Standardising City Adaptation Strategies – an impossible dream?

9th Global Forum on Urban Resilience and Adaptation:

Standardised support tools for urban resilience, integrating resilience planning into local decision-making

Matt Ellis (Climate Resilience Officer, GMCA)
• City Adaptation Strategies – standardised processes, not standard products / documents

• Greater Manchester’s experience – co-creating its adaptation planning process

• Critical challenges - the 3 linked C’s: complexity, capacity and consistency

• The opportunity for cities - using standardised approaches (and co-creation/collaboration) more widely
Climate Adaptation Strategies

Standardised processes not standard products
Greater Manchester’s experience

c-o-creating our adaptation planning process

GMCA

BOLTON  BURY  MANCHESTER  ROCHDALE  SALFORD  STOCKPORT  TAMESIDE  TRAFFORD  WIGAN
Working with Transport for Greater Manchester (TfGM)

Specific Actions from GM’s Climate Change and Low Emissions Strategy (2017):

• **A12**: Identify key risks to transport infrastructure posed by increased incidence of flooding and heat as part of Transport Strategy and Planning.

• **A13**: Integrate requirements for shelter from extreme weather and heat into building design and transport systems as part of a sustainable design guide.
Impact chain: Pluvial flooding to major arterial roads in Greater Manchester

Coping Capacity
Availability of different transport modes

Sensitivity: Demographic characteristics

Climate Change: increased Pluvial flooding

Stressors: Growing demand on roads

Major arterial road exposed to flooding

Impacts: Road closure

Primary: Road users, Network managers

Secondary: Recovery costs, service delivery

Source: University of Manchester and GMCA (RESIN Project, 2017)
A GM transport flood risk assessment
Implementing adaptation options
Critical challenges and opportunities

3 linked C’s: complexity, capacity and consistency....

But a real opportunity for cities