

## **HOUSING, PLANNING AND ENVIRONMENT OVERVIEW AND SCRUTINY**

**DATE:** 14<sup>th</sup> March 2019

**TIME:** 18.00 – 20.00

**VENUE:** The Boardroom, GMCA Offices, First Floor Churchgate House, 56 Oxford Street, Manchester, M1 6EU

- 1. APOLOGIES**
- 2. CHAIR’S ANNOUNCEMENTS AND URGENT BUSINESS**
- 3. DECLARATIONS OF INTEREST** (ITEM 3 paper attached)  
To receive declarations of interest in any item for discussion at the meeting. A blank form for declaring interests has been circulated with the agenda; please ensure that this is returned to the Governance & Scrutiny Officer at the start of the meeting.
- 4. MINUTES OF THE LAST MEETING HELD ON 14 FEBRUARY 2019** (ITEM 4 paper attached)  
To consider the approval of the minutes of the meeting held on 14 February 2019, as a correct record
- 5. FUTURE INNOVATION IN TRANSPORT**  
External Speaker and Discussion Session
  - **Automatous Vehicles**  
Clare Cornes, Intelligent Mobility Manager, Westfield Technology Group
  - **Future Mobility and Accessibility**  
Glenn Lyons, Mott MacDonald Professor of Future Mobility at UWE Bristol
  - **Summary note: Mobility as a Service and overview of GM Key Transport Innovation Projects**  
Rafael Cuesta, Head of Innovation Transport for Greater Manchester
- 6. DRAFT 5 YEAR ENVIRONMENT PLAN FOR GM** (ITEM 6 , ANNEX 01, ANNEX 02 papers attached)  
Report of Councillor Ganotis, GM Green City Region Portfolio Lead

Please note that this meeting will be livestreamed via [www.greatermanchester-ca.gov.uk](http://www.greatermanchester-ca.gov.uk), please speak to a Governance Officer before the meeting should you not wish to consent to being included in this recording.

7. **WORK PROGRAMME** (ITEM 7 paper attached)  
Report of Julie Connor, Assistant Director, Governance & Scrutiny Team, GMCA

**ITEMS FOR INFORMATION ONLY**

8. **REGISTER OF KEY DECISIONS**  
[https://www.gmcameetings.co.uk/downloads/download/92/register\\_of\\_key\\_decisions](https://www.gmcameetings.co.uk/downloads/download/92/register_of_key_decisions)
9. **DATE AND TIME OF NEXT MEETING**  
Thursday 11<sup>th</sup> April 2019 10.00, Boardroom, Churchgate House

**Notes:**

- The Contact Officer for this agenda is Matt Berry, Governance & Scrutiny, GMCA ☎ 0161 778 7009 ✉ [matt.berry@greatermanchester-ca.gov.uk](mailto:matt.berry@greatermanchester-ca.gov.uk). The Statutory Scrutiny Officer is Julie Connor ☎ 0161 778 7009 ✉ [julie.connor@greatermanchester-ca.gov.uk](mailto:julie.connor@greatermanchester-ca.gov.uk)
- If any Members require advice on any agenda item involving a possible declaration of interest, which could affect their ability to speak or vote are advised to contact Jamie Fallon 24 hours in advance of the meeting.
- For copies of papers and further information on this meeting please refer to the website [www.greatermanchester-ca.gov.uk](http://www.greatermanchester-ca.gov.uk). Alternatively, contact the above Officer.
- Please note that this meeting will be held in public and will be livestreamed (except where confidential or exempt information is being considered).

<b>Membership:</b>	Councillor Shamim Abdullah	Bolton	(Labour)
	Councillor Andrew Morgan	Bolton	(Conservative)
	Councillor Catherine Preston	Bury	(Labour)
	Councillor Dorothy Gunther	Bury	(Conservative)
	Councillor James Wilson	Manchester	(Labour)
	Councillor Paula Sadler	Manchester	(Labour)
	Councillor Steven Bashforth	Oldham	(Labour)
	Councillor Stuart Dickman	Salford	(Labour)
	Councillor Linda Robinson	Rochdale	(Labour)
	Councillor Laura Booth	Stockport	(Labour)
	Councillor Lisa Smart	Stockport	(Liberal Democrat)
	Councillor Mike Glover	Tameside	(Labour)
	Councillor Graham Whitham	Trafford	(Labour)

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	Councillor Lynne Holland	Wigan	(Labour)
	Councillor Michael Winstanley	Wigan	(Conservative)
<b>Substitutes:</b>	Councillor Kevin McKeon	Bolton	(Labour)
	Councillor David Greenhalgh	Bolton	(Conservative)
	Councillor John Leech	Manchester	(Liberal Democrat)
	Councillor Hazel Gloster	Oldham	(Liberal Democrat)
	Councillor Peter Davis	Oldham	(Labour)
	Councillor Ray Dutton	Rochdale	(Labour)
	Councillor Ann Stott	Rochdale	(Conservative)
	Councillor Tanya Burch	Salford	(Labour)
	Councillor Ari Leitner	Salford	(Conservative)
	Councillor Adrian Pearce	Tameside	(Labour)
	Councillor Ruth Welsh	Tameside	(Conservative)
	Councillor Amy Whyte	Trafford	(Labour)
	Councillor Bernard Sharp	Trafford	(Conservative)
	Councillor Fred Walker	Wigan	(Labour)
	Councillor James Grundy	Wigan	(Conservative)

**This agenda was issued on 06/03/19 on behalf of Eamonn Boylan, Secretary and Chief Executive, Greater Manchester Combined Authority, Churchgate House, 56 Oxford Street, Manchester M1 6EU.**



**Housing, Planning & Environment Overview & Scrutiny Committee**

**Declaration of Interests in Items appearing on the Agenda**

**NAME** \_\_\_\_\_

Minute Item No. / Agenda Item No.	Nature of Interest	Type of Interest
		Personal / Prejudicial / Disclosable Pecuniary
		Personal / Prejudicial / Disclosable Pecuniary
		Personal / Prejudicial / Disclosable Pecuniary
		Personal / Prejudicial / Disclosable Pecuniary
		Personal / Prejudicial / Disclosable Pecuniary
		Personal / Prejudicial / Disclosable Pecuniary



**DRAFT GMCA HOUSING, PLANNING AND ENVIRONMENT OVERVIEW AND SCRUTINY COMMITTEE  
14 FEBRUARY 2019 AT 10.30AM AT THE GMCA OFFICES**

**Present:**

Stockport	Councillor Lisa Smart (in the Chair)
Bolton:	Councillor Andrew Morgan
Bury:	Councillor Dorothy Gunther
Manchester:	Councillor Paula Sadler
Manchester:	Councillor Ben Clay
Oldham:	Councillor Barbara Brownridge
Rochdale:	Councillor Linda Robinson
Salford:	Councillor Tanya Burch (substitute)
Salford:	Councillor Ari Leitner (substitute)
Tameside:	Councillor Mike Glover
Trafford:	Councillor Bernard Sharp (substitute)
Wigan:	Councillor Fred Walker (Substitute)

**In attendance**

Salford Council	City Mayor Paul Dennett
GMCA Officers	Julie Connor (Assistant Director Governance and Scrutiny) Anne Morgan (Head of Planning Strategy) Mark Atherton (Assistant Director Environment) Steve Fyfe (Head of Housing Strategy) Simon Nokes (Executive Director Policy & Strategy) Matt berry (Governance and Scrutiny Officer)
TfGM Officers	Simon Warburton (Transport Strategy Director)

**M133/HPE**

**APOLOGIES FOR ABSENCE**

Apologies for absence were received from Shamim Abdullah (Bolton), Catherine Preston (Bury), Laura Booth (Stockport), Stuart Dickman (Salford), Graham Whitham (Trafford), Lynne Holland (Wigan) and Michael Winstanley (Wigan).

**M134/HPE**

**CHAIR'S ANNOUNCEMENTS AND URGENT BUSINESS**

Members were informed that Councillor James Wilson has stepped down as a member for this committee for Manchester and has been replaced by Councillor Ben Clay. Councillor Steve Bashforth has also stepped down as Oldham representative with Councillor Barbara Brownridge taking her place. The Chair welcomed the new members.

Julie Connor from the GMCA issued an apology for any difficulties that members or the public may have experienced in accessing the papers for this meeting, which was due to some technical problems relating to the imminent migration of the GMCA's web hosting platform to Modern.gov.

#### **M135/HPE DECLARATIONS OF INTEREST**

There were no declarations of interest received.

#### **M136/HPE MINUTES OF THE LAST MEETING HELD ON 10 JANUARY 2018**

To consider the approval of the minutes of the meeting held on 10 January 2019, as a correct record with the following amendment:

***Amended Minute of the meeting held on 15 November 2018, Item M116/HPE:***

*That the Mayoral Manifesto commitment to end the need for rough sleeping by 2020 was not included as one of the aims in the dashboard. The Mayor stated that the dashboard objectives were around initiatives which contributed to reducing rough sleeping. The Mayor stated that he had been advised that ending rough sleeping as an absolute is technically not possible due to a number of factors such as some rough sleepers not accepting available help / support and choosing to sleep rough, but he still stands by his manifesto pledge to end rough sleeping defined as a substantial shift of improvement in this area. The Mayor also highlighted entrenched rough sleeping and the challenges associated with engaging and supporting a small cohort of rough sleepers.*

#### **RESOLVED/-**

That the minutes of the meeting held 10 January 2019 be approved as a correct record.

#### **M137/HPE GREATER MANCHESTER SPATIAL FRAMEWORK (GMSF)**

Mayor of Salford, Paul Dennett introduced the item. The following key points were highlighted:

- The GMSF strategically sets out the vision for homes, jobs and the environment for the city region for the next 20 years. It is being adopted as a joint development plan document by the 10 GM local Authorities, subject to parliamentary discussion due in March/April time to consider GM pursuing a spatial development strategy.
- The redraft of the GMSF went for consultation in January 2019 following the first initial draft in 2016 which received over 27,000 responses.
- The GMSF sets an affordable housing target of building 50,000 new homes with 30,000 of those being social homes.
- There is a commitment from GMSF for carbon neutrality for the City Region by 2038 and for new homes to being Net 0 Carbon by 2028.



- Following public concerns of consequences of fracking, the GMSF adopts a GM wide planning presumption of being opposed to it.
- The GMSF adopts building on brownfield as a preference and has in excess of a 50% reduction from the previous GMSF draft in greenbelt take for the purposes of development and stronger protections for none-greenbelt land.
- The GMSF builds on Andy Burnham's commitment through the Town Centre Challenge to reconceptualise town centres with less reliance on retail, and aiming to increase urban density with housing, developing culture, leisure, sporting activity walking and cycling.
- GM now has clarity over the local housing need which is identified using population projections from the 2014 Office for National Statistics Population and Housing Projections. There are 201,000 with an 8.16% buffer (218, 000 with buffer). Although there has been no formal Government response to the consultation, significant change is not expected.
- Developers are challenging delivery on the 5-year land supply in some districts. The importance of collaboration was highlighted to overcome 'planning by appeal' which can be costly.
- The draft GMSF consultation should be considered not in isolation but with the other GM strategies.
- The GMSF Consultation portal opened on 14<sup>th</sup> January 2019 for the public to view, with the formal consultation on the GMSF starting on 21<sup>st</sup> January, running for 8 weeks until 18<sup>th</sup> March.
- The Future of Greater Manchester paper was highlighted which brings together the GMSF and other strategies under the context of the Greater Manchester Strategy: Our people, Our Place.
- The economic aspects of spatial planning were stated as being detailed in the Local industrial strategy, which is focused on playing to GM's economic strengths such as digital, advance materials, advance manufacturing low carbon and healthcare innovation.

**RESOLVED/-**

That the report be noted.

**M138/HPE TRANSPORT 2040 DELIVERY PLAN**

The Chair passed on apologies on behalf of the GM Mayor who could not attend today's Committee due to being in London at a Meeting of Mayors.

Transport Strategy Director, Simon Warburton introduced the item. The following key points were highlighted:

- Following consultation from the first draft of the GMSF, transport connectivity issues were highlighted as a dominant feedback item, making reference to particular GM locations. TfGM have worked with the GMCA over 18 months to ensure transport policy and spatial planning are integrated at a City Region level.

- A series of study areas were identified to look at network level issues associated with the GMSF to set out a plan to show understanding of challenges that growth brings. This work now has culminated in the Draft Transport Delivery Plan, which deals with was published alongside the GMSF.
- As the final stages of publication approaches, there is further work required to follow on the Transport Delivery Plan as recognition that there is a need to drill policies down to site-level access issues.
- The Transport Delivery Plan looks at being clear of the scale of growth from a travel perspective. Proposed schemes in the GMSF will likely equate to another 800,000 daily trips on GM's transport network. The challenge set by the Transport Delivery Plan and policy framework is to move to 50% of transport migrating to none-car transport means.
- The Transport Delivery Plan sets out investment schemes and policy initiatives to provide travel alternatives. It sets out activities both written and within a tier 3 map system.
- The document summarises the realities/ challenges such as future funding arrangements to deliver against the Delivery Plan. This is a core component of the conversation with Government through the Local Industrial Strategy.
- Conversations are ongoing with Government to establish a second transport funding arrangement based on the principle of a devolved cities model, building on a partnership model with an integrated transport and housing strategy.

**RESOLVED/-**

That the report be noted.

**Due to the interconnected nature of both the GMSF and Transport 2040 Delivery Plan, the Chair opened the room for questions from Members for both items M137/HPE and M138/HPE simultaneously.**

Members welcomed the update of both items and raised the following questions and comments for both items:

- A Member wanted clarification on whether using the 2014 population projections was subject to receiving an updated figure and if so, will GM be able to quickly adapt.

It was confirmed that the figures may change as GM has so far has not received a response from Government to the consultation. If the methodology changes, this will be reviewed and fed into the next stage of the plan. The new population projections are due in 2020 which will likely trigger a review. The GMCA will wait for the outcome of the consultation, and at that point can then then discuss with government what a new methodology might look like before it arrives in 2020.

- A Member queried whether the 5-year Housing Supply could be identified/allocated at a GM level between all 10 local authorities.

It was clarified that this approach is being taken with each district having its own unique figures for housing targets across which is phased over time, and is based on land supply and deliverability in each district.

- In regards to the presumption of anti-fracking it was queried how this would work with pre-determination on planning at each individual local authority.

It was clarified that until this issue is dealt with at public examination, it is unclear whether it will hold within the GMSF draft.

- A Member queried how the proposed free bus travel for 16-18 year olds is intended to be funded in light of recent LGA announcement of a funding gap between government grant and pre-pensioner travel.

It was confirmed that TfGM have been building an expectation of the funding gap into the medium term financial strategy that sits behind the transport levy for a number of years. The current robust medium term financial strategy has allowed The GM Mayor to discuss options with Leaders and to extend arrangements in order to give GM learners more mobility to get post access to post 16 education.

- Following the proposed commitment of a feasibility study of extending Metrolink to Bolton, it was asked whether any further commitment could be confirmed. It was later asked if a Specific explanation could be provided on how projects escalate from initial options, to a feasibility study, through to delivery.

It was clarified that TfGM in partnership with local authorities have developed a transport pipeline process which tracks all initiatives set out in the Delivery Plan through stages which can vary depending on complexity. Core stages for transport scheme include an initial feasibility study, followed by weighing up anticipated travel demand with a range of cost options to develop a benefit-to-cost-ratio. Scheme options can then be conceptualised allowing TfGM to bring initial analysis back to the GMCA for discussion and to scope a funding window. A business case is then developed in order to secure funding, followed by obtaining transport and work acts powers such as land acquisitions. It was highlighted that these processes can take up to 8-10 years to complete.

- A Member asked if there are any structures systems/ mechanisms in place that will ensure the creation of truly affordable housing and social housing.

It was stated that this is a complex area with a viability issue in terms of the flux in land and property value. It was demonstrated via The Geographical Targeting Across 5 housing funds Map produced by the GMCA in October 2018 that most of Greater Manchester can only access 20% of Homes England funding to deal with issues such as land remediation, infrastructure issues and affordable housing. The challenges of Right to Buy properties not being replaced and finding their way into the private rented sector was also highlighted. Tackling the issue by the State was highlighted as a viable solution

with a recommendation for GM to continue seeking further support from Government in delivering social housing.

- Two Members asked questions surrounding transport passes that cover multi modal transport and different transport operators. It was highlighted that a bus pass that covered multi-bus operators became unavailable in 2018 raising concerns that this may discourage people from using public transport.

In regards to the removal of the multi-company bus pass, it was stated that TfGM have very little influence and that bus companies can opt in or out of these kind of schemes and have no obligations. TfGM are currently exploring options through reviewing powers under the new Bus Services Act with a key aspiration of 2040 strategy for GM to move to a fully integrated ticketing arrangement.

- A Member queried the timings on decisions surrounding buses.

TfGM were not able to provide an update at this time as there is still work underway to review the current situation, this will be taken back to this Committee at a later date.

- Two Members queried what plans are in place to improve bus services (particularly in rural areas) and routes not centred around city centre commuting. It was also asked if contacts for local bus companies could be provided to Members

It was stated that there are challenges with commercial withdrawals across the bus networks. Greater Manchester is in a better position than other parts of country to assemble and retain a subsidised bus budget. It was highlighted that GM must take challenging decisions in the future in terms of how far this can be extended. TfGM are keen to support local members in engaging with bus companies, and will pick up queries regarding transport providers contacts with the respective member post meeting.

- A Member sought reassurance that past lessons have been learned in providing affordable housing via multi-storey flats, with many from the 1960s causing issues and being subsequently demolished.

It was stated that following the public enquiry into Grenfell, and the Hackett review, there is potential for major amendments to building and fire & safety regulations with uncertainty as to what this will mean for high rise accommodation. High-rise builds in GM have tended to be private rather than social housing. It is felt that there is currently good learning in the system as many councils have undertaken a lot of work to upgrade and improve high-rise blocks.

- A Member queried whether the Northern Powerhouse strand incorporates any long-term strategy to increase transport and subsequent commuter distances for those travelling into Greater Manchester.

It was clarified that within GM's recently launched vision for the next 20 years and the Local Industrial Strategy, there is a requirement for GM to have scope of its role within the North along with being cognisant of the work ongoing in other regions in the North of England. It was stated that Greater

Manchester must play to its strengths and unique selling points, it is generally felt that things are moving in a positive direction, but investment within industry within a national context is required. A large body of work is being lead by Transport For The North, to develop an investment case for the Northern Powerhouse Rail (East-West rail links) This will be taken to a future meeting of this committee to update members.

- A Member raised the issue of the difference of value of property/land within their borough which is currently lower than much of rest of GM equating to a reduction in council tax revenue. The question was asked whether this ratio could be addressed when building properties to get some of the higher value properties

It was appreciated that there are inequities in the system. It was clarified that Council Tax banding was set in 1991 and has not changed since that time. Differentials in property value are accepted, regeneration is ongoing within this borough's town centres, which will hopefully address some of these issues. The Revenue Support Grant was highlighted as being for introduced for this purpose with limited success areas of the north of the U.K.

- A Member asked around the ownership opportunities of the First Bus franchise by GMCA/ TfGM or Councils in a consortium.

It was confirmed there is no provision through the new legislation for public ownership route for TfGM/GMCA to pursue this.

- A Member questioned the level of investment of bus subsidies, as this is essential for some vulnerable residents, with some feeling that investment in cycling lane provision is over-proportioned.

It was stated that the Streets For All initiative which takes a collective view with all partners to address principle purpose of that particular part of highway and then design a solution that is fit for purpose. The Quality Bus Transit initiative was highlighted as being developed in the Transport Delivery Plan which will deliver bus priority benefits. An update on this will be provided to this Committee in the future.

- In terms of Diesel Scrapage schemes, it was asked what support would be available to less advantaged drivers who are penalised for their vehicles.

It was clarified that in the event that penalties for different types of vehicles are introduced, there would need to be arrangements in place in advance to assist owners to shift across, this would be an integral part of any proposal.

- In light of the shift to higher-density developments in inner city areas, a Member raised concern around inner city areas receiving adequate investment and support to enable them to still remain

attractive places with culture and heritage. It was stated that these areas usually have more pressure on public services and reduced quality of life for residents.

It was clarified that the GMSF should be considered alongside local authority local plans /core strategies, which should ensure cultural protection of design and architecture. It is recognised in the GMSF that urban areas face challenges around access to natural green space. The next version of the GMSF will apply standards to protect requirements for new developments to provide green spaces. The Net Zero Carbon by 2028 initiative will also push this agenda.

- Regarding land remediation, it was asked whether is there any funding to remediate land in areas for brownfield sites in GM

It was highlighted that there is a paper going to GMCA on Friday 15 February detailing the latest application for infrastructure funding for housing in Manchester Salford, Bolton and Wigan. This addresses relief for land remediation, infrastructure and land assembly.

- A Member requested that any available Housing infrastructure Fund be invested into social housing
- Regarding building housing in regards to the environmental agenda, a Member queried if there are any trials of passive house building, retro fitting of older buildings, or modular building proposals

It was clarified that retrofitting remains a challenge in terms of funding, with the Housing Market Renewal scheme scrapped which was improving some stock. It was highlighted that the best time to discuss this issue is at the Green Summit in March 2019. The main challenges for Modular housing was highlighted as being how land is aggregated and how to aggregate demand for housing. Collaboration as Local authorities was also highlighted as a challenge to ensure supply of housing numbers to push through modular route. The Local Industrial Strategy was highlighted as being relevant to this work with a move to zero carbon as a key economic driver and retro fitting of homes leading to economic growth in terms of work needed.

The Chair clarified that the Local Industrial Strategy will be circulated to members of this committee as an item for information.

- A Member summarised a number of questions received from residents: In moving to building more homes and increasing urban density as proposed in the GMSF, there are concerns around the existing transport infrastructure system not currently coping at peak times and how this will manage extra pressure. Reassurance on how these issues will be addressed was sought.

It was clarified that the Romiley/ Marple corridor has grown significantly in terms of commuters through the regional centre and growth is likely to continue with employment movements. The Long

term solution is likely to be a tram/train line which is needed fundamentally for growth within this corridor. TfGM are currently reviewing with Government how the development of the Transport for The North rail model and also the Government Williams Review to bridge the gap in increasing rolling stock capacity. Principle bus link improvements are also being planned in Stockport town centre. Assurance was given to residents that TfGM have been working to understand transport needs in this area, and address these issues.

- A Member asked around how phasing of house development is approached within the GMSF and which order infrastructure will likely arrive in terms of transport, housing and schools.

It was clarified that there is a general aim that infrastructure and housing are developed at the same time. Expectations for infrastructure are managed so development should not come forward without commitment and funding for infrastructure.

- A Member raised concerns around managing developers expectations on late notification of Section 106 costs and other land requirements, and the proportioning of housing across GM within the appeals process.

It was stated that the intention is to manage developers expectations early, although it was accepted that this is not always possible. It was clarified that the 5-Year Supply will be one of the biggest challenges, bringing Brownfield land forward at the targeted rate. Success is reliant on collaboration and discussion with other stakeholders and partners

- A Member asked what can Greater Manchester do to be more self-funded and to build up its own finance base, and ambition to become independent.

It was stated that this is a challenging issue, however GM is in a strong position in having very recently set the 20 year vision for the City Region, and can look at how the GMSF can support an inclusive growth and inclusive economy. There is an opportunity to look at the redistribution of growth across GM, and also creating value in GM, playing to internal assets/strengths and partnership working to offset dependency on central government. It was stated that all partners in the City Region need to collaborate around this agenda in order for it to be successful.

- A Member asked how borough boundaries are addressed in terms of GMSF consultation for proposals that span across district territories, such as if any information sessions with residents and awareness raising are being held. It was highlighted that having local authority officers from neighbouring authorities included would be useful.

It was clarified that the major cross boundary sites across GM have been identified with some events taking place. Some sites are wholly within one district but impact on others, in those cases consultation takes place around the district where those sites are in.

- A Member asked how feedback for the GMSF is processed, and how they will influence the next draft

It was stated that a similar level of responses to the first GMSF draft is expected. The GMCA are assembling a team from the 10 districts and taking on temporary staff over the next couple of weeks to start processing the responses. These are grouped together by location and issue. The summary of responses will be structured and themed with an aim to be clearer than the first initial GMSF draft consultation in terms of how comments have been used to inform the next stage of the plan.

The Chair reminded viewers of the live stream that the best way for them to send feedback regarding the GMSF is via <https://www.gmconsult.org/>

#### **RESOLVED/-**

That comments of Members above be taken account of for both the GMSF and the Transport 2040 Delivery Plan as they develop.

#### **M139/HPE WORK PROGRAMME**

- The draft of the Waste Strategy will not be ready for the March 14th meeting, due to Government delaying publishing of the National Strategy until December 2019. DEFRA have also not yet launched consultation. This item may not come to this committee until May or June 2019.
- The Housing Strategy item provisionally could move to 16<sup>th</sup> April meeting
- Clean Air OBC is an item for district scrutiny: it is suggested circulating this item for information to this Committee
- Regarding Green Summit / Low Carbon items - Mark Atherton will come to this Committee on 14<sup>th</sup> March meeting before the Green Summit on 25<sup>th</sup> March
- Future innovation in transport item is coming to 14<sup>th</sup> March meeting with 3 independent speakers. The Chair requested that members prepared associated questions that are useful to be answered
- 16<sup>th</sup> April meeting will feature the GM Strategy 6 monthly review and Housing Strategy item

#### **RESOLVED:**

That the above changes of the work programme be agreed.



**ITEMS FOR INFORMATION ONLY**

**M140/HPE FINAL DRAFT GM NATURAL CAPITAL INVESTMENT PLAN**

**RESOLVED:**

That the report be noted.

**M141/HPE GM INFRASTRUCTURE FRAMEWORK 2040**

**RESOLVED:**

That the report be noted.

**M142/HPE GM HOUSING VISION**

**RESOLVED:**

That the report be noted.

**M143/HPE REGISTER OF KEY DECISIONS**

[https://www.gmcameetings.co.uk/downloads/download/92/register\\_of\\_key\\_decisions](https://www.gmcameetings.co.uk/downloads/download/92/register_of_key_decisions)

**RESOLVED:**

That the report be noted.

**M144/HPE DATE AND TIME OF NEXT MEETING**

Thursday 14<sup>th</sup> March 2019 18.00, Boardroom, Churchgate House



## HOUSING PLANNING AND ENVIRONMENT SCRUTINY COMMITTEE

Date: 14th March 2019

Subject: Draft 5 Year Environment Plan

Report of: Cllr A Ganotis, GM Green City Region Portfolio Lead

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### PURPOSE OF REPORT

A paper on the draft 5 Year Environment Plan was presented to GMCA on 1<sup>st</sup> March (Annex 01).

The draft 5 Year Plan (annex 02) is intended as a high-level document, with further detail provided in related Thematic Plans. The Thematic plans have been developed with partners and consultancies over the past 12 months and will be completed over the next few months.

The purpose of this paper is to present the 5 Year Plan to Scrutiny for comment and approval, subject to minor changes, prior to seeking final approval from GMCA on 29<sup>th</sup> March, following the Green Summit on 25<sup>th</sup> March.

### RECOMMENDATIONS:

Scrutiny is asked to:

- Note the contents of the GMCA paper (Annex 01) and
- Comment upon the draft 5 Year Plan (Annex 02) subject to final design and further minor amendments

### CONTACT OFFICERS:

Mark Atherton, Assistant Director of Environment, GMCA  
 mark.atherton@greatermanchester-ca.gov.uk

### BACKGROUND PAPERS:

GMCA Paper on draft 5 Year Environment Plan – Annex 01  
 Draft Five Year Environment Plan – Annex 02

<b>TRACKING/PROCESS</b>		[All sections to be completed]
Does this report relate to a major strategic decision, as set out in the GMCA Constitution		Yes
<b>EXEMPTION FROM CALL IN</b>		
Are there any aspects in this report which means it should be considered to be exempt from call in by the AGMA Scrutiny Pool on the grounds of urgency?		No
TfGMC	Overview & Scrutiny Committee	
N/A	14 March 2019	



## GREATER MANCHESTER COMBINED AUTHORITY

Date: 1<sup>st</sup> March 2019

Subject: Draft – 5 Year Environment Plan

Report of: Cllr Alex Ganotis, Green City Region Lead and Eamonn Boylan, Lead CEX Green City Region

### PURPOSE OF REPORT

The development of a 5 Year Environment Plan was one of the agreed outcomes from the 2018 Green Summit, published within the ‘Springboard to a Green City Region’ report in July 2018. Subsequent work on carbon targets, carbon metrics and strategic actions to deliver these has been undertaken in partnership with a range of ‘topic specific’ expert working groups. The purpose of this paper is to present a draft of the resultant 5 Year Environment Plan for comment and approval.

### RECOMMENDATIONS:

GMCA is asked to:

- Comment upon the content of the draft Plan (Annex 01)
- Delegate responsibility to the Chief Executive of GMCA, in conjunction with Cllr Ganotis, the Portfolio lead, to make further amendments to the draft Plan in advance of the Green Summit on 25<sup>th</sup> March
- Agree that the draft Plan would be published for the Green Summit on 25<sup>th</sup> March, with a final version coming back to the Combined Authority on 29<sup>th</sup> March for approval.

### CONTACT OFFICERS:

Mark Atherton, Assistant Director of Environment, GMCA  
 mark.atherton@greatermanchester-ca.gov.uk

### BACKGROUND PAPERS:

Draft Five Year Environment Plan (Annex 01)

<b>TRACKING/PROCESS</b>		[All sections to be completed]
Does this report relate to a major strategic decision, as set out in the GMCA Constitution		Yes
<b>EXEMPTION FROM CALL IN</b>		
Are there any aspects in this report which means it should be considered to be exempt from call in by the AGMA Scrutiny Pool on the grounds of urgency?		No
TfGMC	Overview & Scrutiny Committee	
N/A	March 2019	

## **1.0 INTRODUCTION**

We face urgent and significant environmental challenges in Greater Manchester – the global impacts of climate change and environmental decline have been widely acknowledged as among the greatest economic and public health threats of this century.

The 5 Year Environment Plan sets out how we will tackle these challenges in Greater Manchester, meeting our environmental responsibilities, alongside securing our economic future and wellbeing. To do this, it sets out a range of policies and commitments, as well as proposing actions that we all need to take to secure an excellent environment for our city region and contribute our fair share to tackling global climate change. Building on the approach adopted for the Greater Manchester Strategy, the 5 Year Environment Plan aims to be a plan for the whole of the conurbation.

The Environment Plan does not stand in isolation, but rather as part of a suite of connected proposals contained within the wider set of Greater Manchester's bold plans for transport, infrastructure, homes and spatial plan to give people, communities and businesses the confidence and aspiration they need to create a city region which is fit for the future.

Its scope is broad, covering mitigating climate change by reducing our carbon emissions, improving air quality, using and producing resources more sustainably, improving our natural environment and increase our resilience and adaptation to the impacts of climate change. In each of these areas, we have focused on those actions that are likely to have the greatest impact. The Plan has been developed in cooperation with a broad range of stakeholders, building on the extensive listening events and workshops held in the run up to the 2018 Green Summit. Workshops with experts in their field have been held over the last 6 months and their conclusions fed into the plan.

The report attached at Annex 01 is a draft, subject to final comment and design.

## **2.0 DRAFT 5 YEAR ENVIRONMENT PLAN**

The 5 Year Environment Plan sets out measures that the city region as a whole can take over the next 5 years to put us on a path towards achieving our environmental aims. We want Greater Manchester to be a clean, carbon neutral, climate resilient city region with a thriving natural environment and a circular, zero waste economy. The Plan sets out a bold ambition for GM to be carbon-neutral by 2038, and a first 5 year plan to put GM on the right trajectory to meet that target.

Work carried out for Greater Manchester (via the Independent Prosperity Review as part of the development of a GM Industrial Strategy), suggested that as well as being a key environmental ambition - with clear benefits in terms of air quality, housing, urban heating etc - the city region has an opportunity to use these ambitions to drive mission-based innovation to attract investment and bring direct benefit to residents.

The investment in building retrofit and renewable energy required to meet GM's ambition could, for example, create substantial numbers of local jobs, and is therefore an economic opportunity as well as an environmental necessity. Care

needs to be taken in how this is implemented however to avoid acting as a constraint on economic growth as the economy's reliance on carbon is diminished. This opportunity will be reflected in the emerging GM Local Industrial Strategy.

Following the 2018 Green Summit, the IPCC (Intergovernmental Panel on Climate Change) released a report on the impacts of global warming of 1.5°C above pre-industrial levels makes clear that:

- 1.5°C is likely to be reached between 2030 and 2052 if global warming continues at the current rate.
- The impacts of a >1.5°C rise on health, livelihoods, food security, water supply human security and economic growth are far higher than if global warming is limited to 1.5°C
- Quickly reaching and sustaining net zero CO<sub>2</sub> emissions from man-made sources would halt anthropogenic global warming over multiple decades.
- Future climate related risks would be reduced by the upscaling and acceleration of far-reaching multi-level climate mitigation and incremental and transformational adaptation.
- Cities have a central role in delivering 1.5°C pathways.

The IPCC report's findings underline the importance of Greater Manchester taking action to make a fair and equitable contribution to tackling global climate change. Work undertaken for Greater Manchester in 2018, led by the Tyndall Centre, concluded that for the city region to make this contribution, an immediate programme of carbon reduction measures should be established (to drive a 15% average annual reduction in CO<sub>2</sub> emissions per annum) and a target for carbon neutrality by 2038 should be set.

Further modelling work has been carried out since the 2018 Green Summit to understand possible emission reduction pathways for Greater Manchester to achieve this. As models, these tools have their limitations, but are useful in showing the level of change and type of actions required to deliver significant emissions reductions of the scale set out in the Tyndall Centre's report. The models indicate that transformational change and investment is required to reduce emissions to a degree approaching that set out by the Tyndall Centre. Although this plan does not achieve those levels within the first five years, it does set out challenging and ambitious targets by 2024 and establishes mechanisms to accelerate delivery in following carbon budget periods. The plan therefore maintains the aim for carbon neutrality by 2038, to establish the right level of ambition within the city region to meet our environmental obligations.

The Plan recognises that achieving these goals will be very challenging and require both a rapid upscaling of local energy generation, storage and energy efficiency measures, combined with innovation in technology, finance and delivery mechanisms. There are still some significant unknowns, out-with Greater Manchester's control, including the rate of increase in efficiency and decrease in cost of energy generation and energy efficiency technologies, utilization of negative emission technologies and factors such as future pricing of carbon, which are likely to emerge over the timeframe of the plan. This has informed our approach in the plan of focusing on the upscaling of mitigation measures in the short term, but also on innovation in technologies, greater efficiency in processes and new business models.

The 5 Year Plan sees three distinct roles for Local Authorities:

- **Supportive policy development** – policies to nudge and drive changes to behavior. More than most other sectors, the Low Carbon Environment Goods and Service sector is driven by and susceptible to policy change.
- **Leading by example** – demonstrating what can be achieved by concerted action. GM Businesses and communities are only likely to decarbonise their estate and adopt different ways of working if they see others doing similarly.
- **Convening role** – bringing together actors to deliver multilateral and multilevel change. One of the proposed roles for Local Authorities and GMCA is to bring together significant local and national actors to work collectively and concertedly on a place-based approach. A Mission-Oriented approach is suggested as a suitable mechanism to integrate the social, environmental and economic opportunities from the Plan.

### 3.0 COSTS AND BENEFITS

It is not possible to predict with accuracy the full cost of a low carbon transition at this scale, which requires action from all parts of society. Modelling work by Energy Systems Catapult (in Bury) suggests that the cost of meeting a carbon neutral commitment by 2035 could be 11% higher than meeting existing, legally binding UK Government's target. This includes all costs of energy infrastructure upgrade, energy generation and storage and retrofitting of existing building stock.

Investment decisions would need to be made by the beneficiary or asset owner and, in most instances, would be on a 'invest to save' basis. Individual investment decisions will need to be subject to viable business plans, with patient payback periods (typically 7 years for retrofit projects, far less for energy generation projects). Based on the ESME modelling work undertaken, the first 5 Year Carbon budget (assuming achieving 2024 goals) could require £1.5-£3bn of investment in GM from all sources. The variability will depend upon the level of building retrofit sought, which is a bespoke cost for each building.

The level of investment required needs to be viewed within the context of Greater Manchester's current spend on energy, which approximates to £5bn per annum. The investment also needs to be considered from the perspective of the cost of in-action, which could be as high as £20bn opportunity cost (Mini stern, 2008).

### 4.0 RECOMMENDATIONS

GMCA is asked to:

- Comment upon the content of the draft Plan (Annex 01)
- Delegate responsibility to the Chief Executive of GMCA, in conjunction with Cllr Ganotis, the Portfolio lead, to make further amendments to the draft Plan in advance of the Green Summit on 25<sup>th</sup> March
- Agree that the draft Plan would be published for the Green Summit on 25<sup>th</sup> March, with a final version coming back to the Combined Authority on 29<sup>th</sup> March for approval.



**DRAFT 5-YEAR  
ENVIRONMENT  
PLAN FOR  
GREATER  
MANCHESTER**

**2019-2024**

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## DRAFT FOREWORD

*[TO BE DRAFTED FOR THE FINAL PLAN, ONCE PLAN AGREED]*

*This will include:*

- *Greater Manchester in the global context*
- *A rallying call for urgent action – we all need to act and commit to deliver the ambition of this plan – and the Mission-oriented approach we are taking.*
- *The environmental case for action and the gains for our economy and people we hope to achieve from this.*
- *Leadership and vision*
- *Key Actions*

*TO NOTE – EXEC SUMMARY OF FULL REPORT TO BE PRODUCED AS PART OF FINAL PUBLICATION, WHICH WILL SUMMARISE THE KEY POINTS OF THE FULL DOCUMENT.*

## INTRODUCTION

### The importance of our environment

Our environment in Greater Manchester underpins all aspects of our daily lives, from the air we breathe, to the water we drink and the green spaces in which we spend time. We cannot afford to see our environment in isolation: it is fundamental to us living healthier lives, is the foundation of a productive economy, goes hand in hand with better connectivity and provides us with attractive neighbourhoods and access to green spaces we can enjoy.

We face urgent and significant environmental challenges in Greater Manchester – the global impacts of climate change and environmental degradation have been widely acknowledged as among the greatest economic<sup>1</sup> and public health<sup>2</sup> threats of this century. They require us all to take action now. This plan sets out what we all need to do to tackle those challenges together and capitalise on the opportunities and benefits that will come from taking action.

### Greater Manchester – doing things differently and doing things first

Greater Manchester is taking the initiative and setting out bold plans to give people, communities and businesses the confidence and aspiration to create a city region which is fit for the future. *Our People, Our Place – the Greater Manchester Strategy* sets a clear vision for Greater Manchester to be one of the best places in the world to grow up, get on in life and grow old. This plan is a key part of achieving that for our current and future generations.

This plan is about our meeting environmental responsibilities, alongside securing our economic future and wellbeing. Greater Manchester has a history of industrial and social innovation and we need to harness this to make sure everyone here can grow up and live in a clean and green city region, with good quality housing and secure jobs in the future economy. This plan is part of a set of bold plans for our city region, taking the urgent action needed to meet our ambitions:

- *The Greater Manchester Local Industrial Strategy* will highlight our need to improve productivity, with more efficient use of resources an important part of this. It will also set out the opportunities for our people, communities and economy of acting first to reduce our carbon dioxide (CO<sub>2</sub>) emissions promoting a Clean Growth Mission approach, and confirm the need for innovative finance to support delivery.
- *The Transport Strategy 2040 Draft Delivery Plan (2020-2025)* sets out a wide range of actions that will contribute to reducing CO<sub>2</sub> emissions whilst also delivering air quality improvements (see below).
- *The Greater Manchester Spatial Framework* sets out plans for new development to be zero carbon by 2028 and sets out our proposals to give greater protection to our green and blue infrastructure in new development.
- Our *Housing Vision* recognises the challenge of retrofitting existing buildings to reduce the amount of heat they use. This will be developed into a *Housing Strategy* for Greater Manchester.
- *The Greater Manchester Infrastructure Framework* recognises that growth in local renewable generation, rapid electric vehicle charging and the electrification of heat

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<sup>1</sup> <https://unfccc.int/news/climate-change-is-biggest-threat-to-global-economy>

<sup>2</sup>

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/371103/Health\\_Effects\\_of\\_Climate\\_Change\\_in\\_the\\_UK\\_2012\\_V13\\_with\\_cover\\_accessible.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/371103/Health_Effects_of_Climate_Change_in_the_UK_2012_V13_with_cover_accessible.pdf)

could pose challenges to our current infrastructure and highlights the challenge of protecting and enhancing our existing natural assets.

- *The Clean Air Plan* will aim to tackle poor air quality in the near term, safeguarding all our residents from high levels of Nitrogen Dioxide (NO<sub>2</sub>) whilst protecting the poorest in our communities from any financial penalties.
- The city region’s first holistic *Resilience Strategy*, currently being developed, will set out our approach to providing infrastructure that maintains and/or reduces flood risk, tackling these and other shocks and stresses, including those to our key infrastructure set out in the *Greater Manchester Infrastructure Framework*.

This plan brings together key policies and actions from across these wider strategies and plans, as set out in Figure 1 below.



Figure 1 – The 5 Year Environment Plan and other Greater Manchester strategies and plan (including those currently in development)

### Principles of our plan

The challenges and opportunities we face require us all to take urgent, collective action across Greater Manchester. To reflect this, the approach taken in our plan is underpinned by 5 key principles:

#### A plan that is...

1. **For all of us** – this is a plan for all of us in Greater Manchester and requires urgent action from all of us to deliver it. This includes actions we all need to take as individuals, as residents, as members of communities and as employees as well as what we need from our organisations to lead the way. We will only achieve the aims set out in this plan if everyone agrees to act.

2. **Focussed on urgent action** – this plan sets out the urgent actions needed now and over the next 5 years to put us on the path towards our ambition. The plan cannot capture everything, so it focusses on those actions which will have the greatest impact over the next 5 years.
3. **Visionary** – this plan sets out a long-term vision for our environment to show what our immediate action will lead to achieving in the future.
4. **Ambitious** – this plan reflects the scale of the challenges we face. It is aspirational, setting out what we all need to do rather than just focussing on actions that are already planned. There will be areas where we do not yet know whether all our planned actions will be sufficient to meet the challenges we face.
5. **Reported on** – this plan should drive widespread actions over the next 5 years. The Greater Manchester Combined Authority (GMCA) will update and report on progress on an annual basis on behalf of the city region as a whole, against a set of key performance indicators and the actions set out in this plan.

### Development of our plan

The plan has been developed with input from countless representatives from across the city-region and the country, who have given their time, knowledge, expertise and skills to inform its content through a series of workshops from October 2018 to February 2019. This form of engagement, along with the public's vision, were key foundations of the 2018 *Springboard Report*<sup>3</sup>, published after the 2018 Green Summit. We need to continue this collaborative approach as we implement the actions in this plan.

### Purpose and structure of our plan

The plan sets out:

- The current state of our environment and the urgent challenges we face (Section 1).
- A long-term vision and aims for our future environment (Section 2).
- The urgent actions we all need to take over the next 5 years to put us on the right path to realising our long-term vision and aims (Section 3).
- How we should measure progress in implementing the plan (Section 4).
- The overall approach we should take to achieving our vision and aims (Section 5).

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<sup>3</sup> <https://www.greatermanchester-ca.gov.uk/media/1317/springboard-report.pdf>

## 1. WHAT URGENT CHALLENGES ARE WE FACING?

### 1.1 The environmental challenges we face

We face several major environmental challenges that threaten the future health and prosperity of our city region.

#### Challenge 1: Our contribution to mitigating climate change

Climate change is the single biggest threat the world faces. In Greater Manchester, we generate significant CO<sub>2</sub> emissions, which equate to about 3.6% of total UK annual CO<sub>2</sub> emissions and contribute to global climate change. Although our CO<sub>2</sub> emissions have declined over the last 30 years (a 39% reduction on 1990 levels by 2015), this has been largely due to action at the national level, through changes in the way the electricity we use is produced across the UK (namely the shift from coal to gas and offshore wind power). Achieving the significant and rapid reductions needed for us to make a fair and equitable contribution to meeting UK and global targets to tackle climate change will require us to take more radical local action, alongside national-level action, to accelerate the level of reduction we have achieved to date. Further detail on the work commissioned by GMCA to understand potential CO<sub>2</sub> emission reduction pathways and actions for Greater Manchester is set out in section 1.3.

#### Challenge 2: Our air quality

Local air pollution causes significant harm to our health and environment and, as a result, has an adverse impact on our health and our economy. The most dangerous pollutants are NO<sub>2</sub> and Particulate Matter (PM), small particles which are harmful even in low concentrations, with transport the major source of both these types of emissions. There is strong evidence associating air pollution with increased mortality and ill health, including exacerbation of asthma, effects on lung function and increases in respiratory and cardiovascular hospital admissions.

NO<sub>2</sub> levels in Greater Manchester are in breach of legal limits. As the main source of NO<sub>2</sub> is road vehicles, the 10 Greater Manchester local authorities (LAs) are working with the GMCA and Transport for Greater Manchester (TfGM) to produce a single Clean Air Plan, on which there has been close collaboration with Public Health England and government's Joint Air Quality Unit. Local modelling has identified 152 stretches of road where concentrations of NO<sub>2</sub> are forecast to exceed the legal limit value beyond 2020. Our forthcoming *Clean Air Plan* and our *Air Quality Action Plan (2016-2021)*<sup>4</sup> set out more detail on the challenge we face in this area.

#### Challenge 3: Our production and consumption of resources

The products and goods we consume and the waste produced after their use has a significant impact on our local environment and on CO<sub>2</sub> emissions inside and outside of the city region. We need to increase action to reduce the energy and resource that goes into making goods and services. Many products are designed to be thrown away after use, rather

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[http://www.gmcameetings.co.uk/download/downloads/id/228/greater\\_manchester\\_air\\_quality\\_action\\_plan\\_2016-21.pdf](http://www.gmcameetings.co.uk/download/downloads/id/228/greater_manchester_air_quality_action_plan_2016-21.pdf)



than us seeing them as a resource to be re-used or recycled. We currently recycle 47% of the domestic waste produced each year.

Waste plastics create significant environmental problems in the city region – particularly in our streets and green spaces. If plastic finds its way into our watercourses, it causes pollution in local rivers and seas and oceans beyond. Food waste is also a serious problem – we waste too much food at a significant cost to households and our environment.

#### Challenge 4: Our natural environment

The quantity and quality of habitats and spaces provided by our air, land and water, and the biodiversity they support, are key components of our natural environment. Greater Manchester's natural environment provides us with multiple benefits – improving air quality, reducing flood risk, conserving biodiversity and in taking up and storing CO<sub>2</sub>. It also plays an important role in improving our physical and mental health and contributing to our prosperity. It has been estimated that these “Natural Capital” benefits can be valued at £1bn per year. However, more action and investment is needed to protect, maintain and enhance our natural environment, so that we see a “net gain” rather than a “net loss” in the services it provides. [Our Natural Capital Investment Plan<sup>5</sup>](#) and [Natural Capital Accounts<sup>6</sup>](#) set out more detail on the challenges and opportunities we face in this area.

#### Challenge 5: Our resilience and adaptation to the impacts of climate change

We need to increase our city's resilience and adapt to the impacts that unavoidable climate change will increasingly have on us. We will be at greater and greater risk from more frequent and intense extreme weather events (particularly periods of high-level rainfall, strong winds and storms) and heat stress over the coming decades. The most critical issue in Greater Manchester is flood risk. Like many cities, we are seeing this hazard intensify as both climate and urban areas have changed. The combined impact of climate change and patterns of development has meant surface water flooding is now more frequent. Managing the impacts of heat stress will also be important in the future, as the need for cooling of our buildings and shading in our public spaces will increase.

## 1.2 The broader challenges we face – our environment, economy, people and places

As well as challenges to our environment, we also face a set of broader challenges to our economy, society and places. In tackling our environmental challenges, we must harness the potential for delivering economic, social and environmental benefits together in the places that make up our city region.

#### Our city region – its places, economy and people

The *Greater Manchester Strategy*, *Local Industrial Strategy* (once published) and *Population Health Plan<sup>7</sup>* set out the wider opportunities and challenges for our city region's prosperity and health. These include:

<sup>5</sup> <https://naturegreatermanchester.co.uk/project/greater-manchester-natural-capital-investment-plan/>

<sup>6</sup> <https://naturegreatermanchester.co.uk/wp-content/uploads/2018/06/NCA-for-GM-Final-Report-270618.pdf>

<sup>7</sup> <http://www.gmhsc.org.uk/wp-content/uploads/2018/04/GM-Population-Health-Plan-Full-Plan.pdf>

- Places – the need to create vibrant and sustainable places in our city region, with a particular focus on the provision of infrastructure (including transport, energy and green infrastructure) and good quality homes.
- Economy – the need to increase productivity through tackling longstanding problems in the health of our city region’s population, issues in our education, training and skills system, inadequacies in our infrastructure, and low levels of innovation adoption and diffusion.
- People – the need to improve the health of our residents, to improve their quality of life and their ability to contribute to increasing productivity and reduce health inequalities.

### 1.3 Reducing our CO<sub>2</sub> emissions

#### 1.3.1 Global and local action

Responding to the threat of climate change requires coordinated action across the world to reduce CO<sub>2</sub> emissions. The Paris Agreement, adopted in 2015, has the goal of keeping a global temperature rise this century well below 2°C above pre-industrial levels and pursuing efforts to limit the temperature increase even further to 1.5°C.

Given the CO<sub>2</sub> emissions we produce, we need to make our fair contribution to these global commitments by reducing our own emissions. In 2018, the Tyndall Centre for Climate Research calculated a carbon budget for Greater Manchester that is compatible with the Paris Agreement. This research<sup>8</sup> concluded that, for us to make its ‘fair’ contribution towards this commitment, we need to:

- Take prompt action to put Greater Manchester on a path to ‘carbon neutrality’ by 2038, initiating an immediate programme of mitigation delivering an annual average of 15% cuts in emissions (range of 10-20%).
- Through this action, hold cumulative carbon dioxide emissions at under 71 million tonnes (MTCO<sub>2</sub>) up to 2100, and under 67 MTCO<sub>2</sub> for the period 2018-2038.
- Have greater engagement with other global cities to share knowledge in this area.

#### 1.3.2 Models of potential emission reduction pathways

GMCA commissioned research using the Setting City Area Targets Trajectories for Emissions Reductions (SCATTER)<sup>9</sup> tool to understand potential carbon reduction pathways for Greater Manchester. SCATTER is a model – it provides different emission reduction pathways depending on local decisions taken across over 40 different interventions, which can each be implemented to 4 different extents. This allows the tool to be adapted to reflect local circumstances and provide a modelled pathway based on decisions across these interventions. It also takes into account our ambitions for growth in the city region and the impact of national policy.

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<sup>8</sup>

[https://www.research.manchester.ac.uk/portal/files/83000155/Tyndall\\_Quantifying\\_Paris\\_for\\_Manchester\\_Report\\_FINAL\\_PUBLISHED\\_rev1.pdf](https://www.research.manchester.ac.uk/portal/files/83000155/Tyndall_Quantifying_Paris_for_Manchester_Report_FINAL_PUBLISHED_rev1.pdf)

<sup>9</sup> <https://www.anthesisgroup.com/scatter-carbon-footprint-reduction-tool>

The graph below sets out modelled carbon reduction pathways for Greater Manchester, against the budget recommended by the Tyndall Centre’s research. This shows that:

- Under “SCATTER Level 4” pathway (each of the 40+ interventions pulled to the maximum extent), carbon neutrality is possible to achieve but even under this scenario emissions of nearly 20% above the Tyndall Centre’s recommended budget<sup>10</sup> are produced in Greater Manchester by 2050.
- Under the “SCATTER GM” pathway (an estimate of what is currently planned and what might be achievable in the future in Greater Manchester) emissions of over double the Tyndall’s recommended budget are produced by 2050.

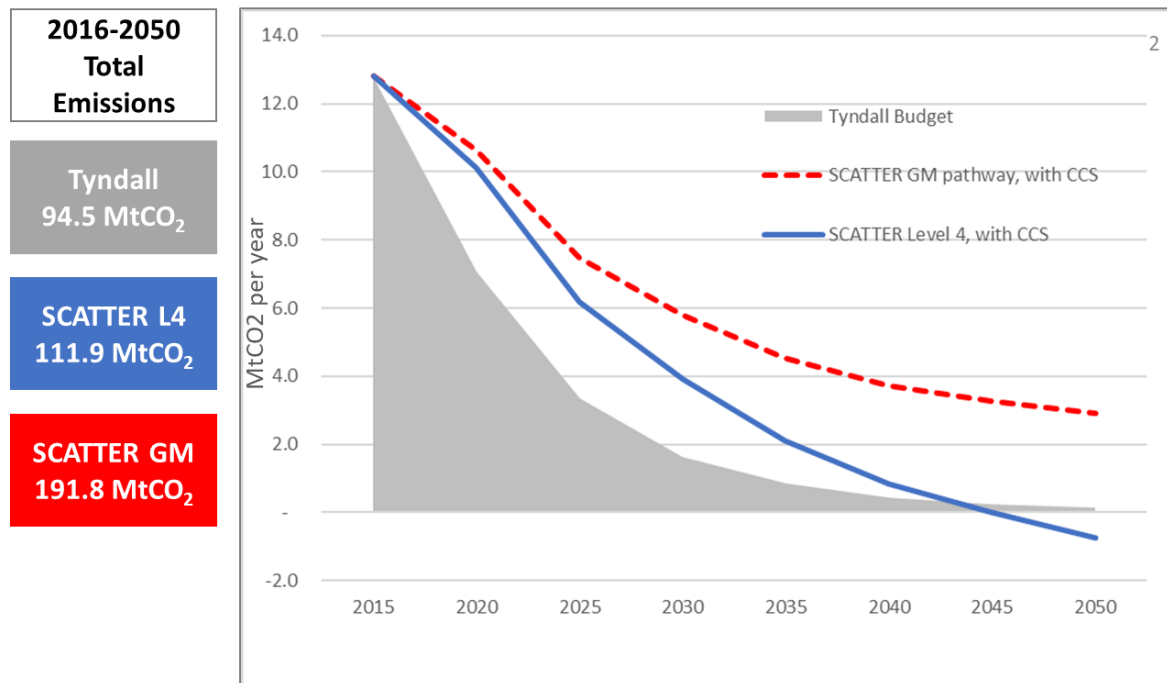


Figure 2 – Potential Carbon Reduction Pathways for Greater Manchester; *Source: Anthesis*

The graph below shows the scale of reductions needed over the next 8 years alone (the period of the current and next UK carbon budget periods), during which time:

- We would need to reduce our current annual emissions by more than half to put ourselves on the “SCATTER Level 4” pathway.
- We would need to reduce our current annual emissions by more than two thirds to meet the Tyndall Centre’s recommended budget.

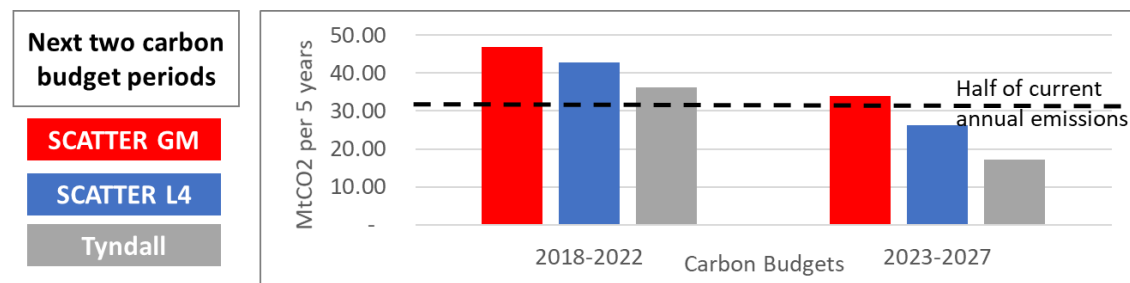


Figure 3 – Potential Carbon Budgets for Greater Manchester; *Source: Anthesis*

<sup>10</sup> Extrapolated to cover 2015-2050 from 2018-2050 in the Tyndall Centre’s original report

GMCA also commissioned work using another modelling tool, the Energy System Modelling Environment (ESME). It considers the whole UK energy system and models the most cost-effective way of Greater Manchester both becoming carbon neutral by 2040 and attempting to minimise emissions prior to then. The model results in emissions of 191 MTCO<sub>2</sub> over the period 2016-2050, virtually the same as the “SCATTER GM” pathway, but the initial reductions are slower. This is partly as it avoids replacing existing technologies (such as domestic heating systems) until they reach end of life, as it sees these as the most cost-effective options.

### 1.3.3 Using the models to inform our plans

As models, both SCATTER and ESME have their limitations. They are only theoretical models of possible carbon reduction pathways and cannot account for all the practical and commercial constraints and the local context in which policy interventions are applied and technology is deployed. The level of change on which they are based may not be practical or possible to implement or achieve in the timescales modelled.

The principal value of the models to us is therefore in the scale of change they show is required and possible pathways of achieving emissions reductions, as follows:

- **Informing the scale of the challenge we face** – both ESME and SCATTER model reductions that will be extremely challenging to achieve, requiring unprecedented transformational change and financial investment. Turning these scenarios into reality requires immediate, radical actions over the next 5 years and beyond. Despite the challenge of achieving reductions, it is important for us to maintain that level of ambition as that is what we need to do if we are to make our fair contribution to tackling climate change. However, at the same time, we need to be conscious of this challenge and use it to inform our actions.
- **Informing our overall approach** – the models result in different futures for Greater Manchester. ESME sees us more reliant on decarbonisation of the national grid rather than local renewable generation. The model also places less reliance on local energy efficiency. It models this approach as the most cost-effective way to reduce emissions, but does not account for the wider benefits to Greater Manchester of greater local renewable energy generation and local energy efficiency.
- **Informing our priorities** – both models indicate and are in agreement on the sectors where the most significant reductions in our CO<sub>2</sub> emissions will come from (see Figure 4 below).
- **Informing our actions** – the models are in agreement in the types of actions we need to take in each of these sectors to reduce emissions.
- **Informing our goals and monitoring progress** – the models are also in agreement on what these actions need to achieve and therefore what we should monitor to track progress, although they differ in terms of the size of the goal for our actions.

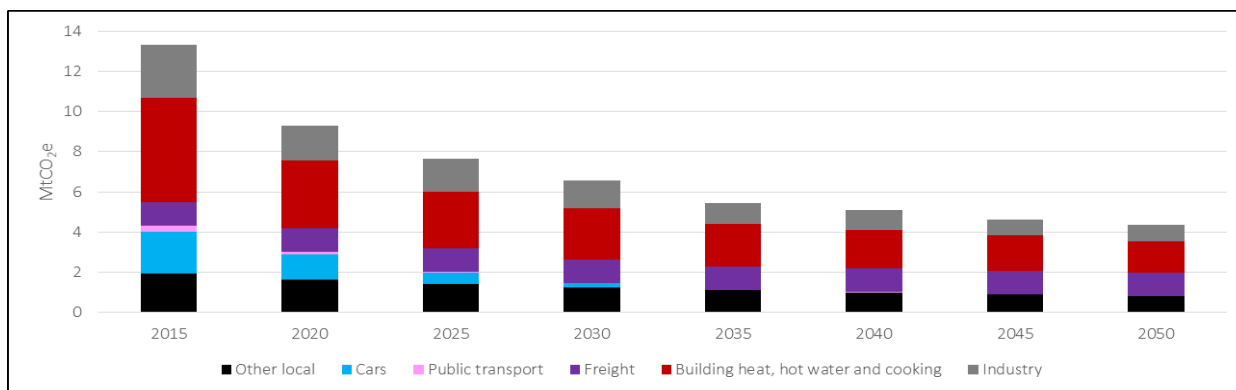


Figure 4 – Sectors where emission reductions come from (“SCATTER GM” pathway)  
*Source: Anthesis*

### 1.3.4 Going further and closing the gap

The models are used in the way set out above to inform this plan. In particular, for each priority area where we need to take action, a “SCATTER GM Challenge” box indicates the scale of the challenge and change we need to achieve to meet the “SCATTER GM” pathway. Going beyond that and towards the “SCATTER L4 Pathway” would require even more radical action, some of which are not feasible (e.g. the need for every private vehicle on Greater Manchester’s roads being zero emissions (tailpipe) by 2025).

Going beyond SCATTER L4 would require innovation in technology, delivery or financing/funding which could include:

- An increase in the efficiency of renewable energy generation technology – such as in solar photovoltaic panels or onshore wind turbines.
- A more significant scale up in delivery of deep retrofit homes, reaching a higher standard (e.g. Passivhaus standard<sup>11</sup>).
- Greater reduction for heating demand in commercial buildings, beyond that currently supported by evidence.

Our approach for encouraging innovation in new technology, finance and delivery to support this is set out in section 5.

<sup>11</sup> <http://www.passivhaustrust.org.uk/>

## 2. WHERE DO WE NEED TO GET TO?

### 2.1 A long-term vision for our environment

Given the importance of our environment and the challenges facing our city region, we need a long-term vision to help guide and support our action to protect and improve it.

#### A long-term vision for our environment:

We want Greater Manchester to be a clean, carbon neutral, climate resilient city region with a thriving natural environment and circular, zero-waste economy where:

- Our infrastructure will be smart and fit for the future: we will have an integrated, clean and affordable public transport system, resource efficient buildings, greater local community renewable energy, cleaner air, water and greenspace for all.
- All citizens will have access to green space in every community, more trees in urban areas, active travel networks, environmental education and healthy and locally-produced food.
- Citizens and businesses will adopt sustainable living and businesses practices, focusing on local solutions to deliver a prosperous economy.

### 2.2 Aims for our environment

To deliver this vision and focussing on the challenges we face, this plan establishes a set of key aims for our environment. In meeting these aims, we need to maximise the positive impacts on our health and prosperity that these actions will bring.

1. **Aim for our mitigation of climate change:** For our city region to be carbon neutral by 2038 and meet carbon budgets that comply with international commitments.
2. **Aim for air quality:** To improve our air quality, meeting World Health Organisation guidelines on air quality by 2030 and supporting the UK Government in meeting and maintaining all thresholds for key air pollutants at the earliest date.
3. **Aim for sustainable consumption and production:** To put us on a path to being a circular economy, recycling 65% of our municipal waste by 2035 and reducing the amount of waste we produce.
4. **Aim for our natural environment:** To protect, maintain and enhance our natural environment for all our benefit, taking steps to implement and achieve environmental net gain.
5. **Aim for resilience and adaptation to climate change:** To be prepared for the impacts of climate change and already be adapting to the future changes from any increase in climate shocks and stresses.

### 3. WHAT DO WE NEED TO DO OVER THE NEXT 5 YEARS?

#### 3.1 The approach taken in this plan

The following section is the most important part of this plan. It sets out the urgent actions all of us need to take over the next 5 years to put us on the right path to meeting our aims and achieving our environmental vision for Greater Manchester. Our aims, in particular our aim for a carbon neutral city region by 2038, can only be achieved by everyone committing to taking the actions outlined in this plan.

The plan focusses on the key parts of our daily lives where action is required and a small set of key priorities within each of those areas, where we need to take action over the next 5 years and beyond to achieve our aims. These action areas and priorities are underpinned by evidence and more detailed individual reports which have been developed with stakeholders.



**Our energy supply** – the source of the power and heat to our buildings and transport.

Increasing local renewable electricity generation	Decarbonising how we heat our buildings
Increasing the diversity and flexibility of our electricity supply	



**Our travel and transport** – how we move and our goods are transported within the city region.

Increasing use of public transport and active travel modes	Phasing out of fossil-fuelled private vehicles and replacing them with zero emission (tailpipe) alternatives
Establishing a zero emissions bus fleet	Decarbonising freight transport and shifting freight to rail and water transport



**Our homes, workplaces and public buildings** – the demand for energy to heat the places we live and work.

Reducing the heat demand from existing homes	Reducing the heat demand from existing commercial and public buildings
Reducing the heat demand in new buildings	



**Our consumption and production of resources** – how sustainably we produce goods and services and what we do with them after we have used them.

Producing goods and services more sustainably, moving to a circular economy	Becoming more responsible consumers
Managing our waste as sustainably as possible	Reducing unnecessary food waste



**Our natural environment** – the wide range of benefits provided by our air, land, water and biodiversity.

Managing our land sustainably	Managing our water and its environment sustainably
Achieving a net gain in biodiversity for new development	Increasing investment into our natural environment
Increasing engagement with our natural environment	



**Our resilience and adaptation to climate change** – how resilient we are to climate change and how well we adapt to its impacts.

Embedding climate change resilience and adaptation in all policies	Increasing the resilience of and investment in our critical infrastructure
Implementing a prioritised programme of nature-based climate adaptation action	Improving monitoring and reporting

### 3.2 A Mission-Oriented Approach

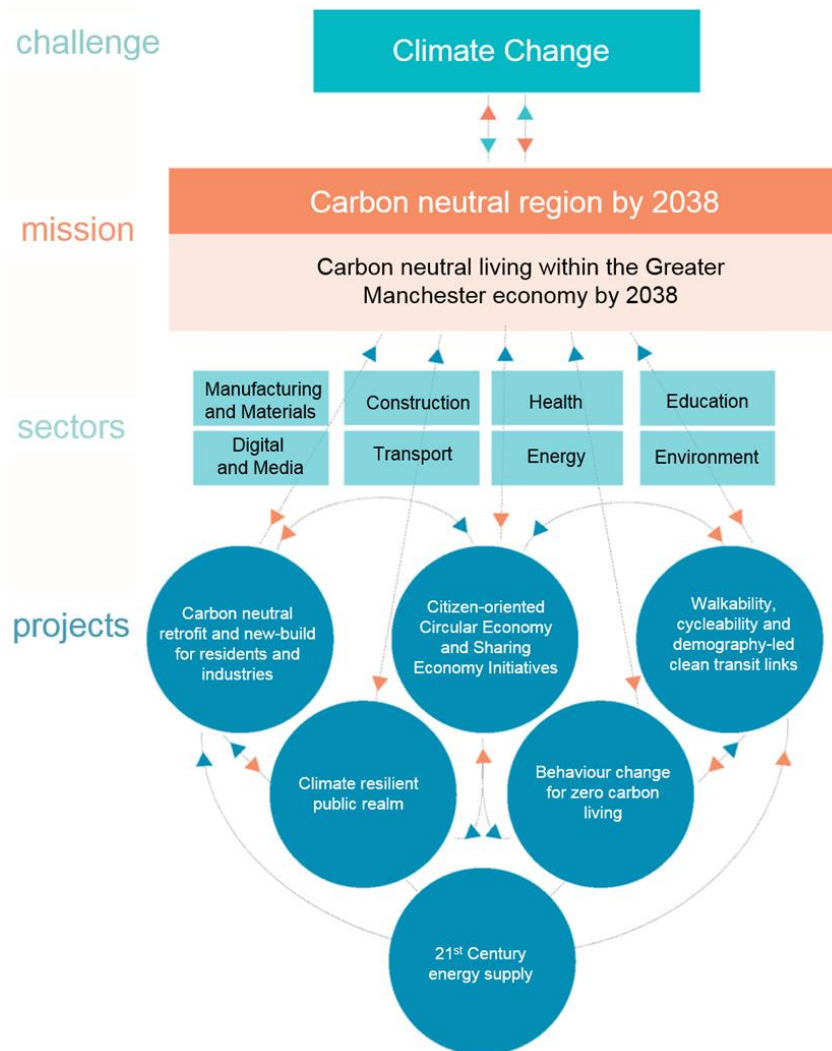
These areas and priorities are linked and need tackling as part of a single, coherent approach rather than in isolation. These links include, but are not limited to, the following:

- The installation of low carbon heating and renewable energy generation/storage as part of retrofitting a building to reduce its energy demand or adding green infrastructure (e.g. green walls) to it.
- The potential for active travel networks (walking and cycling routes) to also provide green infrastructure.
- The resilience of our energy infrastructure, homes and buildings to climate change.



- The role of our natural environment in adapting to climate change.
- The use of waste for energy generation.

In delivering this plan, we need to adopt an approach that reflects the links, complexities and the role of individuals and numerous organisations in delivering the aims set out in this plan, To do this, we want to establish a **mission-oriented approach** to tackling our environmental challenges. Rather than focussing on particular sectors, this approach focuses on problem-specific challenges facing society, which requires many different sectors involvement to solve.



Further detail on this approach is set out in section 0.

### 3.3 Structure of the plan

Each section of the plan answers the following questions across a set of priorities for each area:

- Where do we need to get to?
- Where we are now?
- What do we need to do over the next 5 years?

### 3.3.1 Our energy supply

#### Summary of the challenges and opportunities

We need to reduce CO<sub>2</sub> emissions that are produced by the energy we use, shifting away from fossil fuels to renewable sources. The *Greater Manchester Infrastructure Framework* sets out the challenges for our electricity infrastructure associated with this shift to renewable electricity generation, low carbon heating and electric vehicles. Through the *Greater Manchester Spatial Framework*, standards for new buildings and developments will be set, but we still need to increase renewable energy generation and low carbon heating in existing homes and buildings. To do this, residents will need support to help make the right decisions, making sure everyone can benefit from these changes.

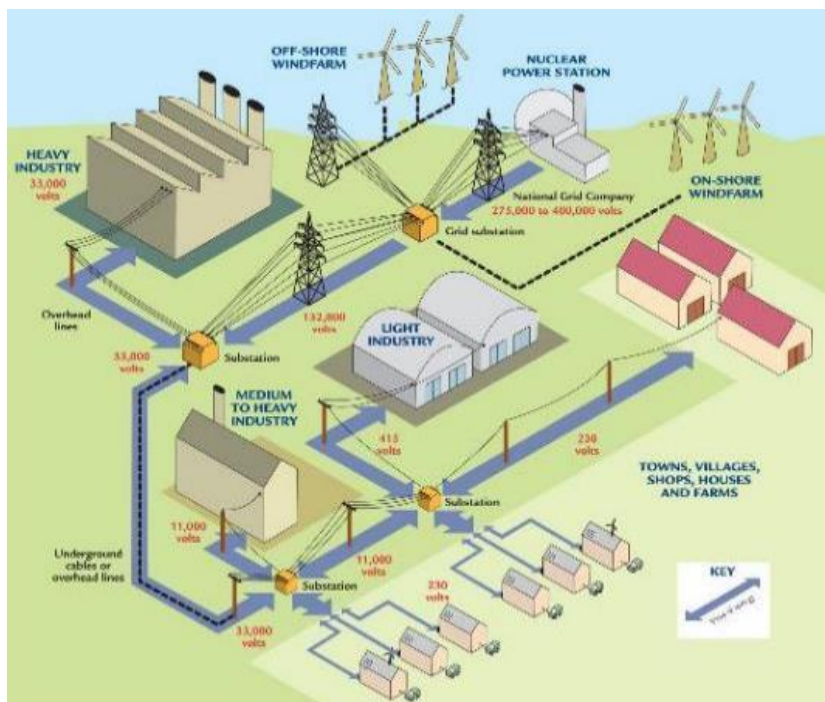


Figure 5 – Smart Energy System  
Source: Greater Manchester Combined Authority, 2018

#### Summary of our priorities – energy supply

**Priority 1**  
Increasing local renewable electricity generation

**Priority 2**  
Decarbonising how we heat our buildings

**Priority 3**  
Increasing the diversity and flexibility of our electricity supply

## Summary of actions – energy supply

### Residents

- Install renewable energy at your home
- Switch to a renewable energy supplier
- Plan now for when you next need to replace your current heating system

### Local Authorities

- Will procure renewable energy tariffs (from GM sources if possible) when they are next procured
- Will complete a full assessment of the potential of our assets for renewable energy and develop these assets (where financially viable) by the end of 2021
- When replacing heating systems in buildings, will install low carbon alternatives where viable, seeking to avoid carbon intensive technologies (gas, coal, oil)

### Businesses and other organisations

- Install renewable energy generation at your premises and partner with community energy groups
- Switch to a renewable energy supplier
- Access energy related business support from the Growth Company
- Plan now for when you are next due to replace your heating system

### What we need from government policy

- Work with us to develop the Energy Transition Region concept to support innovation
- Accelerate and deepen grid decarbonisation
- Stable and long-term policy landscape
- Decision on long-term decarbonisation of heat

### Local policy

- Establish an investment vehicle to develop assets for renewable energy and deliver renewable energy generation on estate.
- Require 20% renewable energy generation at new developments
- Examine the potential to establish a GM collective solar PV/battery purchase to drive up residential uptake
- Roll out Local Area Energy Planning across GM to identify which heating solutions are best suited to which areas of the city-region
- Identify “Heat and Energy Network Opportunity Areas” and require an assessment of the viability of connecting new developments to a heat network within these areas
- Convene key partners (industry, academia and utility providers) with a view to them leading the development of a hydrogen strategy for Greater Manchester

### Other key partners

- Electricity North West – lead the transition to a “Smart Grid” to help optimise both the generation and use of electricity and facilitate the local trading of electricity

## Priority 1: Increasing local renewable energy generation, adding at least a further 45MW<sup>12</sup> by 2024

Scale of the challenge – “SCATTER GM” pathway 2040:

- 50% of all households have the equivalent of a 16m<sup>2</sup> solar PV system, with an additional 5.5km<sup>2</sup> on commercial rooftops or in ground-mounted installations
- 550 on-shore wind turbines delivering around 3.4TWh/year (by 2050)
- x4.5 increase in current biomass capacity delivering around 4TWh/year

### Where do we need to get to?

We need an urgent and significant increase in the proportion of electricity we use and generate coming from renewable sources. The reductions in CO<sub>2</sub> emissions in the modelling, which supports this plan, are based on a reduction of between a 58-76% of emissions from generating grid electricity by 2025, increasing to 80% by 2030 and to over 95% by 2035. This could come from decarbonising the national electricity grid; however, to increase energy security, protect against uncertainty and energy price rises, maximise the economic opportunities and increase the rate of emissions reductions, our ambition for is to maximise the contribution from local renewable electricity generation within the city region. This needs to take place alongside accelerated decarbonisation of the national electricity grid. There are risks to meeting our aims if the national grid does not carbonise quickly enough.

### Where are we now?

Currently, of the total electricity used within Greater Manchester, only 2.5% comes from renewable sources located within the city region’s boundary. When translated to a per household measure, this equates to nearly half of the national average. Uptake rates remain low and current generation is also only around a quarter of the estimated technical potential of the city region, to which solar photovoltaics (PV) in particular has the greatest potential to contribute (over 80%). Nationally, under the National Grid’s latest future energy scenarios<sup>13</sup>, two of its four scenarios achieve a 62% reduction in grid emissions by 2026, with a maximum of 92% reduction achieved by 2050 (against a 2017 baseline).

### What we need to do over the next 5 years?

#### Residents – what we can do now:

Generate your own energy by installing renewable generation technologies (e.g. solar PV) at your home. (Visit: [https://www.simpleenergyadvice.org.uk/measures/meta\\_solar\\_photovoltaic\\_panels](https://www.simpleenergyadvice.org.uk/measures/meta_solar_photovoltaic_panels)).

Switch to a renewable energy supplier – you can do this through the Big Clean Switch and save up to £304 per year (Visit: <https://bigcleanswitch.org/gm/>)

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<sup>12</sup> To be confirmed

<sup>13</sup> <http://fes.nationalgrid.com/media/1357/fes-2018-in-5-minutes-web-version.pdf>

Organisations and Businesses – what we can do now:

Install renewable electricity generation (e.g. solar PV) at your premises and consider partnering with community energy groups (e.g. [Power Paired](#)) to do so

Switch to a renewable energy supplier – you can do this through the [Big Clean Switch](#)

Access energy related business support through The Growth Company. Visit: <https://www.businessgrowthhub.com/services/support/operational-efficiency>

Voluntary, Charity and Social Enterprise Sector:

We need to continue to realise and support the contribution and power of community energy groups to contribute to local electricity generation, including [Generation Oldham](#) and [Greater Manchester Community Renewables](#). Community-led action can often tackle challenging issues around energy, with community groups well placed to understand their local areas and to bring people together with common purpose. Community groups have come together to start to develop a Community Energy Action Plan they will implement to support this.

Local Authorities:

When procuring contracts for electricity supply in the future, GMCA and LAs will procure renewable energy tariffs (from Greater Manchester sources if possible).

By June 2019, GMCA and LAs will have completed a full assessment of the potential of our assets for renewable energy. By the end of 2021, GMCA and LAs will have developed these assets (where financially viable) either themselves or in partnership with local communities.

Local policy:

GMCA and LA will develop proposals for an investment vehicle, potentially via an Energy Innovation Company, to deliver renewable energy generation on their estate.

As part of proposals in the *Greater Manchester Spatial Framework*, GMCA and LA are consulting on a minimum 20% reduction in CO<sub>2</sub> emissions in new buildings/dwellings through the use of on-site or nearby renewables and/or low carbon technologies.

With partners, GMCA and LA will examine the potential to establish a collective solar PV/battery purchase to drive up residential uptake of these technologies.

## Priority 2: Decarbonising how we heat our buildings, adding at least a further 10TWh<sup>14</sup> of low carbon heating by 2024

Scale of the challenge – “SCATTER GM” pathway 2040:

- Phasing out gas boilers so that they account for less than 35% of home heating, with 60% of all heating (domestic and commercial) supplied by low carbon heating.

### Where do we need to get to?

We need an urgent and significant increase in the use of low carbon heating, through a mixture of heat networks in heavily urbanised areas and the use of other low carbon heating (e.g. heat pumps) elsewhere. At the same time, we need to remain open to changes at the national scale of how heat might be provided in the future, including the future of the mains gas grid and the potential role of hydrogen. The reductions in CO<sub>2</sub> emissions modelled in SCATTER and ESME are based on between 51,000 and 69,000 homes per year being connected to low carbon heating between now and 2040, equating to installs in around 4.5-6% of Greater Manchester’s current number of homes each year.

### Where are we now?

Gas is widely used for heating across Greater Manchester, with 95% of postcodes connected to the gas grid. Currently we have a limited number of microscale heat networks and around 1,000 installed heat pumps across the region. At present, the annual national take-up of heat pumps is low – around 30,000 per year – compared to around 1.5m annual gas boilers installations. Gas network operators are investigating whether hydrogen can be introduced to the gas grid to reduce its carbon intensity. However, there are technical and cost implications of this which need to be overcome for it to be a viable proposition.

### What do we need to do over the next 5 years?

#### Residents – what we can do now:

Think now about what you will do when you next need to replace your gas boiler or heating system and look at low carbon alternatives, such as a heat pump or solar thermal. Visit: <https://www.simpleenergyadvice.org.uk/pages/low-carbon-heating-options>.

#### Organisations and Businesses – what we can do now:

Develop a plan now for what you will do when you next replace your heating system, including the option of low carbon heating.

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<sup>14</sup> To be confirmed

#### Greater Manchester Housing Providers (GMHPs):

In support of this plan, GMHPs have committed to planning for a post-gas economy in terms of new and replacement heating systems.

#### Local Authorities:

When replacing heating systems in our buildings, GMCA and LAs will install low carbon alternatives where viable, rather than replacing with carbon intensive technologies.

#### Local policy:

GMCA and LAs will seek funding to roll out Local Area Energy Planning across the city region to identify which heating solutions are best suited to which areas. This will build on the work in the *Greater Manchester Spatial Framework* to identify Heat and Energy Network Opportunity Areas.

As part of proposals in the *Greater Manchester Spatial Framework*, GMCA and LAs are consulting on proposals to identify “Heat and Energy Network Opportunity Areas” and require an assessment of the viability of connecting new developments to a heat network within them

GMCA and Manchester Metropolitan University will convene key partners (industry, academia and utility providers) with a view to developing a hydrogen strategy for Greater Manchester so that we can understand and maximise the opportunities over the next 5 years and beyond.

### **Priority 3: Increasing the diversity and flexibility of our electricity supply, adding at least a further 45MW<sup>15</sup> of diverse and flexible load by 2024**

#### Where do we need to get to?

Our local energy system will need to adapt in order to accommodate these shifts and the shift to Electric Vehicles (see section 3.3.2), which will mean that an increasing proportion of our energy needs will be met by electricity. They will also bring with them a more complex pattern of supply (including from local generation) and demand (from electric vehicle charging and electrified heating systems) than at present. We need to increase the use of smart technologies and local storage to spread the increase in peak loads these changes may bring across the day and also to accommodate anticipated increases in our population (forecast to increase by a quarter of a million by 2037), number of homes (forecast to increase by 201,000 by 2037) and office, industrial and warehousing floorspace (forecast to increase by 6.7m<sup>2</sup> by 2037)<sup>16</sup>.

#### Where are we now?

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<sup>15</sup> To be confirmed

<sup>16</sup> <https://www.greatermanchester-ca.gov.uk/gmsf>

The current infrastructure provided, both in Greater Manchester and across the country, is predominantly configured to supply electricity from power stations into homes and other buildings. At present, Greater Manchester has around 750kW of storage, 500kW of which is used for research purposes.

#### What do we need to do over the next 5 years?

##### Electricity North West (ENWL)

Providing a local electricity network that supports this shift is the responsibility of ENWL, working in partnership with local stakeholders. ENWL is the distribution network operator (DNO) in Greater Manchester, operating and maintaining the regional grid that takes power from the national grid and local generators to homes and industrial/commercial buildings and users. Over the coming years, ENWL will change to a Distribution 'System' Operator (DSO) model. The understanding of the roles and responsibilities of the DSO is still evolving, so ENWL will continue to work with local stakeholders and national bodies to develop the technical and regulatory framework to transition to this new model. The product of this transition will be a "Smart Grid", which will help optimise both the generation and usage of electricity in the region and facilitate the local trading of electricity.

#### **What do we need from national government policy across these 3 priorities?**

- To work with us to establish an Energy Transition Region (or Energy Innovation Zone) in Greater Manchester to test innovative approaches, policy and finance mechanisms to accelerate local renewable energy generation, storage and efficiency at scale.
- Accelerated and deeper decarbonisation of the national electricity grid beyond that in the scenarios set out by the National Grid.
- A more stable and longer term policy landscape for local renewable electricity generation and low carbon heat to build confidence, demand and supply in a sustainable way.
- A decision, during the lifetime of this plan, on the long-term decarbonisation of heat, including the future of the gas grid.



### 3.3.2 Our transport and travel

#### Summary

We need to improve our air quality and reduce CO<sub>2</sub> emissions that are produced by the way we, and the goods we use, travel within the city region. To do this, we need to reduce the amount we travel in our cars by using sustainable modes and shift away from fossil fuel powered transport to zero emissions (tailpipe) alternatives.

In January 2019, TfGM gave members of the public the opportunity to have a say on its *Transport Strategy 2040: Draft Delivery Plan (2020-2025)*<sup>17</sup>. The 5 Year Environment Plan has been developed in conjunction with that Delivery Plan. Reporting on the progress of this 5 Year Environment Plan will also be aligned with the final Delivery Plan and subsequent Delivery Plan Progress Reports, as well as with the Clean Air Plan for Greater Manchester.

A large number of the actions set out in the *Delivery Plan (2020-2025)* will directly contribute to or enable the delivery of improvements in air quality and reductions in CO<sub>2</sub> emissions. The graph below sets out our Vision for 2040.

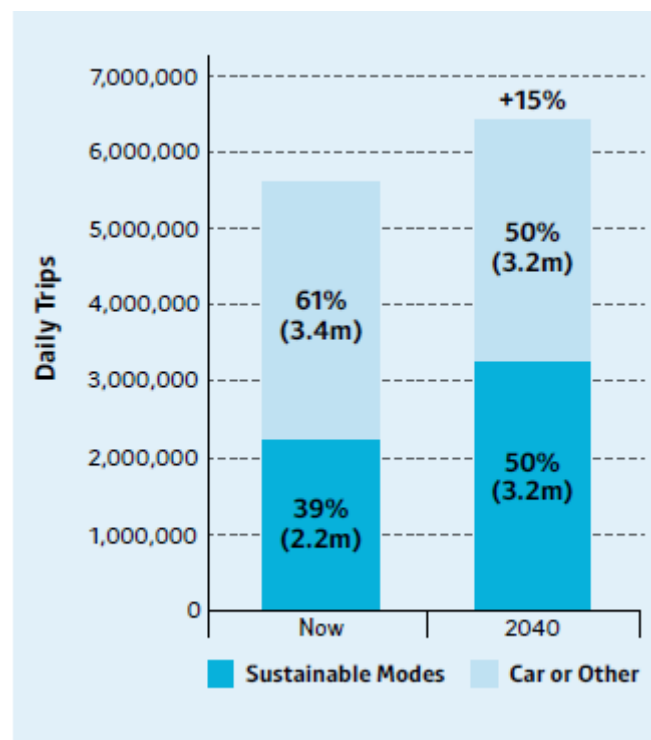


Figure 6 – Our Vision for 2040: 50% of journeys in Greater Manchester to be made on foot, by bike or using public transport. Source: TfGM Transport Delivery Plan

<sup>17</sup> <https://tfgm.com/2040/delivery-plan-2020-2025>

## Summary of our priorities – travel and transport

The 4 priority areas set out below summarise a smaller set of key actions that will contribute most significantly to our aims.

### **Priority 1**

Increasing use of public transport and active travel modes

### **Priority 2**

Phasing out of fossil-fuelled private vehicles and replacing them with zero emission (tailpipe) alternatives

### **Priority 3**

Establishing a zero emissions bus fleet

### **Priority 4**

Decarbonising road transport and shifting freight to rail and water transport

## Summary of our actions – travel and transport

### Residents

- Walk and cycle for short journeys
- Use public transport for longer journeys
- Cut costs, congestion, parking problems and pollution by sharing a car with a colleague or friend
- Buy an electric car – if you do, make sure you are on the right tariff

### Local Authorities

- Procure zero emission (tailpipe) cars/vans where suitable and cost effective when we come to replace existing fleet and keep under review the options for other types of vehicles

### Businesses and other organisations

- Support your employees in doing the right thing, encouraging flexible working and use of public transport, cycling/ walking and car-sharing
- Switch your fleet to Electric Vehicles and consider charging infrastructure

### Local policy

Implement the 2040 Transport Strategy Delivery Plan, including in the next 5 years:

- Implementing the Mayor's Challenge Fund for walking and cycling
- Implementing a "Streets for All" approach to street design and management.
- Expanding and promoting the city region's Electric Vehicle charging network and aim to complete the businesses case for further expansion
- Implementing a programme to retrofit existing buses to reduce emissions (subject to funding).
- Assessing and developing a roadmap to deliver a zero emission bus fleet
- Assessing and developing a roadmap to reduce freight emissions and support modal shift.

### What we need from government policy

- Long-term sustainable funding, including a fully devolved, long-term infrastructure budget capable of delivering the full Transport Strategy Delivery Plan through to 2040.
- Greater powers over rail franchising stations, support decisions around reform of the bus market, facilitate the trialling of tram-trains and enable regulatory reforms to complement the shift to cycling and walking.
- Test Mobility as a Service approaches to enable the transition to a sustainable transport system.
- Radically improve connectivity with other UK cities through Northern Powerhouse Rail and High Speed 2.
- Invest in rail electrification or in piloting low carbon alternatives (such as hydrogen).

## Priority 1 – Increasing use of public transport and active travel modes

Scale of the challenge – “SCATTER GM” pathway:

- Increasing the proportion of trips by sustainable modes.
- Reducing the overall amount we travel.

### Where do we need to get to?

Greater Manchester’s overall ‘vision for 2040’ is to improve our transport system to support a reduction in car use to no more than 50% of daily trips made by Greater Manchester residents with the remaining 50% made by public transport, walking and cycling. This will mean a million more trips each day using sustainable transport modes in Greater Manchester by 2040. This is equivalent to 35% of passenger miles being made by sustainable modes and broadly aligns with the mode split outputs from SCATTER. Analysis by SCATTER suggests that we also need to focus attention on reducing the overall amount we travel in order to meet carbon targets.

### Where are we now?

At present, 39% of daily trips in Greater Manchester (made by the city-region’s residents) are made by sustainable modes (including walking, cycling and bus, train and Metrolink) with the remaining 61% of trips made by car (or in other private vehicles). By 2040, GM’s vision is to improve our transport system so that we can reduce car use to no more than 50% of daily trips made by GM residents, with the remaining 50% made by public transport, walking and cycling.

### What do we need to do over the next 5 years?

#### Residents – what we can do now:

Walk and cycle more for short journeys – half of trips within Greater Manchester are of 2km or less and 40% of these are made by car. Visit: <https://my.tfgm.com/#/getactive/>.

Use public transport for longer journeys. Visit: <https://my.tfgm.com/#/planner/>.

Where you need to use your car, consider car sharing options. Visit: <https://www.carsharegm.com/register.aspx>

#### Businesses and organisations – what we can do now:

Support your employees in doing the right thing – provide suitable work from home arrangements which mean that fewer journeys are necessary; offer flexible working hours which mean that people can travel at less congested times and which enable easier public transport journeys; promote public transport options; provide good facilities to encourage people to cycle and walk to work; and coordinate car sharing schemes for staff.

#### Local policy:

GMCA, LA and TfGM will implement the 2040 Transport Strategy Delivery Plan.

In the next five years this will include delivering the Mayor's Challenge Fund for walking and cycling, transforming cycling and walking infrastructure to encourage people to make walking and cycling their natural choice for short journeys. £160m will be invested between 2018/19 and 2021/22 over two tranches.

The Delivery Plan also includes implementing a "Streets for All" approach to street design and management, creating streets where the movement needs of all modes of transport are balanced with the need for safer walking and cycling facilities, better public transport and a more attractive and less polluted environment.

### **Priority 2 – Phasing out of fossil-fuelled private vehicles and replacing them with zero emission (tailpipe) alternatives, with charging infrastructure supporting 200,000 vehicles by 2024**

Scale of the challenge – "SCATTER GM" pathway:

- 100% of all cars are zero emissions (tailpipe) by 2035

#### Where do we need to get to?

We need a significant and urgent shift from fossil-fuelled private vehicles to zero emissions (tailpipe) alternatives, supported by an expansion in the electric vehicle (EV) charging network. This will require a significant increase in the charging infrastructure to support the increased use EVs in and around the city region.

#### Where are we now?

There are currently 3,400 licensed plug-in vehicles in Greater Manchester, making up about 0.25% of the total number of licensed vehicles in the city region. The total number of these vehicles in Greater Manchester has increased by a steady rate of around 500 per year each year since 2014, or 3.3% of new cars registered in Greater Manchester annually. A significant increase is expected in the number of cars registered in the coming years driven by the market, as the up-front cost of these vehicles, relative to their petrol and diesel equivalents, continues to reduce.

Greater Manchester has a relatively small but increasing EV charging infrastructure, consisting of 320 7kW individual points and 4 rapid chargers.

#### What do we need to do over the next 5 years?

#### Residents – what we can do now:

If you buy a new car or replace your current car, buy an Electric Vehicle. Visit:

<http://www.energysavingtrust.org.uk/transport/electric-vehicles>.

If you already have or buy an Electric Vehicle and charge it at home, make sure you are on the right tariff: <http://www.energysavingtrust.org.uk/transport/electricity-tariffs-electric-vehicles>.

Businesses and organisations – what we can do now:

When you replace cars or vans in your fleet, switch to Electric Vehicles.

Plan for what charging infrastructure you might need for Electric Vehicles – in your own fleet and those of your staff.

GM Housing Providers:

In support of this plan, GMHPs have committed to developing a shared procurement framework for Electric Vehicles.

Local Authorities:

GMCA, LAs and TfGM will procure zero emission (tailpipe) cars/vans where suitable and cost effective when they come to replace existing fleet and will keep under review the options for other types of vehicles.

Local policy:

GMCA, LA and TfGM will expand and promote the city region's EV charging network and aim to complete the businesses case for further expansion over the next 5 years. 48 new rapid charge points will be installed in addition to the city region's existing public charging points.

**Priority 3 – Establishing a zero emissions bus fleet**

Scale of the challenge – “SCATTER GM” pathway:

- 100% of all buses are zero emissions (tailpipe) by 2035

Where do we need to get to?

We need to reduce the emissions produced by our bus fleet, moving from fossil fuelled vehicles to zero emissions (tailpipe) alternatives.

Where are we now?

TfGM is working with private operators to seek to develop a roadmap to achieving an emissions-free bus fleet. There have been 3 fully electric buses operating on TfGM's free bus service in Manchester city centre that have provided valuable insight into operational challenges and opportunities. A recent funding award could see up to 70 fully electric buses (3.5% of the Greater Manchester fleet) deployed in Greater Manchester by 2023. TfGM is currently supporting operators with government funding to retrofit 170 buses to the cleanest current air quality standard (EURO 6)

### What do we need to do over the next 5 years?

#### Local policy:

As part of the development of its plan to tackle NO<sub>2</sub> exceedances, GMCA, LAs and TfGM are asking the government for a financial package of support to retrofit/renew existing buses by 2021, upgrading them to cleaner EURO 6 engines, reducing emissions.

TfGM will assess and develop a roadmap to deliver a zero emission bus fleet, concluding this by 2025.

### **Priority 4 – Decarbonising freight transport and shifting freight to rail and water transport**

#### Scale of the challenge – “SCATTER GM” pathway:

- Decarbonising freight transport, delivering a shift away from road freight and enabling more efficient freight practices

### Where are we now?

The movement of freight is a national and international issue, and the growth of the sector will have implications across the city region’s boundaries.

The majority of goods are moved by road (87% of goods lifted) in diesel powered HGVs and LGVs (Vans). The complex and diverse nature of this industry makes decarbonisation a challenge but emerging technologies and solutions such as natural gas, electric and hydrogen vehicles, light weighting and autonomy provide opportunities to reduce emissions. A significant barrier to uptake is access to infrastructure. Key organisations led by TfGM will develop a roadmap to facilitate a joined up approach with other UK regions.

Rail freight currently moves around 7% of all goods lifted across the north. Rail, despite being diesel powered is significantly more energy efficient than other modes (with the exception of shipping). It produces 76% less CO<sub>2</sub> emissions than the equivalent HGV journey<sup>18</sup>. There is scope to work with other bodies, such as Transport for the North, to adopt a pan-Northern approach to freight and to explore opportunities to move more freight by rail.

### What do we need to do over the next 5 years?

#### GMCA, LAs and TfGM – policy

GMCA, LAs and TfGM will assess and develop a roadmap to reduce freight emissions and support modal shift, increased efficiency and alternative fuels for HGVs

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<sup>18</sup> [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/552492/rail-freight-strategy.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/552492/rail-freight-strategy.pdf)

### What do we need from government policy across these 4 priorities?

- Further powers and long-term sustainable funding, through devolution, to deal effectively with the pressing challenges we face – including air quality, congestion and improving public transport. This includes a fully devolved, long-term infrastructure budget for Greater Manchester, as recommended in the National Infrastructure Commission's recent National Infrastructure Assessment.
- Greater powers over rail franchising stations
- Support for decisions around reform of the bus market
- Facilitate the trialling of tram-trains to enable substantial expansion of the rapid transit network.
- Enable regulatory reforms to complement the shift to cycling and walking.
- Test Mobility as a Service approaches to enable the transition to a future-proofed fully integrated, shared, inclusive and sustainable transport system across the city-region, thereby supporting the Future of Mobility and Clean Growth Grand Challenges.
- Radically improve connectivity with other UK cities through Northern Powerhouse Rail and High Speed 2.
- Investment in rail electrification or in piloting low carbon alternatives (such as hydrogen) so that low carbon rail can make the contribution needed for us to meet our ambitions.



### 3.3.3 Our homes, workplaces and public buildings

#### Summary

We need to reduce CO<sub>2</sub> emissions produced by the excessive use of energy, particularly in heating our homes and commercial and public buildings. Achieving this will require owners of existing homes and buildings to make improvements to current levels of insulation to reduce heat loss through the building fabric well beyond the basic measures they might already have in place (e.g. loft insulation, draught proofing).

The Greater Manchester Infrastructure Framework agrees that a step change in the energy efficiency performance of existing domestic and non-domestic property will have to be achieved. In the *Greater Manchester Spatial Framework*, the GMCA and LAs are consulting on higher standards for new builds, requiring all new development to be net zero carbon by 2028. Retrofitting of existing buildings will however be crucial to reducing energy demand and to our wider ambitions of having affordable homes for our residents, as set out in the *Greater Manchester Vision for Housing*. Affordability includes the cost of keeping homes warm – quality, modern, properly insulated and energy efficient homes are cheaper to run and healthier to live in, as well as helping reduce CO<sub>2</sub> emissions. This is a vital part of our efforts to reduce fuel poverty in our city region (see the map below). Given that overall electricity demand may still increase due to the use of electric heating and vehicles, it is crucial to take opportunities to reduce energy demand where possible in order to mitigate the risk of the national grid not decarbonising quickly enough for us to meet our aims for CO<sub>2</sub> emissions reductions and these crucial wider benefits.

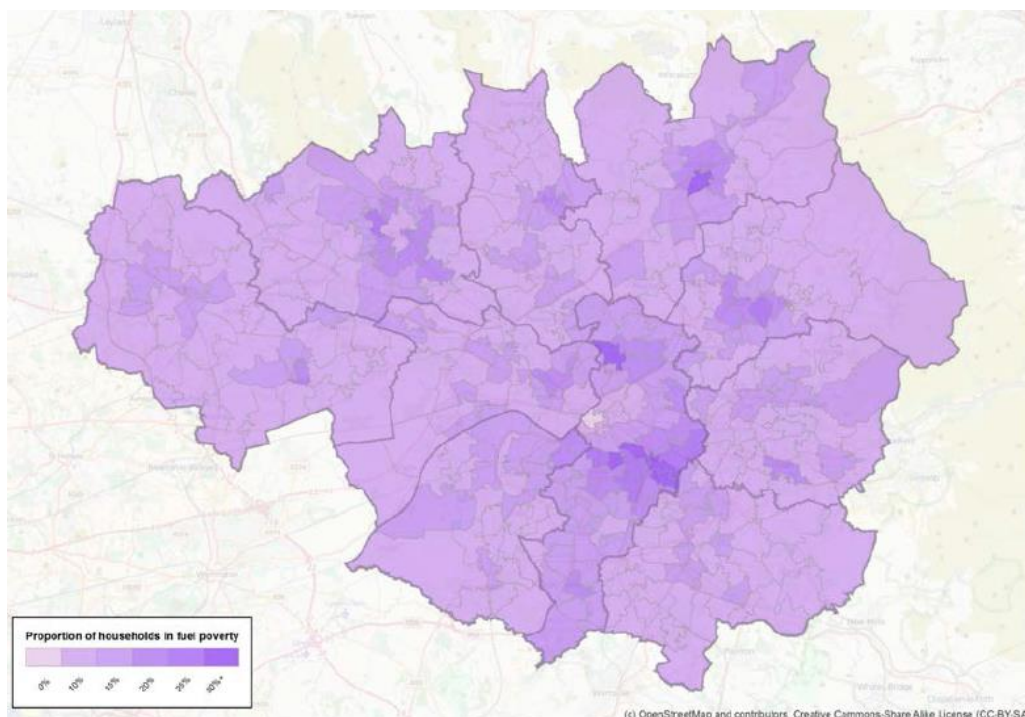


Figure 7 – Proportion of households in fuel poverty.

Source: *Greater Manchester Spatial Energy Plan*

## Summary of our priorities – homes, workplaces and public buildings

**Priority 1:**

Reducing the heat demand from existing homes, focussing on initiating a fundamental shift to whole house retrofit

**Priority 2:**

Reducing the heat demand from existing commercial and public buildings

**Priority 3:**

Reducing the heat demand in new buildings

## Summary of our actions – homes, workplaces and public buildings

### Residents

- Get the basics right – including LED lighting and draught-proofing
- Upgrade your home insulation – loft, cavity wall and draught
- Think about whole-house retrofit, particularly if carrying out renovations

### Businesses and other organisations

- Measure, report on and improve the operational energy efficiency of premises, coming together within sectors to do so.
- Consider greener, more energy efficient premises when current or future contracts require renewal.
- Enter into a green leases.

### Local policy

- Develop a GM retrofit partnership/ accelerator to tackle sector development/skills and access to finance/capacity
- Launch a major new drive to raise standards in the private rented sector, including the development of a GM Good Landlord standard.
- Investigate encouraging greater energy efficiency through council tax and business rates and other financial vehicles.
- Implement a business support programme for energy efficiency
- Require zero carbon development by 2028

### Local Authorities

- Standardise measurement and reporting of the operational efficiency of their buildings.
- GMCA and LAs will aim to obtain a DEC of rating D or better by 2024 and C or better by 2030 for their public buildings where economically viable.

### Other key partners

- Social Housing Providers – commitments to the efficiency of existing homes and to building new homes to net zero carbon in advance of 2028
- Voluntary, Charity and Social Enterprise Sector – continue to work with partners as we develop a GM retrofit partnership focussed on helping people and communities

### What we need from government policy

- Working with us to develop new technology and financial models to make domestic and commercial retrofit at scale a possibility.
- Meeting commitments on smart meter roll-out.
- Changing the Energy Company Obligation (ECO) funding to ensure it is more effective at meeting GM's needs.

## Priority 1: Reducing the heat demand from existing homes, focussing on initiating a fundamental shift in whole house retrofit by retrofitting homes by 2024

Scale of the challenge – “SCATTER GM” pathway 2040:  
- Retrofit measures installed at 50,000 homes per year.

### Where do we need to get to?

Retrofit of existing residential properties is the most significant issue in achieving our aims for carbon neutrality. The reductions modelled in SCATTER and ESME are based on moderately retrofitting 23,500 (EMSE) homes to more extensive retrofit of 61,000 (SCATTER) homes per year between now and 2040.

There are wider benefits of reducing demand, including reducing energy bill costs, increasing our security to fluctuations in energy prices, contributing to lifting people out of fuel poverty and further improving health by improving the quality of people’s homes. Given that, our ambition is to see basic measures installed at all homes and, at the same time, to maximise the extent of whole house retrofit, whilst recognising this will require us to develop approaches to tackle the greater up-front capital cost, sector and skills challenges this approach entails.

### Where are we now?

It is estimated that around over half a million properties in Greater Manchester may still have not had basic insulation measures (such as loft or cavity wall insulation) installed<sup>19</sup>. The market for these measures is well-established, with the main issue being the take-up of these measures by able-to-pay home owners.

Whole-house retrofit has been carried out successfully on a small of properties in Greater Manchester to date. However, the scale of this activity here and elsewhere has been limited due to the invasiveness of the measures needed, the difficulties of engaging with homeowners and making deep retrofit financially attractive to them given the high initial capital costs. As well as overcoming these barriers, the capacity and capability of the supply chain is not yet sufficiently developed in order to deliver the scale of change that we need.

### What do we need to do over the next 5 years?

#### Residents – what we can do now:

Get the basics right – fit LED and low energy lighting, turn off appliances when not in use and draught proof your windows and doors (Visit: <http://www.energysavingtrust.org.uk/home-energy-efficiency/energy-saving-quick-wins>). You might be eligible for a visit by a trained Home Energy Adviser to help do this. (Visit: <https://applyforleap.org.uk/apply/>)

Upgrade your home insulation – check your loft insulation, replace any single glazed windows with double or triple glazing and fill cavity walls (if your property has them)

<sup>19</sup> [http://media.onthepatform.org.uk/sites/default/files/retrofit\\_spreads.pdf](http://media.onthepatform.org.uk/sites/default/files/retrofit_spreads.pdf)

If you're a home owner, think about whole home retrofit and the more advanced energy efficiency measures you can install, such as solid wall and floor insulation, particularly if you carry out building works. (Visit: <http://www.energysavingtrust.org.uk/home-insulation>)

#### GM Housing Providers:

In support of this plan, GMHPs have committed to achieving minimum C SAP (Standard Assessment Procedure) Rating by 2025 for all existing homes.

#### GM Voluntary, Charity and Social Enterprise Sector

The VCSE sector in Greater Manchester will be crucial to successfully scaling up domestic retrofit. Co-operatives, such as the Carbon Co-op, play a key role in this area, helping people and communities to make the radical reductions that we need to achieve in home carbon emissions.

#### Local policy:

GMCA and LAs will convene partners, including those delivering retrofit in Greater Manchester already and others in the construction and finance sectors, to develop a Greater Manchester retrofit partnership/accelerator. This would bring together the range of existing activity to focus collectively on tackling issues of demand, supply, skills and access to finance to develop delivery and business models for whole-house retrofit.

As part of its development of a Housing Strategy, GMCA and LAs will launch a major new drive to raise standards in the private rented sector, including the development of a Greater Manchester Good Landlord standard.

GMCA and LAs will investigate encouraging greater energy efficiency through (nudge) council tax and other financial vehicles.

### **Priority 2: Reducing the heat demand from existing commercial and public buildings**

Scale of the challenge – “SCATTER GM” pathway 2040:

- 22% reduction in heating and cooling demand, with a 10% reduction by 2025.

#### Where do we need to get to?

We need our businesses and public sector organisations to significantly and urgently reduce their energy demand for heating and cooling. This needs to be underpinned by a better understanding and standardisation of information regarding the in-use or operational efficiency of our commercial and public buildings.

#### Where are we now?

There is a lack of information available regarding energy efficiency in Greater Manchester's commercial sector. There is evidence showing that that the retail, industrial, commercial

office and hotel sectors contribute collectively to over 70% of Greater Manchester's heat demand (excluding transport). However, there are limited ways of measuring changes in heat demand and efficiency in the commercial sector. Although commercial buildings require an Energy Performance Certificate (EPC) when it is sold or leased, these are not representative of how a building will perform in operation. There are no requirements for the measurement or reporting of the operational efficiency of commercial buildings either nationally or in Greater Manchester at present.

More information on operational efficiency of public buildings is available through Display Energy Certificate (DEC) ratings, which are required for buildings frequently visited by the public and over a certain size. However, these ratings are reflective of the wider efficiency of a building, rather than just its heat demand.

#### What do we need to do over the next 5 years?

##### GM Organisations and Businesses – what we can do now:

- Measure, report on and improve the operational energy efficiency of your premises. Advice is available from the Business Growth Hub – visit: <https://www.businessgrowthhub.com/services/resource-efficiency>. An existing way to start this is to obtain a Display Energy Certificate (DEC).
- Businesses in key sectors (retail, industrial, commercial office and hotel) should collaborate and come together to report on operational efficiency within their sectors.
- If you lease your premises, consider greener, more energy efficient premises when current or future contracts require renewal.
- If you lease your premises, consider entering into a green leases, where additional clauses relating to the environmental performance of the building are included.

##### Local Authorities:

- GMCA and LAs will standardise their measurement and reporting of the operational efficiency of their buildings, making use of a standardised schema produced by the Energy Systems Catapult.
- GMCA and LAs will aim to obtain a DEC of rating D or better by 2024 and C or better by 2030 for their public buildings where economically viable.

##### Local policy:

GMCA and LAs will investigate encouraging greater energy efficiency through (nudge) business rates and other financial vehicles.

### **Priority 3: Reducing the heat demand in new buildings**

#### Where do we need to get to?

As well as retrofitting existing buildings, we need to significantly reduce the heat demand of new buildings. This is especially important given that, by 2037, 210,000 new homes are expected to be built in Greater Manchester.

### Where are we now?

The standards for the energy performance of new buildings constructed in Greater Manchester are set out in Part L of the Building Regulations<sup>20</sup>. The *Greater Manchester Spatial Framework* sets out additional requirements for new developments in Greater Manchester, specifically a requirement for all new buildings to be net zero carbon by 2028.

### What do we need to do over the next 5 years?

#### GM Housing Providers:

In support of this plan, GMHPs have committed to building all new homes to zero carbon in advance of 2028 target as set out in Greater Manchester Spatial Framework.

#### Local policy:

The *Greater Manchester Spatial Framework* sets out the proposal to require all new development to be net zero carbon by 2028. The GMCA and LAs will work with the Green Building Council and other building environment professionals in Greater Manchester to test this date, including whether it can be brought forward, and the intervening steps required such as the balance between building efficiency, onsite energy generation and off-setting measures for remaining carbon emissions.

### **What we need from national government across these 3 priorities**

- Develop, with Greater Manchester, innovative finance and delivery mechanisms to retrofit homes and commercial buildings.
- Work with Greater Manchester between now and 2022 to explore options for future delivery of Energy Company Obligation (ECO) funding in Greater Manchester to ensure it most effectively meets our needs in relation to tackling fuel poverty and achieving the scale of CO<sub>2</sub> reductions needed.
- Ensure smart meter roll-out happens in line with commitments made.

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<sup>20</sup> <https://www.gov.uk/government/publications/conservation-of-fuel-and-power-approved-document-l>

### 3.3.4 Our production and consumption of resources

#### Summary of the challenges and opportunities

As part of building a thriving and sustainable city region, we need to promote economic and resource productivity, eliminate waste and increase business opportunities through innovation, which in turn will stimulate skills development and jobs. The damage done to our environment caused by waste products can be avoided if more sustainable decisions are made at the production stage. To tackle this problem, we need to change the way that we, as consumers, treat end of life products. At the same time, we also need to work with industry to encourage more circular, sustainable and resource efficient business models; from using more sustainable materials to making sure manufacturing processes maximise resource and energy efficiency.

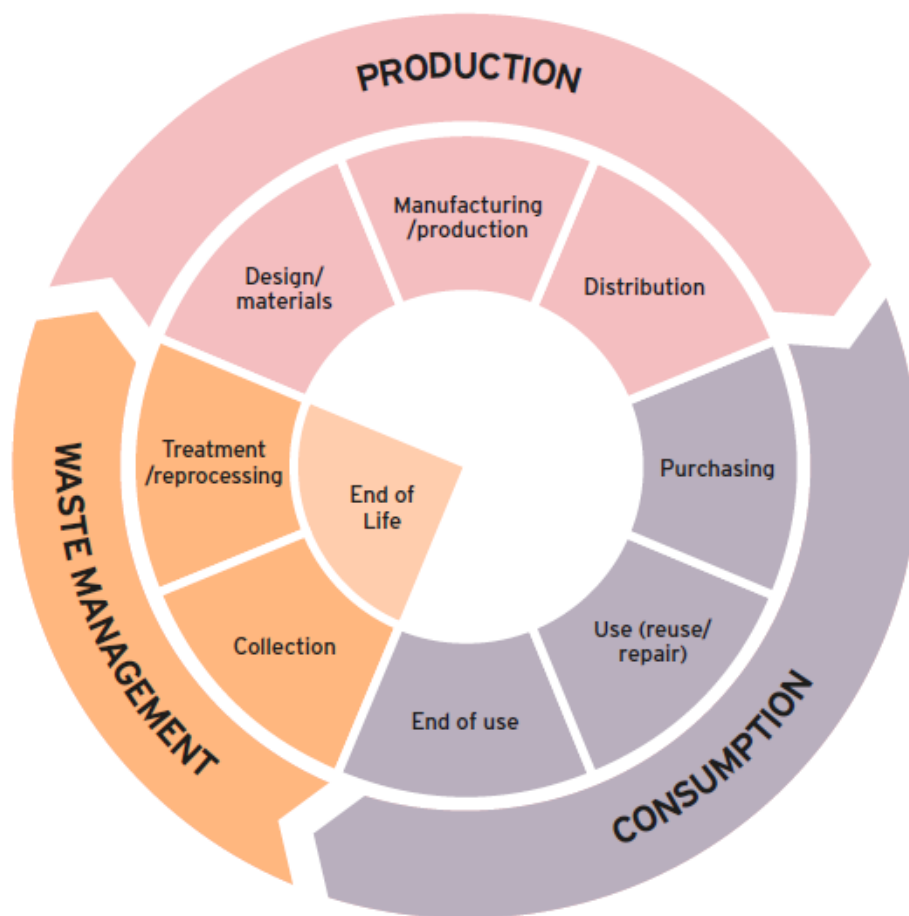


Figure 8 – Components of a circular economy

Source – Defra<sup>21</sup>

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[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/765914/resources-waste-strategy-dec-2018.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/765914/resources-waste-strategy-dec-2018.pdf)



## Summary of our priorities:

**Priority 1:**

Producing goods and services more sustainably, moving to a circular economy

**Priority 2:**

Becoming more responsible consumers

**Priority 3:**

Managing our waste as sustainably as possible

**Priority 4:**

Reducing unnecessary food waste

## Summary of actions – sustainable consumption and production:

### Residents

- Reduce the amount of waste you produce and use reusable products
- Cut down the amount of plastics you use.
- Buy sustainable products
- Look at alternatives to purchasing large items such as lease agreements or take-back schemes.
- Recycle as much as you can
- Reduce the amount of food you waste
- Support your local foodbank.

### Other key partners

- Voluntary, Charity and Social Enterprise Sector – continue to work with partners across these areas, particularly on the development of our food strategy.

### Businesses and other organisations

- Review your processes to look where you can make efficiencies in design and production.
- Make sure sustainability is part of your procurement policy
- Take action to reduce the amount of food your organisation wastes
- Support your local foodbank.

### Local Authorities

- Embed environmental sustainability criteria in social value procurement mechanisms
- Provide carbon literacy for all staff involved in procuring activities
- Aim to eradicate avoidable single use plastic on the public estate.

### Local policy

- Work with leading businesses to develop and launch a GM Business Pact.
- Explore ways to support innovation that will help us transition to a circular economy.
- Continue to develop the Plastic Free GM campaign, including launching a roadmap and Plastic Pact for the public sector
- Develop and consult on a Zero Waste Strategy to set out our approach to becoming a zero waste city region.
- Produce a roadmap and future food strategy, which will set out a pathway and priorities for our food system.

### What we need from government policy

- Further powers and incentives to increase reuse and recycling for both residents and businesses.

## Priority 1 – Producing goods more sustainably

Scale of the challenge – “SCATTER GM” pathway 2040:  
- 50-77% reduction in industrial emissions (38% by 2025).

### Where do we need to get to?

There are 3 main areas in how goods are produced on which we need to focus:

- **Sustainable product design** – we need to take action to produce more sustainable products that move us away from a ‘throw away’ society, to one that keeps resources in use for as long as possible. To enable this we need to increase the reusability and recyclability of all components created.
- **Resource efficiency** – we need to maximise resource efficiency by moving away from linear business models to create a more circular approach, reducing waste of all forms at source.
- **Sustainable procurement** – we need to ensure that we are procuring the most environmentally sustainable products by embedding an environment criteria within procurement policy.

### Where are we now?

There are approximately 120,000 businesses in Greater Manchester, with the most intensive users located at industrial sites such as Trafford Park. Currently there is little data available to estimate how efficient businesses are in relation to the finite raw materials and energy they consume. A Greater Manchester Sustainable Business Partnership has recently been convened to start to look at collaboration opportunities within Greater Manchester to drive innovation in this and other areas. Benchmarking and measuring progress in this area is also complex, requiring more relevant metrics to do so.

### What do we need to do over the next 5 years?

#### GM Businesses and Organisations – what we can do now:

Review your processes to look where you can make efficiencies in design and production. Support is available to do this through the Growth Company:

<https://www.businessgrowthhub.com/services/support/sustainability> and WRAP:  
<http://www.wrap.org.uk/about-us/about>.

Make sure sustainability is part of your procurement policy, visit:

<https://www.gov.uk/guidance/sustainable-procurement-tools>

#### Local policy:

GMCA and LA will work with leading businesses to develop and launch a Greater Manchester Business Pact, aimed at increasing resource efficiency through collaborative working.

GMCA and LA will explore ways to support innovation that will help us transition to a circular economy.

#### Local Authorities:

GMCA and LAs will embed environmental sustainability criteria in social value procurement mechanisms and all staff involved in procuring activity will receive Carbon Literacy training.

## **Priority 2 – Becoming more responsible consumers**

### Where do we need to get to?

All of us need to be conscious of how the choices we make impact on the environment and how small changes can have a positive impact. This can range from the reusing or leasing products to buying more sustainable products, focussing on:

- **Better waste prevention** – work still needs to continue throughout Greater Manchester to continue to raise awareness and change behaviours to stop avoidable waste being produced. Reducing the amount of waste produced also has an impact on our CO<sub>2</sub> emissions – the reductions modelled in SCATTER are based on limiting to 20% any increase of waste currently produced in GM.
- **Eliminating avoidable single-use plastics** – a key priority in this area is to eradicate avoidable single-use plastics in Greater Manchester and move to more sustainable alternatives, promoting the waste hierarchy to reuse first. We all, as individuals and in organisations, need to move away from using avoidable single use plastics and move to more sustainable options to protect our natural environment.

### Where are we now?

Despite greater awareness of waste, particularly single-use plastics, we still do not do enough to reduce waste in the first place. Across Greater Manchester, we each produce around 400kg of waste per year, although this only includes waste created in our homes.

### What do we need to do over the next 5 years?

#### Residents – what we can do now

Reduce the amount of waste you produce and use reusable products wherever possible, rather than single-use products, visit: <https://recycleforgreatermanchester.com/how-do-i-waste-less/>

Cut down the amount of plastics you use. Tips are available online from numerous sources, including: <https://friendsoftheearth.uk/plastics/living-without-plastic>.

Buy sustainable products – such as Fairtrade products or those with higher recyclable content.

Look at alternatives to purchasing large items such as lease agreements or take-back schemes.

Local Authorities:

GMCA and LAs will aim to eradicate avoidable single use plastic on the public estate by 2024.

Local policy

GMCA and LAs will develop and launch a roadmap and Plastic Pact (subject to agreement) for the public sector to increase collaboration across organisations and increase understanding of sustainable alternatives.

**Priority 3 – Managing our waste as sustainably as possible**

Scale of the challenge – “SCATTER GM” pathway 2040:

- Achieve a recycling rate of 65% by 2035.
- Limit any increase in the quantity of waste produced to 20%.

Where do we need to get to?

For products that cannot be re-used, we need to maximise recycling and minimise the amount of waste that goes to landfill. This plan does not cover how we dispose of our household waste. This will form part of a subsequent *Zero Waste Strategy*, which we will develop in autumn 2019 (subject to the outcome of government consultations). It does however cover a broader landscape of commercial waste which is produced within Greater Manchester. Our key focus here is to increase the proportion of waste recycled. To do this, we need to maximise the quality and commercial value of recyclable materials, that cannot be reused, and collectively improve our recycling capabilities to ensure as little as possible goes to landfill. Waste also has an impact on our CO<sub>2</sub> emissions – the reductions modelled in SCATTER are based on limiting any increase in the quantity of waste produced to 20% and achieving a municipal recycling rate of 65% by 2035.

Where are we now?

With over 1.1m households in Greater Manchester, recycling as much as possible is crucial if we cannot reduce it in the first place or re-use products. For household waste collection and disposal, the GMCA is the Waste Disposal Authority (WDA) for 9 of the 10 districts, with Wigan Council having in place separate arrangements. 2017/18 household recycling rates are set out below.

<b>Household recycling rates</b>	GMWDA	Wigan
Recycling rate %	47.09%	48.5%
Diversion from landfill rate %	11.49%	4.6%
Total waste collected (tonnage)	1,128,823	147,558

Very little commercial waste is collected by any of the 10 District Councils, with this being collected by a range of private operators.

England's Resource and Waste Strategy was published on 18<sup>th</sup> December 2018 and sets out its key priorities. Several of these will be subject to a series of consultations from now until the end of 2020. One of these consultations will look at consistency of collection services, which could see government mandating what and how certain waste streams will be required to be collected separately, and will be a focus of the *Zero Waste Strategy*.

#### Residents – what we can do now

Recycle as much as you can – visit: <https://recycleforgreatermanchester.com/>.

#### Local policy:

GMCA and LAs will develop and consult on a Zero Waste Strategy to set out our approach to becoming a zero waste city region.

### **Priority 4 – Reducing unnecessary food waste**

#### Where we need to get to?

We need to reduce unnecessary food waste, stimulate local markets for food and maximise redistribution to ensure that those who are living in poverty are able to access such services.

#### Where are we now?

We waste significant amounts of food. Across the UK, this amounts to around 10 million tonnes a year, with a value of over £20 billion a year<sup>22</sup> – or £700 per household. As well as this financial cost, the carbon footprint of food and drink consumed equates to approximately 10% of each of our personal CO<sub>2</sub> emissions, although most of these will be generated outside of the city-region, where the majority of our food comes from. To address this we need to develop, agree and embed an action plan to address all aspects of the food system. Currently, scoping work is being undertaken to provide an overview of the data, strategies and activities being undertaken in this area to enable a roadmap to be devised with key partners, which will promote, target and measure actions based on the food and drink hierarchy.

#### What do we need to do over the next 5 years?

#### GM Residents – what we can do now:

Reduce the amount of food you waste – visit the Love Food Hate Waste website: <https://recycleforgreatermanchester.com/how-do-i-waste-less/love-food-hate-waste/>

Support your local foodbank. The Greater Manchester Poverty Action Group has created a map here: <http://greatertogethermanchester.org/find-support/food-banks/>

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<sup>22</sup> <http://www.wrap.org.uk/food-drink>

GM Businesses and Organisations – what we can do now:

Take action to reduce the amount of food your organisation wastes. Those in the retail, food manufacturing and supply chain, hospitality and food service and agricultural sectors have a crucial role to play, see: <http://www.wrap.org.uk/food-drink/business-food-waste/courtauld-2025>.

Support your local foodbank. The Greater Manchester Poverty Action Group has created a map here: <http://greatertogethermanchester.org/find-support/food-banks/>

Local policy:

GMCA and LAs will support the *Good Food GM Board* in producing a roadmap (by 2020) and future food strategy, which will set out a pathway and priorities for Greater Manchester's food system, including food waste.

**What we need from national government across these 4 priorities**

- Further powers and incentives in increase reuse and recycling for both residents and businesses.

### 3.3.5 Our natural environment

#### Summary

The UK Government’s 25 Year Environment Plan<sup>23</sup> sets out what the UK will do to improve the environment, within a generation. By 2040, the ambition is to achieve high quality, accessible, natural spaces with increased biodiversity close to where people live and work; with a focus around the equal distribution of environmental benefits and resources to all.

We need to realise this ambition within Greater Manchester, prioritising action over the next 5 years to protect, maintain and enhance our key natural assets (air, land, water and biodiversity) and the multiple benefits (ecosystem services) they provide. Ultimately, we want to achieve measurable improvements in our natural environment – environmental net gain. A key first step in this will be implementing biodiversity net gain – delivering improvements through habitat creation or enhancement after avoiding or mitigating harm as far as possible. To achieve these ambitions, we need to mobilise existing and new sources of funding into our natural environment, increasing the value we place in it, as well as communicating and engaging about it, so that we are all better connected with nature.

Greater Manchester is identified as the Urban Pioneer as part of the Government’s 25 Year Environment Plan. This means we are testing new tools and methods for investing in and managing the natural environment, so that we can have cleaner air and water, green roofs and walls, green paths and cycle networks and well managed public parks and other public green and blue spaces and infrastructure. Significant progress has been made in developing a natural capital approach and progressing our priorities.

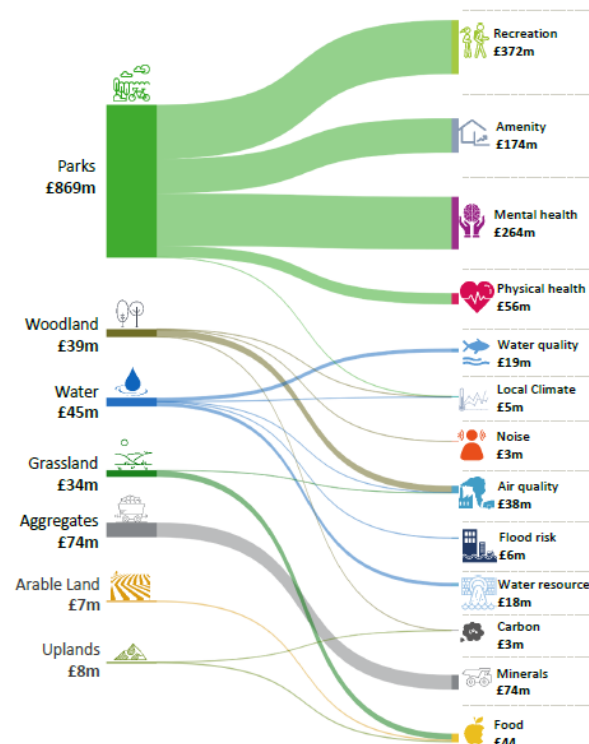


Figure 9 – The benefits from our natural environment

Source – Urban Pioneer<sup>24</sup>

<sup>23</sup> <https://www.gov.uk/government/publications/25-year-environment-plan>

<sup>24</sup> <https://naturegreatermanchester.co.uk/resource/gmnaturalcapitalaccounts/>



## Summary of our priorities – natural environment

**Priority 1:**  
Managing our land sustainably

**Priority 2:**  
Managing our water and its  
environment sustainably

**Priority 3:**  
Achieving a net gain in biodiversity  
for new development

**Priority 4:**  
Increasing investment into our  
natural environment

**Priority 5:**  
Increasing our engagement with our  
natural environment

## Summary of our actions – natural environment:

### Residents

- If you have a garden or an allotment, manage this for wildlife.
- Visit and spend time in local green and blue spaces.
- Volunteer for projects that protect or improve the environment in your local area.

### Businesses and other organisations

- Manage any gardens or land for wildlife
- Put in place green roofs and/or green walls
- Invest in Greater Manchester's natural environment
- Promote environmental volunteering amongst your employees

### Landowners and farmers

- Enter into agri-environment agreements to fund environmental improvements on your land
- Access additional funding to create or restore ponds through new District Licencing scheme for great crested newts

### Local Authorities

- Build natural capital into projects to maximise the value that the environment brings including on estates and land.

### Other key partners

- City of Trees – develop, embed and support delivery of a Greater Manchester Tree and Woodland Strategy, contribute to 3m tree planting target and increase volunteering and engagement.
- Environment Agency – explore the development of a Natural Capital Plan for Greater Manchester and work with United Utilities to deliver the benefits of its investment across the Irwell and Upper Mersey catchments.
- Lancashire Wildlife Trust – support delivery of the Greater Manchester Wetlands Nature Improvement Area and increase the number of people engaged with nature.
- Natural England – identify peatland restoration opportunities, new Great Crested Newt licencing scheme, lead developing biodiversity net gain guidance and explore application of green infrastructure standards and establishing of a nature recovery network.
- Royal Horticultural Society – inspire more of Greater Manchester's residents to get involved in gardening and improving their local environments, working in partnership with other community growing projects
- United Utilities – invest £300m at waste water treatment works to improve river quality (2015-2020) and implement further planned improvements in 2020-2025 business plan

### Local policy

- Continue the work of the urban pioneer, embedding a natural capital approach into strategy and plan development.
- Support peatland restoration as part of Resilience Strategy.
- Support the delivery of a biodiversity net gain approach in new development.
- Support the development of a Greater Manchester Environment Fund.
- Support the implementation of the Natural Capital Investment Plan (subject to approval) to increase private sources of funding.
- Launch a programme of innovative funding mechanisms to deliver increased investment in nature-based adaptation solutions (subject to approval).

## Priority 1 – Managing our land sustainably, including planting 1m trees by 2024

### What do we need to do?

Whilst the sustainable management of Greater Manchester’s extensive areas of open countryside is enormously important, we also need to make sure that there is an appropriate scale, type, quality and distribution of urban green space that can support a high quality of life and other important environmental and ecosystem services. These make a huge contribution to quality of life, promote good mental and physical health, create liveable places, improve our resilience to climate change and support economic growth. To ensure we continue to receive these benefits now and into the future, we must seek to protect, maintain and enhance our green features.

Our land also plays a critical role in adapting to and mitigating the impacts of climate change. Our trees and peatlands are important in taking up and storing CO<sub>2</sub> – the reductions modelled in the SCATTER GM pathway are based on us restoring 50-75% of our peatlands and planting 3m trees (and a further 1-2m by 2050).

### Where are we now?

Outside of urban areas, over 7,000 hectares (or 5.6% of the city region’s total land area) of land is managed under agri-environment agreements, which provide funding for farmers, woodland owners, foresters and land managers to make environmental improvements to land. Alongside this, a number of partnerships and programmes are delivering projects to protect, maintain and enhance our green features across Greater Manchester. For peatland restoration these include the Great Manchester Wetlands Nature Improvement Area, the Carbon Landscape Programme and Moors for the Future. Peatland restoration will also be a key theme within the Greater Manchester Resilience Strategy 2030 and further work is required to identify opportunities for further peatland restoration and their contribution to reducing CO<sub>2</sub> emissions. City of Trees has a target to plant at least 3 million trees in Greater Manchester over the next 25 years as Greater Manchester’s contribution to the Northern Forest. Whilst new planting will be essential, it will also be important to maintain and manage existing trees and woodland which is reflected as part of the emerging Greater Manchester Tree and Woodland Strategy.

Greater Manchester is also developing its own access to green space (ANGSt) and Green Infrastructure standards to ensure there is sufficient quantity and quality of green features to meet the needs of residents. A number of initiatives are being delivered at a local level within the urban areas, including community food growing projects led by the Royal Horticultural Society and other gardening/community growing organisations.

### What do we need to do over the next 5 years?

#### Residents – what we can do now:

If you have a garden or an allotment, manage this for wildlife. This includes avoiding the use of artificial grass and paving over your garden. Advice on how to make your garden wildlife friendly is available online, including from the Wildlife Trusts

(<https://www.wildlifetrusts.org/gardening>), RHS (<https://www.rhs.org.uk/get-involved/wild-about-gardens>) and RSPB (<https://www.rspb.org.uk/birds-and-wildlife/advice/gardening-for->

[wildlife/](#)) or if you are interested in tree planting from City of Trees (<http://www.cityoftrees.org.uk/about-city-trees>).

#### Businesses and organisations – what we can do now:

If your premises has a garden or land that you are responsible for managing, manage it for wildlife. Advice on how to make your garden wildlife friendly is available online, including from the Wildlife Trusts (<https://www.wildlifetrusts.org/gardening>), RHS (<https://www.rhs.org.uk/get-involved/wild-about-gardens>) and RSPB (<https://www.rspb.org.uk/birds-and-wildlife/advice/gardening-for-wildlife/>) or if you are interested in tree planting go to <http://www.cityoftrees.org.uk/about-city-trees>

If your premises has a roof or you lease your premises and can influence your landlord, explore putting in place green roofs and/or green walls, helping to cool urban areas and create homes for wildlife.

#### Landowners and farmers:

If you are a farmer, woodland owner, forester or land manager, funding is available to make environmental improvements on your land through the Countryside Stewardship Scheme (<https://www.gov.uk/government/collections/countryside-stewardship-get-paid-for-environmental-land-management/>). Support and advice from conservation charities, such as RSPB and the Wildlife Trusts.

Additional funding will be available to landowners to create or restore ponds through new District Licencing scheme for great crested newts.

#### City of Trees (CoT):

CoT will continue to develop the Greater Manchester Tree and Woodland Strategy and work with partners to embed it at a local level in policy and to then support its delivery. This includes woodland management and widespread tree planting to contribute to Greater Manchester's initial 3m target as part of the Northern Forest; as well as tree planting in towns and cities to increase the resilience of our urban centres. The growing Citizen Forester programme will greatly increase volunteering and engagement opportunities in the natural environment for individuals, communities and businesses.

#### Natural England (NE):

NE will work with partners to identify restoration opportunities for our upland and lowland peatlands including on-going support for the Greater Manchester Wetlands Nature Improvement Area and Carbon Landscape Programme. NE will also deliver a new scheme for Great Crested Newt Licencing which will support pond restoration and creation across Greater Manchester.

#### Royal Horticultural Society (RHS):

The RHS will inspire more residents to get involved in gardening and improving their local environments, including through campaigns like Britain in Bloom and the Campaign for Schools Gardening, and through partnerships with other community growing projects. This will include supporting residents and landowners, highlighting the health and wellbeing benefits of gardening and engaging with nature and making these benefits available to local residents through social prescribing.

#### Local Authorities:

GMCA and LA will embed a natural capital approach, including on their estates and land

#### Local policy:

GMCA and LAs will embed a natural capital approach into strategy and plan development.

GMCA and LAs will support peatland restoration approaches and provide a clear framework for approach and delivery as part of the development of a Resilience Strategy.

## **Priority 2 – Managing our water and its environment sustainably**

### Where do we need to get to?

There are over 2400 km<sup>25</sup> of rivers within Greater Manchester, in addition to over 150 km of canals, which provide a unique opportunity to contribute to the quality of the local natural environment. By 2027, waterbodies within Greater Manchester will be expected to have achieved required environmental targets and support cleaner water, better managed habitats and more naturally functioning and resilient water bodies<sup>26</sup>. At the same time, population growth, new development and climate change will place increasing pressure on Greater Manchester's drainage and sewerage systems as well as flood defences. There will need to be a shift to more nature-based solutions (e.g. natural flood management) to support traditional flood alleviation schemes and catchment-wide approaches in upland and more rural areas. In the urban areas, we will need to promote combined sustainable drainage solutions which will be essential to improving local water quality, mitigating flood risk and heat stress as well as providing additional benefits such as biodiversity and greenspace.

### Where are we now?

Over 70% of waterbodies in Greater Manchester bear little resemblance to their natural state. Since the start of the industrial era they have either been straightened, de-naturalised and, in many cases, buried. In ecological terms, over 90% of waterbodies in Greater Manchester fail to meet their objectives under legislation, with most only reaching 'moderate' status.

United Utilities' on-going programme of 5-year investment plans and enhanced regulation by the Environment Agency are tackling water quality issues whilst 4 catchment partnerships

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<sup>25</sup> Source: Environment Agency

<sup>26</sup> The EU Water Framework Directive covering water quality aims to ensure that all water bodies reach "good ecological status" by 2027.

across Greater Manchester are delivering improvements at the local level. This is supported by “Natural Course,” an EU Life Integrated Project which includes a focus on the River Irwell Catchment. Further work is required to support organisations to come together and build capacity to deliver more innovative and integrated water management solutions to tackle issues such as diffuse pollution. The EU Urban Innovation Action funded IGNITION project (subject to approval) will look at ways of drawing in private investment to make urban areas more resilient to climate change through interventions such as sustainable urban drainage.

#### What do we need to do over the next 5 years?

##### United Utilities (UU)

As the company managing the water and waste water network in Greater Manchester, UU is a key partner in this priority. UU is committed to protecting and enhancing habitats and wildlife across their operations to have a positive impact on the natural environment. They are committed to continue working with partner organisations across Greater Manchester to fundamentally change how they work together to deliver environmental investment. Targeted investment over the most recent five year business plan (2015 -2020) has seen investments of over £300m being spent at waste water treatment works in Greater Manchester to improve river water quality. They have further planned improvements as part of their 2020-2025 business plan, which will be developed with Ofwat by the end of 2019.

##### Environment Agency (EA)

The EA will work with UU to deliver the benefits of the Water Company Investment Programme across the four catchments within Greater Manchester.

### **Priority 3 – Achieving a net gain in biodiversity for new development**

#### Where do we need to get to?

In addition to a range of important sites designated for their high nature conservation value, biodiversity is supported by a wider network of green spaces. With better investment and management to improve the quality and quantity of air, land and water, we could also increase biodiversity across Greater Manchester.

If we are to achieve our ambitions, new developments will need to deliver a net gain in biodiversity. We are focused on biodiversity net gain as a first step towards setting a framework for wider environmental net gain, which could include managing flood risk or access to the green space.

We also need a wider strategy for nature recovery, including habitat restoration and creation, and the transformation of broad landscape areas into diverse and interconnected ecological networks. This could be achieved through development of a Greater Manchester Nature Recovery Network.

### Where are we now?

The current planning approach is one of no net environmental loss. This needs to shift to an environmental net gain principle for development with an aim to safeguard and enhance our green and blue infrastructure. Natural England is leading on developing an approach for embedding a biodiversity net gain into the planning system, ensuring new developments are having a positive environmental impact and not resulting in net loss of biodiversity (and the ecosystem services they provide). The biodiversity net gain approach is the first step towards embedding an environmental net gain approach for Greater Manchester. Guidance is required to support developers and local planning authorities to implement these requirements.

### What do we need to do over the next 5 years?

#### Natural England (NE)

NE will lead the development of Biodiversity Net Gain Guidance for Greater Manchester supporting the policy set out in the *Greater Manchester Spatial Framework*. Linking to wider net gain and green infrastructure policies, NE will explore with partners how the national framework of green infrastructure standards being developed can be applied in Greater Manchester. NE will also explore the establishment of a Nature Recovery Network.

#### Local policy:

GMCA and LA will support the delivery of biodiversity net gain through the *Greater Manchester Spatial Framework*.

## **Priority 4 – Increasing investment into our natural environment**

### Where do we need to get to?

How protection and enhancement of our natural environment is funded needs to change. We need to mobilise existing and new sources of funding to increase investment in our natural environment from private sector and alternative sources that, as well as resulting in a positive impact on the environment, also provide a return to the investor.

### Where are we now?

Outside the public sector, investment in natural capital has traditionally drawn upon philanthropic sources such as trusts and foundations, NGOs and lottery funds. To address this, the Greater Manchester *Natural Capital Investment Plan* aims to broaden the range of potential sources of investment in natural capital, increasing their accessibility to attract potential investors. The plan sets out a number of time-bound actions to deliver the investment plan. This includes setting up an Investment Readiness Fund as well as a Project Delivery Unit to support the delivery of a range of natural capital projects. In the first instance this will focus on nature-based adaptation projects at the larger scale through the European Union Urban Innovation Action funded IGNITION project (subject to approval). GMCA is also supporting the development of a Greater Manchester Environment Fund which would provide the opportunity to invest in projects delivering environmental benefits across Greater Manchester.

## What do we need to do over the next 5 years?

### Businesses – what we can do now:

Invest in Greater Manchester's natural environment (see: <https://naturegreatermanchester.co.uk/project/greater-manchester-natural-capital-investment-plan/>).

### Local policy:

GMCA and LA will support the development of a Greater Manchester Environment Fund to increase other sources of investment in the natural environment.

GMCA and LA will support the implementation of the Natural Capital Investment Plan (subject to approval) to increase private sector and alternative sources of funding for a range of natural capital projects.

Subject to formal approval, GMCA and LAs will establish a programme of innovative funding mechanisms to deliver increased investment in nature-based adaptation solutions as part of the IGNITION project (subject to approval) (see section 3.3.6).

## **Priority 5 – Increasing our engagement with our natural environment**

### Where do we need to get to?

We need to further develop a natural capital approach in the development of strategies, plans and projects and at the same time widen our engagement to increase the number of us valuing and connecting with the natural environment. This includes building on and using the evidence to understand the wider benefits and value that our natural environment provides to society.

### Where are we now?

Further work is required to encourage the use of natural capital as a tool, with a more green and blue infrastructure led design approach, to become common-place in key choices and decision making, to give due regard to the environment as an asset to the overall economy and people's health. With the Urban Pioneer Programme due to draw to a close in March 2020, we need to explore whether we should develop a natural capital plan for Greater Manchester as a continuation, building on the natural capital approach we have developed, including our natural capital accounts<sup>27</sup>.

There is growing awareness, backed by on-going research, that we are increasingly recognising the social, environmental and economic benefits that nature can deliver, particularly in city regions. In addition to the wider range of community led activities in Greater Manchester, key initiatives such as the Natural Capital Groups "connecting people with nature" website, City of Trees' "Citizen Forester" programme and Lancashire Wildlife Trust's "My Wild City" campaign are delivering new engagement approaches with the public and other stakeholders to celebrate and protect nature.

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<sup>27</sup> <https://naturegreatermanchester.co.uk/resource/gmnaturalcapitalaccounts/>



## What do we need to do over the next 5 years?

### Residents – what we can do now:

Visit and spend time in our green and blue spaces. There are many parks, green spaces, riversides and canals (see: <https://naturegreatermanchester.co.uk/discover/>), as well as over 90 local nature reserves in Greater Manchester that you could visit (see: <https://designatedsites.naturalengland.org.uk/>)

Volunteer for projects that protect or improve the environment in your local area (see here for a list of organisations you could help: <https://naturegreatermanchester.co.uk/get-involved/>).

### Businesses and organisations – what we can do now:

Promote environmental volunteering amongst your employees – a list of potential organisations you could partner with is available here: <https://naturegreatermanchester.co.uk/get-involved/>.

### City of Trees (CoT):

CoT's growing "Citizen Forester" programme will greatly increase volunteering and engagement opportunities in the natural environment for individuals, communities and businesses

### Environment Agency (EA):

The EA will work with GMCA and other partners to explore the development of a Natural Capital Plan for Greater Manchester to build on the work of the Urban Pioneer.

### Greater Manchester Health and Social Care Partnership (GMHSCP)

GMHSCP will ensure that their approach to developing a Greater Manchester Population Health system understands the importance of the natural environment as a key wider determinant of health, and seeks to ensure that action undertaken is reflective of that understanding. They will promote the health benefits of green space to their staff, patients and the wider community and will maximise the opportunities to incorporate this into their programmes such as, but not exclusive to, those relating to Person and Community Centred Approaches (PCCA), Physical Activity, Mental Wellbeing and Clean Air. The partnership will maximise the availability of green and natural areas on their estate even where land is constrained.

### The Lancashire Wildlife Trust (LWT):

LWT will support the delivery of Greater Manchester Wetlands Natural Improvement Area. This essential network of wildlife corridors will provide the stepping stones to link biodiversity across the landscape and allow wetland habitats to thrive and survive. This work also

includes the Carbon Landscape Project, delivering £3m of community, skills, education, heritage, access and habitat restoration and connection projects over 5 years and the My Wild City Project, increasing the number of people engaged with nature.

Royal Horticultural Society (RHS):

It will help to inspire and train the next generation of horticulturalists at Bridgewater by hosting up to 7,000 free school visits per year, by creating hundreds of opportunities for volunteering, and up to 20 apprenticeships and traineeships at a time.

Local policy:

GMCA and LA will, with the support of partners, develop a natural capital stakeholder engagement programme. This will aim to engage more people in the natural environment and increase the understanding and use of natural capital as an approach amongst key stakeholders and in wider plans, programmes and projects.

**What do we need from national government across these 5 priorities?**

Meeting our ambition and increasing the multiple benefits that come from investment in our natural environment require long-term sustainable funding. We need commitment from government on increasing public funding into the natural environment, as well as catalysing private investment in natural capital at a national scale.

### 3.3.6 Our resilience and adaptation to climate change

#### Summary

We are already experiencing impacts from a rapidly changing and increasingly extreme climate. These impacts are projected to increase over time and risk holding back our efforts to deliver our wider ambition to make our city-region one of the best places in the world to grow up, get on and grow old.

We need to continue to enable our citizens, communities, businesses and infrastructure to have the capacity to survive, adapt and grow in the face of these challenges. Resilience is therefore about how our city region can meet its ambitions whilst ensuring it is safe and secure, is addressing its key vulnerabilities and can meet expected or unexpected disruptive challenges. These efforts and investments need to be underpinned by robust action on climate adaptation to protect the most vulnerable communities (who are often the most exposed and least able to deal with climate change impacts), our economy, key infrastructure and our natural environment.

We face challenges in doing this, including in understanding the exact level and location of risk, in embedding resilience across wider policies and the complexity of the landscape of public and private investment and services across numerous organisations. To start to address these challenges, we need to ensure that, as a result of any activities, we do not increase the level of climate risk faced by future generations and work in way which proactively reduces climate risks and increases our resilience. Turning this ambition into a reality will represent a step change in our climate adaptation and resilience approach across a wider range of stakeholders within the city region.

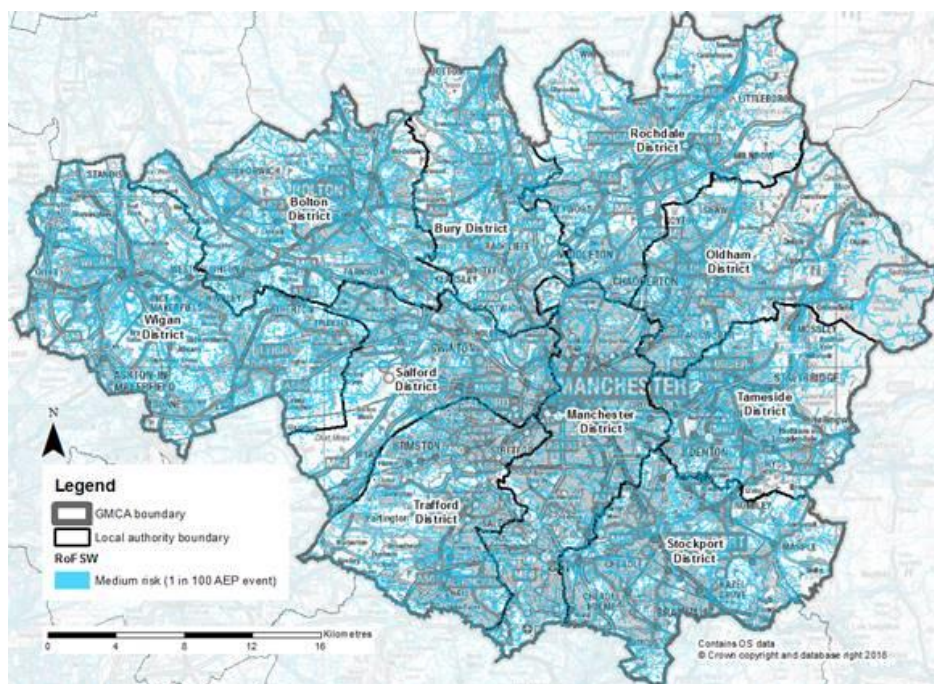


Figure 10 – Surface water flood risk across Greater Manchester (1 in 100 AEP event)

Source: *Greater Manchester Strategic Flood Risk Management Framework*<sup>28</sup>

<sup>28</sup> <https://www.greatermanchester-ca.gov.uk/media/1726/gmca-final-strategic-sfra-framework-january-2019.pdf>

## Summary of our priorities – resilience and adaptation to climate change

**Priority 1:**

Embedding climate change resilience and adaptation in all policies

**Priority 2:**

Increasing the resilience of and investment in our critical infrastructure

**Priority 3:**

Implementing a prioritised programme of nature-based climate adaptation action

**Priority 4:**

Improving monitoring and reporting

## Summary of our actions – resilience and adaptation to climate change

### Residents

- Check if you are at risk of flooding and sign up for flood warnings.
- If in a flood risk area, make your home more resilient.
- Check if you have the right level of insurance.
- In extremely hot weather, look after yourself and neighbours/more vulnerable.
- Use water efficiently and install a water meter.

### Other key partners

- United Utilities – deliver £100-250m of additional investment for long-term resilience projects (2015-2020) and manage drought (as per 2018 Drought Plan).
- Other infrastructure providers – support the development of the Resilience Strategy
- Environment Agency – manage government investment of £46m by 2021, protecting over 1,300 properties.

### Businesses and other organisations

- Check if you are at risk of flooding and sign up for flood warnings.
- If in a flood risk area, make your premises more resilient and link up with neighbouring properties.
- If in a flood risk area, make your home more resilient.
- Check if you have the right level of insurance.
- Put in place green roofs and/or green walls.
- Use water efficiently and install a water meter.

### What we need from government policy

- Continued and increased funding to support the flood and coastal risk management programme.

### Local policy

- Develop a Resilience Strategy, with a roadmap published in 2019.
- Undertake a Strategic Flood Risk Assessment to ensure future growth aspirations consider flood risk.
- Implement proposals to manage flood risk and the water environment in new development.
- Develop an Infrastructure Strategy to address our key infrastructure challenges relating to flood risk and resilience.
- Development by 2021 an investment strategy for future flood risk infrastructure.
- Subject to formal approval, GMCA establish a programme of innovative funding mechanisms to deliver increased investment in nature-based adaptation solutions (INGITION).
- Consider the development of appropriate indicators to monitor and evaluate how prepared we are for the future impacts of climate change.

## Priority 1: Embedding climate change resilience and adaptation in all policies

### Where do we need to get to?

We need to build on the work already undertaken to develop our experience of adaptation and resilience so that it becomes embedded across all strategy and policies. This will ensure all activities, no matter their aims, result in Greater Manchester becoming more resilient.

### Where are we now?

GMCA is partnering with 100 Resilience Cities (pioneered by the Rockefeller Foundation) to develop the city region's first holistic *Resilience Strategy*. This will support us becoming more resilient to the shocks (catastrophic events like storms, pandemics and floods) and stresses that weaken our capacity of a city-region to deal with the challenges we may face, like skills shortages, population growth, homelessness, and unemployment. A roadmap for addressing the city-region's most pressing and interconnected challenges will be published in 2019.

To understand the challenges of flood risk and future climate change pressures on growth across the city region, a *Strategic Flood Risk Assessment* is being undertaken to support the *Greater Manchester Spatial Framework*. This will look to widen our understanding of critical knowledge gaps, new climate change projections and start to identify strategic flood risk management opportunities. The *Greater Manchester Spatial Framework* also outlines a policy approach for resilience, flood risk (including Sustainable Drainage Systems), urban greening and wider adaptation/mitigation to make sure all future development and planning decisions takes this into consideration.

### What do we need to do over the next 5 years?

#### Local policy:

GMCA will develop a Resilience Strategy, setting out a clear approach to resilience across Greater Manchester. A roadmap will be produced in 2019.

GMCA and LAs will undertake a Strategic Flood Risk Assessment to provide the evidence base to ensure future growth aspirations consider flood risk appropriately. This will be completed in two levels – Level 1 in 2019 and Level 2 in 2019/20.

GMCA and LAs will implement a policy framework to manage flood risk and the water environment in new development through the *Greater Manchester Spatial Framework*.

## Priority 2 – Increasing the resilience of and investment in our critical infrastructure

### Where do we need to get to?

Our critical infrastructure (including transport, homes, energy and green infrastructure) needs to withstand future climate change impacts to ensure our growth aspirations are realised and productivity levels are not impeded. We need to improve our understanding of the reliance on our infrastructure networks and deliver improvements in their individual and collective resilience. This will require an understanding of the synergies and links between different stakeholders and interdependencies of infrastructures, in particular, how we can join up to encourage action on climate change. We also need to ensure that the critical flood

risk infrastructure that is required to protect the wider city region and its residents is prioritised as part of wider investment plans and strategies.

### Where are we now?

Investment in flood risk infrastructure has provided additional protection to almost 11,000 properties, including from assets built and maintained by the Environment Agency. A large majority of these are from operational work in clearing debris screens to prevent blockage of historic culverts across South Manchester (5800) with the remainder from formal assets such as walls, embankments, control structures and pumping stations at key locations (e.g. Salford and Mersey Flood basins).

However, there is still significant investment required to ensure the standards of protection afforded residents is increased. Remaining capital projects within the Flood Risk and Coastal Management programme (2015-2021) for Greater Manchester will be looking to protect over 1300 homes and Environment Agency projects alone are estimated to be in the region of over £46 million. Beyond this programme, further projects will need to be developed to protect over 10,000 properties at a current estimated cost in the region of £230 million. Funding of these will require partnership contributions to be eligible for Government funding and we will need to work collaboratively to identify an investment strategy to facilitate this.

Resilience of other critical infrastructures (e.g. utility, digital, transport etc) is essential for Greater Manchester to continue to grow as a successful city region. Physical infrastructure is owned and managed by a wide range of organisations, at local and national levels. The management of these systems, and their interconnections, can make it difficult for infrastructure to respond to change. For these reasons, the GMCA has committed to produce a holistic, cross-sector *Infrastructure Strategy*. The first step towards this has been the development of an overarching *Infrastructure Framework* to set the key issues and priorities that need to be addressed.

In terms of water supply, there are no deficits forecast for Greater Manchester and, despite population and economic growth, there is expected to be a reduction in potable water demand over time, which we all need to take action to help realise.

### What do we need to do over the next 5 years?

#### GM Residents – what we can do now:

Check if you are in an area at risk of flooding and sign up for flood warnings  
(<https://www.gov.uk/check-flood-risk>)

For properties in flood risk areas, think about measures to make your home more resilient such as installing flood gates, fitting pumps or raising vulnerable electrics  
<https://www.gov.uk/government/publications/prepare-your-property-for-flooding>

Check if you have the right level of insurance. Further advice can be found on the National Flood Forum: <https://nationalfloodforum.org.uk/working-together/working-with-professional-partners/flood-information-advice-services/>

In extremely hot weather think about measures to keep temperatures down and supporting family members/neighbours who are more vulnerable. The NHS has produced a free guide for staying safe:

[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/525358/Beattheheatstaying-safe-in-hot-weather.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/525358/Beattheheatstaying-safe-in-hot-weather.pdf)

Use water efficiently – United Utilities have produced a free guide to saving water in the home (<https://www.unitedutilities.com/globalassets/documents/pdf/a-guide-to-using-water-wisely-acc17.pdf>).

Consider installing a water meter – it could significantly reduce your water bill (<https://www.unitedutilities.com/my-account/all-about-water-meters/>)

#### GM Organisations and Businesses – what we can do now:

Check if you are in an area at risk of flooding and sign up for flood warnings (<https://www.gov.uk/check-flood-risk>)

For properties in flood risk areas think about resilience measures to protect both the building and stock and write a flood plan. You may wish to invest in flood protection measures by linking up with neighboring properties. <https://www.gov.uk/government/publications/prepare-your-property-for-flooding>

Check if you have the right level of insurance. Further advice can be found on the National Flood Forum: <https://nationalfloodforum.org.uk/working-together/working-with-professional-partners/flood-information-advice-services/>

Use water efficiently – United Utilities have produced a free guide to saving water in the home (<https://www.unitedutilities.com/globalassets/documents/pdf/a-guide-to-using-water-wisely-acc17.pdf>).

If you can, consider installing a water meter – it could significantly reduce your water bill (<https://www.unitedutilities.com/my-account/all-about-water-meters/>)

#### United Utilities:

As a risk management authority, United Utilities has a major role in managing flood risk to water supply and to their own infrastructure. Specifically:

- United Utilities' business plan commits to delivering additional investment (from £100million to £250million) for long-term resilience projects through Asset Management Period 6 (AMP6) between 2015-2020.
- United Utilities will manage drought (as outlined within the Drought Plan 2018) to ensure the right balance between water supply and environmental protection.

#### Other Infrastructure Providers:

Through the Greater Manchester Infrastructure Framework, there is a commitment that other infrastructure providers will support the resilience strategy to understand what is required to make sure our 'infrastructures' and the interdependences between them are resilient. Many of these providers are also required under the 2008 Climate Change Act to periodically report on how they are addressing current and future climate risks to Government.



#### Environment Agency:

The Environment Agency will continue to manage the government's investment programme to reduce flood risk and coastal erosion. This includes project delivery and allocation of funding to lead local flood authorities. The current programme is due to end in 2021 and will seek to deliver schemes to protect just over 1300 properties with Environment Agency led schemes alone costing just over £46 million. Beyond this, a new programme will need to be agreed with the North West Regional Flood and Coastal Committee in collaboration with other Risk Management Authorities.

#### Local Authorities:

GMCA and LAs will look to invest in the resilience of our infrastructures and building stock where supported by evidence. In their role as Lead Local Flood Authority, LAs will be responsible for the delivery of projects allocated to them within the flood risk investment programme.

#### Local Policy:

GMCA and LAs will collaborate with infrastructure providers to develop a Greater Manchester Infrastructure Strategy. This will build on and address the key challenges set out in the Infrastructure Framework published in January 2019, which included infrastructure maintaining and/or reducing flood risk and it being resilient to future shocks and stresses.

GMCA and LAs will develop an investment strategy for future flood risk infrastructure. This will deliver a key aim from the Infrastructure Framework to support future growth and consider standards of protection required for Greater Manchester.

### **Priority 3: Implementing a prioritised programme of nature-based climate adaptation action**

#### Where do we need to get to?

Underpinned by risk assessment and climate adaptation planning, we need to develop, agree and embed a programme of action based on urban green infrastructure (or nature based solutions) to combat over-heating (provision of shade and evaporative cooling) as well as the flow of excess water caused by extreme weather events. Nature-based solutions have wider benefits, helping to improve air quality, biodiversity, attractiveness of places as well as the health and well-being of citizens.

#### Where are we now?

Through the IGNITION project (subject to formal approval), part of a European Commission initiative to identify and test new solutions related to sustainable urban development, the GMCA and its partners will seek to establish innovative Nature Based Solutions funding and delivery mechanisms to increase Greater Manchester's urban green infrastructure coverage by 10% by 2038.

## What do we need to do over the next 5 years?

### GM Organisations and Businesses – what we can do now:

If your premises has a roof or you lease your premises and can influence your landlord, explore putting in place green roofs and/or green walls, helping to cool urban areas and create homes for wildlife.

### Local policy:

Subject to contracting, GMCA and LAs will establish a programme of innovative funding mechanisms to deliver increased investment in nature-based adaptation solutions. The project (IGNITION) would conclude by 2022 and is part of the wider approach to securing greater investment in our natural environment (see section 3.3.5)

## **Priority 4 – Improving monitoring and reporting**

### Where do we need to get to?

Monitoring and evaluation is critical, so that we can identify how best to reduce vulnerability and build resilience to climate change. This is complex, so clear indicators need to be developed to understand how Greater Manchester is prepared for future impacts and that this can be monitored over the long term.

### Where are we now?

We need to consider further the development of a number of appropriate indicators, continuing in partnership with the Rockefeller 100 Resilient Cities progress. The IGNITION project (subject to formal approval) will also include monitoring and evaluation of the climate resilience impact of the programmes of nature based solutions that are developed.

## What do we need to do over the next 5 years?

### Local policy:

As part of the development of the Resilience Strategy and IGNITION project, GMCA and LAs will consider the development of appropriate indicators to monitor and evaluate how prepared we are for the future impacts of climate change.

#### 4. HOW WILL WE TRACK PROGRESS?

GMCA will report annually on progress with delivering the plan on behalf of Greater Manchester against a set of key indicators drawn from existing data. This will be aligned to reporting against the priorities set out in the *Greater Manchester Strategy*. GMCA and LAs will continue to work with partners to explore which existing datasets can allow progress against this plan to be tracked in the most robust and transparent way possible.

For commitments made by GMCA, LAs and others in this plan relating to their operations, governance arrangements will be established to track and report on progress in a coordinated way across organisations.

A list of potential measures is set out below, which will be further developed as set out above.

##### Measuring progress against our aims:

Aim	Measure
1	CO <sub>2</sub> emissions produced within the city region (BEIS data produced 18 months in arrears)
2	Concentrations of NO <sub>2</sub> and PM

##### Measuring progress against our priorities:

###### Our energy supply:

Priority	Measure
1	Additional renewable capacity created within Greater Manchester (MW)
2	Additional energy from low carbon heat sources (TWh)
3	Number of rapid charge points installed
4	Amount of flexible and diverse load available (MW)

###### Our transport and travel:

Priority	Measure
1	Ratio of journeys made by car to those made by sustainable modes of travel Proportion of all journeys made by cycling and walking
2	Total number of plug-in vehicles registered licensed in Greater Manchester Number of rapid charge points installed
3	Proportion of new buses entering the fleet that are zero emissions
3	Proportion of the total bus fleet that are zero emissions

###### Our homes, workplaces and public buildings:

Priority	Measures
1	Number of whole house retrofits carried out
2	Display Energy Certificate ratings of public buildings

###### Our production and consumption of resources:

Priority	Measures
1	Increased resource efficiency (GVA) - <i>to be further developed as part of this plan</i>
2	Domestic waste production (kg/head)

	Avoidable single use plastic waste streams taken out of use on public estate
3	Municipal recycling rates (% of waste recycled)

#### Our natural environment:

The Greater Manchester Natural Capital Group will develop and refine how we measure change in our natural environment which will include consideration of the following.

Priority	Measures
1	Peatland restoration and management for carbon sequestration – <i>to be developed further as part of this plan</i>
	Number of trees planted
	People living within the Natural England ANGST Standards <sup>29</sup>
2	Kilometres of waterbodies enhanced
3	<i>To be developed further as part of the Greater Manchester Spatial Framework</i>
4	Non-public investment secured in implementing the Natural Capital Investment Plan
5	Engagement of people with the natural environment (MENE survey <sup>30</sup> )

#### Our resilience and adaptation to climate change:

As part of the development of the actions within this plan, GMCA and LA will consider the development of appropriate indicators to monitor and evaluate how prepared we are for the future impacts of climate change. Sources of information include the following:

Priority	Measures
2	Number of planning permissions granted contrary to EA advice on flood risk
2	Number of households moved to a lower probability flood risk category
3	Uplift in urban green infrastructure – <i>to be developed as part this plan</i>

<sup>29</sup>

[https://webarchive.nationalarchives.gov.uk/20140605111422tf\\_/http://www.naturalengland.org.uk/regions/east\\_of\\_england/ourwork/gi/accessiblenaturalgreenspacestandardangst.aspx](https://webarchive.nationalarchives.gov.uk/20140605111422tf_/http://www.naturalengland.org.uk/regions/east_of_england/ourwork/gi/accessiblenaturalgreenspacestandardangst.aspx)

<sup>30</sup> <https://www.gov.uk/government/collections/monitor-of-engagement-with-the-natural-environment-survey-purpose-and-results>

## 5. WHAT SHOULD BE OUR APPROACH?

### 5.1 Our overall approach

Across the different environmental aims we have set and the actions we all need to take, we need to maximise the positive impacts on our people, economy and places, delivering economic, social and environmental benefits together in a mutually reinforcing way. This will require us all to take new approaches, across areas such as innovation and funding, to tackling the challenges we face.

### 5.2 Delivering environmental, economic and social benefits together

This approach is supported in the findings of the *Independent Prosperity Review*<sup>31</sup>, which recommended that we ensure that, in delivering carbon neutral living within Greater Manchester by 2038, the benefits to the economy and to health and quality of life in the city region are optimised.

#### 5.2.1 Optimising the economic benefits

As set out in the government's Clean Growth Strategy<sup>32</sup>, in order to deliver environmental, economic and social objectives together, we need to nurture cost effective low carbon technologies, processes and systems. This also applies to our natural environment, where the economic benefits that flow from the natural assets have only recently begun to take greater prominence in policy and to be calculated (as set out in the government's 25 Year Environment Plan<sup>33</sup>).

Careful implementation of our approach is needed so that achieving our aims does not act as a constraint on economic growth, particularly as the economy's reliance on carbon is diminished. Taking this approach will minimise costs of services, particularly energy, to our households and businesses.

We can secure first mover advantage from accelerating the transition to a low carbon economy. We already have a diverse and thriving Low Carbon Environmental Goods and Services (LCEGS) sector, which has the potential to grow further if we achieve the aims set out in our plan. It employs over 45,000 people, has annual sales of £6.7bn and growth of 6.3%, outperforming the UK average to be ranked 3<sup>rd</sup> in the UK<sup>34</sup>. The sector will be integral to achieving our aims and will need to grow and adapt in order to do this, for example, in supporting the upscaling or renewable energy generation, in delivering extensive retrofit to Greater Manchester's homes and commercial/public buildings and in investing in improving our natural environment.

There are also costs of not acting. For example, extreme weather has a large impact on health services. The 2003 heatwave cost the NHS £41.4m and the economy more widely £399.8m. It is estimated that the health and social care costs of air pollution in England could reach £5.3 billion by 2035 unless action is taken. Increasing number and intensity of extreme weather events can damage health facilities and infrastructure putting health systems under

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<sup>31</sup> <https://www.greatermanchester-ca.gov.uk/what-we-do/economy/greater-manchester-independent-prosperity-review/>

<sup>32</sup> <https://www.gov.uk/government/publications/clean-growth-strategy>

<sup>33</sup> <https://www.gov.uk/government/publications/25-year-environment-plan>

<sup>34</sup> <http://www.neweconomymanchester.com/media/1758/06-lcegs-deep-dive-report-final.pdf>

intense pressure. Moreover, the main health effects of flooding are often on mental rather than physical health. Failure to act quickly will exacerbate existing national health challenges, place undue financial strain on the NHS, and worsen health inequalities both within the UK and internationally.

### 5.2.2 Optimising the health and social benefits

We know that environmental actions provide significant health benefits for our population (see Figure 11 below) including cleaner air/water, healthier diets, sustainable economies, social cohesion and decreased pressures on our health system. Implementing this plan will also allow us to address health inequalities and do our part to promote intergenerational equity.

Wherever possible, this plan must interlink with prevention and health improvement efforts across Greater Manchester through LA public health teams, Public Health England and the Greater Manchester Health and Social Care Partnership. Efforts must be focused on addressing health inequalities such as the difference in life expectancy between communities. There is an 18 year gap for men and a 13 year gap for women in healthy life expectancy across Greater Manchester when comparing those areas of highest healthy life expectancy with the lowest<sup>35</sup>. Low income communities are amongst those groups that are more affected by air pollution<sup>36</sup>, whilst other environmental factors such as access to green space<sup>37</sup> and the quality and warmth<sup>38</sup> of housing also have a significant bearing on health.

**TO INSERT IN FINAL VERSION**

Figure 11 - Health and climate: co-benefits

Source – UK Health Alliance<sup>39</sup> ©

## 5.3 Doing things differently

In order to deliver our environmental vision and aims this plan sets out and to close the gap between what is needed and where we are now, we need to take different approaches to the following.

### 5.3.1 Supporting innovation

We need to work across Greater Manchester to support innovation in key areas, including the below:

- Technology innovation – providing support for the development and testing of new technologies. We need to use and build on our existing capabilities to develop, test and innovate products and services which can then be piloted at scale.

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<sup>35</sup> <https://www.research.manchester.ac.uk/portal/files/56630884/LifeandDevoHealthFundingJunePrePub2017.pdf>

<sup>36</sup> <https://www.gov.uk/government/publications/health-matters-air-pollution/health-matters-air-pollution>

<sup>37</sup> <https://naturegreatermanchester.co.uk/resource/gmnaturalcapitalaccounts/>

<sup>38</sup> [https://webarchive.nationalarchives.gov.uk/20130105021742/http://www.dh.gov.uk/prod\\_consum\\_dh/groups/dh\\_digitalassets/@dh/@en/@ps/documents/digitalasset/dh\\_114012.pdf](https://webarchive.nationalarchives.gov.uk/20130105021742/http://www.dh.gov.uk/prod_consum_dh/groups/dh_digitalassets/@dh/@en/@ps/documents/digitalasset/dh_114012.pdf)

<sup>39</sup> <http://www.ukhealthalliance.org/health-climate-change/>

- Integration innovation – blending different technologies, processes and approaches to demonstrate or pilot.
- Delivery Innovation – testing commercial business models for roll out, marketing, engagement and overcoming non-technological barriers.

In development the *Greater Manchester Local Industrial Strategy*, GMCA is working with Government to explore how to create an innovation ecosystem in Greater Manchester which would support all firms to be innovative, supporting the creation of new products and services.

### 5.3.2 Taking new approaches to finance and funding

Sustainable funding and financing is key to delivery. While urban areas in the UK contribute significantly to CO<sub>2</sub> emissions, their resource base remains weak given tax and revenue powers largely reside with national government. This constrains action at the local level and limits the ability of cities to raise and leverage private sources of investment, despite capital being readily available. In Greater Manchester, we therefore need to work across the public and private sector to take more innovative approaches to fund investment in our infrastructure that will deliver our aims, focussing on areas where revenue models for returns on investment are, as yet, unproven.

To support this, Greater Manchester and government will need to identify, develop and implement new long-term sustainable funding models for infrastructure needed to drive inclusive growth and address the problems of long term sustainable infrastructure models.

### 5.3.3 Building on existing partnerships between the public, private and voluntary, charity and social enterprise sectors

Professionals from the wider public continued to participate in shaping this plan during a series of workshops from October 2018 through January 2019. These workshops focused on the thematic areas of Buildings, Energy, and Sustainable Consumption & Production. Practitioners representing universities, public utilities, SMEs, VCSE and others all contributed their practical insights to help contribute knowledge and experience as we developed the key pillars of this plan. To deliver on this plan, we need to continue this engagement, focussed around the actions set out for the next 5 years.

GMCA, LAs and TfGM will continue the engagement from the 2018 and 2019 Green Summits, taking a mission-based approach to convene key stakeholders around the key environmental challenges we face.

### 5.3.4 Showing leadership

Delivering the vision set out in this plan will require leadership across all parts of our city region, as individuals in our communities and as employees in our workplaces. It will also require leadership from our private and public sectors.

As **individuals and communities**, this plan summarises the actions we can all take to be leaders in making our environmental vision a reality.

Our **businesses and other organisations** have a leading role to play, both in contributing to the delivery of our aims and, for our larger companies in particular, showing leadership to others. This plan summarises the actions we can all take to be leaders in making our environmental vision a reality.

Our **voluntary, charity and social enterprise sector** will remain key to tackling our environment challenges and engaging with a wider group of people to do so. This plan can only highlight a small part of their significant contribution this sector already plays in improving our environment.

Our **public sector** has a leading role to play. This includes national government and, in Greater Manchester, the GMCA, LA, and TfGM, as follows:

- Convening, engaging and educating – see the section below.
- Providing the right policy framework – this includes setting ambition and direction, providing a robust evidence base to inform action and, where the public sector have the policy levers available, setting a policy framework in which others can take action to help meet our aims.
- Operations – the public sector should lead by example in putting in place actions to meet our aims. This is most effective in areas the public sector has direct operational and/or financial control over including its assets (e.g. land, buildings, vehicles) procurement and, for LAs, the development it consents.

Within the public sector, the influence and impact of the **health and social care sector** is vital to the success of this plan, both in providing relevant health messaging/intelligence about environmental impacts and ensuring we continue to build a sustainable health and care system that works within the available environmental and social resources. The devolution of health and care services and creation of the Greater Manchester Health and Social Care Partnership (GMHSCP) represents an opportunity to embed sustainable development across providers in Greater Manchester.

As owners of more than 250,000 of Greater Manchester's homes, our 25 **housing providers** (GMHPs) have a leading role to play in delivering this plan, particularly in reducing CO<sub>2</sub> emissions from Greater Manchester's homes and from their operations.

GMCA and LAs have made a set of commitments relating to the environmental aspects of their operations, as set out in this plan.

The GMHSCP is currently developing its own sustainable development plan based on targets outlined in the NHS Long Term Plan and the NHS England sustainability indicators framework.

GMHPs have committed to act now to accelerate their decarbonisation activities, as set out in this plan.

**National government** controls some of the most powerful policy levers to influence our environment, including fiscal and legislative measures. This plan sets out where we need further support and action from government to achieve our aims.



### 5.3.5 Engaging and educating residents, communities and businesses

#### Who to engage?

Given the need for all of us to take action to achieve the aims in this plan, everyone needs to engage and feel empowered to act and support others to do the same. We need this agenda to become more mainstream, in particular harnessing the potential and enthusiasm of our city region's young people, engaging them in the aims and actions this plan sets out.

Workplaces also provide a way of spreading and embedding a low carbon culture. All employers are encouraged to explore schemes, such as that offered by Manchester-based charity The Carbon Literacy Trust, to engage their staff at scale. Existing Carbon Literate employers, such as those at Media City UK and Greater Manchester's social landlords, are also prepared to advise other employers on how this has worked for them.

To support this, the GMCA will make a programme of carbon literacy available to all young people through the Greater Manchester Career Portal by early 2020.

#### Who engages and how?

We need to inform and empower the leaders who communicate with our citizens to inspire people about the need for action and the ways to contribute. This should take both a top-down and bottom-up approach, recruiting advocates from all backgrounds and ages. Most of all, these advocates must be able to explain why the plan is relevant to the people they are talking to.

A substantial, continuous and relevant engagement process needs to be initiated to achieve this. As well as communication campaigns across the public sector and businesses, this could take the form of the innovative Carbon Literacy Project<sup>40</sup>, already employed at scale by various employers and educators across Greater Manchester. Key to this will be the understanding of leaders and communicators of the aims of this plan and how the agenda applies to other key priorities such as health and the economy.

### 5.3.6 Upskilling our workforce

The right skills will be essential to delivering this plan. These can generally be split into two areas - 'new green' sectors (e.g. renewable energy) and existing sectors adopting green skills (e.g. construction).

- New green skills – there is a substantial skills shortage for workers in the new green economy sectors [REF!]. In some areas, we face a skills “Catch 22” – the employer demand does not exist for the level of skills delivery required by this plan, and at the same time projects for such employers are hampered by the lack of skills. It is therefore imperative to work with institutional and vocational skills providers to ‘pump prime’ the provision of skills appropriate to new green sectors – particularly renewable energy.
- Greening existing skills – the largest example of the skills gap in relation to this plan's ambitions is in whole house deep retrofit. Courses in sustainable construction exist but are thin on the ground in Greater Manchester – hampered by the situation

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<sup>40</sup> <http://carbonliteracy.com/>

referred to above. Rapid action to provide relevant training and ensure that the places are filled is a priority for this plan.

In addition, the GMCA will engage the LCEGS sector in BridgeGM, which links business leaders into schools and colleges, driving a gold standard approach to careers and will develop conversion courses linked to digitalisation to allow residents/employees to retrain and progress in an ever changing labour market.

#### **5.4 Establishing a Clean Growth Mission**

To support this, we want to establish a mission-oriented approach to tackling our environmental challenges. This approach involves defining a challenge and then uses this to create an ambitious goal and create a long-term policy landscape, setting out tasks that mobilise various actors to come together in new ways.

The *Independent Prosperity Review* highlighted the opportunity we have to use our ambitions to drive mission-based innovation to attract investment and bring direct benefit to residents. We want to establish the UK's first city region Clean Growth Mission for carbon neutral living within the Greater Manchester economy by 2038, driving innovation, the creation of new technologies, and improved resource efficiency. UCL-IIPP have already started worked with GMCA to begin developing this approach, exploring how it can be inspiring and measurable across the city region. Using IIPP's 'mission roadmap' format, key sectors have been identified which are best placed for cross-sector interaction; an understanding of areas of cross-sectoral interest and commonalities has started to develop and is set out below. We want to establish this as the approach we will take to tackling our environmental challenges.

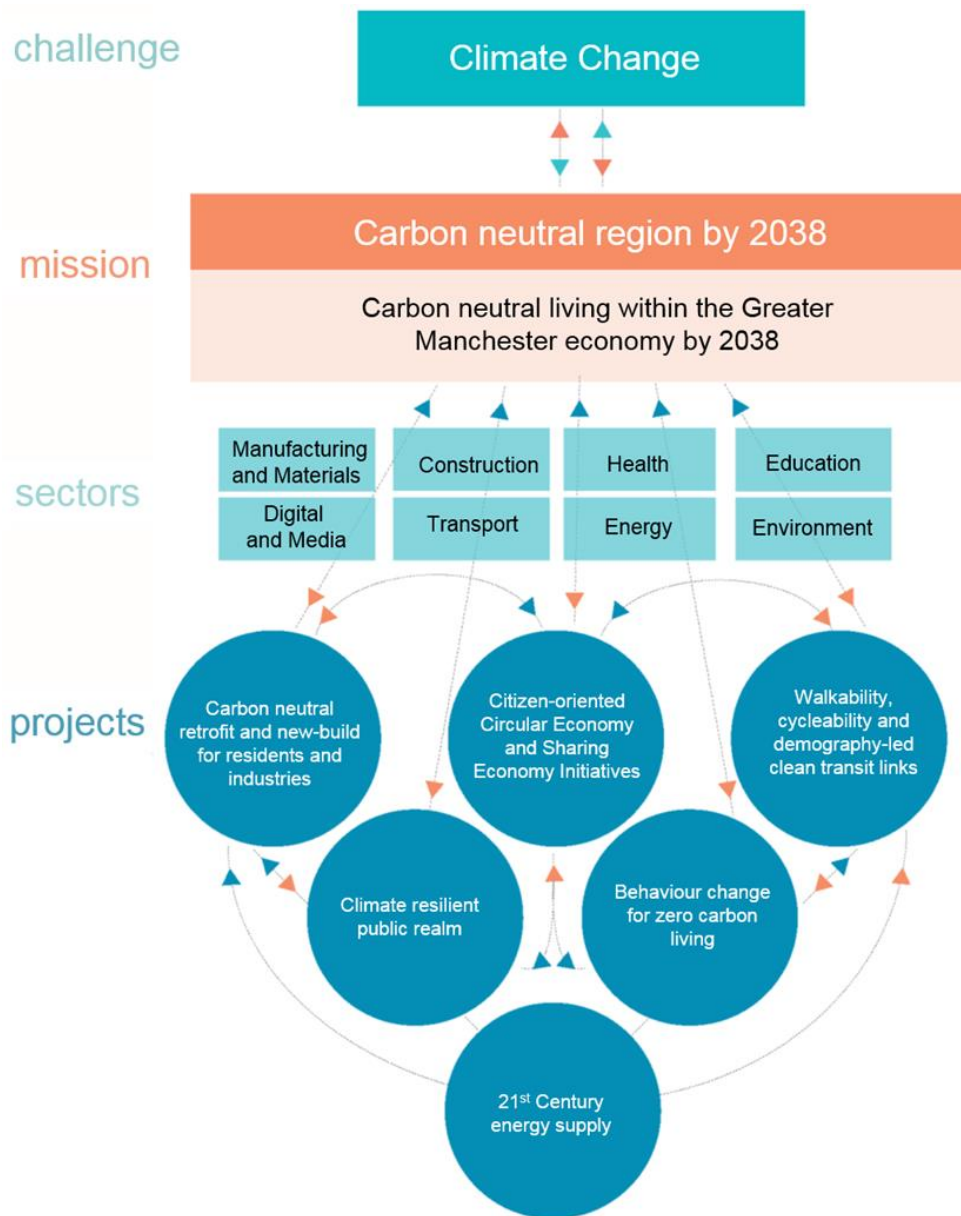


Figure 12 – A clean growth mission for Greater Manchester  
 Source: UCL Institute for Innovation and Public Purpose, UCL-IIPP



## **WORK PROGRAMME 2018/19**

### **HOUSING, PLANNING & ENVIRONMENT OVERVIEW AND SCRUTINY COMMITTEE**

The table below sets out the Committee's work programme for this municipal year. Members are invited to further develop, review, and agree topics which they would like to consider. Items considered last year are appended at the back of this report. The work programme will be reviewed and if necessary updated following each meeting to ensure that the Committee's work programme remains current.

The Committee has agreed the following standing agenda items:

- work programme
- an update on the GMSF if there is no substantive item on the agenda

In addition the Committee will be circulated with the GMCA's register of key decisions and the GMCA's monthly decision notice.

The work programme has been updated and, to assist members, the proposed items have been incorporated into the work programme for the Committee to review, and, confirmed subject to any changes.

The following items will be brought to the Committee once specific dates can be confirmed:

- **GM Congestion Deal**
- **Rail Station Devolution Update**
- **Northern Powerhouse Rail and HS2**
- **Clean Air Plan (update on 10/01/19)**

MEETING DATE	TOPIC	CONTACT OFFICER	REASON FOR SUBMISSION TO SCRUTINY COMMITTEE
14.3.19	Future Innovation in Transport	<b>Speakers confirmed as:</b> Clare Cornes, Glenn Lyons, Rafael Cuesta	External speakers to provide an external perspective on potential opportunities.
	Green Summit – 5 Year Environment Plan	Mark Atherton GMCA	To provide an update on the Green Summit.

11.4.19	GMS six monthly update on Performance and Implementation Plan	Simon Nokes/John Holden GMCA	To provide a performance update on six monthly actions and review the proposed actions for the next 6 months.
	GM Housing Strategy	Mayor Paul Dennett	To scrutinise the GM Housing Strategy prior to decision by the GMCA
	The Smart Energy Plan	Mark Atherton GMCA	
	Natural Capital Investment Plan	Mark Atherton GMCA	
16.5.19			
13.6.19			
11.7.19			
<b>Items considered at previous meetings</b>			
5.6.18	Update work on town centres	Andy Burnham, GM Mayor	To provide an update following consideration of the Town Centre Challenge on 15 January 2018.
	Waste Strategy presentation	Sarah Mellor, GMCA	Rescheduled from March 2018 in light of government's announcement on the 25 year environmental strategy.
	Housing Package	Mayor Paul Dennett Portfolio Leader & Steve Rumbelow Lead Chief Exec for Housing & Planning	To allow members to comment on the delivery plan for the proposed GM Housing Package
	Introduction of a Zonal Fare Structure on Metrolink	Stephen Rhodes, Customer Director, Transport for Greater Manchester	Update on zonal fare structure on Metrolink network considered and agreed by the GMCA on 25 May 2018.
12.7.18	Cycling and Walking Update	Steve Warrener Director of	Update on the strategic developments on walking and cycling and the Transforming Cities Fund.

		Finance and Corporate Services, TfGM	
	Green Summit Springboard Report	Cllr Alex Ganotis Portfolio Lead for Green City Region, Environment and Green Spaces & Mark Atherton GMCA	Committee agreed this would report would be for information due to the number of items on the agenda.
	Northern & Network Rail	Dave Brown (Northern) and Martin Frobisher (Network)	To understand the performance of Northern and how this is impacting on individuals and businesses in Greater Manchester.
	GMSF	Anne Morgan, Head of Planning Strategy, GMCA	A report on the plans for public consultation.
	Introduction of a Zonal Fare Structure on the Metrolink Network	Stephen Rhodes, Customer Director, Transport for Greater Manchester	A report to be considered following public consultation and prior to the GMCA in July 2018.
16.8.18	Clean Air Plan	Simon Warburton and Megan Black, TfGM	To continue engaging the committee on this work as agreed at February.
	Transport planning in the context of the GMSF	Mia Crowther, and Nicola Kane TfGM	To provide the Committee with assurance that there is coordination between work on the GMSF and transport planning
13.9.18	Natural Capital and Urban Pioneer	Mark Atherton Assistant Director of Environment, GMCA Alex Ganotis?	A closer look at GM's natural assets, this could also feed into the GMSF work see <a href="https://www.greatermanchester-ca.gov.uk/info/20005/green_city_region/120/urban_pioneer">https://www.greatermanchester-ca.gov.uk/info/20005/green_city_region/120/urban_pioneer</a>
	GM Congestion Deal	Bob Morris	A key decision going to the GMCA in September  <b>This item was deferred</b>
	Plastic free GM	David Taylor Executive Director, Waste & Resources	A campaign that the Mayor supports and the Committee were interested in the plastic recycling challenge when they looked at waste previously

11.10.18	Housing Vision Strategy	Steve Fyfe	To consider and provide comment on a draft vision to achieve safe, decent affordable housing within GM prior to submission for approval to the GMCA in October 2018
	Homelessness update	Mike Wright	To provide an update on progress with the Committee's recommendations endorsed by the GMCA in March 2018
	Waste Procurement technical solutions	David Taylor, Executive Director, Waste & Resources	To ensure that the proposed solutions to the waste services put forward by potential bidders will deliver what GM needs
15.11.18	GMS six monthly update on Performance & Implementation Plan	Simon Nokes/John Holden	To provide an update on six monthly actions and to review the next iteration of the implementation plan with associated actions
	Bus Reform Update	Michael Renshaw	To provide a further update at the request of the Committee
	Draft Waste and Resources draft Strategy	David Taylor, Executive Director, Waste & Resources	To consider an early draft of the Strategy's key priorities.
	Draft Natural Capital Investment Plan	Mark Atherton, GMCA	Requested by the Committee at the September meeting.
13.12.18 - Cancelled	City centre housing developments and use of property funds surpluses	Mayor Paul Dennett	To obtain agreement of investing further GM Housing Investment Loan Fund into City Centre housing developments. Approve £350k of GMHILF surpluses be used as revenue to develop affordable housing propositions and priorities as identified in the GM Housing Strategy (went to GMCA in December 2018)
	TfGM's Capital Programme	Steve Warrener	To provide the Committee with an oversight of TfGM's Capital Programme
10.1.19	Walking & Cycling Update/ Streets for All	Chris Boardman/ TfGM	Further update on the strategic developments on walking and cycling and the Transforming Cities Fund, in particular focusing on progress to date.
	Transport Capital Programme (reissued from 13 <sup>th</sup> December 2018 meeting)	Steve Warrener, TfGM	To provide the Committee with an oversight of TfGM's Capital Programme



	Clean Air Plan Update	Simon Warburton, TfGM	To provide the committee with oversight on progress with the Clean Air plan
	Future of Greater Manchester	Andy Burnham, GM Mayor	Item for information only:
	Stockport Mayoral Development Corporation	Andy Burnham, GM Mayor	Item for information only:
14.2.19	GMSF	Anne Morgan, Head of Planning Strategy, GMCA	Possibly including Smart Energy Plan, Housing Vision, draft Infrastructure Framework, Natural Capital Investment Plan
	Transport 2040 Delivery Plan	Simon Warburton, TfGM	
	Infrastructure Framework 2040		<b>Item for information only:</b>
	Final Draft GM Natural Capital Investment Plan	Report of Councillor Alex Ganotis	<b>Item for information only:</b>
	Housing Vision	Mayor Paul Dennett	<b>Item for information only:</b>

## Items Considered in 2017-18 by the Committee

Work in April 2018	<ul style="list-style-type: none"> <li>• Green summit</li> <li>• Greater Manchester bus services update</li> <li>• Greater Manchester Strategy (GMS) implementation plan and performance dashboard</li> <li>• Draft response to the National Policy Planning Framework (NPPF)</li> </ul>
13.3.18	<ul style="list-style-type: none"> <li>• Greater Manchester Spatial Framework (GMSF) land supply</li> <li>• Homelessness</li> </ul>
15.2.18	<ul style="list-style-type: none"> <li>• Timetable for preparation for the revised GMSF</li> <li>• The air quality plan</li> <li>• Performance management framework for GMS</li> </ul>
15.1.19	<ul style="list-style-type: none"> <li>• Update work on town centres</li> <li>• Inclusive design of Greater Manchester's transport infrastructure</li> </ul>
13.12.17	<ul style="list-style-type: none"> <li>• Greater Manchester as a carbon neutral city region</li> <li>• Congestion</li> <li>• National infrastructure Assessment Consultation</li> </ul>
16.11.17	<ul style="list-style-type: none"> <li>• Transport strategy update</li> <li>• Greater Manchester housing affordability</li> </ul>
18.10.17	<ul style="list-style-type: none"> <li>• GMS implementation plan</li> <li>• Bus services in Greater Manchester</li> </ul>