

## **Green Party – What needs to be done in Manchester**

The future for Manchester, indeed for everywhere on the planet, is to achieve a good quality of life for all the people of the City, in a way that is sustainable well into the future. This means a drastic reduction in carbon-emissions in the transport, energy and food sectors, whilst providing for everyone's basic economic needs and access to public services. The current City Council's obsession with growth, (shared by other Parties) will not achieve this.

With regard to energy, we propose free insulation for every home that needs it, thereby reducing energy consumption and combating fuel poverty. All new homes should be built to the highest environmental standards, with carbon-neutrality built in (along the lines of London's Bedzed development). Much greater use must be made of renewable energy technologies.; for instance we should create a programme for the retrofitting of solar pV to existing houses in the city. As a start, we should have a target to put solar systems on 1,000 roofs within 5 years and on 20,000 roofs within 20 years. Above all there needs to be a reduction in the amount of energy wasted in the city, in both public and private buildings. Material waste also needs to be reduced, with the hierarchy of the '3R's' - reduce, reuse, recycle – being given the correct emphasis.

On transport the top priority should be to reduce the overall need to travel (through provision of local services and planning policy); the emphasis should be on accessibility rather than mobility. Whether or not the TiF bid goes ahead, there will need to be significant changes in the relative use of different modes of transport. Transport policy should be driven by a hierarchy which puts walking and cycling at the top, and public transport above private. Vital public transport modes such as rail and bus networks should be back under public control. Air travel, far from being expanded, needs to be reduced unless a non-carbon technology can be found.

Much more of the food consumed in the city should be sourced locally and we support the promotion of allotments as a healthy way of building community life and growing fresh food. The carbon cost of different types of food should be recognised.

This piece focuses on measures to reduce carbon emissions; with that must come social and economic policies which promote quality of life and social equity.

Health and other public services should be locally accessible and run for the people not for private corporations. We support local shops and other businesses which put more of their profit back into the community.

We need to protect our remaining Green spaces, from the constant threat of developers. More should be done to improve existing building stock and what new housing there is should be more affordable.

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## 2008 Liberal Democrat Outline Plans

### **Manchester's Environment**

Liberal Democrats want to see a cleaner, greener, carbon-neutral Manchester. That means better street-cleaning services week in, week out. Only then will we tackle Manchester's growing rat infestations, up 40% in 3 years.

Labour's recycling record is poor. They recently lost **£650,000** for not reaching their own modest recycling target. We will make our streets Cleaner and Greener by spending **£1 million** more than Labour on a "Clean Up Manchester" campaign to clean up our city, all-year-round. This campaign would spend more on improving footpaths across the city, to cut trip claims; increase funding to reduce graffiti; extend the use of kerbside collections to all homes and would improve access to recycling for residents of the city's tower blocks. In addition, we would fund an **Environmental On-Call Freephone number, costing £63,000.**

**Manchester Liberal Democrats believe that the Council should be concentrating on reducing waste and improving kerbside recycling to include cardboard and plastic bottles before cutting our weekly bin collections.** They believe that the council should set a lead by using paper products from sustainable sources, and using its buying power to source cheap low energy lightbulbs to be sold on at cost to Manchester residents.

**Manchester's green open spaces are not safe with Labour. They aren't serious about tackling climate change.** Not content with building an office block in Piccadilly Gardens or proposing a school for Heaton Park, Labour are targeting our green open space for their developer friends. They don't accept that Green open space and Allotments are a precious resource in our densely-populated city.

**Manchester Lib Dems were proud to help stop Labour's allotment sell-off in East Manchester, their proposed land sale in Marie Louise Gardens in Didsbury, and their plans to build on Greenbank in Levenshulme.**

We would lobby the government to end the unfair imposition of a 17.5% VAT rate on the refurbishment of old buildings, which just encourages wasteful demolition.

We oppose developments on any "pre-war green sites" without local consent. We will involve local groups when drafting planning briefs. We will replace cut-down trees in consultation with local people. Lib Dems support moves to reduce so-called "Garden Grabbing", where new developments are sited in the gardens of existing houses.

We will change the policy in the planning department so that a far harder line is taken with developers in Conservation areas. **Developers must be strongly encouraged to produce high-quality buildings, and required to supply home composters for garden waste to reduce land-fill.** If proposals do not come up to scratch, then they should be refused. We advocate "Local Listing" for added protection.

We will press for maximum penalties for developers who flout Tree Preservation Orders or remove trees in Conservation areas.

Liberal Democrats would support more regulation of public transport. We aim to reduce emissions and discourage polluting forms of transport and unnecessary journeys. We also aim to provide a clean and affordable integrated public transport system. We will actively encourage the use of fuel free transport and extend the number of bike and pedestrian routes in the city. We will push for all bus stops to have displayed up-to-date timetables and real time bus arrival information. Lib Dems want more "Park & Ride" services in the city, instead of just once a year around Christmas. We will encourage bus operators to expand the all-night bus services, and provide good, frequent bus services to the City's hospitals.

We support Manchester Airport as a key player in employment and growth in the North West, but its expansion must be sustainable. We support the ring and ride service and dedicated all day bus and cycle lanes on radial routes. We will encourage Town Hall staff to car-share or take bikes or public transport to work by providing cycle maintenance allowances and loans for public transport annual tickets. Liberal Democrats call upon the Government, Virgin Rail and Network Rail to invest in the West Coast Mainline.

The Liberal Democrats have always been consistent in saying that they are not opposed in principle to congestion charging, unlike Labour's town hall bosses. We have supported a Transport Innovation Fund (TIF) bid going in, to maximise resources for Greater Manchester Public Transport. We also welcome Labour's recent decision to support our policy to have a Greater Manchester-wide referendum on the proposals. However, we do not like the way the government has blackmailed Greater Manchester into proposing this scheme and linked it to future funding for Metrolink and other improvements to Public Transport.

**<http://manchester-libdems.org.uk>**

# **Manchester Respect and Climate Change**

Combating climate change in a just and equitable way should be the highest priority for Manchester City Council. Meeting this challenge effectively would offer us a unique opportunity to substantially enhance the quality of life of the people who live and work in the city.

## **Towards sustainable transport**

- End bus deregulation and return bus and tram services to public ownership. Zero-fare bus and tram travel for all!
- Expand cycleways (and other facilities to encourage cycling, such as free cycle loans) and pedestrianization.
- Towards a car free city!
- Stop the expansion of Manchester Airport!

## **Towards zero carbon buildings**

- End the sale of council housing. For a massive expansion of high quality, affordable, zero carbon council housing.
- Strict enforcement of planning and building regulations to ensure the highest standards of insulation and energy efficiency, including in public buildings such as schools.
- Expand the provision of subsidies for solar roofs.

## **End the domination of the big supermarkets**

Use of planning regulations to inhibit the growth of supermarkets and to protect and encourage local shops.

Protect and expand the provision of allotments.

## **Against Consumerism**

- Stricter planning regulations to inhibit advertising hoardings – and a total ban on high emission electronic advertising in the city.

For more information about Manchester Respect visit our website

**[www.gmrespect.org.uk](http://www.gmrespect.org.uk)**

or email [roywilkes59@talktalk.net](mailto:roywilkes59@talktalk.net)

# Manchester Socialist Workers Party

## Manchester and Climate Change – What is to be done?

There is a great consensus from environmentalists, scientists and politicians that unless serious changes are made, we face dramatic and irreversible changes to our climate which will have devastating effects on our world.

To achieve the massive reductions in emissions and avoid runaway climate change will require fundamental changes to our society. Almost every aspect of our lives will have to change. Some of the detail of this is examined in a Manchester context elsewhere in this book.

To do this, we cannot only act as individuals by changing our lifestyle. This is no solution given the scale of the problem. Nor can we rely on the free-market to solve the problem. There is no evidence that the market mechanisms at the heart of government's plans will reduce emissions.

Dealing with Climate Change will need massive social change. This will have to be implemented by government, locally and nationally. These changes will often be in opposition to the vested interests of many of the most powerful corporations on the planet.

It is in this context that any attempt locally to deal with climate change must be judged. Manchester Council at least recognises that Climate Change is a problem – though in part their strategies are limited by reliance on biofuels and market solutions.

There is no reason why the council couldn't be at the forefront of fighting for the real changes that would make a real difference. If we are serious about reducing car use and improving public transport, then relying on congestion charging, which will hit the poorest most is not an option.

Instead we need free local public transport and the re-nationalisation of the rail and bus companies. Why won't our councillors lead a popular campaign over this?

In its literature, the council tells us that it will improve energy efficiency for its housing stock. This is a good first step, but must stick in the throat of those tenants whose homes have been sold off to private companies. Why aren't we building more council houses, to the highest environmental standards possible - providing jobs for hundreds of people?

No longer can we ignore the question of emissions from Manchester airport. The council must use its powers to prevent future expansion of the airport and stop domestic flights.

These examples show how a campaigning council could start to make a real difference. It would be enthusiastically supported by the people of Manchester who desperately need improvements to their city and would become a beacon of hope for everyone who is fed up with the pro-business priorities of the Labour Government.

But we cannot wait for the council to make its mind up. If they aren't prepared to introduce real change, then we must act ourselves.

Ordinary people must start to collectively campaign for the real changes to our housing, transport and working lives that will restructure society in the way that we need. It's is how we have won change in the past, and its how we can save the planet today.

Website: [www.socialistworker.co.uk](http://www.socialistworker.co.uk)

For info about local activities, please contact Amy 07764169013, or [mancswp@gmail.com](mailto:mancswp@gmail.com)

## Greater Manchester business and Climate Change.

This section seeks to provide an overview of the business sector in Greater Manchester, some of the key business sectors, sources for business information and identifying the key CO<sub>2</sub> sectors.

The City Region (which includes Greater Manchester) has been the economic powerhouse of the North West. It is the largest regional conurbation in the UK, with a population of over 3.2 million and a commuter population of 5.2 million people within the 30 mile area considered as the “travel to work” area. Table 1 (below) shows the economic output Gross Value Added (GVA)<sup>(1)</sup> figures for the UK, North West and the Greater Manchester region. In 2004, the NW region, produced approximately 9.8% of the UK's GVA. However, the Greater Manchester region accounted for nearly 40% of the North West's economy.

Table 1: Gross Value Added figures for the United Kingdom, North West region and Greater Manchester : 2001 – 2004.				
Year	2001		2004	
	£ millions	% of UK GVA	£ millions	% of UK GVA
UK	730,036	100	1,044,165	100
North West	87,584	10	102,366	9.8
		% of NW GVA		% of NW GVA
Greater Manchester	34,971	39.9	40,457	39.5

Source: Department for Business, Enterprise & Regulatory Reform statistics. (2)

There is also a North / South divide *within* Manchester in terms of GVA. In 2004, South Manchester accounted for £22,861 million (65.4%) whilst the figure for North Manchester was £12,110 million (34.6%) of GVA.

### **Business Sectors**

The Greater Manchester Economic Development Plan was published in late 2004 and set out the region's economic development strategy. In June 2005, the City Region Development Programme (CRDP) was published and this focussed economic development on 5 business sectors (known as “sector accelerators”) which were: Financial and Professional Services, Life Science Industries, Creative, Digital and New Media, ICT Digital/Communications, Manufacturing plus Manchester Airport. The CDRP also identified 10 other Key Business Sectors: Logistics, Customer Contact Centres, Retail, Construction, Education, Public Sector, Hospitality and Tourism, Sport, Environmental Technologies, and Aviation.<sup>(3)</sup>

Profiles of each of these sectors are available on the Manchester Enterprises website.<sup>(4)</sup> Below are brief descriptions of 4 of the key business sectors.

**Financial and professional services.** In 2005, over 200,000 people were employed in the financial services sector, which was around 14% of the workforce. This sector has grown by 30% between 1998 and 2005 and was estimated to be contributing £9 billion to the City region economy in 2005.<sup>(5)</sup> The majority of Financial Times Stock Exchange (FTSE) Top 100 companies have operations in the region, and over 500 other companies have headquarters there. There are over 60 banks based in Manchester. Some of the major financial services employers include Co-operative Financial Services (6,000 employed), Royal Bank of Scotland (5,000), Barclays (3,000), London Scottish Bank (1,200) and Royal & Sun Alliance (600). Corporate banks include Allied Irish Bank, Alliance & Leicester Commercial Bank and Bank of Ireland. Shared financial service centres have also been a recent trend. Among the list setting up such centres are TetraPak, Kelloggs, Michelin, AstraZeneca and most recently Bank of New York

**Higher Education / University sector.** The City Region has five of the NW's Higher Education institutions. These are the University of Manchester, Manchester Metropolitan University, University of Salford, University of Bolton and also the regional centre for the Open University. All together the Higher Education sector forms one of the largest concentrations of teaching, medical and research in Europe and the sector is a key contributor to what is termed the "knowledge economy" in the City Region. In 2003, the education sector generated £3.1bn GVA across the City Region. This was almost half (49%) of the total output from the sector in the North West. In 2004, the sector employed over 120,000 people and was the fifth largest contributor to the economy in terms of both employment and GVA.<sup>(6)</sup>

**Aviation.** Manchester Airport is owned by the 10 Greater Manchester councils with Manchester City Council as the single largest shareholder. The airport is the largest in the country outside of the South East. In 2005, Manchester Airport had over 22 million passengers and transported over 150,000 tonnes of freight. The Airport directly employs some 19,000 people on site. It is estimated that a further 23,000 jobs in the North West are "in some way dependent on the Airport and its activity".<sup>(7)</sup> In 2004, Manchester Airport

### **Some key sources of Business information for Greater Manchester**

Manchester Enterprises - is the economic development agency for Greater Manchester, Responsible for economic analysis, economic development strategy formulation and implementation, and programme management.

[www.manchester-enterprises.com/strategy.htm](http://www.manchester-enterprises.com/strategy.htm)

Crain's Manchester Business

[www.crainsmanchesterbusiness.co.uk](http://www.crainsmanchesterbusiness.co.uk)

Produce an annual list of the Top 200 companies in the Greater Manchester

North West Business Insider (NWBI) : In 2001, the NWBI described the movers and shakers in Manchester as being part of the "New Manchester Establishment" which the magazine described as "an amorphous group of fortysomething entrepreneurs, consultants and self-appointed cultural leaders in more or less admiring orbit about Manchester City Council chief executive Howard Bernstein."<sup>(9)</sup> Also produces the annual North West Power 100 list and North West Rich List – useful sources of information on the people and organisations influencing the economy of the North West.

Pro-Manchester. [www.pro-manchester.co.uk](http://www.pro-manchester.co.uk)  
Association of Manchester business working in cooperation to promote Manchester

MIDAS (Manchester Inward Investment Agency)  
[www.investinmanchester.com](http://www.investinmanchester.com) Acting on behalf of the ten Local Authorities of Greater Manchester, aims to attract inward investment into the City Region by promoting Manchester as a leading European business location.

Greater Manchester Chamber of Commerce.  
[www.gmchamber.co.uk](http://www.gmchamber.co.uk)

was estimated to have made an equivalent contribution of £1.7 billion GVA. (8)

**Public Sector.** In 2004, the Public Sector employed some 68,000 people in the City Region and in 2003 contributed £1.7 billion GVA to the economy.

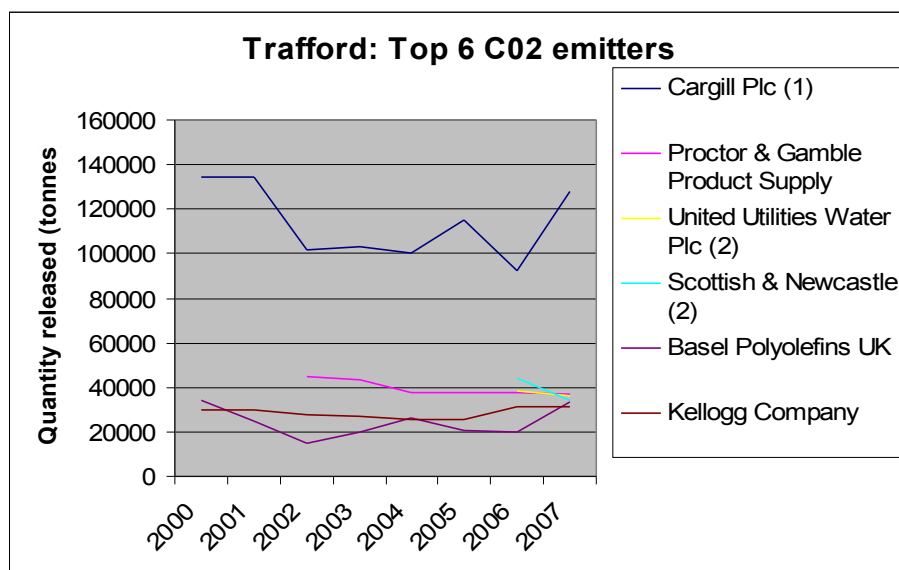
### Manufacturing and CO<sub>2</sub> emissions – identifying some of the largest CO<sub>2</sub> emitters in Greater Manchester.

In February 2008, Manchester City Council published a “Principles document” on Climate change and highlighted its aim to reduce CO<sub>2</sub> emissions by 1 million tonnes in 3 key sectors: Commercial, Transport and Domestic.<sup>(10)</sup> It is unclear whether the other 9 Councils have yet to develop similar plans. However, Manchester Enterprises commissioned Deloitte’s to produce a “Mini-Stern” for the City Region and this was published in July 2008. One of the reports key findings was that “without exploiting opportunities, and mitigating effectively, a ‘failure to adapt’1 scenario suggests that the City Region could lose an estimated £21 billion in GVA over the next 12 years (by 2020), whilst the North West as a whole could lose an estimated £72 billion over the same period.”<sup>(11)</sup>

### So how can we find out what each Greater Manchester council is doing on climate change and reducing omissions?

See if your Council has signed up to National Indicators 185 or 186. Check [www.idea.gov.uk/idk/aio/8519309](http://www.idea.gov.uk/idk/aio/8519309)

Check the Environment Agency Pollution Inventory (EAPI) which provides data for a range of pollutants including Carbon Dioxide (CO<sub>2</sub>). The database provides details for each of the 10 Greater Manchester councils and identifies emissions by specific company. For example, looking at the Trafford Borough the EAPI shows that in 2007 there were 6 companies: Cargill Plc, Proctor & Gamble Product Supply, United Utilities Water Plc (Davyhulme), Scottish & Newcastle, Basel Polyolefins and Kellogg with CO<sub>2</sub> emissions above 10,000 tonnes. The table below shows the EAPI data for the CO<sub>2</sub> emissions of the 6 highest Trafford based emitters.



Source: Environment Agency Pollution Inventory.<sup>(12)</sup> Note (1) Previously known as Cerestar. (2) United Utilities Water and Scottish Newcastle data only available from 2006.

Unfortunately the EAPI database does not report precise figures for any company with an emission level below 10,000 tonnes. For example in 2007, there were 11 companies listed as <10,000 tonnes: M & I Materials, Veolia ES (UK), Akcros Chemicals, Polkacrest North West, United Utilities Water (Salford), Rank Hovis, Polartech, United Utilities Water (Eccles), Chemtura Manufacturing, Food Investments and Robert Wiseman & Sons. But it clearly does identify companies worth approaching to ask what they are doing to reduce their omissions.

The EAPI is a useful source of data but the lack of precise figures for many companies and the lack of information on sectors such as transport means that any analysis should be treated with caution.

## References

- 1) The Office of National Statistics describes GVA as the difference between output and intermediate consumption for any given sector/industry. That is the difference between the value of goods and services produced and the cost of raw materials and other inputs which are used up in production.  
[www.statistics.gov.uk/about/glossary/economic\\_terms.asp](http://www.statistics.gov.uk/about/glossary/economic_terms.asp)
- 2) <http://tinyurl.com/67u38b> , or if you like a challenge you could type in-  
[stats.berr.gov.uk/sd/bci/gva%20\(gdp\)/North%20West%20GVA%20and%20Household%20Income.xls](http://stats.berr.gov.uk/sd/bci/gva%20(gdp)/North%20West%20GVA%20and%20Household%20Income.xls)
- 3) Report to AGMA Executive, February 2006. The Draft Greater Manchester Implementation 2006.
- 4) [www.manchester-enterprises.com/research.htm](http://www.manchester-enterprises.com/research.htm)
- 5) Accountancy, 14 December 2005, Special Report - Focus on Manchester - Going global.
- 6) [www.manchester-enterprises.com/documents/ME\\_KSP\\_2007\\_Education.pdf](http://www.manchester-enterprises.com/documents/ME_KSP_2007_Education.pdf)
- 7) [www.manchester-enterprises.com/documents/ME\\_KSP\\_2007\\_Aviation\\_Airport.pdf](http://www.manchester-enterprises.com/documents/ME_KSP_2007_Aviation_Airport.pdf)
- 8) Draft Manchester Airport Masterplan to 2030. July 2006
- 9) North West Business Insider, 4 October 2001, Simply buildings.
- 10) [www.manchester.gov.uk/downloads/8a\\_Climate\\_change\\_1\\_.pdf](http://www.manchester.gov.uk/downloads/8a_Climate_change_1_.pdf)
- 11) [www.manchester-enterprises.com/documents/Economic%20Impact%20of%20Climate%20change%20-%20Executive%20Summary.pdf](http://www.manchester-enterprises.com/documents/Economic%20Impact%20of%20Climate%20change%20-%20Executive%20Summary.pdf)
- 12) <http://maps.environment-agency.gov.uk/wiyby/wiybyController?extraClause=COUNTY~'Trafford%20Metropolitan%20Borough%20Council'>