/m³ and exposure reduction of 35% by 2040 compared to a 2018 baseline.

¹¹ [Emissions of air pollutants in the UK – Particulate matter \(PM10 and PM2.5\) - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/statistics/emissions-of-air-pollutants-in-the-uk-particulate-matter-pm10-and-pm25)

¹² [The Burden of Respiratory Disease from Formaldehyde, Damp and Mould in English Housing — UK Health Security Agency \(ukhsa.gov.uk\)](https://www.ukhsa.gov.uk/our-work/our-reports/the-burden-of-respiratory-disease-from-formaldehyde-damp-and-mould-in-english-housing)

¹³ [2800829 Agricultural emissions vfinal2.pdf \(defra.gov.uk\)](https://www.defra.gov.uk/2800829_Agricultural_emissions_vfinal2.pdf)

¹⁴ [Agri-climate report 2023 - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/statistics/agri-climate-report-2023)

¹⁵ [Bolton: Dangerously high air pollution in nearly all areas | The Bolton News](https://www.boltonnews.com/news/bolton-dangerously-high-air-pollution-in-nearly-all-areas/)

¹⁶ [Environmental Improvement Plan \(publishing.service.gov.uk\)](https://www.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/115443/environmental-improvement-plan-2023.pdf)

Greater Manchester is committed to delivering compliance with nitrogen dioxide through an investment-led, non-charging Greater Manchester Clean Air Plan that cleans up the air without harming livelihoods, jobs and businesses helped by investment in zero emission bus. In 2022, in GM, car was the dominant mode of transport, accounting for 60% of all trips, 15% of all car trips were 1km or less, equating to 150 million annual car journeys which could have been walked in less than 15 minutes or cycled in around 4 minutes¹⁷. To help reduce air pollution from travel, residents and businesses should chose public transport or active travel over a private car, especially for short journeys.

Actions Required to Deliver Objectives

28) Reduce emissions that contribute to poor air quality - Greater Manchester, as a Breathe Life City, has stated our intention work towards the WHO air quality guidelines. 9 of the 10 Greater Manchester authorities have adopted them in the Places for Everyone Plan. The government expects local authorities to support the delivery of the national PM2.5 targets by taking action to reduce emissions from sources within their control, such as domestic burning, transport, and industry. Actions which will help reduce the emissions of PM2.5 include:

- avoid burning solid fuel unless necessary. If it is necessary, ensure that it is burnt in a compliant stove and that restrictions imposed by smoke control area legislation are complied with.
- don't burn garden waste, but rather use the green waste facility provided by your local authority
- Keep smoke to a minimum when BBQing and opt for a gas/electric BBQ if possible. Avoid using Chimineas.

29) Support communities and business to adopt behaviours that contribute to improving Air Quality - With regards to indoor air pollution, there are many sources of PM, NO_x and VOC's such as formaldehyde, from within the home, which can contribute to impacts on health and affect the quality of the air within your home and outside including burning candles, plug in air fresheners, sprays, smoking and vaping, solvents from furnishings paints, in addition to combustion sources such as solid fuel stoves and gas ovens, hobs and fires – reducing the use of these sources will improve indoor air quality. It is also important to ensure that damp and mould within the home are treated, ensuring that there is adequate heat and ventilation in the home. Practices such as drying clothes on radiators without adequate ventilation can lead to damp and mould growth, as can steam from showers and cooking. Always use extraction fans where available and/or open windows to let steam out.

Links to other 5YEP Aims

Natural environment enhancements can reduce poor air quality through redesigning spaces prone to pollution from roads i.e. with green barriers etc

Co-benefits (e.g. health, cost saving etc.)

Between 2017 and 2025, the total cost of PM2.5 and NO₂ combined to our health service is estimated to be £1.6 billion in models used in PHE's cost of air pollution project. The Environment Audit Committee has estimated that total health costs as a result of air pollution range between £8.5 billion and £20.2 billion a year. Poor air quality can also have an economic impact by reducing

¹⁷ [Greater Manchester Travel Diary Surveys | Bee Network | Powered by TfGM](#)

productivity among people of working age. Defra estimated that in 2012, poor air quality cost the economy £2.7 billion through productivity loss. As with the evidence of harm the exact figures should be seen as estimates; what they demonstrate is that there are potentially significant economic benefits as well as health benefits to set against costs¹⁸.

Physical inactivity costs the NHS up to £1bn each year with additional costs of £8.2bn according to a report by the Department of Transport¹⁹. According to the NHS²⁰, exercise can also protect against anxiety and depression, with outdoor exercise being the most beneficial. Moving towards a more active travel focused mode of transport can help improve wellbeing and lift some of the burden off the NHS in addition to improving air quality.

Co-enablers (factors that will enable delivery e.g. finance, skills, national government)

Deliver significant improvements in air quality will require a strong and inclusive partnership between the public, private sectors and academic community; one that can foster innovation, collaboration, engagement with residents and co-creation of solutions to address specific challenges and opportunities. A robust and reliable financing mechanism that can support the implementation of low-emission technologies and infrastructure, such as electric vehicles, public transport, renewable energy, and green spaces will also be needed, together with a skilled and trained workforce that can design, install, operate, and maintain the low-emission solutions and adapt to the changing needs and demands of the market and the environment. National government can also support local efforts by creating a supportive and coherent national policy framework that sets clear and ambitious targets and standards for air quality and emissions reduction and provides incentives and guidance for local and regional authorities to achieve them.

Case Study 5 of Existing Projects - Greater Manchester Domestic Burning Campaign

Greater Manchester is playing a leading role in tackling air pollution due to the increasing popularity of domestic burning, including use of open fires, woodburning stoves and garden bonfires. The smoke from solid fuel contains fine particulate matter (PM2.5) which poses significant health risks, including respiratory conditions and more severe ailments.

In a collaborative effort coordinated by Transport for Greater Manchester, the region's 10 local authorities have partnered with the University of Manchester to investigate the use of log burners and solid fuel fires and their consequent impact on air pollution. Funded by a Defra Air Quality Grant, this initiative aims to uncover the reasons behind the prevalence of solid fuel burning in homes and gardens.

The research not only seeks to enhance community knowledge but also strives to alter behaviours that adversely affect public health. The University's study will inform a public health campaign geared towards raising awareness about the harmful effects of domestic burning. Greater Manchester has also launched an Information Hub on the Green City website to educate residents about health impacts and regulations. Additionally, over 40 air quality monitors are being installed across the region to closely monitor the connection between domestic burning and PM2.5 pollution.

Note: Add in suitable photo

¹⁸ [Health Matters: Air pollution – sources, impacts and actions – UK Health Security Agency \(blog.gov.uk\)](#)

¹⁹ [DfT publications template - colour \(Word 2013\) \(publishing.service.gov.uk\)](#)

²⁰ [Benefits of exercise - NHS \(www.nhs.uk\)](#)

Aim 8: Our economy will grow sustainably because of the interventions we make, benefiting our residents and businesses

Objectives

- Businesses are more resource efficient, reducing their operating costs and carbon emissions and sustainably innovating their products, processes and services.
- Businesses have resilient supply chains, managing and mitigating risks from a changing climate.
- GM's Environment & Low Carbon sector grows and is more productive, creating secure, good quality jobs for our residents
- Residents have the skills needed to work in the greener economy.

Note: can we quantify any of the above.

The Challenge

Our transition to a sustainable, carbon neutral city region will require significant long term investment by our businesses, public bodies and residents. Our Local Area Energy Plans suggest that, for carbon reduction alone, £64bn of investment will be needed to transform our infrastructure from what we have today to what will be required to get to carbon neutrality (70% of this would be invested under business as usual). This level of investment is without precedent in modern times in terms of scale, scope and duration. This investment will create new industries, grow and diversify existing ones and challenge those businesses who's traditional markets increasingly cease to exist. Note: need to breakdown the private/public sector investment and BAU enablers and forms of external private investment, new mechanisms etc

Greater Manchester's Low Carbon Environment Goods and Services (LCEGS) Sector generated sales of over £8.6Bn in 2022. It comprised 3,144 companies employing 58,736 full time equivalent employees. The LCEGS sector represents 14.5% of the business base (based on GVA) and 3.2% of Greater Manchester's employment. Greater Manchester green sector is a national leader in carbon capture & storage, energy management and renewable energy consultancy and ranks second in the UK (behind London) for alternative fuel vehicles and carbon finance. The fastest growing sub-sectors by sales are Carbon Capture & Storage, Building Technologies, Alternative Fuel Vehicles and Wind. The fastest growing sub-sectors by employees are Geothermal, Carbon Capture & Storage, Alternative Fuel Vehicles and Wind. Some of the sub-sectors identified as expecting to see future growth include Building Technologies (Low Carbon), Geothermal and Wind (Renewable Energy) with high forecast sales growth rates. The opportunity for the Greater Manchester sector to grow is now.

These seismic changes will not be limited to the low carbon and environmental goods and services (LCEGS) sector, all Greater Manchester companies and organisations will need to become more energy and resource efficient which may require new business models. Across all of this Plan's Aims, there is a need for innovative products, services and business models, which enable the rapid adoption of the actions we need to take, together with a suitably sized and skilled workforce to deliver them.

The requirement for a larger, suitably qualified workforce has been identified in several of the Aims of this plan as a required co-enabler. This will require both upskilling of the existing workforce and encouraging more people into the sector for a wide spectrum of roles from entry level to post graduate. The transition creates a real opportunity to better connect learners with work (e.g. traineeships, apprenticeships). Those without university degrees have been disproportionately affected by the move away from a manufacturing economy. This highlights the importance of

formalised pathways such as the Manchester Baccalaureate (MBacc) to support a wider range of learners, but also the need to align the qualification with policies that will support the renewal and green shift of the manufacturing sector.

Actions Required to Deliver Objectives

31) Businesses are more resource efficient, reducing their operating costs and carbon emissions and sustainably innovating their products, processes and services

– Scaling up the business support activity already available through the Bee Net Zero programme and Energy Innovation Agency, alongside embedding sustainability in to core business support programmes, will afford more GM businesses a supportive ecosystem to decarbonise their activities and innovate their goods and services. As part of the North West Industrial Cluster, Greater Manchester will need to work with neighbouring authorities and industrial partners to support the journey to net zero, and to maximise the opportunities for growth and jobs locally.

32) Businesses have resilient supply chains, managing and mitigating risks from a changing climate

- Improve Greater Manchester's understanding of climate risks associated with local supply chains, ensuring that GM businesses comprehend potential implications and adopt necessary mitigation measures to limit economic impact. Where feasible, relocate supply chains to Greater Manchester to minimise climate risks.

33) GM's Environment and Low Carbon sector grows and is more productive, creating secure, good quality jobs for our residents

– Leverage the existing Green Growth sector development programme to support GM's green sector to enhance competitiveness by improving the cost/quality of products, bidding for and securing new contracts and working alongside academia to accelerate the delivery of net zero solutions by integrating assets and specialisms. Additionally, further analyse and align the local manufacturing sector to support diversification into the green economy. We also will seek to attract more green companies to GM, expanding local supply chains. This will position Greater Manchester as a centre for excellence a green workforce and green technology.

34) Residents have the skills needed to work in the greener economy

– create formalised pathways such as the Mbacc, other applied technical/occupational qualifications and apprenticeships to support a wider range of learners into green sector jobs, aligning the courses and qualifications with the skills required to meet projected future vacancies and support 'on the job' training through continuous professional development.

Links to other 5YEP Aims

The growth of the green economy in Greater Manchester will stimulate demand for a larger skilled workforce to support delivery of all the Aims in this Plan.

Co-benefits (e.g. health, cost saving etc.)

Securing well paid jobs which come with such focused economic growth have the opportunity to transform the lives of those who hold them for the better. Being innovative will enable us to move faster at less cost and gain broader and deeper local benefits from the actions we take. To achieve this, we need to be open to the idea of doing things differently, quickly assessing what works and what is scalable and then take them forward as fast and as far as we can. This approach has the added benefit of stimulating and supporting innovative organisations who can then grow and flourish. This will require our Universities, our Businesses and Public our institutions to collaborate, and as residents, we will need to be welcoming of change. A focused effort on decarbonising

industrial clusters will attract new green manufacturing businesses, encourage existing manufacturers to transition to green industries and make GM a more attractive base to retain existing operations.

Co-enablers (factors that will enable delivery e.g. finance, skills, national government)

Whilst many of the actions needed to achieve these aims are tried and tested, with solutions, finance and local supply chains in place, for others this is not the case. These actions need to be paid for, so we will need access to a broad spectrum of financial products and services which encourage and enable all of us to turn our plans into reality. The final key component to realising our plans is to have a suitably sized and skilled local supply chain, to ensure we can undertake the work that needs to be done. If we want to maximise the environmental and economic benefits this transition can deliver, ideally that supply chain should be local, training people for and employing them in good well paid secure jobs. If managed correctly, the investment needed for this transformation also can transform the lives of our residents. To achieve this, we need to give local businesses, training providers and our residents, the certainty they require in terms of what transitions will happen and when, to give them confidence to invest in growing their careers and their businesses respectively. Another co-enabler to driving growth in the LCEGS sector in GM would be funding for local anchor assets/institutions that would help bring things together, e.g., a National Retrofit Centre

Note: Add in Case Study – Bee Net Zero?

5.0 Progress since 2019

Since 2019 significant progress has been made to deliver our long-term environmental vision while recognising that there needs to be accelerated action to ensure the city region meets the target of carbon neutral by 2038. Our progress so far includes:

Natural environment:

- A statutory Local Nature Recovery Strategy has been drafted, setting out how we can create a greener Greater Manchester, enhancing green spaces for nature and for people.
- A Tree and Woodland Strategy – [All Our Trees](#) – has been published by City of Trees, setting out where planting trees can have the greatest benefit. Over 750,000 trees have been planted to date.
- Through the IGNITION project, a Living Lab has been established at Salford University to explore and engage businesses and residents on the benefits of nature-based solutions – including for biodiversity, water management and people on campus.
- In 2020 the Greater Manchester Environment Fund was launched to deploy funding to enhance and create new green spaces for nature and people. It has directed over £4.5m of funding into environmental projects across the city-region, including through the Green Spaces Fund. Through the GMEF, new business models are being developed to capitalize on the opportunities for private investment into the environment, which will come from demand from biodiversity net gain units and voluntary carbon offsetting.
- The Green Social Prescribing Pilot delivered activities to connect people with nature improving people’s mental health and wellbeing and the natural environment at the same time.
- Through the Greater Manchester Natural Capital Investment Plan priorities for investment in the natural environment have been identified.
- Through five rounds of the Green Spaces Fund £3m has been allocated to 103 community-led projects that increase the amount and quality of accessible, nature-rich green space across Greater Manchester particularly in the areas most in need.
- The Natural Course project has worked collaboratively to design projects to address the barriers preventing the achievement of ‘good ecological status’.
- In 2022, a New National Nature Reserve was declared for the Flashes of Wigan and Leigh, a vast former industrial site.
- An Integrated Water Management Plan was launched between GMCA, Environment Agency and United Utilities in 2022, setting out actions to work together collaboratively to the way we plan for and manage all elements of the water cycle across the city-region.

Circular Economy including Waste

- In 2022 the Sustainable Consumption and Production Plan was launched providing the framework for Greater Manchester’s key activities in 4 priority areas: Moving to a Circular Economy, Managing Waste Sustainably, Reducing Food Waste, and Moving to Sustainable Lifestyles.
- The Recycle for Greater Manchester Community Fund, launched in 2021, has funded creative solutions to recycling, repairing and reusing household waste in Greater Manchester. So far 47 projects have been funded including cooking classes, repair cafes and educational workshops.
- The Renew Hub and Shops were launched to help build Greater Manchester’s circular economy by reusing and repurposing items donated by residents, which are then sold in the three Renew shops, which has generated income in excess of £1million

- Recycle for Greater Manchester are supporting households to reduce food waste through innovative campaigns including 'Buy, Eat, Keep, Repeat' and 'Plan Your Scraps'.
- There has been work to reduce the use of avoidable single-use plastics including the Plastic Free GM campaign, GM Refill campaign, Public Sector Plastic Pact, and Academia Plastic Pledge.
- 10 schools are trialling being Eco-Refill Shops and Greater Manchester has become a Refill Destination.
- In 2022 the Textiles Circular Economy Business to Business Platform launched to develop a circular economy roadmap for textiles.
- In 2021 Bee Net Zero was launched, a collaborative Greater Manchester programme to support organisations on their journey to becoming net zero.
- A Schools Climate Action Planner has been launched to provide schools with a free, online, action planning tool to reduce their carbon footprint and environmental impact. Helping students and staff to understand the issues surrounding the climate crisis, learn and build skills for the future.
- A Northwest Net Zero Youth Network has been established as a commitment taken by NW regional Mayors from COP26, with the first public event on 1st October 2022.
- Three phases of behaviour insights research have been completed to understand residents' opinions on climate change and the barriers and challenges that prevent them from acting.

Buildings

- In July 2021 the Greater Manchester Retrofit Taskforce was launched to lead the way on a 3-year programme to explore innovative finance solutions and building the supply and demand for the skills needed to grow the supply chain. In March 2022 the Retrofit Action Plan was launched which sets out the programme and delivery targets.
- Several programmes are being delivered to support domestic retrofit including:
 - **Your Home Better**, an independent service delivered by retrofit experts, providing advice, planning and support, to homeowners.
 - The **ECO4** programme that focuses on retrofitting the least energy efficient housing occupied by low income and vulnerable residents.
 - The **Local Energy Advice Demonstrator** that provides in person retrofit advice to residents.
 - The completed **Green Homes Grant Local Authority Delivery scheme** spent £11.5m on retrofitting 1,785 fuel poor homes. It supported residents with EPC rated homes D-G and a household income of less than £30,000 per annum to retrofit their homes.
 - The **Truly Affordable Net Zero** homes taskforce was launched to deliver 30,000 net zero social homes.
 - £112m of funding has been secured from the **Social Housing Decarbonisation Fund** and social housing providers to retrofit 6,125 social homes.
 - Over £100m has been secured through the **Public Sector Decarbonisation Scheme** to retrofit 10% of GM's public sector buildings.

Energy

- Greater Manchester is the first and largest City Region to develop smart Local Area Energy Plans that provide a geospatial plan for where energy generation, retrofit, low carbon heat and electric vehicle infrastructure should be installed/placed.
- The Go Neutral Smart Energy framework has been launched to support decarbonising the public sector estate. An 80MW pipeline of low carbon energy opportunities on land, car parks, and building assets across Greater Manchester is being delivered.

- GMCA and LAs are supporting schools to deliver solar PV to their buildings.
- We have been supporting community focused energy projects through Net Zero NW and ENW's community energy programmes.
- GMCA in partnership with Bruntwood, Hitachi, MMU, SSE, UoM and UoS has set up an Energy Innovation Agency (EIA) that aims to deliver innovative technological solutions to help the transition to carbon neutrality. EIA now supporting over 100 innovators to commercialise and deploy their technologies across GM to accelerate decarbonisation and fill gaps not met by mature solutions.
- The Hydrogen and Fuel Cell Centre at Manchester Metropolitan University is the UK's first Fuel Cell Centre of Excellence.
- The Hydrogen Electrolyser (at up to 200MW) at Trafford Energy Park will be the UK's largest Green Hydrogen production facility and the Cryo-Battery on the same site is a world 1st using liquid air at a commercial scale.
- Energy House 2 at Salford is the world's first environmentally controllable chamber where full sized terraced houses can be constructed and tested.
- Signing MoU's with SSE, Daikin and Panasonic to support the demonstration, testing and deployment of new technologies.

Transport

- Greater Manchester is the first city region in England outside of London to take buses back under local control after nearly 40 years of deregulation. Working on behalf of Greater Manchester Combined Authority (GMCA), Transport for Greater Manchester (TfGM) is delivering a bus franchising scheme for local services across all ten districts in GM.
- The first franchised buses are now operating as part of the Bee Network, helping to fulfill GM's ambition for a fully integrated transport system joining together journeys by bus, tram, active travel (walking, cycling and wheeling) and local rail services. From January 2025, buses across GM will be part of the Bee Network.
- With a distinctive yellow colour scheme and bee logo, the Bee Network has committed to providing people with a sustainable service, enabling them to reduce their own carbon footprint.
- Progress in delivering the Bee Network includes:
 - 100km of new cycling infrastructure in the Bee Active Network.
 - Introduction of a bike hire scheme, known now as Starling Bank Bikes, and over 1,500 bikes are now available to hire.
 - More than 100 zero emission buses now operate in GM, the GM Bus Strategy aims for the full electrification of Greater Manchester's bus fleets (and supporting infrastructure) by 2032, with 50% of the fleet to be zero emission by 2027.
 - Metrolink runs on renewable energy making it one of the most carbon efficient modes of transport per passenger. It has expanded to become the largest light rail network in the UK with services running on seven lines to 93 stops covering nearly 60 miles.
 - The launch of the Bee Network app to make it easier for residents and visitors to Greater Manchester to use sustainable modes of transport to get around. With almost half a million downloads since launching in late 2023, the app is helping to transform access to the network alongside low, affordable flat bus fares introduced here in GM before anywhere else in the country.
- Through GM's Streets for All Strategy, a strong emphasis is being put on reducing traffic and road danger, and on improving the street environment for everyone travelling along, spending time in or living on our streets. This has also included integrating Sustainable Drainage (SuDS) into our streets, so they support nature recovery and climate adaptation as well as active travel.

- There are now over 2000 publicly available EV connectors in Greater Manchester. There are 11,000 privately owned Electric Vehicles, and a similar number of home charging devices.

Note: can we turn this into an infographic

Air Quality

- In October 2024 Greater Manchester submitted its investment lead Clean Air Plan (CAP) to government for approval. Progress can be followed on the GM Clean Air website.²¹
- Since 2019 the number of exceedances of the legal limit for NO₂ has reduced,
 - for LAQM from 59 locations with a maximum annual concentration of 59µg/m³ in 2019 to 12 locations and a maximum concentration of 49.6µg/m³ in 2023.
 - For CAP from 129 location in 2019²² with a maximum of 76 µg/m³ to 64 locations in 2023, with a maximum of 58.6 µg/m³.
- Since 2019 the maximum recorded annual average concentration of MP2.5 has reduced across Greater Manchester from 12 µg/m³ in 2019 to 9 µg/m³ in 2023 which is below Government's 2040 legally binding 2040 target. The minimum concentration in 2019 was 9 µg/m³-which dropped to 6 µg/m³ in 2023.

²¹ [Greater Manchester Clean Air Plan | Clean Air Greater Manchester \(cleanairgm.com\)](https://cleanairgm.com)

²² CAP monitoring expanded in 2022 to include many more sites for the assurance of modelled results.

6.0 Emissions Pathway

In 2018, to support our initial 5 Year Plan, GMCA commissioned research Setting City Area Targets and Trajectories for Emissions Reductions (SCATTER)²⁶ to understand potential carbon reduction pathways for Greater Manchester. Figure 6 outlines the expected pathway which shows that the original plan would deliver considerable carbon reduction, but that further work would be required at local and national level to meet our 2038 target and our ambition to keep within the envelope of carbon needed to keep the UK on track to meet the Paris Agreement goals of limiting global warming to ‘well below 2C with efforts to limit to 1.5C’ – our Tyndall budget.

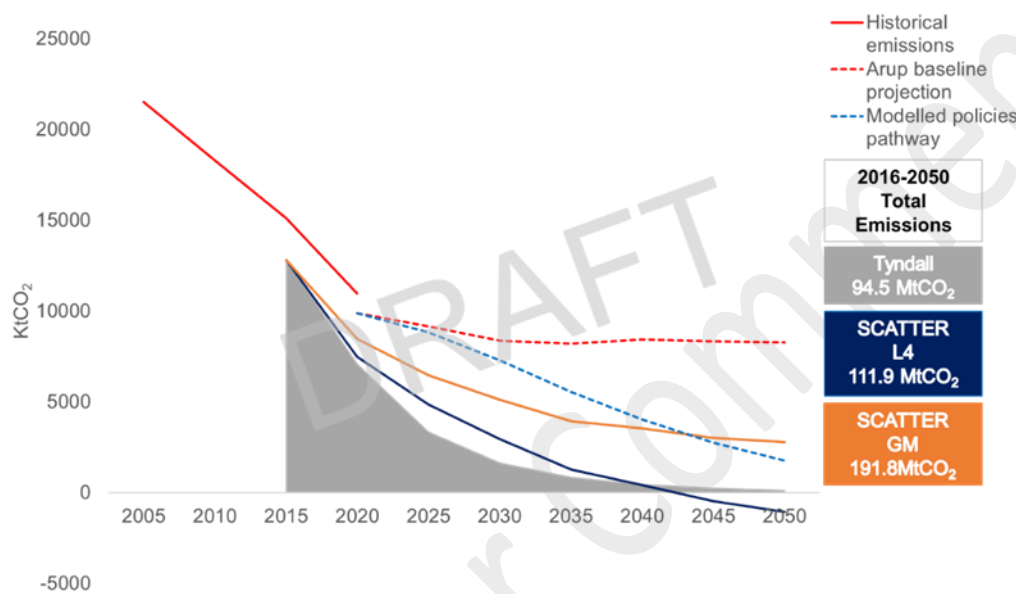


Figure 6. Potential carbon reduction pathways for Greater Manchester, as identified in the 2019-2024 plan.

Five years on, we have commissioned further work to understand emissions projections given our progress to date, and so we can clearly understand the challenges we face over the next five years to inform this action plan. The work helps understand what GMs emissions reductions are likely to be over the duration of this plan, accounting for both national action and local action.

The baseline projection (‘no further action’) assumes emission reductions in GM occur only as a result of currently committed UK Government policy and action, and no additional activity is undertaken within GM. In other words, this is the projection without considering the impacts of policies proposed in this plan, but does consider anticipated growth in future energy demand, and decarbonisation of the wider energy system.

It then models the additional impact of the actions proposed within this plan – known as the ‘modelled policies pathway’.

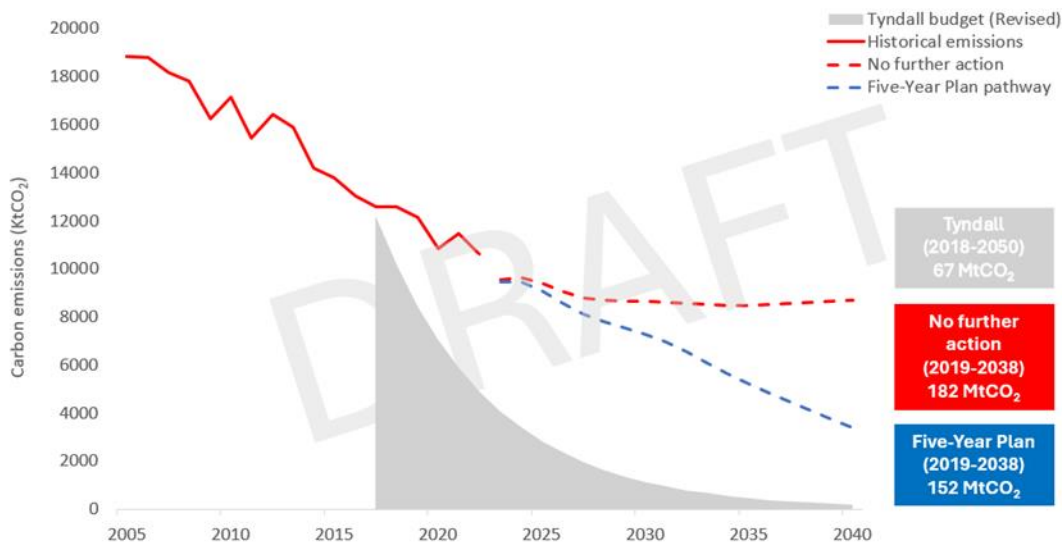


Figure 7 – Pathway projections for the current plan through to 2040, and revised Tyndall budget.

This shows the projected pathways from now through to 2038. It demonstrates that, through the actions identified in this plan, there will be a significant reduction with emissions reducing to 7.5MtCO₂ by 2029, and 4.1MtCO₂ by 2038, a 78% reduction from 2005 (Fig 8). This demonstrates that we are making considerable progress, but there is still work to do at local and national level to meet our 2038 carbon neutrality target. Delivering that target will require us to scale up the level and pace of delivery, working to achieve a step-change in low carbon investment through consumer behaviour, enabling private and community investment, and working with government to put in place the support and incentives.

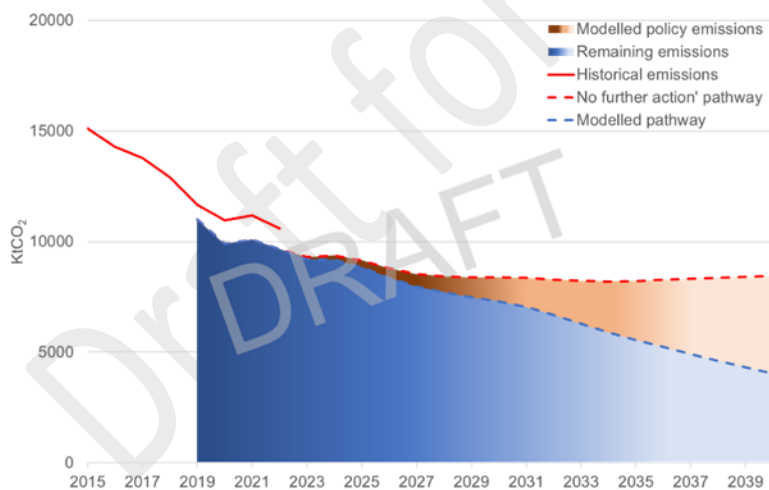


Figure 8 – Impact of our 5 year plan on emissions through to 2040.

As we are also seeing at the UK national and the global scale, emission reduction is behind that needed to meet the Paris Agreement goals. We know that every year and every tenth of a degree matters (IPCC 2018), therefore it is critical that we continue to reduce emissions at the fastest rate we can to limit further climate change, alongside ensuring that we are increasingly prepared for climate risks.

Figure 9 shows the breakdown of emissions savings that results from the actions proposed in this plan based on emissions category (as reported in the DESNZ Local Authority emissions estimates annual dataset), as well as by the actor(s) responsible for those emissions in Figure 10. The emissions saved through actions proposed in the plan occur mostly from residential buildings and transport, with some contribution from commercial and public sector buildings.

Responsibility for delivering the actions within the plan lies across several different actors. Whilst GM citizens have a responsibility for delivering a large proportion of emissions reductions. National Government, businesses and the public sector also have a role to directly contribute to delivering these reductions.

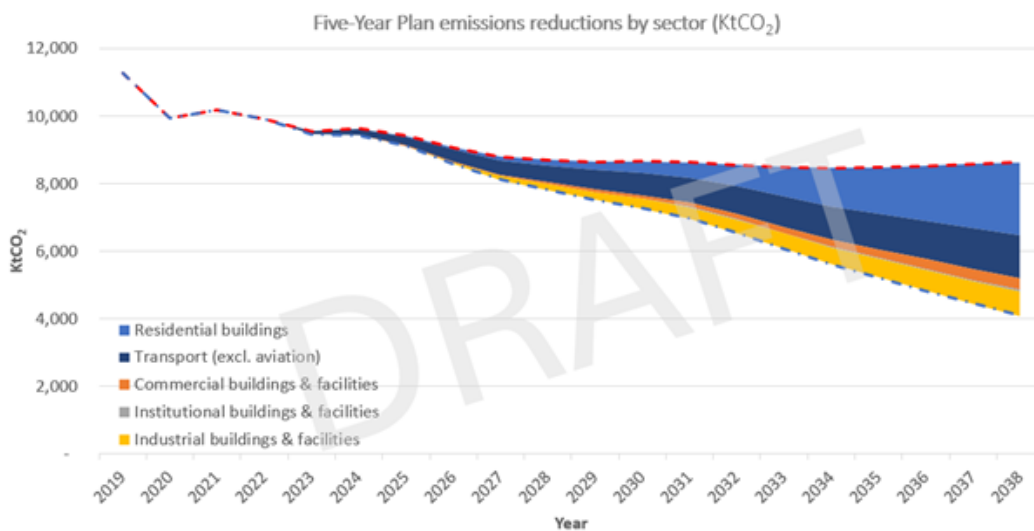


Figure 9 – Five-Year Plan emission reductions by sector (KtCO₂)

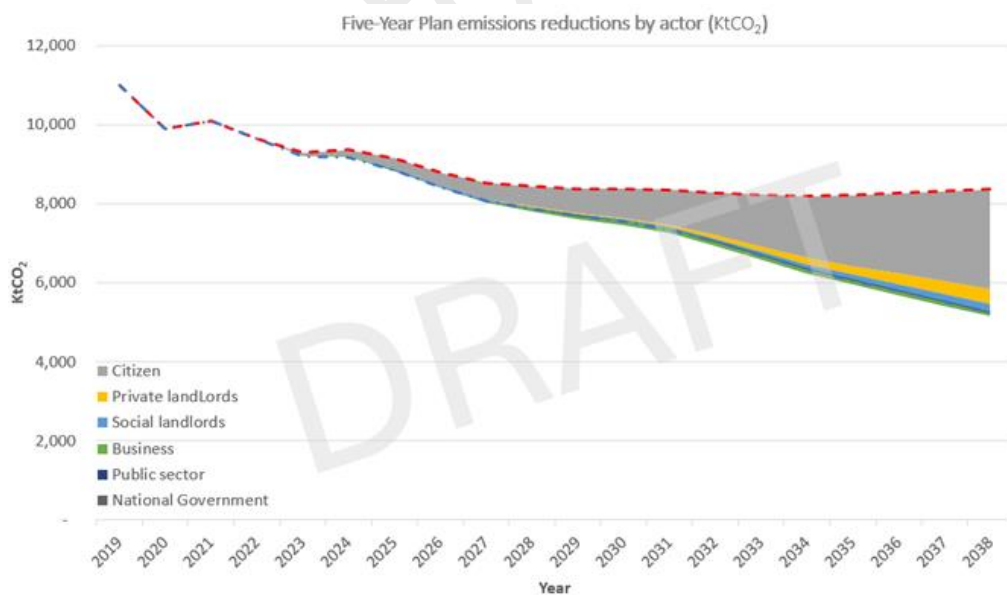


Figure 10 –

Five-Year Plan emission reductions by actor (KtCO₂)

Note: the graph will need remodelling to take into account adjusted targets

Aviation Emissions

International Aviation emissions are not within the scope of this plan. Emissions up to and including 1000m (take-off and landing) are included. Manchester Airport has a long-standing commitment to decarbonisation and positive environmental stewardship. In 2007, the airport became the first in the UK to target carbon neutrality – which it achieved in 2015. Since 2007, a combination of efficiency programmes and renewable electricity have helped the airport reduced its own market-based emissions by over 80%. In 2020, the airport's parent company – Manchester Airports Group (MAG) – committed to reduce its remaining emissions and achieve net zero carbon by 2038 – aligning with Greater Manchester's own ambitions. It set out plans to transition to an ultra-low emission vehicle fleet and to eradicate fossil fuel use in its fixed assets by 2030. In 2024, MAG committed to the Science-Based Targets Initiative, pledging to reduce its remaining emissions by 46.2% between 2019 and 2031.

In 2020, MAG led the UK aviation industry to become the first in the world to commit to net zero aviation by 2050. MAG is committed to playing its full part in decarbonising aviation, including through:

- Fleet modernisation - Modern aircraft are typically 15-20% more fuel efficient than the models they replace; Manchester Airport works closely with its partners to promote the use of the latest generation of aircraft. To incentivise the use of zero emission aircraft, MAG will provide free landing fees for five years to the first zero emission commercial aircraft to be based at one of its airports and the first aircraft to operate zero emission transatlantic services from its airports.
- Future airspace - Manchester Airport will bring forward consultation on its proposals for airspace modernisation to increase the efficiency of routing, enabling aircraft to fly more direct routes, climb and descend continuously, and so burn less fuel.
- Sustainable aviation fuel (SAF) – MAG has committed to introduce an incentive for airlines who increase their use of SAF at its airports and exceed the mandated levels set by UK government.
- Carbon removals – MAG is working with the aviation industry to support the development of UK carbon removals. In 2025, as part of its next sustainability strategy, MAG will publish details of its plans to transition from carbon offsets to carbon removals.

7.0 Governance and Performance Monitoring

Mission Based Approach

In 2019, Greater Manchester trialled a Mission Based Approach to delivering our first Five Year Environment Plan. This involved establishing several cross-sectoral Challenge Groups, each tasked with the role of identifying and delivering solutions to the issues identified in the first 5 Year Environment Plan. The Challenge Group Structure has been largely successful over the last five years, however progress in some areas has plateaued in the final year.

The overall Governance Structure for the GM Green City Region portfolio is shown in Figure 6. The Challenge Groups report into the Green City Region Partnership who, in turn report into GMCA. There is also a Green City Region Board, comprised only of elected Members of the 10 GM Local Authorities, which considers issues of specific interest to local government, all of which have independently declared Climate Emergencies.

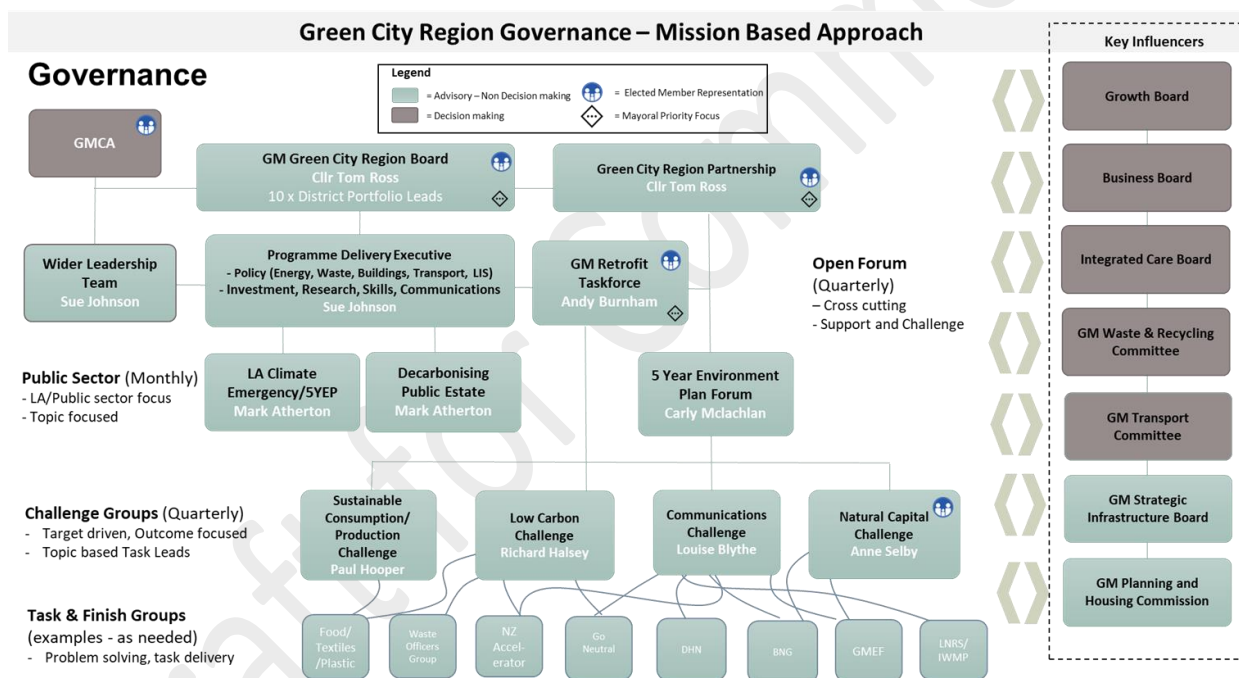


Figure 11 – diagram of the GM Green City Region Governance Structure

It is proposed that the existing governance structure is largely maintained, however we intend to experiment with different ways to deliver the Mission Based Approach to allow more and diverse voices to be heard and to attract more partners with the skills and capacity to support delivery of the new 5 Year Environment Plan. **Note: be clearer on future governance options**

Performance Monitoring

Quarterly Performance Monitoring reports are provided to the Green City Region Partnership and Board every quarter. The purpose of these reports is to support the Partnership and Board i.e. to provide strategic oversight of the delivery of the Greater Manchester 5 Year Environment Plan and the development and implementation of delivery programmes which contribute to achievement of Greater Manchester’s environmental priorities. An on-line dashboard, which can be filtered by local

authority area, infrastructure type and KPI has also been produced to aid clarity and communication of progress.

Carbon Emissions

To ensure progress on achieving our carbon reduction pathway, GM needs to track several indicators and metrics that will accurately reflect the impact of the Plans objectives and actions, particularly for energy generation, storage and energy efficiency.

- Reduction in emissions [by sector]
- Uptake of EVs
- Uptake of retrofit etc

(Note: to be completed once targets set and emissions pathway work is completed.)

Air Quality

GM will continue to work with government to achieve the new England target levels for PM2.5 of 10µg/m³ and exposure reduction of 35% by 2040. For the first time in 2023 the external air quality monitoring stations across GM measured an annual mean of less than 10 µg/m³ and we need to work hard to ensure that this improvement is maintained. It is important that everyone is conscious of their contribution to the particulate matter burden in GM. Activities that contribute to the emissions of fine particulate matter to the external air include solid fuel burning stoves, garden bonfires, charcoal BBQ's and Chimineas. According to Defra²³ in 2022 domestic combustion contributed to 29% of the total PM2.4 emissions with the majority coming from domestic wood burning.

The 10 GM Local Authorities submit an Annual Status Report (ASR) to Defra at the end of June. The report details the actions taken to improve the quality of the air across the region. GM has submitted a combined ASR since 2015, detailing the improvements made in AQ. Details can be found at [Data Hub | Clean Air Greater Manchester \(cleanairgm.com\)](https://www.cleanairgm.com).

Transport

To ensure progress on achieving a transport system that is reliable, integrated, inclusive, affordable and enables active and sustainable travel, GM needs to track several indicators and metrics that reflect the impact of its objectives and actions.

We need to know whether our policies and measures are having the desired effect and helping to deliver the GMTS 2040, including by making meaningful progress towards our "Right Mix" target, with more trips being made by active travel and public transport.

The GMTS 2040 measures performance through a series of key performance indicators (KPIs), that can be found in the Appendix of the latest GMTS 2040 Progress Report (LTP Supporting Documents) Indicators of particular interest for the five-year environment plan include (note all indicators measured annually):

- % trips accounted for by public transport – aim to increase
- % trips accounted for by active travel (cycling / walking) – aim to increase
- % perception of Public Transport affordability – aim to increase

²³ [Emissions of air pollutants in the UK – Particulate matter \(PM10 and PM2.5\) - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/statistics/emissions-of-air-pollutants-in-the-uk-particulate-matter-pm10-and-pm25)

- % population active or fairly active – aim to increase
- % of housing stock without off-street parking who do not have a publicly accessible charger within XX – aim to decrease
- GM population with GM Accessibility Level (GMAL) 4 or better: target tbc (Long-term target) 50% of all journeys in Greater Manchester being made by public transport or active travel by 2040, with no net-growth in motor vehicle traffic over that period.
- All GMTS 2040 KPIs and targets will be revised via the 2040 Strategy refresh process through 2024 and 2025.

Natural Environment and Climate Adaptation

- Reduction in water use and water waste
- Increase in community/home growing of fruit and vegetables
- Increase people's connection to nature

Note: To be completed

Circular Economy & Waste

- Reduction in household waste
- Increase in quality and quantity of household recycling
- Increase in people wanting a sustainable diet

Note: To be completed

Economic Growth

Note: To be completed

Communications & Engagement

It is likely that monitoring progress on the impacts of our communications and awareness raising activities will be more difficult. In addition to evaluating specific campaigns, we will also commit to running bi-annual surveys to assess whether attitudes on environmental issues have/are shifting.

8.0 Communications and Engagement

This 5 Year Environment Plan (2025-2030) creates a framework for all decision makers to take the next actions required to progress towards our long-term environmental vision. It is the decisions that we all take as residents, businesses, communities, investors, home and car owners that will determine whether we will achieve our shared goals.

Therefore, one of the most important and cross-cutting objectives arising from this Plan is the need for better communication and engagement with these decision makers to inform, educate and encourage positive action. Communication and engagement play a key role in ensuring we build trust and confidence in our ability to deliver the objectives set out in this plan. Working collaboratively with our councils, TfGM, our waste contractor; SUEZ, businesses, voluntary sector, education sector, academia and other key organisations, we will build trust by being clear and honest about our activities, plans and purpose, creating genuine and meaningful connections with individuals and organisations across our city region.

Gaining insight and ideas from residents and stakeholders based on their personal experience and expertise will help us create better priorities, policies and actions, as well as helping identify more effective ways to engage our audiences and inform a continuously improving response to people's ideas and expectations.

We know from recent behavioural insights research that people's attitudes towards the environment vary considerably. We also know that this Plan is more likely to be read by policy makers and programme developers than by individuals or business leaders. We are therefore committed to producing additional resources, both printed and web based, which are specific to their intended audience, utilising language, topics and arguments which are most appropriate to them (Figures 12).

SUSTAINABLE BUSINESS PRACTICES



Fig.12 Mechanisms to track sustainable business practices

We will continue to harness the power of communications and engagement, as part of a mix of interventions, to drive required changes in behaviour. Informed by population segmentation research and other participatory activities and drawing on evidence of what has worked in Greater Manchester and elsewhere (see Fig.13). Additionally, we recognise that delivery of this plan is

predicated on sectors, businesses, communities and individuals taking specific actions, therefore we will also look to gain further insights into the barriers and drivers to enable those actions and where policy interventions and initiatives could be used to accelerate change.

Impacts of moving to a Sustainable Lifestyle



Fig.13 Impacts of moving to sustainable lifestyles (Note: need to swap this out for the CLIMATE diagram)

Our campaigns and communications will further build residents' and businesses' capabilities, opportunities and motivations to take individual actions which together will make a significant contribution to our net zero ambitions. We will continue to use specific campaigns to promote offers and incentives that will enable decision makers to reach environmentally positive changes e.g. "Feel the benefit". We will also continue to maintain the GM Green City website as a central repository for all the environmental actions and initiatives being undertaken in Greater Manchester.

Our existing Green City Region communications and engagement strategy will be reviewed, led by a collaborative multi-agency Communications Challenge Group who meet every six weeks to share best practise, collaborate on campaign development and coordinate communications through different channels to reach a wider audience. This will focus on how we can continue to educate, raise awareness and develop targeted campaigns to inspire and encourage everyone who lives, works and is educated in Greater Manchester.

The excellent communications already being delivered by our partners are brought together through case studies, expert blogs, news items and guidance on the GM Green City website and social channels, informing our audiences and inspiring them to get involved in the push for a greener Greater Manchester. Regular updates on progress against the aims and objectives outlined in this plan will be communicated to key stakeholders to help to foster ongoing involvement and support.

9.0 Financing our Plan.

The scope of action within this plan is based upon the current expected resources available for delivery, this includes resources levered in from public, private and voluntary sector stakeholders across Greater Manchester and expectations of resources from central Government.

However, in order to achieve our ambition to reach carbon neutrality by 2038 and respond to the biodiversity emergency, we will need to accelerate the availability of resources – both in terms leveraging existing resources through prioritisation, but also through additional funding, particularly from the private sector given public sector funding constraints.

To achieve net-zero alone we are estimated to need in excess of £64bn of investment in low carbon technologies such as heat pumps, retrofit, EV charging, solar and wind generation and heat networks - £12bn of which is currently expected to come from the public purse. Although it is expected that 75% of this will be delivered through usual investment cycles, this still provides a significant challenge.

To achieve the nature-related outcomes to tackle the biodiversity emergency, there is an estimated £56bn finance gap over a 10-year period across the UK, translating to a £130m finance gap²⁴ in Greater Manchester over the next 5 years alone. Private nature-based markets could play an important role in closing this finance gap.

However, such markets are in early development and need strategic direction to attract private capital.

To overcome these funding challenges, we will seek to work with Government through the Integrated Settlement process to maximise the available funding for environmental improvements to achieve efficiency in delivery and align additional funding to gain maximum impact.

On net-zero, we will need to innovate new financial offers and models to deliver our objectives, working with residents and the private sector to develop solutions to unlock investment by homeowners and landlords into their own properties through finance mechanisms which reflect the reduction in operational costs and increased property values. Similarly, to tackle the biodiversity emergency, we will need to work with landowners, businesses and potential investors as nature-based markets develop and grow.

We will also seek to be more efficient with public funding the investments required through packaging projects to make them more applicable for private finance. This in turn can release public funding to focus on the non-commercial aspects of our ambitions and achieving a just transition. To explore this, GMCA alongside Manchester City Council and Oldham Council, are working with DESNZ on the Net-Zero Accelerator. This project will deliver a £1bn pipeline of public sector low carbon investments, building on our Local Energy Action Plans, and the innovative financial delivery models required to lever private finance to support them.

Supporting and enabling increased investment by local communities through community retrofit and energy projects will also enable us to meet our ambitions whilst contributing to community wealth building.

²⁴ Extrapolating figures in [“The Finance Gap for UK Nature”](#) on the basis of land area alone.

Case Study - Greater Manchester Pension Fund

The Greater Manchester Pension Fund²⁵ has seen significantly increased levels of member engagement on climate change over recent years and has given detailed consideration to the issue, including the divestment and engagement approaches to addressing the challenge of a transition to a low carbon economy.

The Fund is operating within a clear ethical framework and seeking to change the behaviours of those companies we invest in to become carbon neutral whilst ensuring we protect the pensions of our members and reduce cost to taxpayers. The focus of the Fund's engagement to date has been on those highest emitting companies where there is the potential to have the biggest impact. The Fund is clear that 'business as usual' for fossil fuel companies is not an option, and that is why the Fund believes that challenging these companies to disclose their business models, and the assumptions that underpin their investment decisions, will lead to greater capital discipline. This could have the dual success of enhancing shareholder value, whilst also reducing greenhouse gas emissions.

The Fund, through its asset ownership, will continue to campaign for all companies that we have an interest in to clean up their act and become carbon neutral. The fund will not shirk from its leadership role and disinvest allowing others who do not care about the environment to own those shares instead and fail future generations to come. The fund's active equity holdings were 20% less carbon intensive than the average pension fund and we are the biggest direct local government pensioner investor in renewable energy and energy efficiency. The fund was also the biggest direct local government pensioner investor in renewable energy and energy efficiency, with over a £1 billion allocated in a number of areas including biomass and wind farm assets.

In March 2021, GMPF as a member of the Northern Local Government Pension Scheme (LGPS), was among 22 asset owners committed to implementing the Institutional Investors Group on Climate Change net zero framework to:

- achieve net zero alignment by 2050 or sooner, and
- to halve its Weighted Average Carbon Intensity (WACI) metric from a 2019 baseline by 2030; and
- to double investments in climate solutions from a baseline of \$520m as of December 2021 by 31 December 2030.

As of 31 March 2024, GMPF's share of climate solutions currently stands at \$1,052m (Infrastructure portfolios only) so nearly double already and well on track to achieving our target.

In 2023, Officers submitted data to Sustainable¹²⁶ to calculate a 2019 baseline WACI and a GMPF portfolio WACI for each year commencing from 2019 that aggregates all equities and corporate bond assets. The results of this calculation found the 2019 benchmark WACI to be 338 (tCO₂e/£m). As of 31 March 2024, GMPF's WACI was calculated to be 185 (tCO₂e/£m) which equates to a 45% decrease. The chart below shows the evolution of GMPF's WACI over time in orange bars and the

²⁵ The Greater Manchester Pension Fund is the statutory responsibility of Tameside Council and is not a function of the Mayor or the Greater Manchester Combined Authority, although it works in close collaboration with the Mayor, Combined Authority and Greater Manchester Authorities

²⁶ <https://www.spglobal.com/esg/about/>

blue bar represents GMPF's 2019 benchmark WACI. Looking at this year's result, the chart (Fig. 14) shows that GMPF has made significant progress towards halving its WACI.

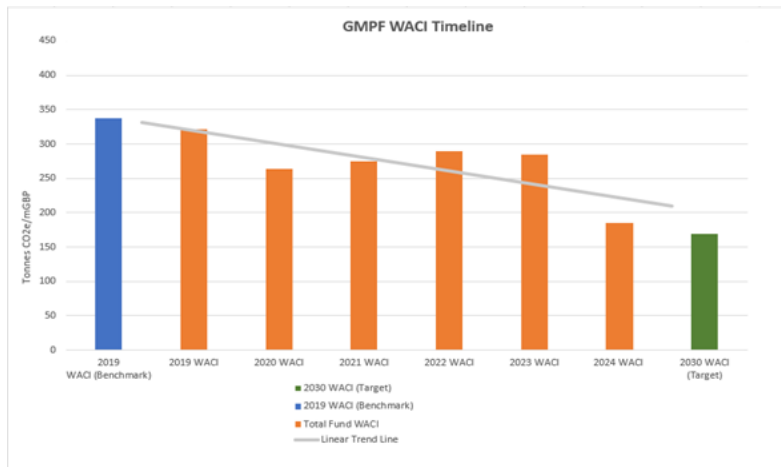


Fig. 14 GMPF Weighted Average Carbon Intensity (WACI) over time

The Fund is working hard to achieve carbon neutral status as quickly as possible without jeopardising the hard earned pensions of our workers and pensioners or increase the costs for hardworking taxpayers of Greater Manchester.

10.0 Abbreviations, Acronyms & Definitions

Bi Mode Trains	Trains that are capable of operation using two means of traction. This is typically electric traction supported by either a diesel, battery or hydrogen propulsion
EV Connector	Number of EV connection points available to charge, often 2 on each charge point
DEC/EPC	Display Energy Certificates/Energy Performance Certificates. These are the current metrics by which retrofit activity is measured, through the delivery of the plan these standards may change and be strengthened, and our delivery will be adjusted to reflect that.
DSO	Distribution System Operator - GM has two, primarily Electricity Northwest (ENWL) but also Scottish Power Energy Network (SPEN)
GM	Greater Manchester
GM CAP	Greater Manchester Clean Air Plan
GMEF	Greater Manchester Environment Fund
GW	Gigawatt
GWh	Gigawatt hours
kWh	Kilowatt hours
LAs	Local Authorities
Low Carbon Hydrogen	This refers to the UK Low Carbon Hydrogen Standard or any subsequent standards adopted by the UK Government.
MBacc	Greater Manchester Baccalaureate
MMU	Manchester Metropolitan University
MW	Megawatt
MWh	Megawatt hours
NH ₃	Ammonia
NO ₂	Nitrogen Dioxide
NRNM	Non-Road Mobile Equipment
PV	Photovoltaic
SuDS	Sustainable Drainage Systems
TfGM	Transport for Greater Manchester - GM's strategic transport authority
Tri Mode Trains	Trains that are capable of operation using three means of traction. This is typically electric and diesel traction, supported by battery.
WHO	World Health Organisation
UoM	University of Manchester
UoS	University of Salford

Annex 1: Actions tables

Aim 1: Our **energy infrastructure** is smart, flexible and fit for a low carbon, sustainable future

Direct Action	Lead	Enabling Actions	Lead
1) Increase renewable energy generation and energy storage installed			
Increase the capacity of local energy generation and storage across all domestic tenures	Social landlords, GMCA, LAs	Regional solar PV and battery offers deployed for all non-social housing settings and marketed to all	GMCA, LAs
		Develop financial mechanism and models to support the uptake of low carbon technology across social housing stock	GMCA, Social landlords, National Govt.
		Work with partners to actively review technological developments for all renewable energy and battery technologies.	GMCA
Increase the capacity of large scale renewable energy generation and storage including Solar PV and onshore wind.	ENWL, GMCA, LAs, Business	Undertake a rapid review of local bottlenecks for the deployment of low carbon technologies e.g. grid capacity and connections	National government, GMCA, LAs
		Review opportunities for large scale grid connected renewable energy deployment and suitable delivery models	GMCA
		In those areas where onshore wind is viable ensure that the public and landowners are engaged and informed	GMCA, LAs
Consider maximisation of onsite renewable energy generation and storage	Business NGOs	Further roll out and awareness of the Bee Net Zero and Community Energy Funding programmes	GMCA
Increase the retention of renewable energy generation profits in the region.	Business NGOs	Further capacity, technical and coordination support required on community energy projects providing more understanding, facilitation and exemplars	GMCA, LAs
2) Increase the capacity and flexibility of the electricity network			
Embed Local Area Energy Plans into all relevant Local Plans, aligning to Climate Action Strategies/Plans	GMCA, LAs	Test the integration of Local Area Energy Plans into Local Plans and use learning to develop guidance for LAs on developing a Local Area Energy delivery plan	GMCA

Ensure that the electricity grid is able to meet the increasing demands resulting from electrification and increasing renewables, in a timely and transparent way	ENWL	Work with the Regional Energy System Plan, National Energy System Operator and GB Energy to align action across multiple energy vectors	NESO, ENWL, SPEN, GMCA, Ofgem
		Invest in the electricity network & procure flexible services to ensure ENWL network has capacity to enable low carbon technologies, such as heat pumps, EV chargers, Solar PV & batteries to be connected	ENWL/SPEN
		Increase stakeholder engagement and collaboration across Growth and Investment Zones, Net Zero Accelerator asset deployment and Places for Everyone to ensure that opportunities to embed low carbon growth and co-benefits are maximised	GMCA, LAs, DNOs, NESO
		Continue to explore the role that Local Energy Markets can play in providing flexibility and benefit locally.	GMCA, LAs, DNOs,
Promote the development of a connected, smart energy system with demand-side management and response	GMCA	Improve the connectivity of homes to enable participation in a smart energy system, for example through the roll out of local public/private networks	GMCA, LAs, Businesses, Social Landlords
Perform and support residents to reduce costs by energy load shifting and exporting electricity at times when the local or national grid needs consumers to use more/less	ENWL	Procure 'flexible services' to incentivise households and businesses to use or export their electricity at times when the local electricity networks need less / more electricity to balance supply & demand	ENWL/SPEN
		Raise awareness to residents of energy tariffs that can take advantage of energy load shifting	GMCA, LAs
Support and enable the creation and rapid adoption of innovative solutions and technologies to accelerate decarbonisation.	Business, GMCA, LAs	Promote the Energy Innovation Agency to raise awareness and the grow end user pool, encouraging public and private stakeholders to use their assets to support trials and commercialisation	Public/Private Stakeholder
3) Increased number, generation capacity and level of operational heat networks			
Finalise heat network zoning policy approach and agree local GM delivery method for this.	National Govt, GMCA, LAs	Work with Government to include Heat Networks within the devolution agreement	GMCA, National govt.
		Review and implement the heat zoning policy once finalised by central Government, putting in place the resource/team needed to deliver the Zone Coordinator role	GMCA
Facilitate and support the development of the heat network pipeline and delivery of heat network schemes.	GMCA, LAs	Conduct concept/ feasibility studies to identify the potential for heat networks. Identify and progress suitable delivery models to deliver priority schemes	GMCA, LAs

Heat intensive industries need to consider use of their waste heat for utilisation in heat networks	Business	Identify and support the integration of waste heat sources as part of heat network infrastructure development	Government, LAs and Businesses
4) Increased installed capacity and use of Low Carbon Hydrogen			
Support the generation, distribution and usage of low carbon hydrogen, following the 'hydrogen use hierarchy'	Business, GMCA, LAs	Support the development of a pipeline of low carbon hydrogen demand for Phase 1 of Trafford Energy Park	GMCA, LAs
		Investigate, identify and support the development of suitable test sites for low carbon hydrogen off-take usage	GMCA, Businesses, LAs
		Promote, support and encourage the roll out of low carbon hydrogen infrastructure and supply, subject to viability tests	GMCA, LAs
		Investigate and support feasibility pilots for hydrogen fuel cell deployment on suitable sites and assess the feasibility for wider roll out.	GMCA, Businesses, Universities, MIDAS

Aim 2: Our **buildings** are smart, flexible and energy efficient

Direct Action	Lead	Enabling Action	Lead
5) Increase the number of homes retrofitted			
Improve the energy performance of social housing focusing on the worst performing	Social landlords	Work with social landlords to access government finance for retrofitting social homes	GMCA, LAs
		Establish grant schemes from a devolved integrated settlement fund for retrofit, which also aligns with our Housing First and health priorities locally.	GMCA
		Support RPs to agree a uniform specification for key technologies, underpinning the potential for collaborative or forward procurement exercises	GMCA, LAs
		Complete research into how EPC data can be improved	Academia
		Support large-scale housing retrofit projects to connect to the network	ENWL
		Expand the Feel the Benefit Portal and online advice to include procured and quality assured retrofit delivery partners	GMCA
All residents should consider investing in actions which enable fossil fuel free heating systems to be economic	Residents	Work with employers to promote and support their staff to reduce their home energy bills, incorporating it into wider staff benefit schemes.	Businesses, LAs, GMCA
		Support residents to invest in properties by expanding 'Willing to Pay' retrofit service	GMCA, LAs
		Deliver warm home prescriptions to households most in need.	NGOs
		Ongoing consumer research into household preferences and choices and implementation of support schemes underpinned by this evidence	Academia, GMCA
		Upskill retrofit assessors and installers to provide enough supply to meet demand	Colleges & Training Providers
All residents should consider upgrading to more energy efficient products when replacing household appliances.	Residents	Raise awareness and deliver marketing to educate residents on energy efficient appliances	Businesses
Support the creation of a range of retrofit finance offers to support property owners to retrofit their homes.	GMCA, LAs	Pilot projects to develop or trial offers and green finance support mechanisms with willing public and private stakeholders and roll out more widely if feasible	GMCA, LAs
		Work with Government, GB Energy, and High Street and institutional lenders to identify and support private investment	National govt., GMCA

Improve the energy efficiency of the private rented sector	GMCA, LAs, Private landlords	Establish the ability for setting higher Minimum Energy Efficiency Standards	National govt., GMCA
		Explore the potential for the Good Landlord Charter to influence residential landlords to increase energy efficiency standards.	GMCA
6) Increase the number of public and commercial buildings retrofitted			
Remove fossil fuel heating systems from the public estate	GMCA, LAs, GMP, GMFRS,	Pilot the creation of a costed estates wide plan to decarbonise all assets under direct GMCA control	GMCA, LAs
		Pilot the creation of a costed plan for replacing any fossil fuel heating systems which are approaching their end-of-life with a low carbon system, for owned public buildings	GMCA, LAs
		Facilitate willing public bodies to adopt and implement estate wide decarbonisation plans committing to operational carbon neutral by 2030	GMCA, LAs
		Pilot the creation of a costed plan for implementing enabling works to prepare for a future low carbon heating system (for buildings whose boilers are not end of life)	GMCA, LAs
All public building with an EPC/DEC below a C to consider energy efficiency improvements by 2028	GMCA, LAs, GMP, GMFRS,	Research and develop an approach to retrofitting LA-controlled schools of DEC/ EPC of D or below, considering existing frameworks and approaches	National govt.
		Establish a GM-wide Retrofit Framework for procurement to the delivery of public sector building retrofit measures considering inclusion of smaller suppliers	GMCA, LAs
All new buildings should have low carbon heating systems installed	GMCA/LAs	Prior to the Future Buildings Standard being implemented, establish a plan for no more fossil fuel heating systems to be installed in all new public buildings and for all new development to consider a connection to a heat network.	GMCA, LAs
All building retrofit activity should be designed to avoid future over-heating risks	GMCA/LAs	Consider cooling (passive and active solutions) as part of all building retrofit works to avoid future over-heating risks	GMCA, LAs
All commercial buildings with an EPC/DEC below a C to consider energy efficiency improvements by 2028	Business	Provide support through the Bee Net Zero programme	Business Board, Growth Company
		Develop a cohort of willing public bodies, to commit to transition their leased estate to buildings being DEC/EPC C and above from 2028	GMCA, LAs

Work with existing and new Business Improvement Districts to sign up to a voluntary improvement standard (e.g. NABOR).	Business	In areas where there is need and viability to require development to enhance environmental and low carbon building standard, establish voluntary enhanced building standards to be signed up to as part of Business improvement Districts	GMCA, LAs
Facilitate the creation of financial models to enable buildings to be retrofitted	Business	Embed the requirements for commercial sector and public sector buildings into the financial and delivery models of the net zero accelerator	GMCA, National govt., private sector
7) Increase the number of low carbon heating systems installed			
All residents with fossil fuel heating systems should consider replacement with a heat pump or low carbon heating system.	Residents	Promote national incentives, such as the Boiler Upgrade Scheme	GMCA
		Consider the impact of the Clean Heat Market Mechanism, if implemented, and work with market actors to promote heat pump deployment.	GMCA, LAs, Businesses
		Provide support and guidance for householders on ASHP installations and for Environmental Health Officers to use in Planning Permission/Permitted Development.	GMCA
All landlords providing social rented property develop and implement plans to move towards only replacing high carbon heating sources with low carbon heating sources.	Social landlords	Support those LAs and landlords who are currently not willing move away from fossil fuel heating systems, to catalyse this move using the learning from those that have adopted low carbon heating, including lived experience of residents.	GMCA, LAs
		Work with willing social landlords and LAs with social housing stock to agree an immediate policy shift away from the installation of fossil fuel heating in social homes and raise awareness of the benefits of doing so.	GMCA/RPs/LAs
		Continue to build, test and deploy innovative low carbon technologies and market offerings to encourage take-up.	GMCA
Where feasible, replace end of life heating systems in schools with low carbon heating.	LAs, Schools	Create forward replacement plans and identify funding streams to cover additional cost where needed, including potential devolved funding.	LAs, Schools, GMCA
		Promotion of national gov. incentives, such as the Boiler Upgrade Scheme	GMCA
8) Ensure all new developments are net zero carbon			
Use the Planning and Building Control system to accelerate the adoption of high	LAs, GMCA	Where necessary, produce additional guidance to support planners and developers	GMCA, LAs
		Use our influence and lead by example in our growth priority areas through working with developers to adopt higher standards.	GMCA, LAs

standards for new development and refurbished buildings.		Deliver 10,000 truly affordable net zero homes (TANZ) as part of our Housing First agenda.	GMCA, LAs
		Explore the potential to incorporate PAS2080 standards, carbon management plans, and other environmental standards into all public investment	
		Use the Embodied Carbon Calculator developed for GMCA by UoM to specify and procure retrofit and new build materials with the least embodied carbon impact.	GMCA, LAs

Draft for Comment

Aim 3: Our **transport** system is reliable, integrated, inclusive, affordable and enables active and sustainable **travel**.

Direct Action	Lead	Enabling Action	Lead
9) Establish a long-term strategy and detailed delivery plan for an integrated transport system by 2027			
Develop an updated Greater Manchester Local Transport Plan (LTP) and supporting strategies	TfGM/LAs	Refresh the GM Local Transport Plan (LTP) (including Transport Strategy 2040)	TfGM, LAs
		Develop the next LTP Transport Delivery Plan (2027-2032)	TfGM, LAs
		Develop GM plan for Northern Powerhouse Rail and high-speed rail	TfGM
		Develop Rapid Transit Strategy (Local Transport Plan sub-strategy).	TfGM
		Develop School Travel Strategy.	TfGM
Secure funding to support the planning, implementation and maintenance of transport infrastructure and services	GMCA/ TfGM	Secure funding (through the Trailblazer Devolution Deal and Single Settlement)	TfGM
		Secure City Region Sustainable Transport Settlements (CRSTS) development funding	TfGM
		Prepare infrastructure pipeline proposals for the 2027-2032 investment period	TfGM
Lobby government for national policies that generate change	TfGM/LAs	Develop national policies that introduce economic incentives for businesses and individuals to reduce their carbon emissions	National Government
10) Deliver an integrated transport system to enable the GM population to switch to active / public transport			
Grow the Bee Network so that more people in GM have access to quality public transport and active travel	TfGM	Extend Metrolink Trafford Park line service	TfGM
		Deliver Nighttime transport pilot	TfGM
		Produce Bike Hire development and expansion plan.	TfGM
		Deliver Bee Active Routes, Bee Network crossings and walking and wheeling improvements at junctions	TfGM, LAs
Improve the Bee Network	TfGM	Add passenger information displays to interchanges and bus stops and audio-visual announcements on buses.	TfGM
		Implement multi modal fare capping, flattened fares and hopper fares.	TfGM
		Integration of Active Travel in the Bee Network app.	TfGM
		Deliver Metrolink Improvement Package and Shelter and Lift Renewals and upgrades	TfGM
		Provide journey planning tools and information to encourage mode shift in order to make the most efficient use of available capacity (particularly during peak periods).	TfGM
		Complete Metrolink city centre track renewals, tram management system server renewal, and fibre optic network renewal.	TfGM
Deliver highways works that will improve bus performance.	TfGM		

		Deliver bus stop enhancements programme to improve waiting facilities at stops	TfGM
		Integrate Travel Safe Support and Enforcement Officers (TSEO) across Bee Network.	TfGM
Work with GM local authorities and partners to improve local rail stations and services	TfGM	Deliver two accessible rail stations.	TfGM
		Incorporate agreed commuter lines into the Bee Network, introduce Pay-As-You-Go capabilities along some rail routes, co-branding GM rail stations.	TfGM
11) Support the transition to electric mobility			
Make the switch to electric vehicles (EVs)	Business/ Residents / NHS	Develop a fleet decarbonisation plan	GMCA, GMFRS, GMP, LAs
		Work with electricity suppliers and network operators to assess demand and capacity	TfGM
		Aim for 100% of company cars to be EVs	Business
Increase deployment of electric charge points (ECPs) across the region	Business	Deliver LEVI programme for publicly accessible EV chargers, on-street charging	TfGM/LAs
		Install EV chargers in all company car parks	Business
12) Deliver policies and programmes that make sustainable transport and travel as attractive as possible			
Make our streets safe and accessible for all	TfGM/LAs	Vision Zero Strategy Published (approach to road danger reduction)	TfGM
		Vision Zero Action Plan developed. (approach to road danger reduction)	TfGM
		Investigate enhanced roadworks permit scheme for greater coordination and control	TfGM, LA's
		Develop highway design through our Streets for All Strategy to ensure the integration of green and biodiverse assets into our streets	TfGM, GMCA
GM logistics companies, businesses and other organisations to reduce the environmental impact of logistics.	Business	Advocate, support and facilitate GM logistics move to zero emissions fleets.	large orgs and retailers
		Consider consolidating deliveries/trips to reduce distance travelled and to switch to cleaner vehicles or cargo bikes for last mile deliveries or short journeys, keeping HGV's out of the district centres	Businesses
Businesses to enable and encourage their consumers and employees to use sustainable transport modes.	Business	Encourage cycle to work scheme take up and improve active travel facilities	Businesses
		Prioritise access and parking points for those using sustainable modes	Businesses
		Reduce business travel by using online opportunities wherever possible	Businesses
		Consider parking policies in areas well served by public transport	Businesses, NHS,

			Universities, LA's
13) Support communities and business to adopt more sustainable travel habits			
Individuals to adopt more sustainable travel habits	GMCA	Ensure communities are aware of the changes they can make to adopt sustainable lifestyle choices	GMCA, TfGM
Businesses to enable and encourage their consumers and employees to use sustainable transport modes.	Business	Support messaging around sustainable travel benefits on leisure journeys.	TfGM
		Promote the use of cleaner travel by employees, by subsidising the cost of or promoting public transport and active travel.	Businesses
		Reward customers/members who travel sustainably through ticket prices, perks (e.g. fast track entry) or conversely charge for parking when alternatives are available.	Businesses
Improve our understanding of the diverse needs of Greater Manchester residents, visitors and businesses are considered in the delivery of an integrated transport system to reduce transport inequality	GMCA/TfGM M/LAs	Gather data and feedback from and enable diverse communities to co-design and influence the transport system.	TfGM, LAs
		Address the barriers that may make it hard to participate	TfGM, LAs
		Conduct research and evaluation activity and share insight from these to develop our integrated transport system	TfGM

Aim 4: Our **natural environment** is enhanced, providing benefits for nature and people.

Direct Action	Lead	Enabling Action	Lead
14) Expand and enhance our best spaces for nature			
Increase the area of Greater Manchester that is protected and designated for nature to 15% by 2035	LAs, Natural England, Landowners	Work with landowners and partnerships to support more land being protected and designated for nature (e.g. the proposals for a new National Nature Reserve in the mosslands)	GMCA, LAs, GMEU, Natural England
Improve the condition of land protected and designated for nature, by bringing 50% of sites into active management by 2035 and implementing management plans	LAs, Natural England, Landowners	Work with landowners and partnerships to support bringing land into active management and implementing management plans	GMCA, LAs, GMEU, Natural England, NGOs
15) Better connect the best spaces for nature by creating and restoring habitats			
Restore and create 1800ha of habitat for nature by 2035, through funding routes such as Biodiversity Net Gain and Environmental Land Management Schemes	Landowners	Publish a Local Nature Recovery Strategy to identify areas to focus habitat restoration and creation	GMCA, LAs, Natural England
		Work with districts to ensure the Local Nature Recovery Strategy is reflected in all relevant Plans, Policies and decision making tools.	GMCA, LAs
		Support the increased uptake of Environmental Land Management Schemes	GMCA, LAs, NGOs
		Support the growth of a local market for Biodiversity Net Gain and explore further market development, focussing on carbon and water markets.	GMCA, LAs
16) Reduce pressures on our water environment			
Encourage public and private organisations to assess, report and reduce direct and indirect impacts on nature.	Business, GMCA	Promote the uptake of UK Sustainability Disclosure Standards, once published, and ensure they promote nature related disclosure	GMCA, National govt
		Work with United Utilities and key stakeholders to support water saving messaging to residents and business	UU, GMCA, LAs
Reduce the impact of wastewater on watercourses by reducing Combined Sewage Overflow spills by x%	United Utilities	Work with United Utilities to deliver this, particularly in supporting the £250m of investment in rainwater management through United Utilities' Advanced WINEP.	GMCA, LAs, EA, Landowners

Through the Integrated Water Management Plan, deliver improvements in the sustainable management of water	GMCA, EA, United Utilities		
17) More of our existing green and blue spaces (parks, verges, gardens etc.) are better managed for nature			
Residents should use their outdoor space (garden, yard or balcony) in a way that benefits nature and increases resilience.	Residents	Engage with horticulture bodies to promote more sustainable ways of gardening	GMCA
		Engage with and provide advice to residents about how to make their gardens more friendly for wildlife, use less water and manage water in their gardens	NGOs, businesses
		Continue to raise awareness and support residents to use less water and manage water in their gardens	United Utilities
		Provide advice to customers on how to garden in a wildlife friendly way	Garden Centres, LWT
		Implement a voluntary phase out of peat compost in absence/advance of any national ban	Garden centres
		Implement a voluntary phase out of the sale of and use of astro-turf in domestic gardens and promotion of alternatives	Garden centres
Manage shared gardens and spaces in a way that's nature-friendly, uses less water and manages water sustainably.	Social Landlords, Buildings Managers	Continue to engage with and provide advice and guidance to social and private landlords about how to make their gardens more friendly for wildlife, use less water and manage water in their gardens	NGOs
Manage areas of parks and green spaces for nature for example through wildflower meadows, tree planting and woodland management and ponds	LAs	Support local authorities with funding and capacity to assess planting opportunities and bring sites forward	GMCA/City of Trees
Manage areas outside of parks and existing green space to ensure benefits for wildlife	LAs	Review and update Planning Policy guidance to ensure new developments maximise the biodiversity and resilience benefits	GMCA, National govt
18) More green and resilient transport routes, streets and highways			
Manage areas alongside transport routes for nature, for example through wildflower areas on verges and tree planting	LAs, Network Rail,	Support local authorities with funding and capacity to assess planting opportunities and bring sites forward	GMCA, City of Trees

	National Highways		
Implement green and blue infrastructure in all transport schemes	TfGM, LAs	Support the use of the SuDS Design Guide, part of Streets for All, including through training and sharing best practice	GMCA, TfGM
19) More green and resilient new infrastructure, regeneration and development			
Further integrate nature into the way land is used and managed, using grants and other sources of funding and investment to do so	Landowners, land managers, Business	Integrate greening into regeneration projects, to bring nature into town centres	LAs
		Work with businesses to encourage and incentivise the creation and enhancement of nature-based solutions on and around buildings.	United utilities, LA, EA, Business
		Work with businesses to embed nature-based solutions into business plans	GMCA, Growth Company
		Consider setting a mandatory level of green cover through new development from 2026, following the publication and implementation of the Future Homes Standard, including BNG and tree cover as part of Places for Everyone	GMCA, LAs
20) More community-led action and better connection to nature			
Support projects in the local area (e.g. funding or corporate volunteering initiatives) that create or enhance green spaces and access to them	Business	Provide opportunities for local businesses to donate and participate in projects that enhance the natural environment, and link to business objectives (e.g. social value)	NGOs
Encourage local volunteering initiatives that improve the local natural environment	Residents	Provide funding to community groups to create or improve green spaces, including through funding 100 Green Spaces Fund projects	GMCA, LAs
Grow the number of referrals to and uptake of green social prescribing activities	GPs, GM ICP, NGOs	Support the GM extension to the national GSP programme, particularly in addressing gaps and barriers to the mainstreaming of GSP in GM.	GMCA, LAs, ICP, NGOs
Support community food growing initiatives to increase local food production	LAs, NGOs	Work with local communities to remove the barriers to food growing initiatives	LAs

Aim 5: Our city region transitions to a **circular economy** and our **waste** is reduced, reused, recycled or recovered.

Direct Action	Lead	Enabling Action	Lead
21) Support the transition to a Circular Economy through an industry approach focusing primarily on Construction, Plastics (including packaging) and Textiles industries			
Reduce the weight of raw materials used in production, through lightweighting and the use of innovative materials	Manufacturing	Innovation/Sustainable alternative and business support on CE/Resource efficiency	Academia, Businesses
Encourage businesses to adopt waste hierarchy, focusing on high impact	GMCA	Identify and promote local exemplars of companies who are doing this e.g. Manchester Airport	GMCA, Business Board
Incorporate environmental considerations into procurement strategies	Business, Public Sector	Provide support to business on how to use procurement to drive forward their environmental agendas.	GMCA, LAs, NHS, Business Board GMCA
		Investigate how small business can access municipal waste recycling infrastructure	
Reduce the use of single use items where appropriate	Business	Lobby Government to include more single use plastics covered by the Extended Produce Responsibility regulations	National Government
Increase the consumption of recycled materials	LAs	Provide guidance, support and an evidence base for the inclusion of circular economy planning principles, with an aim to include in Local Plans and procurement	GMCA, LAs
		Incorporate minimum levels of recycled content (up to 100%) and report reuse of materials in tender specifications and reward higher level content in the scoring system.	GMCA, LAs
Reduce embedded carbon within the built environment	Construction Industry	Incorporate whole lifecycle carbon assessments and carbon reduction reporting on residential and non-residents construction projects	GMCA, LAs
Use public sector procurement to incentivise business to reduce carbon emissions and wider environmental impacts	GMCA, LAs, NHS	Explore a GMCA-led approach to introducing a mandate for including carbon assessment in public procurement for major schemes over £1m in value from 2025 onwards, based on LA backing, with clear guidance over exactly what to ask for in such an assessment.	GMCA, LAs
Promote and encourage the transition to circular business models	GMCA, LAs, Business Board	Provide businesses with support and incentives to transition to a circular economy business model	GMCA, LAs, Business Board

22) Support residents to protect the environment through carbon reduction and sustainable lifestyles training and initiatives			
Help residents understand how they cause carbon emissions and what they can do to reduce them	Public Business, National Govt.	Lobby Government to implement Carbon emission labelling	GMCA, LAs
		Support the uptake of carbon literacy, climate change and sustainable lifestyles training by public and private organisations	GMCA, LAs
		Use behavioural insights to create effective engagement strategies which increase positive environmental behaviours	GMCA
Encourage the formation and growth of a less linear buy-use-throw away-buy again economy	Residents,	Encourage residents to support community/grassroot circular economy projects such as repair cafes and reuse shops within communities.	GMCA, LAs
23) Reduce the amount of waste in every waste stream through reducing consumption and increasing reuse, repair and redistribution			
Reduce the amount of waste created by offering alternatives to purchasing products such as hire/lease	Business	Provide guidance and support on 'Library of Things' offer to assist community-led delivery of such schemes	GMCA, LAs
Support the uptake and use of "refillable" to reduce packaging and other single use waste	Business	Work with retailers and hospitality venues to encourage the use of innovative reusable solutions	GMCA, Marketing Manchester
		Continue to support residents through education awareness programmes and communication campaigns	GMCA, LAs
Reduce food waste throughout the value chain	GMCA, LAs, Business	Develop and implement a food waste action plan	GMCA
		Implement actions arising from the food waste action plan	Businesses
		Promote redistribution of surplus food to ensure no food is wasted	GMCA, LAs
		Optimise production processes to minimise food waste in hospitality and enact food distribution channels.	Hospitality sector
		Reduce the amount of food wasted in the home through discouraging multi-buy deals	Retail sector
Make it easier for businesses to recycle	Business	Work with businesses to ensure they have waste collections services for all recyclable materials	Business Board, LAs

Reduce the climate impact of Greater Manchester's waste and support aviation decarbonisation by consigning non-recyclable biogenic waste to be used as feedstock for sustainable aviation fuel where technically and economically viable.	National Government, Manchester Airport supported by GMCA	Work with regional and national partners to support SAF production in the north west.	GMCA, National Government, Manchester Airport
		Launch an incentive to encourage airlines to use more than mandated levels of SAF at Manchester Airport.	Manchester Airport
Improve the efficiency of waste collection system and infrastructure of municipal, commercial and industrial waste.	Business, Waste Industry	Review waste infrastructure for reduce direct carbon emissions and from direct and indirect fossil fuel displacement	GMCA
		Promote services and support businesses	GMCA, LAs
		Instigate a programme of pilot resource management projects to improve the quality and rate of recycling with willing LAs and roll out more widely when feasible	GMCA, LAs
		Continue to support residents through education awareness programmes and communication campaigns	GMCA, LAs
Q24) Develop the Greater Manchester Resource and Waste Strategy			
Improve the quality, consistency and amount of recycled materials	GMCA, LAs	Instigate a programme of pilot resource management projects to improve the quality and rate of recycles with willing Local Authorities and roll out more widely when feasible	GMCA
		Continue to support residents through education awareness programmes and communication campaigns	GMCA, LAs
		Harmonise bin infrastructure across the UK to support more consistent household messaging and behaviours	National govt.
		Collaborate with Collection authorities on the range of waste streams collected	GMCA, LAs
Make it easier for residents to recycle	LAs	Change planning policy to mandate sufficient storage room for communal recycling facilities in new build apartment blocks	GMCA, LAs
Maximise resources through waste disposal infrastructure	GMCA	Explore feasibility of optimising existing infrastructure or commission new facilities to maximise capture of recyclable materials	GMCA, LAs

Note: Check with Waste Cos, Retail & Hospitality providers

Aim 6: Our city-region is better **adapted** and more **resilient** to the increasing impacts of climate change we can't mitigate or adapt to.

Direct Action	Lead	Enabling Action	Lead
25) Priority risks from, and vulnerability to, climate change impacts are managed and reduced			
Over-heating risks in residential buildings (new and existing properties) are reduced through the development of spatial planning policy and retrofit guidance	LAs, GMCA	Explore and assess potential to implement The Cooling Hierarchy planning approach for new major developments (as in The London Plan)	GMCA
		Ensure effective coordination between decarbonisation and adaptation activities for homes to better understand any potential for over-heating risks, for example from district heat networks	GMCA Environment
Flood risks in residential buildings are reduced through the development of spatial planning policy and delivery of flood risk programmes	EA, GMCA, LAs	Nature based Solutions, natural flood management schemes, flood management schemes, and planning policy are used to help reduce flood risks for residential properties	EA, GMCA, LAs
Over-heating risks and flood risks in hospitals and social care settings are reduced	NHS GM, LAs, GMCA	Engage with hospitals, social care, care homes and other residential settings to raise awareness of the UK Gov Heat-Health Alert action card guidance and increase the uptake of recommended actions	GMCA
		Health and Social Care services encouraged and supported to develop organisational Climate Change Risk Assessments and action plans	NHS GM, GM NHS Trusts, LAs, GMCA
Increase in the number of installations of passive cooling measures in public sector and commercial buildings	GMCA, LAs, Business	Incentivise or encourage the implementation of green roofs on publicly owned buildings and commercial buildings	GMCA, LAs, Businesses
		Include green roof installation as a package of measures, especially alongside rooftop solar panel installation	GMCA, LAs, Businesses

Develop a systematic city-region assessment of interdependency and cascading risk, and a framework to improve infrastructure resilience at the city-region scale	GMCA, Infrastructure providers	Explore developing an integrated cascading risk management plan for the city-regions' critical infrastructure, including assets for the GM 2040 Infrastructure Plan	GMCA, GMRU, Infrastructure providers
		Interdependent and cascading risks are considered in climate change risk assessments and action plans for all key infrastructure providers	GMCA, GMRU, Infrastructure providers
		Assess and explore potential for all new key infrastructure developments, and for the renewal/upgrade of existing key infrastructure assets, to use common formalised standards of climate resilience	GMCA, Infrastructure providers
		Increase the evidence base on the risk and vulnerability of digital assets, recognising that digital infrastructure underpins the operation of most other forms of infrastructure, and therefore there is high potential for significant cascading impacts	Academia, Digital providers
		ICT infrastructure owners including data centres, base stations and network connections, to develop comprehensive climate change risk assessments and climate adaptation plans	Digital providers
		Seek to better understand risks to the energy sector from extreme weather events, if not already, including the risks of passing specific thresholds that affect energy supply.	Energy providers
		Support businesses to understand their potential risks from climate-related disruption to supply-chains, distribution networks, and business premises	Business, Green Economy, LAs, GMCA
Explore potential for commissioning research to support business scenario planning for extreme weather events	GMCA		

		Incorporating climate risks into risk registers and management programmes, and including supply chain partners in risk assessment, planning, and communication.	GMCA, Green Economy	
		Improving adequate insurance coverage for flood risks, particularly for SMEs	Green Economy	
		Raise awareness of low and medium-cost measures and other practical advice (uptake of flood protection insurance, raising awareness of flood warnings, etc.) to increase resilience of businesses to flood events	EA, LAs	
26) The adaptive capacity and resilience of our communities and organisations is increased with a focus on the most vulnerable				
Page 79	Increase uptake of Property Flood Insurance and installation of Property Flood Resilience measures	LAs, GMCA, GMRU, EA	Awareness campaigns aimed at residents to better understand their personal need for flood insurance, and the importance of adequate buildings insurance for households in flood zones, to increase its uptake.	LAs, GMCA, GMRU, EA
			Awareness campaigns on the availability of Property Flood Resilience measures and how to access these.	LAs, GMCA, GMRU, EA
9	Support residents to prepare for and respond to extreme heat events	LAs, GMCA	Awareness campaigns aimed at residents to better understand effective actions to take to reduce risks from over-heating in their homes, building on experience gained through the Greater Manchester Resilience Unit Communications Steering Group which aims to better understand how best to communicate accessible information to vulnerable groups on preparing for extreme heat events	LAs, GMCA
			Continue to work with Voluntary and Community Sector Groups to raise awareness on how they can support communities during extreme heat events, and include the Voluntary and Community Sector's response to events in local authority plans	GMRU, LAs, VCSE sector

Information and guidance produced for businesses and employees on risks around over-heating at work during extreme heat periods	GMCA, LAs and Business	Explore the potential of using the Good Employment Charter as a tool to support this	GMCA, LAs
Increase in number of businesses and organisations that offer Cool Spaces in time of extreme heat, in a similar way to the offer of warm spaces in extreme cold events.	LAs and Business	Work closely with key partners including GM Resilience Unit, GM Ageing Hub and GM Business Board to encourage roll-out of Cool Spaces during heat periods across GM, building on the pilot project between GM Resilience Unit and Manchester City Council	GMCA, GMRU
		Explore the potential of using the Good Employment Charter as a tool to support this	GMCA, LAs
27) The groundwork is laid to enable longer-term and more transformative adaptation actions			
Develop a Greater Manchester Climate Adaptation Strategy and Implementation Plan	GMCA	The GM Climate Adaptation Strategy and Implementation Plan will be evidence based, drawing on climate risks and opportunities identified in the development of the Greater Manchester Climate Change Risk Assessment	
GM-level, strategic governance structures are put in place for climate adaptation and resilience	GMCA	Convene an Extreme Heat and Cold Strategic Group to better understand how to address extreme temperature risks strategically throughout GM.	GMCA, LAs, NHS, GMRU
		Raise awareness of guidance on the use of Nature based Solutions to reduce flood risk and increase resilience to drought, relating to the Integrated Water Management Plan	GMCA
Better developed evidence base for climate adaptation	GMCA	Climate adaptation and sustainability interventions are better able to quantify their range of co-benefits, helping to support their business case	GMCA
		Explore and assess options for measuring and monitoring the urban heat island effect in GM	GMCA
Relevant climate risks identified in the GM or LA CCRA are embedded within local government	LAs	Local Authorities are encouraged to develop district-level Climate Change Risk Assessments and action plans	GMCA

		GMCA Directorates are encouraged to embed relevant climate risks into their risk registers and business plans	GMCA
Vulnerable populations exposed to high risk of extreme heat and flood risk are identified and prioritised in terms of investment in adaptation and resilience measures.	GMCA	Using existing tools that map social vulnerability and exposure to climate hazards (i.e. the Climate Just Mapping Tool), identify priority areas for intervention	GMCA

Draft for Comment

Aim 7: Our **air quality** enhances the health, well-being and quality of life of our residents.

Direct Action	Lead	Enabling Action	Lead
28) Reduce emissions that contribute to poor air quality			
To reduce emissions from domestic heating and burning	Residents, Business	Avoid burning solid fuel unless absolutely necessary and if necessary.	Residents
		If necessary, only burn authorised fuel in an authorised appliance	Residents
		To compost rather than burning garden waste.	Residents
		To comply with smoke control legislation.	Residents
		Supporting LAs with the resources to enforce existing legislation.	National Govt.
		Enforcing the existing smoke control legislation	LAs
		Supporting LAs with health messaging around domestic solid fuel burning	UKHSA
		Reporting on the impact of domestic solid fuel burning on the AQ in GM, using outputs of DEFRA funded particulate campaign (to 2026)	LAs
		Complying with the supply of fuels legislation for smoke control areas.	Businesses
			Businesses
To reduce emissions from industry / business / construction	Business	The development of an electrification strategy to reduce reliance on fossil fuels through alternative sources of power and backup in the event of outages	ENWL
		Utilising buying power (procurement) to influence the supply chain and emissions associated with services, materials and equipment including fleet. Business can use this to motivate suppliers to switch fleet to zero emission / cleanest vehicles.	Public and private sector
		When renewing or replacing NRMM choose either battery powered/gas powered/or the latest engine standard available.	Construction Industry
		The development of supporting tools and clear guidelines for businesses to calculate their impact on air quality and giving transparency for customers.	Government
		Assessing methods of work to help reduce emissions to the air from work activities, plant and equipment and the proper use and maintenance of extraction equipment to capture emissions.	Businesses

		Wherever possible substitute products used within the manufacturing process to reduce emissions to the air and use the Best Available Techniques to reduce emissions.	Businesses
To reduce emissions from transport	LA's, Business, All vehicle owners	Reviewing manufacturing processes to understand where efficiencies can be made, or processes changed to less polluting methods and ensure compliance (plus) with pollution emission legislation.	Businesses
		Choose plugin refrigeration units for HGV's or if necessary, those which run off LPG rather than diesel.	Businesses
		When renewing fleet vehicles Switch to zero emission / cleanest vehicles where possible.	Businesses
		Ensure that engines are not idling when stopped unnecessarily. Turn engines off when not needed.	All vehicle owners/drivers
		Look for opportunities to consolidate deliveries to reduce distance travelled and use zero emission vehicles where logistically possible, especially for the last mile in built-up areas.	Businesses
		Work with businesses and vehicle owners to deliver compliance with NO ₂ legal limit, through an investment-led, non-charging Greater Manchester Clean Air Plan that cleans up the air without harming livelihoods, jobs and businesses	LA's & TfGM
29) Support communities and business to encourage them to adopt behaviours that contribute to improving Air Quality			
Residents to make sustainable lifestyle choices.	GMCA, TfGM	Significant improvements in air quality can be achieved through compliance with air quality legislation. Remind residents of the legislative requirements regarding domestic burning and the health impacts of not doing so.	National Government, LAs
		Improvements in air quality can be made by choosing active travel such as walking, cycling and wheeling, public transport or by car-sharing rather than relying on private vehicles.	Residents
		If there are no other alternatives choosing a less polluting car such as an EV, or hybrid vehicle can help improve air quality.	Residents
		Daily Air Quality Index (DAQI) are available for Greater Manchester, to subscribers giving a forecast of expected air quality, and provides recommended actions and health advice https://cleanairgm.com/data-hub/forecast-and-alerts/	Residents

		Considering how online purchases are made and the potential to reduce the number of deliveries received, or through better decisions the number of returned packages.	Residents
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Draft for Comment

Aim 8: Our **economy** will grow as a result of the interventions we make to benefit both our residents and businesses.

Direct Action	Lead	Enabling Action	Lead
30) Businesses are more resource efficient, reducing their operating costs and carbon emissions and sustainably innovating their products, processes and services.			
Set a target date to become carbon neutral, develop and deliver a plan for achievement	Business	Engage with GM businesses to support them to become carbon neutral through the effective targeting of support programmes e.g. Bee Net Zero	GM Business Board, Growth Company
		Regularly engage with place-based business (e.g. Trafford Park, Atom Valley) and individual sectors (e.g. hospitality, digital, waste management etc) to enable bespoke, high impact, peer-peer support and signpost businesses to available resources	GM Business Board, GMCA, LAs
		Engage and support client businesses on the risks, opportunities and financial incentives of a net zero carbon economic transition	Business Intermediaries
		Identify and make available to Industry support from investors, national programmes and initiatives from other city regions (e.g. NW Industrial Cluster Programme including Hynet) to help drive investment in industrial decarbonisation	GMCA
Assess the potential for innovation in products and service models	Business	Provide businesses with advice and access to innovative technology solutions (e.g. Made Smarter)	Growth Co
		Support GM environmental technology business to accelerate the commercialisation of their innovative products and services, to include improving their interoperability	Growth Co, Energy Innovation Agency
		Signpost GM businesses to innovation funding (from public sector programmes) and finance (from private sector) to support uptake of renewable energy solutions, energy management and efficiency solutions, retrofit solutions, etc	Growth Co GMCA

		Utilise and expand existing programmes e.g. Innovation Navigator to support GM businesses in enhancing their products and services through collaboration with the city-regions leading R&D assets.	Growth Company – GM BGH
31) Businesses have resilient supply chains, managing and mitigating risks from a changing climate.			
Undertake a climate change risk assessment to understand the implication and exposure to climate change risks to supply chains, customers, and place of business and commence mitigation activity for the highest identified risks	Business	Produce information and guidance on low and medium-cost measures and other practical advice (uptake of flood protection insurance, raising awareness of flood warnings, etc.) to increase resilience to flood events	Green Economy
		Large-scale event organisers and venues are engaged on the need for risk assessments to include over-heating risks for events in the summer months	Events industry, Marketing Manchester
		Interdependencies and cascading risk failure identified and managed, including assets for the GM 2040 Infrastructure Plan. Relevant actors work together to address the potential interacting/cascading risks	Infrastructure providers, GMCA, LAs
		Undertake research to understand which critical infrastructure sectors and supply chains would have the most cascading impacts if they were to fail, and prioritise improving their resilience to bring wider benefits from the avoidance of such cascading impacts and identify opportunities for green shoring	GMCA
		Assess and explore potential for all new key infrastructure developments, and for the renewal/upgrade of existing key infrastructure assets, to use common formalised standards of climate resilience	Infrastructure providers
32) GM's Environment & Low Carbon sector grows and is more productive, creating secure, good quality jobs for our residents			
Create good well paid jobs in the Green Economy	GMCA, LAs, NHS	Support the Environmental Goods and Services sector to grow, through targeted intervention and procurement opportunities.	Growth Company
		Create demand for GM Low Carbon Goods and Services providers through the creation of aggregated, robust and certain pipelines of delivery projects	GMCA, LAs
		Where appropriate, support the diversification of companies into the green economy.	Growth Co
More GM based green economy companies developed and/or supported to relocate to GM.	Business MIDAS	Create a conducive environment and support services to encourage Low Carbon & Environment businesses to locate in GM	MIDAS

		Use Good Employment Charter to promote good employment practices across the green economy	GMCA Growth Co
		Utilise existing academic infrastructure and assets to encourage more University spinouts to develop new products and services here.	Academia, EIA
33) Residents have the skills needed to work in the greener economy			
Support skills development for a low carbon economy	GMCA	Embed climate knowledge in all jobs and wider society	Carbon Literacy Trust, NGOs, Chartered Institutes
		Provide suitable adult skills courses and training to train new entrants and retrain people from other sectors to join the Green Economy	Universities and Colleges, Training Providers, GMCA
		Embed the environmental outcomes required by this plan into the MBacc gateways and support alternative qualification routes to access to the job market for young people	GMCA
		Connect major environmental employers in the region to schools and colleges to streamline routes to work, provide careers inspiration and stimulate interest in green skills	Major Environment Employers GMCA
		Test innovative models of upskilling and training utilising enhanced devolution powers.	GMCA

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Greater Manchester's Local Transport Plan

Page 39

Green City Region Partnership Board 17/10/24

Context

- Greater Manchester has a Local Transport Plan which was published in 2017 and given a light refresh in 2021
- Both GM and the world have changed significantly since the plan was written.
- We need a refreshed document to reflect:
 - Emerging Greater Manchester Strategy
 - Emerging Growth Plans
 - Places for Everyone
 - Growth Locations
 - Integrated Settlement/ Call for new funding model
 - 5 Year Environment Plan
 - 2038 carbon neutral ambition
 - The Bee Network
 - Bus franchising
 - GM Moving

Transport as an Enabler

Transport has a role to play in:

- Supporting communities in our neighbourhoods, town centres, and regional centre
- Connecting employers to a broader labour market and supporting business connections/supply chains, with reliable journey times
- Improving access to essential services for our most deprived communities
- Enhancing our natural environment and improving air quality
- Improving peoples' health and wellbeing
- Making travel affordable and reducing social exclusion

But – there is a finite amount of capital and revenue funding available to support these outcomes. Having a clear strategic plan for transport helps determine our priorities.

What is the LTP?

- The Local Transport Plan (LTP) is a **statutory requirement** of the Local Transport Act 2008. TfGM are responsible for producing it on behalf of GMCA, the Local Authorities and Mayor.
- It sets out our long-term goals and ambitions for transport.
- The LTP has two key components:
 - Greater Manchester Transport Strategy 2040
 - Greater Manchester Transport Strategy Delivery Plan
- These documents:
 - set the strategic direction for transport in GM and outline the policies that are needed to help get us there.
 - guide planning, funding and decision-making for transport investment, including prioritisation of the integrated settlement/CRSTS2.
 - set out local priorities in a series of Local Implementation Plans as part of the Delivery Plan.

Page 92



LTP Vision – Supporting People and Place

Page 93

LTP Vision - Pillars

- We engaged with stakeholders earlier in the year about our existing vision and network policies.
- They told us that:
 - The vision should link with the Greater Manchester Strategy.
 - The key elements of the vision should be based around:
 - supporting sustainable economic growth (MORE PROSPEROUS)
 - protecting our environment (GREENER)
 - improving quality of life for all (FAIRER)
- We are waiting to see a new version of the GMS (due in Oct) before we draft a vision statement to replace “World-class connections that support long-term sustainable economic growth and access to opportunity for all”.

LTP Vision – Supporting People and Place

Our plan is for the transport network to improve peoples' lives and create great places.

We will be focusing transport investment on:

- Connecting and improving neighbourhoods
- Creating vibrant town centres
- Improving connections between places across the wider city region
- Enhancing connections into and around our regional centre
- Enhancing Greater Manchester's links with cities and places across the country
- Enabling a globally connected city



LTP Vision - Draft Network Ambitions

With the Local Authorities and stakeholders we have identified seven draft network ambitions that would deliver a transport network for all of GMs people and places:

Reliable

To develop a transport network that offers **reliable information and journey times** and gives people the confidence to use public transport.

Integrated

To enable people to move seamlessly between services on a **single, high quality, easy-to-use network**; providing choice and supporting low-car lifestyles, made possible by integrated land use and transport planning.

Inclusive & Affordable

To develop a fully **inclusive and affordable** sustainable transport system for all.

Healthy

To develop a transport system that supports people in **leading active, healthy lives**.

Environmentally responsible

For Greater Manchester to be known for the quality of its urban areas and natural environments, with transport **carbon emissions reduced** to near zero by 2038, and new transport schemes delivering **environmental enhancements** whenever possible.

Safe and secure

To **reduce deaths** on our roads to zero and ensure that poor perceptions of **personal security** are no longer a significant barrier to people using public transport or walking and cycling.

Well-maintained and resilient

To bring the transport network into a good state of **repair, maintain** it in that state and ensure that it can withstand unexpected events, exceptional demand and severe weather.

Page 96

Residents, businesses, and visitors at the heart of what we do



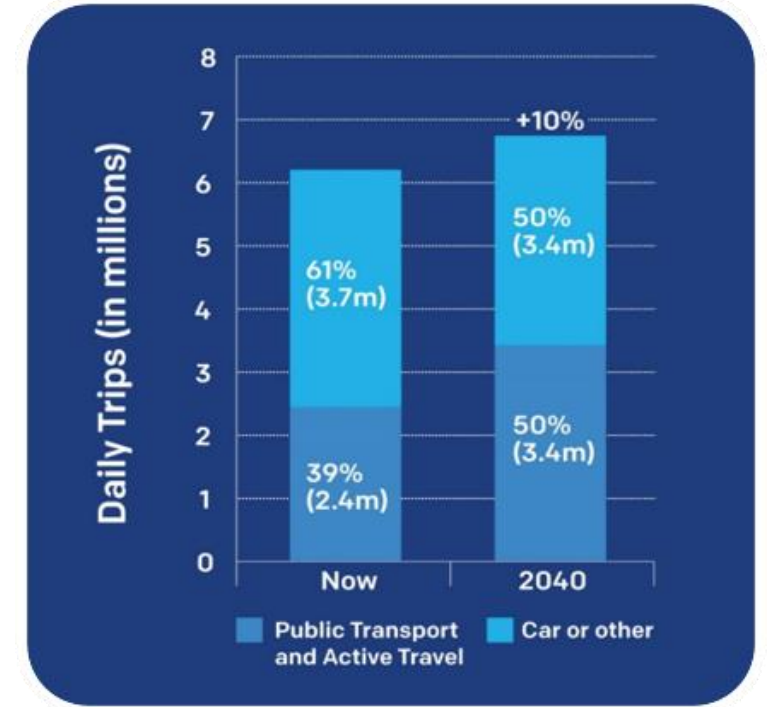
LTP Vision - Right Mix

Our current target is to improve our transport system so that **by 2040, 50% of all journeys in GM would be made by public transport or active travel, with no net-growth in motor vehicle traffic.**

Achieving the Right Mix target would support our vision for a greener, fairer and more prosperous city-region.

Further discussions are planned on the Right Mix!

Page 97



LTP Building Blocks

Page 98



BEE NETWORK

3. Building Blocks of the LTP

- We have drafted a series of draft Network Policies and Delivery Policies which will deliver a transport network to improve peoples' lives and create great places.
- These early drafts will enable us to talk to stakeholders in more detail and to “dial up” or “dial down” different policy areas depending on stakeholder and spatial priorities, the emerging GMS, growth locations and detailed evidence.
- The building blocks of the plan are shown in the next slide:

Page 99



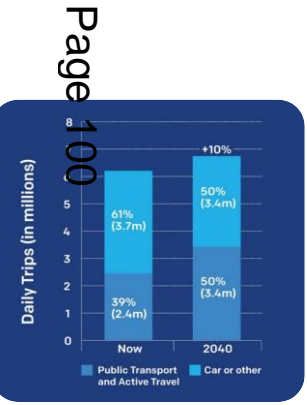
What do we want?
GMS & VISION

What needs to happen?
NETWORK AMBITIONS

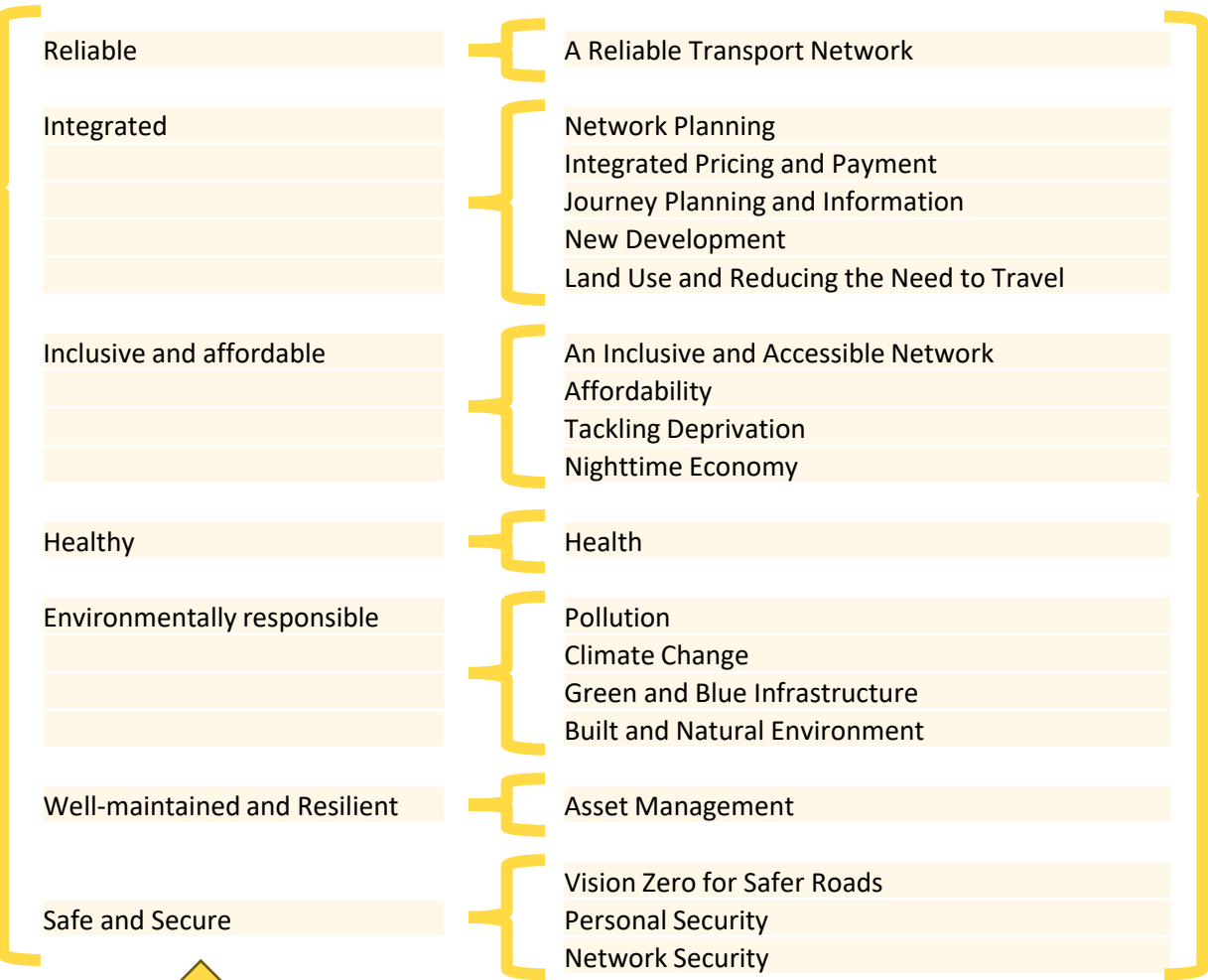
How would this happen?
NETWORK POLICIES

What can we do?
DELIVERY POLICIES & PROGRAMMES

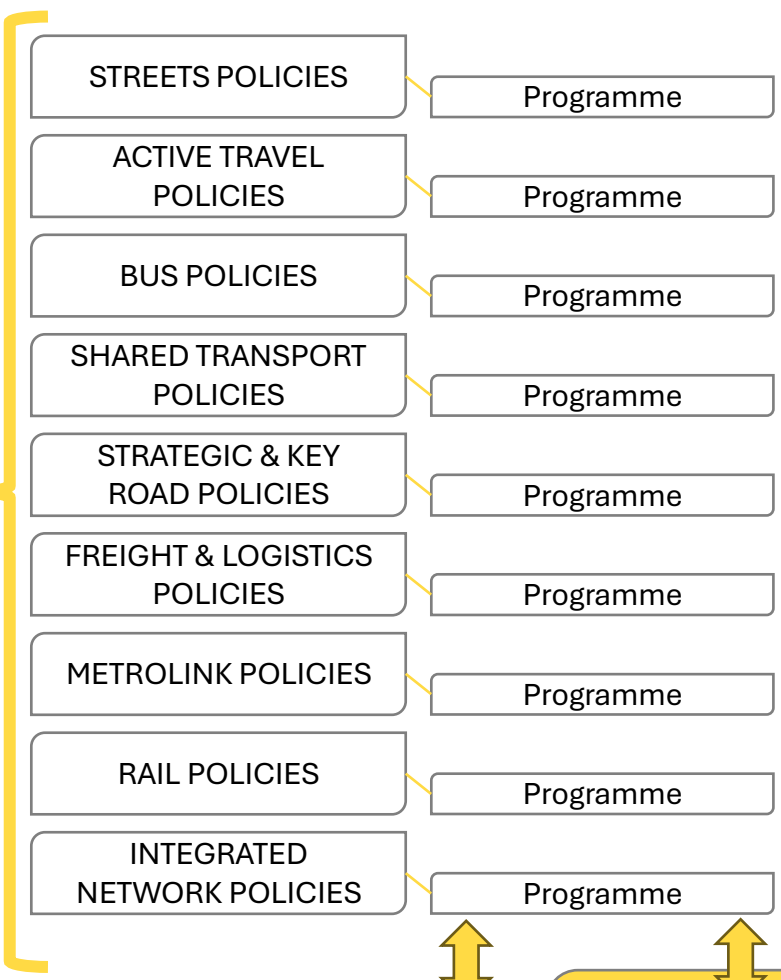
- GMS Currently:
- Greener
 - Fairer
 - More Prosperous



Current Right Mix Target
50% sustainable trips and no net increase in motor vehicle KM by 2040

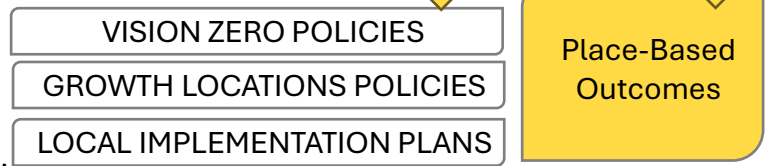


Delivered through:



A transport network that improves peoples' lives and helps create great places

NB: Vision Zero, Growth Locations and Local Implementation Plan are collective programmes incorporated into the actions in each of the other delivery areas.



LTP Policies

Page 101

Draft Structure of LTP Policies

Policy statement	Main policy wording. Single sentence, over-arching statement.
Policy elements	Bullet points with more detail.
Reasoned justification	Explanation as to why the policy and policy elements are important. Includes key evidence and references.
Indicative programme	Indicative programme of interventions arising from the policy. Interventions will be designed to sustain, grow or transform the network. The detailed programme of interventions will be set out in the next LTP Delivery Plan (2027-32).
Indicative indicators / targets	Relevant indicators and targets identified for monitoring.
References / evidence	Link to evidence supporting the policy

The current Policy Statements are set out in the following slides, however, these will evolve as we further develop the plan.



LTP Network Policies

Page 103

Draft LTP Network Policies

Reliable

A Reliable Transport Network (P13): We will continue to improve the reliability of our transport network in a way that prioritises sustainable travel.

Integrated

Network Planning (new): We will regularly review and adapt our transport network to better serve the growing demand for travel and changing travel patterns.

Integrated Pricing and Payment (P2): We will make all journeys easier by offering simple and attractive fare options across multiple modes, which are easy to understand and convenient to purchase.

Journey Planning and Information (P3): We will provide multi-modal journey planning and travel information services which enable customers to plan and make their journeys with ease and confidence. We will encourage people to choose more sustainable options for their journeys.

New Development (P4): We will work with developers to better plan and integrate transport with new developments.

Land Use (new): We will encourage land use patterns that reduce the need to travel by car and promote travel by sustainable modes.

Inclusive & Affordable

An Inclusive and Accessible Network (P5): We will seek to ensure that transport infrastructure, vehicles and information are accessible and inclusive to all.

Accessible Travel Services (P6): We will better integrate accessible and demand responsive travel services across Greater Manchester to increase availability and convenience for customers.

Tackling Deprivation (P7): We will strive to ensure that our transport system serves all communities, including those at greatest risk of social and economic exclusion.

Affordability (new): We will keep fares and tariffs, that are within our control, as low as possible whilst supporting investment and ensuring the long-term financial sustainability and efficiency of the transport system.

Night-Time Economy (new): We will deliver a transport system that supports the nighttime economy

Environmentally responsible

Pollution (P9): We will tackle pollution caused by the transport network, focusing on locations which are worst affected and on high-risk locations and communities.

Climate change (P10): We will reduce carbon emissions from transport, to help Greater Manchester achieve its ambition of being carbon neutral by 2038; and we will take action to make our transport system resilient to the effects of climate change.

Green and Blue Infrastructure (P11): We will work to enhance green and blue infrastructure to support biodiversity, environmental and community benefits, to contribute to providing an attractive environment for walking, wheeling, and cycling.

Built and Natural Environment (P12): We will minimise the impact of transport on the built and natural environment.

Healthy

Health (P8): We will deliver transport interventions that improve the health of Greater Manchester's residents.

Well-maintained and resilient

Asset Management (new): We will work to improve and maintain the condition and resilience of our transport network and manage assets to support network performance.

Safe and secure

Personal Safety and Security (P14): We will work with partners, through the well-established Greater Manchester TravelSafe Partnership, to improve personal security, safety and perceptions of safety, tackling crime and anti-social behaviour across the transport network

Vision Zero for Safer Roads (P15): We will deliver a transport network that has zero fatalities and life changing injuries on our roads by 2040 while increasing safe, healthy, equitable mobility for all.

Network Security (new): We will work with government, law enforcement, security agencies and transport providers to respond to, and counter, current and future terrorist threats to Greater Manchester

LTP Delivery Policies

Page 105



BEE NETWORK

Draft LTP Delivery Policies (1/2)

Streets

Streets (new): Our streets will be welcoming and safe spaces for everyone, enabling more travel by walking, wheeling, cycling and public transport, while creating better places that support local communities and businesses.

Highways Network Management (new):

We will ensure the safe and efficient operation of our highway network – balancing the needs of all users and local communities – to minimise disruption, improve journey time reliability, and encourage use of active travel and public transport.

Car Parking (new): We will manage the supply of parking in a way that supports the vitality and viability of our town centres, employment areas and other key destinations, while avoiding excessive provision that encourages car use.

Ultra Low Emission Vehicles (P16): We will encourage an accelerated transition towards ultra-low emission vehicles in Greater Manchester to help contribute to our other aims such as being carbon neutral by 2038 and improve air quality.

Motorcycles and Mopeds (new): We will support the use of motorcycles and mopeds as part of the transport mix.

Active Travel

Walking and Wheeling (new): We will enable and encourage more people to travel actively by walking or wheeling.

Cycling (new): We will enable and encourage more people to cycle.

Bus

Bus Services (P26): We will use our powers over the franchised bus system to improve services, decarbonise the network and significantly increase bus patronage.

Bus Infrastructure (P21): We will improve the overall quality of bus journeys and increase operational efficiency of the bus network by reducing journey times, improving reliability, and enhancing the accessibility and quality of our bus stops.

Shared Transport

Shared Transport (new): We will promote the use of shared transport solutions as sustainable and cost-effective alternatives to private car ownership and ensure that such modes are integrated into the Bee Network.

Coaches (P27): We will work with operators of coach services to integrate facilities, services and information into the Bee Network.

Taxis (P28): We will work with the taxi industry across Greater Manchester to offer safe and high-quality taxi services from a strong, thriving and well-regulated sector, which is integrated with the wider transport network

Draft LTP Delivery Policies (2/2)

Strategic and Key Roads

Strategic and Key Roads (P18) - Working with National Highways, we will provide a unified approach in managing their Strategic Road Network (SRN) and Greater Manchester’s Key Route Network (KRN) to deliver safer, smoother and more reliable journeys.

Freight and Logistics

Freight and Logistics (P19): We will improve the operational efficiency and effectiveness of our transport network to support more sustainable freight and logistics solutions that enable economic growth.

Our Fixed Track Network

Metrolink (P29): We will maintain, enhance, and expand the capacity and connectivity of our Metrolink as an integrated part of our Bee Network.

Future Rapid Transit (new): We will continue to develop future rapid transit capacity and connections, to serve more people and places.

Rail and Integration Reform (P30): We will work with Network Rail/ Great British Rail (GBR) to fully integrate local rail into the Bee Network.

Regional and National Rail Services (P31): We will work with Network Rail/Great British Rail (GBR) and partners to develop a high-capacity and reliable regional and national rail network that provides seamless connectivity between the Bee Network, northern cities and the rest of the country.

Network Integration

Public Transport Integration (P24) : We will successfully deliver the Bee Network, Greater Manchester’s integrated public transport network.

Transport Hubs and Interchanges (P25): We will seek to ensure transport hubs and interchanges, make it easy to travel across Bee Network, and in doing so enable a seamless and high-quality customer experience for those making multi-modal journeys.

Travel Choices (new): We will deliver targeted, evidence-led supporting interventions to enable people to make sustainable travel choices.

Other Delivery Policies TBC

Growth Locations (new): We will support the delivery of transport interventions that help enable inclusive and sustainable economic growth across GM with a particular focus on the Town Centres and designated Growth Locations.

Innovation (P17): We will investigate, develop and deploy transport innovations that support our Right Mix target and align with our network ambitions.

Policy Examples

Page 108



BEE NETWORK

Pollution

We will tackle pollution caused by the transport network, focusing on locations which are worst affected and on high-risk locations and communities. This will include:

- Bringing nitrogen dioxide (NO₂) levels at the roadside within UK legal limits and working towards the World Health Organisation ambition for NO₂ alongside national government.
- Maintaining PM₁₀ within UK legal limits and work alongside national government towards the WHO ambition for PM 2.5 by 2040 (5ug).
- Reducing the impact of transport vehicles and infrastructure (including noise emissions) wherever possible.
- Reducing the impact of transport and infrastructure on water courses.

Environmentally Responsible



Climate Change

We will reduce carbon emissions from transport, to help Greater Manchester achieve its ambition of being carbon neutral by 2038; and we will take action to make our transport system resilient to the effects of climate change. This will include:

- Reduce the need to travel thereby reducing the overall number of trips. (See Policy X: Land Use)
- Page 110 Promote sustainable travel choices by foot, bike, public or shared transport, (see Policy X: Travel Choices), to reduce private car usage and decrease overall car trips.
- Reduce the number of vehicles powered by fossil fuels (see Policy 16 Ultra Low Emission Vehicles and Policy 19: Freight and Logistics)
- Minimising the embodied and operational carbon that is produced by transport infrastructure. (See Policy X: Network Management)
- Making our transport system be resilient to the impacts of climate change
- Using nature-based solutions in transport projects whenever we can.

Environmentally Responsible



Walking and Wheeling

We will enable and encourage more people to travel actively by walking or wheeling.

This will include:

- Making walking and wheeling a safe, convenient and attractive choice for travelling shorter distances, following our Streets for All approach, by:
 - Maintaining, improving and decluttering the existing network.
 - Addressing gaps in the network.
 - Improving junctions and crossings (including prioritising the installation of accessible pedestrian crossing facilities at all signal junctions which don't currently have these).
 - Overcoming barriers and severance between communities.
 - Providing accessible wayfinding within the regional centre, town centres, to key destinations and within local communities.
 - Creating accessible neighbourhoods
 - Prioritising the improvement of pedestrian facilities in the catchments of our key city, town and employment centres
- Ensuring there are direct and attractive walking and wheeling routes to public transport (Policy 24 Public Transport Integration) and to opportunities for walking as a leisure activity (see also Policy 11: Green and Blue Infrastructure).
- Ensuring that new developments are designed to enable walking and wheeling and are fully integrated into the wider network through the planning process (Policy 4: New Development).
- Delivering focussed initiatives to encourage more people to walk or wheel.



Cycling

We will enable and encourage more people to cycle. This will include:

- Delivering a safe, well-maintained, comprehensive cycle network, connecting all communities, following our Streets for All guidance, including:
 - Creating new longer distance continuous routes (Policy X: Network Planning)
 - Improving existing routes
 - Delivering protected junctions and crossings
 - Providing route information and signage
 - Creating active communities and neighbourhoods
 - Prioritising the development of networks in the catchments of our key city, town and employment centres
- Ensuring cycling is an attractive option to access public transport (Policy 24: Public Transport Integration).
- Providing cycle parking which is secure, accessible, high-quality and in safe and convenient locations that are easily identified.
- Increasing access to bikes, e-bikes and cargo-bikes by continuing to expand and develop public cycle sharing schemes as well as other initiatives (Policy X: Shared Transport).
- Ensuring that new developments are designed to enable cycling and are fully integrated into the wider network through the planning process (Policy 4: New Development).
- Enabling more people to cycle through a diverse range of cycle training and initiatives to suit local and individual needs (Policy X: Travel Choices).



Appendix

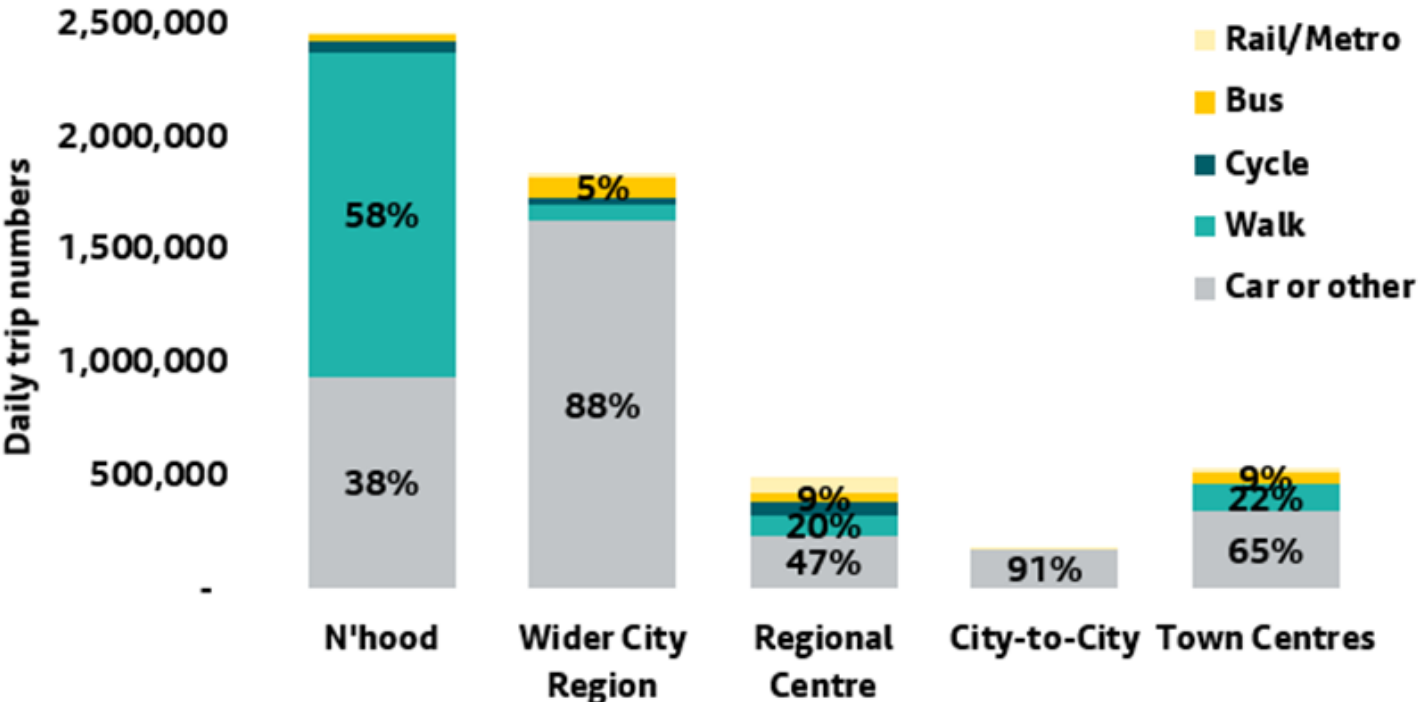
Page 113



BEE NETWORK

Daily trips and mode share by spatial theme

Figure 8: Daily trips and mode share by spatial theme - GM residents



Source: GM TRADS 2023 – Early results

Note: Car or other = car or van (driver), car or van (passenger), taxi, minicab, motorcycle, scooter, moped, or any other