

**Manchester City Council
Report for Information**

Report to: Neighbourhoods Scrutiny Committee – 26 August 2014

Subject: Manchester City Council Climate Change Action Plan: 2013/14 CO₂ Report

Report of: Deputy Chief Executive (Growth and Neighbourhoods)

Summary

In February 2014 the Committee considered the Council's draft Climate Change Action Plan for the period 2014/15 to 2016/17. At that time the Council's actual carbon dioxide emissions (CO₂) figures for the year 2013/14 were not available. As committed in the action plan, this report provides the CO₂ figures for 2013/14 and highlights changes to the emissions factors¹ used.

Recommendations

1. To note the CO₂ figures for 2013/14 and the progress made against the Council's CO₂ reduction target.

Wards Affected: All

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Background documents (available for public inspection):

The following documents disclose important facts on which the report is based and have been relied upon in preparing the report. Copies of the background documents are available up to 4 years after the date of the meeting. If you would like a copy please contact one of the contact officers above.

MCC Climate Change Action Plan 2014/15–2016/17

¹ Emissions Factors – a factor used to convert raw data e.g. miles travelled, in to the amount of CO₂ produced from that activity.

1.0 Background

- 1.1 In February 2014 the Council produced its first three-year Climate Change Action Plan (CCAP) for the period 2014/15 to 2016/17. This three-year approach to planning allowed for the development and implementation of larger programmes of work required to enable the Council's carbon reduction commitments to 2020 to be achieved. As a rolling plan, it was agreed that it would be reviewed and updated on an annual basis, including highlights of progress from the previous year.
- 1.2 In February 2014 data for 2013/14 was not yet available. It was agreed that 2013/14 figures would be provided when they were available in summer 2014.

2.0 Progress from 2009/10 to 2013/14

- 2.1 Data for 2013/14 CO₂ emissions for the Council's direct activities is now available and has been analysed. Between 2009/10 and 2013/14 the Council's direct CO₂ emissions have reduced by 17%. This reduction has enabled the Council to remain on the trajectory to reach the target of a 41% reduction in CO₂ emissions by the end of 2019/20, from a 2009/10 baseline.
- 2.2 The CO₂ reduction between 2012/13 and 2013/14 is 7.8%; Government changes to emissions factors account for 0.3% of this overall reduction.
- 2.3 Table 1, below, details CO₂ emissions by activity. The figures reflect new emissions factors supplied by DEFRA, which are explained in further detail in paragraphs 3.1-3.4. These technical changes have a relatively small (0.3%) impact on CO₂ emissions figures except in the case of air travel which is explained in more detail in paragraph 3.4.
- 2.4 The overall picture is positive. The key features of the 2013/14 data are that:
- Emissions from energy used in the Council buildings decreased by 8% between 2012/13 and 2013/14. This may be attributed in part to 2013/14 being a very mild winter alongside some building rationalisation.
 - Emissions from traffic signalling have decreased by 47% from the baseline emissions in 2009/10. This very significant reduction is as a result of action across Greater Manchester to upgrade traffic signals from tungsten halogen bulbs to more energy efficient LEDs. In addition to this, old traffic signal controllers have been updated to more modern and efficient products.
 - With the exception of air travel and the City Car Club, there have been decreases in transport related CO₂ emissions. These reflect a reduction in journeys by taxi and grey fleet as well as reduction in the amount of fuel used by the Council's waste contractor, Enterprise. The increase in City Car Club emissions is small in relation to the decreases in other areas and reflects our promotion of its use by staff.

- Emissions related to air travel have almost doubled. However, this is as a result of the use of new emissions factors which compensate for planes not taking the most direct route and 'radiative impacts' (which takes in to account the influence of the other climate change effects of aviation). Actual miles travelled have decreased by 33%. The changes to the emission factors are described in further detail in paragraphs 3.4.

Table 1: Carbon Emissions by Activity by Year

Activity	2009/10	2010/11	2011/12	2012/13	2013/14	% change from baseline
MCC Buildings	47,764,131	43,892,166	41,407,195	43,063,463	39,649,699	-17.0
Traffic Signalling	1,894,023	1,661,973	1,474,507	1,310,166	890,934	-53.0
Streetlights	15,725,949	15,601,708	14,716,620	15,052,168	14,898,208	-5.3
MCC Fleet	2,863,487	2,986,009	2,589,826	2,415,510	1,682,948	-41.2
MCC Grey Fleet	1,001,324	918,211	624,799	774,219	501,750	-49.9
MCC Taxis	135,731	138,575	113,512	76,459	48,558	-64.2
MCC Train	109,729	57,605	39,920	43,797	27,120	-75.3
MCC Air travel	78,502	52,131	60,603	89,605	141,490	80.2
MCC Car Club	5,437	8,803	9,191	8,983	9,517	75.0
Enterprise Waste Collection Fleet	2,496,300	2,986,009	2,087,485	2,054,124	1,963,586	-21.3
Total (kg CO₂)	72,074,613	68,303,189	63,123,658	64,888,494	59,813,810	
Change from Baseline (%)	n/a	5.2	12.4	10.0	17.0	

2.5 Further detail on the activities that will be undertaken to reach the 41% carbon reduction target can be found in the *MCC Climate Change Action Plan 2014/15–2016/17* (CCAP 2014-17). A summary of key headlines to date is provided in Section 4.

3.0 Amendments to Emissions Factors

- 3.1 It is essential that the Council has a robust baseline for 2009/10 against which to monitor CO₂ emissions and progress against the plan. The baseline has been developed building on Government methodology for producing annual greenhouse gas emissions reports. Emissions factors are revised annually by Government to enable more accurate reporting, for example to take in to account the decarbonisation of National Grid electricity.
- 3.2 In 2012/13 DEFRA advised local authorities that they should revise their CO₂ emissions from electricity based activity using revised emissions factors, for all years from 2009/10. This was completed for MCC's CO₂ emissions from electricity for all years from 2009/10, as part of the production of the Council's Climate Change Action Plan 2014/15-2016/17.
- 3.3 In 2013/14 DEFRA also issued updated emissions factors for transport, natural gas and burning oil for that year. These emissions factors have been applied to the Council's activities in 2013/14.
- 3.4 In 2013/14 DEFRA also advised local authorities to apply a new emissions factor for business air travel that took into account a distance uplift of 8% (to compensate for planes not flying using the most direct route) and 'radiative forcing' of 90% (to take in to account the influence of the other climate change effects of aviation). This has resulted in a significant increase in the emissions related to this activity.
- 3.5 Future Council carbon reduction plans and reports will continue to apply the latest emissions factors, in line with guidance from DEFRA².

4.0 Progress in 2014/15: headlines

- 4.1 As set out in the report to Neighbourhood Scrutiny in February 2014, rolling three-year plans will be updated annually to provide a review of progress over the previous year and a plan for the coming three year period. The report also committed to publish CO₂ data for the full 2013/14 financial year in summer 2014, as set out in Section 2.
- 4.2 This section is intended to provide a brief summary of key areas of progress and actions where additional input is required during 2014/15 to 2016/17 to mitigate potential risks and issues. It is not intended to be a comprehensive review of all actions in the three-year plan at this point in time.

4.3 Key Areas of Progress

- 4.3.1 Streetlighting LED Replacement (CCAP 2014-17; Action 1): work is currently underway between the Council and the existing street lighting PFI contractor to agree variations to the current PFI contract to enable the LED replacement

² www.ukconversionfactorscarbonsmart.co.uk

programme to proceed. The Council has consulted with the Department for Transport who have confirmed their support for the programme.

- 4.3.2 MACF Steering Group Support (CCAP 2014-17; Action 16): the Council hosted the Steering Group Annual General Meeting in the Town Hall in June 2014 and supported the production of the MACF Annual Report 2014. The report is available from: www.manchesterclimate.com
- 4.3.3 Green Deal and ECO (CCAP 2014-17; Action 17): the planned delivery partnership and project team are both now in place. The delivery of the Green Deal Communities project has commenced.
- 4.3.4 City Centre Heat Network (CCAP 2014-17; Action 19): funding has been secured from Government to support development of the heat network programme.
- 4.3.5 Green Infrastructure Strategy (CCAP 2014-17; Action 28): a progress report was presented to March 2014 Neighbourhoods Scrutiny Committee. The Strategy is on the Neighbourhoods Scrutiny Committee work programme for December 2014.

4.4 Additional Input Required

- 4.4.1 Carbon Literacy (CCAP 2014-17; Action 4): 850 staff in the Town Hall Extension and 9 Councillors have now completed Carbon Literacy training. The plan is for all Town Hall Extension staff to have been offered training by October 2014 and for 60 councillors by the end of December 2014, with the other 36 trained in 2015. Sustained effort will be required to ensure this target is met.
- 4.4.1 Building Retrofit (CCAP 2014-17; Action 3): this action is being delivered through a Greater Manchester programme to provide expertise and economies of scale. A review of the Greater Manchester Non-domestic Energy Efficiency Business Case is currently being undertaken by the new Greater Manchester Low Carbon Investment Director. The Council are supporting this review.
- 4.4.3 Schools Carbon Reduction (CCAP 2014-17; Action 18): the Council is currently delivering a light touch Eco Schools support programme. Work with partners to develop a wider programme is a priority for the second half of 2014/15.

5.0 Next Steps

- 5.1 The Council's Climate Change Action Plan for 2014/15 to 2016/17 is currently in delivery.
- 5.2 A refreshed plan for the period 2015/16 to 2017/18 will be brought to Neighbourhoods Overview and Scrutiny Committee in February 2015. This will include a review of progress in 2014/15.