



Neighbourhoods and Environment Scrutiny Committee

Date: Wednesday, 22 July 2020

Time: 2.00 pm

Venue: Virtual meeting – Webcast at -

https://manchester.public-i.tv/core/portal/webcast_interactive/485363

There will be a private meeting for Members only at 10am Monday 20 July via Zoom. A separate invite will be sent to Members with joining details.

Advice to the Public

The Local Authorities and Police and Crime Panels (Coronavirus) (Flexibility of Local Authority and Police and Crime Panel Meetings) (England and Wales) Regulations 2020

Under the provisions of these regulations the location where a meeting is held can include reference to more than one place including electronic, digital or virtual locations such as internet locations, web addresses or conference call telephone numbers.

To attend this meeting it can be watched live as a webcast. The recording of the webcast will also be available for viewing after the meeting has concluded.

Membership of the Neighbourhoods and Environment Scrutiny Committee

Councillors - Igbon (Chair), Azra Ali, Appleby, Butt, Flanagan, Hassan, Hughes, Jeavons, Kilpatrick, Lynch, Lyons, Razaq, Sadler, Strong, Whiston, White and Wright

Agenda

1. Urgent Business

To consider any items which the Chair has agreed to have submitted as urgent.

2. Appeals

To consider any appeals from the public against refusal to allow inspection of background documents and/or the inclusion of items in the confidential part of the agenda.

3. Interests

To allow Members an opportunity to [a] declare any personal, prejudicial or disclosable pecuniary interests they might have in any items which appear on this agenda; and [b] record any items from which they are precluded from voting as a result of Council Tax/Council rent arrears; [c] the existence and nature of party whipping arrangements in respect of any item to be considered at this meeting. Members with a personal interest should declare that at the start of the item under consideration. If Members also have a prejudicial or disclosable pecuniary interest they must withdraw from the meeting during the consideration of the item.

4. Minutes

To approve as a correct record the minutes of the meeting held on 24 June 2020.

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5. Update on COVID-19 activity - To follow

6. Clean Air and Climate Change progress update

Report of The Deputy Chief Executive and City Treasurer

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This paper provides an update on the Greater Manchester Clean Air Plan and the latest data and progress updates in relation to the Council's Climate Change Action Plan.

7. Overview Report

Report of the Governance and Scrutiny Support Unit

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This report includes details of the key decisions due to be taken that are relevant to the Committee's remit as well as an update on actions resulting from the Committee's recommendations. The report also includes the Committee's work programme, which the Committee is asked to agree.

Work Programming Session

At the rise of formal business, the Committee will meet in private to discuss upcoming issues and challenges in order to determine the work programmes for the next three

meetings (September to November 2020). Longer-term themes may also be identified in this session.

Information about the Committee

Scrutiny Committees represent the interests of local people about important issues that affect them. They look at how the decisions, policies and services of the Council and other key public agencies impact on the city and its residents. Scrutiny Committees do not take decisions but can make recommendations to decision-makers about how they are delivering the Manchester Strategy, an agreed vision for a better Manchester that is shared by public agencies across the city.

The Neighbourhoods and Environment Scrutiny Committee has responsibility for looking at how the Council and its partners create neighbourhoods that meet the aspirations of Manchester's citizens.

The Council wants to consult people as fully as possible before making decisions that affect them. Members of the public do not have a right to speak at meetings but may do so if invited by the Chair. Speaking at a meeting will require a video link to the virtual meeting.

Members of the public are requested to bear in mind the current guidance regarding Coronavirus (COVID19) and to consider submitting comments via email to the Committee Officer. The contact details of the Committee Officer for this meeting are listed below.

The Council is concerned to ensure that its meetings are as open as possible and confidential business is kept to a strict minimum. When confidential items are involved these are considered at the end of the meeting and the means of external access to the virtual meeting are suspended.

Joanne Roney OBE
Chief Executive
3rd Floor, Town Hall Extension,
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Further Information

For help, advice and information about this meeting please contact the Committee Officer:

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This agenda was issued on **Tuesday, 14 July 2020** by the Governance and Scrutiny Support Unit, Manchester City Council, Level 3, Town Hall Extension, Manchester M60 2LA

Neighbourhoods and Environment Scrutiny Committee

Minutes of the meeting held on 24 June 2020

This Scrutiny meeting was conducted via Zoom, in accordance with the provisions of the The Local Authorities and Police and Crime Panels (Coronavirus) (Flexibility of Local Authority and Police and Crime Panel Meetings) (England and Wales) Regulations 2020.

Present:

Councillor Igbon – in the Chair
Councillors Appleby, Azra Ali, Butt, Hassan, Hughes, Jeavons, Kilpatrick, Lynch, Lyons, Razaq, Strong, White and Wright

Apologies: Councillors Sadler and Whiston

Also present:

Councillor Akbar, Executive Member for Neighbourhoods
Councillor Rahman, Executive Member for Skills, Culture and Leisure
Councillor Richards, Executive Member for Housing and Regeneration
Councillor Stogia, Executive Member for Environment, Planning and Transport

NESC/20/25 Tribute to former Councillor Sue Murphy

The Chair paid tribute to the important contribution Sue Murphy had made to the city and to the Council. Members and all those present observed a minute's silence in remembrance of Councillor Sue Murphy.

NESC/20/26 Minutes

Decisions

To approve the minutes of the meeting held on 4 March 2020 as a correct record.

NESC/20/27 COVID-19 update

The Committee considered a report of the Deputy Chief Executive and City Treasurer that provided a brief summary of the current situation in the city in relation to COVID-19 and an update on the work progressing in Manchester in relation to areas within the remit of this committee.

The main points and themes within the report which included: -

- Describing the Public Health response to the pandemic;
- Information on the financial implications and the additional costs incurred;
- Response and planning ahead for the recovery including a reset of the Our Manchester Strategy; and

- Specific updates on activities relating to the work of Neighbourhood Teams; Compliance and Enforcement; Waste, Recycling and Street Cleansing; Highways; Housing and Residential Growth; Homelessness; Climate Emergency / Zero Carbon.

Some of the key points that arose from the Committee's discussions were: -

- Paying tribute and appreciation to all staff and those working with partner organisations for responding effectively and professionally during this unprecedented period;
- What was being done to support rough sleepers who had been accommodated in hotels during the pandemic to prevent them returning to the streets;
- What was being done to ensure appropriate levels of funding would be allocated to Local Authorities;
- What were the number of homeless presentations during the period of lockdown;
- What was the approach to promoting active travel and clarification was sought on the rationale not to introduce 'pop up' cycle lanes and a call for discussions on this area to be open and transparent;
- Communication with both residents and local business was essential when planning and developing active travel schemes;
- Noting the reduction in emissions and improved air quality during this period what work was being done to build on these improvements and could data be provided for different areas of the city;
- What analysis had been undertaken of the measures introduced, such as the temporary closure of roads on social distancing;
- How could residents suggest other areas for consideration for the introduction of similar measures to support social distancing and what would be the associated time frame for delivering any scheme;
- Noting the bid to the National Lottery's Climate Action Fund with the Manchester Climate Change Partnership was unsuccessful, what feedback and learning had been obtained that may inform future bids;
- How would the Highways Department and the Licensing Unit work with licensed premises to ensure they were managing their premises safely and in line with guidance as the lockdown began to ease;
- Recognising the important role of all staff who worked for Registered Social Landlords for their dedication in identifying and supporting vulnerable residents;
- What work was being done with landlords, particularly those with student properties to manage waste generated at the end of term;
- An update on the Private Rented Sector Licensing Policy and HMO (house in multiple occupation) Standards was sought;
- When would the green bin collection revert back to a weekly collection;
- Thanking the Biffa crews for their work, however noting that reports had been received regarding the inconsistency in the service provided by Biffa and could this be addressed;
- An update was sought on Household Waste and Recycling Centres;
- Had incidents of flytipping increased and could resources be allocated to tackling identified 'hot spots';
- Thanking residents for providing intelligence and reporting incidents of flytipping and anti social behaviour;

- How could residents report noise nuisance after 10pm;
- Thanking staff working in the Anti-Social Behaviour Team for responding to complaints; and
- Noting the detrimental impact that off sales of alcohol had on green spaces and parks and what was being done to address this.

The Executive Member for Skills, Culture and Leisure informed the Committee that during the pandemic, in excess of 250 rough sleepers had been accommodated as part of the Everyone In scheme. He described that in addition to accommodation every individual had been provided with access to mental health and substance misuse services. He said that to prevent people returning to the street individual personal plans had been drawn up to support people enter secure accommodation and discussions were ongoing with registered landlords and other partners to identify suitable accommodation to facilitate this. He stated that the Government funding for Everyone In was due to cease on the 30 June 2020 and clarification was currently being sought as to future funding arrangements to support this activity. He stated that if required the arrangements for hotel accommodation would be extended to October 2020.

The Executive Member for Skills, Culture and Leisure informed the Committee that in the period 19 March 2020 to 22 June 2020 there had been a total of 430 families and 1737 single people presenting as homeless, which represented a 12.8% decrease on the same period last year.

In response to the comments made regarding the impact on Local Authority budgets and the need for adequate funding the Director of Neighbourhoods stated that representations were being made to Government by the Leader, the Chief Executive and the Deputy Chief Executive & City Treasurer. In addition work was also ongoing with other Core Cities and the Local Government Association to lobby for adequate funding.

The Executive Member for Skills, Culture and Leisure stated that adequate levels of funding were essential to ensure that the most vulnerable people in society could be protected and the appropriate wrap around services could be provided. He encouraged all residents of Manchester to donate to the Big Change campaign rather than giving money directly to individuals on the street as he said this was often counterproductive.

The Executive Member for Environment, Planning and Transport addressed the Committee and informed the Members that the Executive Members had continued to meet on a weekly basis to co-ordinate activities and collaborate on areas of work, such as the retrofitting of housing stock and the development of the Young Peoples Climate Charter. She stated that the Highways teams had continued to deliver programmes of work whilst adhering to social distancing guidance, with work prioritised across wards and to take advantage of the reduction in traffic witnessed during the period of lockdown.

The Executive Member for Environment, Planning and Transport commented that Highways had also introduced a number of measure to support social distancing and facilitate people's journeys as people returned to work and the lockdown eased. She

stated that if residents identified other areas that may benefit from similar measures they could suggest these via the Council website and if accepted measures would be implemented as soon as practically possible.

The Executive Member for Environment, Planning and Transport then addressed the issue of 'pop up' cycle lanes. She described that the Council remained committed to promoting active travel, including pedestrians in district centres. She stated that there were a number of conversations to be had over the summer period regarding future walking and cycling schemes. With specific reference to 'pop up' cycle lanes she stated that there were a number of myths circulating regarding the Council's approach to these. She clarified that not all neighbouring authorities had applied for funding for pop up lanes and evidence indicated that the majority of cycle journeys were undertaken in local, district centres rather than the commute into the city centre. She explained that the Council's Emergency Active Travel submission follows government guidance which stated that the quickest and cheapest way to reallocate road space to cyclists and pedestrians was point closures, which was in effect active filtered neighbourhoods and was a more effective measure to support both pedestrians and cyclists as opposed to pop up cycle lanes that support cyclists only. She said through the proposals, support for additional work was being sought which could be delivered in the short-term, but which also had the potential to secure longer-term benefits for people cycling or walking across the city while remaining committed to delivering high quality, well designed active travel schemes and infrastructure.

In regard to zero carbon, the Executive Member for Environment, Planning and Transport stated that the green agenda would be at the heart of the city's recovery plans and the Annual Carbon Emissions report would be published in the near future. She stated that a report on the proposals to deliver the Clean Air Plan would be considered by the Executive at their meeting of 3 July 2020 and a public consultation exercise would be undertaken. In response to the data regarding air quality she advised the Committee information and data obtained from the various monitoring stations located across the city could be viewed via the Greater Manchester Clean Air website.

In response to the specific question regarding the unsuccessful applications to funding, the Strategic Lead Policy and Partnerships stated that the bids for the eCargo bikes was oversubscribed nationally, however they would continue to explore alternative funding options for these. He also advised that they were awaiting the formal feedback from the National Lottery regarding the unsuccessful bid, and when this was available this would be shared with Members.

The Executive Member for Housing and Regeneration described that officers working within strategic housing had worked with Registered Social Landlord staff to mobilise a community response to identify and support vulnerable residents. She described that this co-ordinated response had identified people who required support and appropriate services were engaged. She stated that the lessons learnt during this period would inform any future response if required. She paid tribute to the staff, adding that in addition to their normal duties, many had undertaken additional voluntary work to assist vulnerable residents.

The Executive Member for Housing and Regeneration described that many of the normal services, such as repair and maintenance services were beginning to resume and measures were being taken across all providers to ensure these were being reinstated in a coordinated manner so there was consistency in this offer. She described that this was being achieved through the Manchester Housing Provider Partnership that had been established, and the benefits of this local arrangement had been realised during the pandemic.

The Executive Member for Housing and Regeneration stated that the housing allocations scheme, Manchester Move remained suspended with housing priority being given to homeless people and those requiring discharge from hospital. She further described that the compliance and enforcement teams continued to respond to enquiries and a communications exercise had been delivered to inform private landlords of tenants' rights during lockdown to prevent evictions. She described that a tool kit for landlords had been produced at a Greater Manchester level and that the updated Private Rented Sector Licensing Policy and HMO Standards would be submitted for consideration by this Committee later in the year.

The Executive Member for Housing and Regeneration responded to the comments regarding student accommodation by advising that landlords had been engaged with around the appropriate management of their properties at the end of term and this had been supported by the delivery of a Landlord Forum that had been very positive and an opportunity to engage with Landlords. In addition to this, work continued with the Universities and Manchester Student Homes to promote this message.

In regard to Selective Licensing, the Executive Member for Housing and Regeneration stated that the Council remained committed to use this power on the permitted 20% of privately rented sector stock and a rolling programme would be developed to deliver this. She stated ward Members and local Registered Housing Providers would be consulted on these proposals as they progressed and a report would be submitted to the Committee at the appropriate time.

The Executive Member for Neighbourhoods described the critical role of the Neighbourhood Teams in supporting those residents that were identified as being vulnerable and at risk during the pandemic. In addition, he described the work of the various teams within in the Compliance and Enforcement Unit and the Food and Health & Safety Airport Team for providing specialist food safety advice to those involved in food provision across the city, including to the new Nightingale Hospital. He also advised of the work with Trading Standards to enforce the new regulations during the lockdown period; Environmental Protection Team, Neighbourhood Compliance Team, Environmental Crime Team and the Licensing and Out of Hours Team.

The Executive Member for Neighbourhoods informed Members that the Licensing Unit had responded by adapting the service to mitigate public safety risks, and measures were put in place to help with the financial hardship faced by many of the individuals in the taxi and private hire trade. The Licensing Unit had also been working closely with their counterparts in Westminster to lobby government to allow more flexibility to Local Authorities with regard to the Licensing rules and regulations so that the businesses could be supported in the coming period.

The Executive Member for Neighbourhoods stated that currently the green bin would remain on the winter collection cycle, two weekly with priority and resources given to collecting the black bins. He described that following a phased reopening Household Waste and Recycling Centres were now fully operational, except for the textiles. The Strategic Lead, Waste, Recycling and Street Cleansing stated that analysis had indicated that the numbers of visits to these sites was consistent with previous years.

In regard to flytipping, the Executive Member for Neighbourhoods stated that whilst there had been an increase in the number of reported incidents that actual number of incidents was comparable with other years. He stated this could be explained by jobs being reported multiple times.

The Strategic Lead, Waste, Recycling and Street Cleansing stated that if flytipping hotspots were identified resources could be deployed to help identify and prosecute perpetrators.

In regard to Biffa and the reported inconsistency of service in regard to the passageway container service, the Executive Member for Neighbourhoods stated that if this was brought to his or officers attention this would be raised with Biffa. The Strategic Lead, Waste, Recycling and Street Cleansing added that Monitoring Officers are monitoring collections and had flagged some issues with Biffa. She further advised that Members needed to consider that staff from different crews and agency staff had been deployed to support the Biffa crews, which had accounted for some errors. The Executive Member for Neighbourhoods further informed the Committee that 27 new electric vehicles had been purchased and would be in service from September.

In response to the discussion regarding the approach to be taken to support licensed premises and other businesses following the relaxation of lockdown the Head of Compliance, Enforcement and Community Safety stated that the approach taken with businesses was always one of engage, educate and enforce. She described that during the lockdown period there had been a reduction in the number of enforcement notices require and they would continue to work with premises to ensure they were managing the areas outside of their premises appropriately. She described that ultimately it was the responsibility of the premises to manage and comply with national guidance and if a premises was proving to be problematic appropriate enforcement action would be taken.

The Head of Compliance, Enforcement and Community Safety acknowledged the comment regarding the impact of off sales and public space and commented that it was anticipated that as the lockdown was relaxed and licensed premises reopened this should address the issues experienced. The Strategic Lead, Waste, Recycling and Street Cleansing further commented that the Keep Manchester Tidy project had piloted a scheme for parks that would be rolled out.

In regard to residents reporting noise disturbance after 10pm, the Head of Compliance, Enforcement and Community Safety stated that any complaints would be picked up and responded to the next day and residents would be directed to the appropriate website via the pre-recorded message. She stated that the decision had

been taken to end this service at 10pm due to resources, however this would be reviewed.

In concluding the discussion the Chair, on behalf of the Committee thanked all staff, across all partner organisations for supporting the residents of the city during this unprecedented public health emergency.

Decision

To note the report.

[Councillor Appleby declared a personal and non-prejudicial interest as her partner is employed by Biffa.]

NESC/20/28 Overview Report

The report of the Governance and Scrutiny Support Unit which contained key decisions within the Committee's remit and responses to previous recommendations was submitted for comment.

In response to a question regarding the Climate Change Subgroup, the Chair reminded the Committee that at the 25 March 2020 meeting of Council the report 'Constitutional Amendments and Other Matters for Council Business Continuity' was considered and approved. The Committee were reminded that within that report it recommended that Scrutiny Subgroup meetings should be suspended for the time being. The Chair stated that consideration would be given to scheduling an update report on climate change at an appropriate time.

Decision

To note the report.

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**Manchester City Council
Report for Information**

Report to: Neighbourhoods and Environment Scrutiny Committee – 22 July 2020

Subject: Clean Air and Climate Change progress update

Report of: The Deputy Chief Executive and City Treasurer

Summary

This paper provides an update on the Greater Manchester Clean Air Plan and the latest data and progress updates in relation to the Council's Climate Change Action Plan.

Recommendations

It is recommended that the Neighbourhoods and Environment Committee:

1. Note and comment on the progress of the Greater Manchester Clean Air Plan; and
 2. Note and comment on the Council's annual direct CO2 emissions report and recent progress to deliver the Climate Change Action Plan 2020-25.
-

Wards Affected: All

Environmental Impact Assessment - the impact of the issues addressed in this report on achieving the zero-carbon target for the city

The Council's Climate Change Action Plan 2020-25 sets out the actions that will be delivered to ensure that the Council plays its full part in delivering the city's Climate Change Framework 2020-25 which aims to half the city's CO2 emissions over the next 5 years. The Greater Manchester Clean Air Plan seeks to reduce harmful Nitrogen Dioxide (NO2) levels at the roadside across the city region and to bring the whole of Greater Manchester into compliance with statutory requirements in the shortest possible time.

Manchester Strategy outcomes	Summary of how this report aligns to the OMS
A thriving and sustainable city: supporting a diverse and distinctive economy that creates jobs and opportunities	The transition to a zero carbon city will help the city's economy become more sustainable and will generate jobs within the low carbon energy and goods sector. This will support the implementation of the Our Manchester Industrial Strategy. Evidence shows that improved air quality will make a contribution to improved health outcomes across the city and will make Manchester a more attractive place to live and to invest in.
A highly skilled city: world class and home grown talent sustaining the city's economic success	Manchester is one of a small number of UK cities that have agreed a science based target and is leading the way in transitioning to a zero carbon city. It is envisaged that this may give the city opportunities in the green technology and services sector.
A progressive and equitable city: making a positive contribution by unlocking the potential of our communities	Transitioning to a zero carbon city can help to tackle fuel poverty by reducing energy bills. Health outcomes will also be improved through the promotion of more sustainable modes of transport and improved air quality.
A liveable and low carbon city: a destination of choice to live, visit, work	Becoming a zero carbon city with improved air quality can help to make the city a more attractive place for people to live, work, visit and study.
A connected city: world class infrastructure and connectivity to drive growth	A zero carbon transport system would create a world class business environment to drive sustainable economic growth. The Clean Air Plan seeks to reduce the environmental impact of the current vehicle fleet in the city by providing targeted incentives to encourage and enable individuals and businesses to upgrade their vehicles.

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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.

Manchester City Council Climate Change Action Plan 2020-25
Manchester Climate Change Framework 2020-25

1.0 Introduction

- 1.1 This report provides the Committee with an update on the Greater Manchester (GM) Clean Air Plan including the impact of COVID-19 (C19) on the timetable for its implementation. It also provides an update on progress to deliver the Council's Climate Change Action Plan 2020-25 and annual direct emissions data for the 2019/20 financial year.

2.0 Greater Manchester Clean Air Plan

- 2.1 Previous reports to this committee have informed members of the progress that is being made in developing a Clean Air Plan for GM that seeks to achieve compliance with statutory requirements relating to emissions of nitrogen dioxide in the shortest possible time. As the need to improve air quality is an issue across GM, the City Council is working jointly with the other nine GM authorities on this issue. The technical work is being led by Transport for GM on behalf of all ten authorities.

- 2.2 An Outline Business Case was submitted to Government in March 2019. This proposed the following elements:

- A charging Clean Air Zone (CAZ) category C which will target the most polluting commercial vehicles including older heavy goods vehicles, buses, coaches, taxis and private hire vehicles from the summer of 2021, and older polluting light goods vehicles from 2023 (i.e. a CAZ C with a van exemption until 2023).
- A Clean Freight Fund to provide financial support for the upgrade of light and heavy goods vehicles, minibuses and coaches, which will be targeted to support smaller local businesses, sole traders and the voluntary sector.
- A Clean Taxi Fund to support the upgrade of non-compliant Greater Manchester Licensed taxi and private hire vehicles.
- A Clean Bus Fund to provide, where possible, the retrofit of older engine standards to the less polluting Euro VI standard for those buses registered to run services across GM.
- A package of supporting measures including a proposed Loan Finance scheme, sustainable journeys projects, additional EV charging infrastructure.

- 2.3 A detailed report setting out the current position relating to the discussions with Government over the Plan and seeking agreement to the the proposed next steps was considered by the Executive on 3rd July 2020. The report is available at the following link:
<https://democracy.manchester.gov.uk/documents/s17816/Greater%20Manchester%20Clean%20Air%20Plan.pdf>

- 2.4 There has been detailed dialogue with Government over the proposals and the funding requirements of the Plan over the past few months. A letter was received in March from Rebecca Pow MP (DEFRA Parliamentary Under Secretary of State), copying in all Local Authority CEOs and Leaders,

regarding next steps with GM's Clean Air Plan proposals. This letter, which is attached to the Executive report, was sent alongside a further Ministerial Direction. The letter explained:

- the Government's desire for GM to consult on a Class C Clean Air Zone (accepting GM's case for exempting LGVs to 2023) with the timings of reporting back on the consultation suggesting that this activity is expected to take place in the summer.
- that the Government will provide an initial tranche of funding of £41m for grants or loans – this is broken down as £15.4m for bus retrofit, £10.7m for PHVs, £8m for HGVs, £4.6m for coaches and £2.1m for minibuses.
- the Government does not support all measures proposed, specifically the Sustainable Journeys measure.
- the Government will not support electric vehicle charging infrastructure through Clean Air monies but have committed to work with GM on securing funding from the Office for Low Emission Vehicles (OLEV) (who were allocated £500m in the 11 March 2020 budget).
- there is an expectation that GM's Clean Air Zone will be introduced in 2021 so compliance with NO2 legal limits is met in 2024.

2.5 The letter was issued prior to the Coronavirus Act and the national lock down which began on 24 March 2020. Since that time discussions with Government have continued in relation to the timetable for consultation and the need for financial support, in particular to enable drivers of light goods vehicles and hackney carriages to receive financial support to enable them to transition to cleaner vehicles. In the interim Leaders have agreed, and the City Council Executive has endorsed the decision that;

- The GM Authorities will move to a statutory public consultation on the GM Clean Air Plan as soon as reasonably practicable; and
- that the decision to commence a public consultation should be taken once there is a clear timeframe for exiting lockdown and moving to the next phase of the C19 response.

2.6 The delay in consultation will mean that the date that the proposed Clean Air Zone is introduced will be delayed until 2022 but this delay will not impact on the date at which full compliance with air quality standards is expected which remains at 2024.

2.7 The work to develop the Clean Air Plan proposals was of course undertaken prior to the current pandemic. To understand the wider impacts of the C19 outbreak the GM Clean Air Plan team are making an assessment of the possible impacts of C19 to inform a technical briefing note for decision makers. This assessment will include:

- whether the assumptions underpinning the GM Clean Air Plan are still valid;
- whether GM will remain in exceedance of legal nitrogen dioxide limits under the proposals as they currently stand;

- the measures proposed in the package for consultation; and
- whether the proposed support package will be sufficient.

2.8 The Further reports will be brought to the Committee as the Clean Air Plan proposals are further developed.

3.0 Manchester City Council Climate Change Action Plan

3.1 **Annual Direct Emissions Report (Appendix 1):** The Council has produced annual direct CO2 emissions reports since 2009/10 to track progress against the ambition to reduce emissions by 41% between 2009/10 and 2019/20. The latest annual report is the final year of reporting against this target and reveals that the Council has achieved a 53.8% reduction over this period, noting that the 2019/20 streetlighting data has not been finalised. The annual report includes CO2 data on the Council's operational buildings estate, streetlighting, waste and recycling vehicles, other Council fleet vehicles and staff travel.

3.2 **Pathway to Zero Carbon 2038 (Appendix 2):** As well as continuing to produce annual direct emissions reports with detailed breakdowns of emissions by activity, a new reporting graph has been developed to track long term progress against the zero carbon 2038 ambition. Appendix 2 tracks the Council's direct emissions using a carbon budget approach to demonstrate whether the pace and scale of annual reductions are within the target trajectory of a 13% year on year reduction. The graph includes actual data to 2019/20 which demonstrates that the Council's emission reductions are currently ahead of the target trajectory. The graph also includes a summary of the required reductions over the next 5 years and beyond.

3.3 **Quarterly Quantitative Emissions Reporting (Appendix 3):** As per the commitment included within the Council's Climate Change Action Plan 2020-25, a quarterly direct emissions report has been produced. Although the data for quarter 1 2020/21 is not yet fully available, an example for quarter 4 2019/20 has been provided.

3.4 **Quarterly Qualitative Reporting (Appendix 4):** The Climate Change Action Plan 2020-25 also committed the Council to produce a quarterly report detailing progress against the actions contained within the Plan. The first of these quarterly updates for quarter 1 2020/21 is included as appendix 4 and sets out progress against a red, amber, green rating. The report shows that as a result of C19 a number of actions have been stalled such as implementing the carbon reduction plan across the Council's estate, however, work on Wythenshawe Forum recommenced in June 2020, as will the replacement of the Town Hall Extension LED lighting and controls in July 2020. Work on the Council's new Business Travel Policy halted due to the need to redirect resources to C19, however, 27 electric refuse vehicles (approximately 50% of the current fleet) have been purchased and will be in operation later this year. The Council's own operational vehicle fleet is also being replaced on a rolling basis with electric vehicles. An external commission for a tree opportunity mapping assessment has been progressed alongside work to identify sites for tree planting during the winter 2020/21 planting season. Progress has also

been made with the increase of social value to 30% to introduce 10% environmental weighting within the procurement framework and carbon reduction measures have been added to the capital gateway process for decision making. Whilst the rollout of carbon literacy training to Council staff and elected members stalled due to C19, this has now been moved online enabling staff to complete part one of the training virtually with an online version of part two of the training currently under development.

- 3.5 **Correspondence with the Greater Manchester Pension Fund (Appendix 5):** The Council's July 2019 Climate Emergency motion included a specific recommendation for the Council to use our role on the GM Pension Fund to encourage divestment in fossil fuels as early as possible. Copies of two letters from the Council's representative on the fund, Councillor Paul Andrews, are included in appendix 5.

- 3.6 Following previous comments from the Committee, the annual report and quarterly reports will be uploaded to the Council's website under the 'Our carbon emissions' page at the following link:
<http://www.manchester.gov.uk/zerocarbon>

The Council's Communications team have developed a draft design for all reports which will be applied to published reports and case studies on key projects and programmes.

4.0 Manchester Climate Change Framework 2020-25 annual report.

- 4.1 The Manchester Climate Change Agency produces an annual progress update report every July which includes progress against the actions within the citywide framework along with data about the city's emissions. This year's report is being launched on 21 July 2020 with tickets available using the following link: <https://www.eventbrite.co.uk/e/manchester-climate-change-annual-report-tickets-111145007710>

The annual conference is being held virtually on the morning of 22 July 2020 with tickets available for free using the following link:
<https://www.eventbrite.co.uk/e/manchester-climate-change-conference-2020-tickets-110979312110>

The annual report will be published on the Manchester Climate Change website at the following link: <http://www.manchesterclimate.com/progress>

5.0 Recommendations

- 5.1 The recommendations are summarised at the beginning of this report.

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MCC Climate Change Action Plan 2016-2020 Annual Metrics Report 2019/20

1. Background

In 2009/10 Manchester City Council set out our commitments to tackle climate change in the Climate Change Delivery Plan and detailed what the Council planned to do over the period 2010 to 2020 to contribute to the city-wide vision to be a green prosperous low-carbon city by 2020. The delivery plan had two aims:

1. To set out how the Council will provide leadership and example in the process of Manchester's transformation into an internationally recognised low carbon city, and contribute to the implementation of *Manchester – A Certain Future*
2. To transform the Council into a leading example and champion deliverer of environmental sustainability in Greater Manchester by embedding low-carbon thinking, behaviour in its culture, processes and the operation of all its services.

In 2009/10 the Council committed to reduce its direct carbon emissions by 41% by 2019/20. Following this, the Council produced a series of action plans which detailed the activities that would be undertaken in order to ensure that our commitments were met. Each year we have monitored our direct emissions to determine progress against this target.

This report monitors the progress against the planned actions set out in the most recent Climate Change Action Plan (CCAP) 2016-20. In 2018/19, data showed that the Council's direct emissions reduced by 48% since the 2009/10 baseline meaning that the 41% target was achieved and surpassed a year ahead of schedule. This was made possible due to a significant reduction in emissions when compared with 2017/18 which was predominantly the result of changes to the UK Emissions Factor for electricity, a reduction in energy consumption in the Council's operational buildings and a reduction in electricity consumption from street lighting.

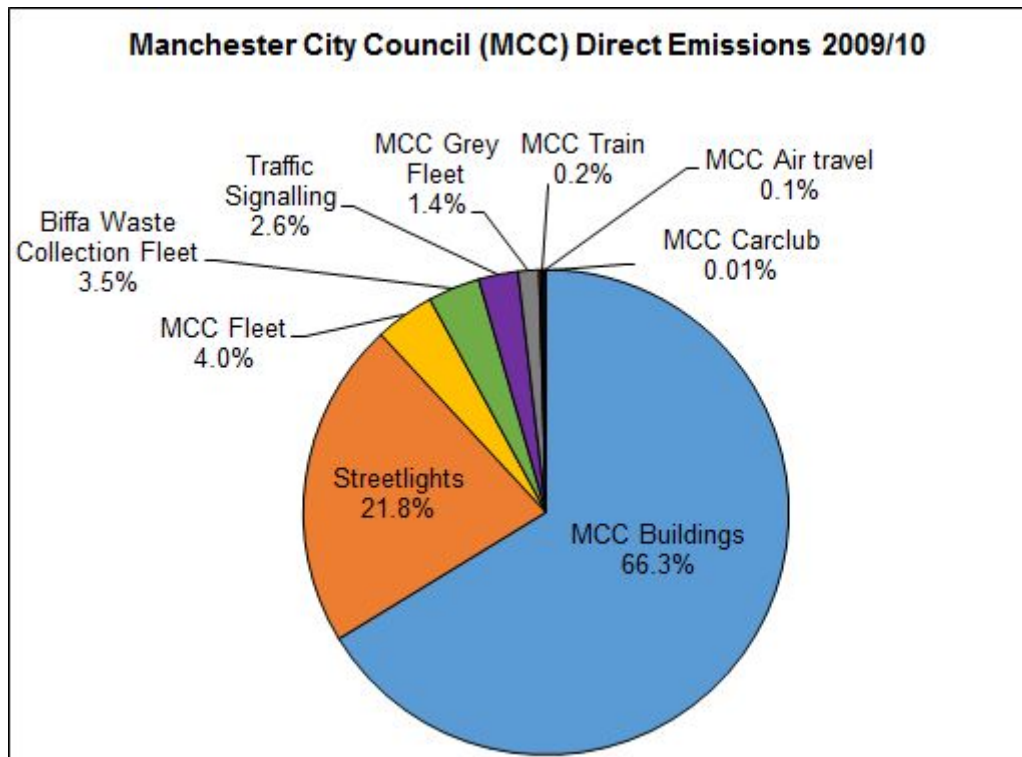
2. Scope of the Report

The scope of the Climate Change Action Plan includes only carbon emissions that the Council is directly responsible for including:

- Our operational buildings estate of approximately 300 buildings;
- Street lighting;
- Traffic signalling;
- Biffa waste fleet;
- Council fleet vehicles;
- Staff business travel including travel by rail, air, taxi, car club or use of personal cars to carry out Council business (grey fleet).

Figure 1 demonstrates the activities included in the baseline and the percentage weighting. It shows that the vast majority of our direct emissions are produced by our buildings estate, followed by streetlights.

Figure 1: Emissions Baseline in 2009/10



3. Emission Factor

In order to produce the annual reports detailing the CO₂ emissions associated with the Council's direct activities, activity data e.g. miles travelled, kilowatt hours of electricity and gas used etc. are converted into carbon emissions using a nationally agreed set of emission conversion factors which are published annually by the UK Government. The emission factor for electricity represents the average CO₂ emission from the UK National Grid per kWh of electricity generated. The electricity emission factor fluctuates each year as the fuel mix consumed in UK power stations and the proportion of net imported electricity changes. These annual changes can be large as the factor depends very heavily on the relative prices of coal and natural gas as well as fluctuations in peak demand and renewables.

Between 2018 and 2019, the emission factor for electricity reduced by 9.75%, effectively reducing emissions from electricity by 9.75%. It is anticipated that the electricity emission factor will continue to decrease as the National Grid becomes greener overtime. The Council already procures green electricity which is contributing to the greening of the National Grid. However, it is important to note that we are unable to make any further emissions saving from this procurement decision beyond using the nationally agreed emission factor for electricity.

4. Revision of 2018/19 emissions

The Council's direct emissions in 2018/19 were reported as 37,417.8 tCO₂. Figures have now been revised to take into account updated buildings, street lighting and staff business travel by rail and air emissions. The revised 2018/19 emissions are 37,565.2 tCO₂, an increase of 147.4 tCO₂. However, the revised figures still represent a 48% reduction in direct emissions compared to the 2009/10 baseline.

Buildings and street lighting snapshot emissions can be subject to change due to billing delays. When the 2019/20 provisional snapshot was provided, the 2018/19 snapshot was rerun which resulted in reporting an additional 92.8 tCO₂ for buildings and 16.2 tCO₂ for street lighting.

The staff business travel by rail and air emissions were re-calculated following the discovery of an error in the 2018/19 figures received from the Council's travel partner. This resulted in reporting an additional 19.8 tCO₂ for rail travel and 18.6 tCO₂ for air travel.

5. Overview of 2019/20 Emissions

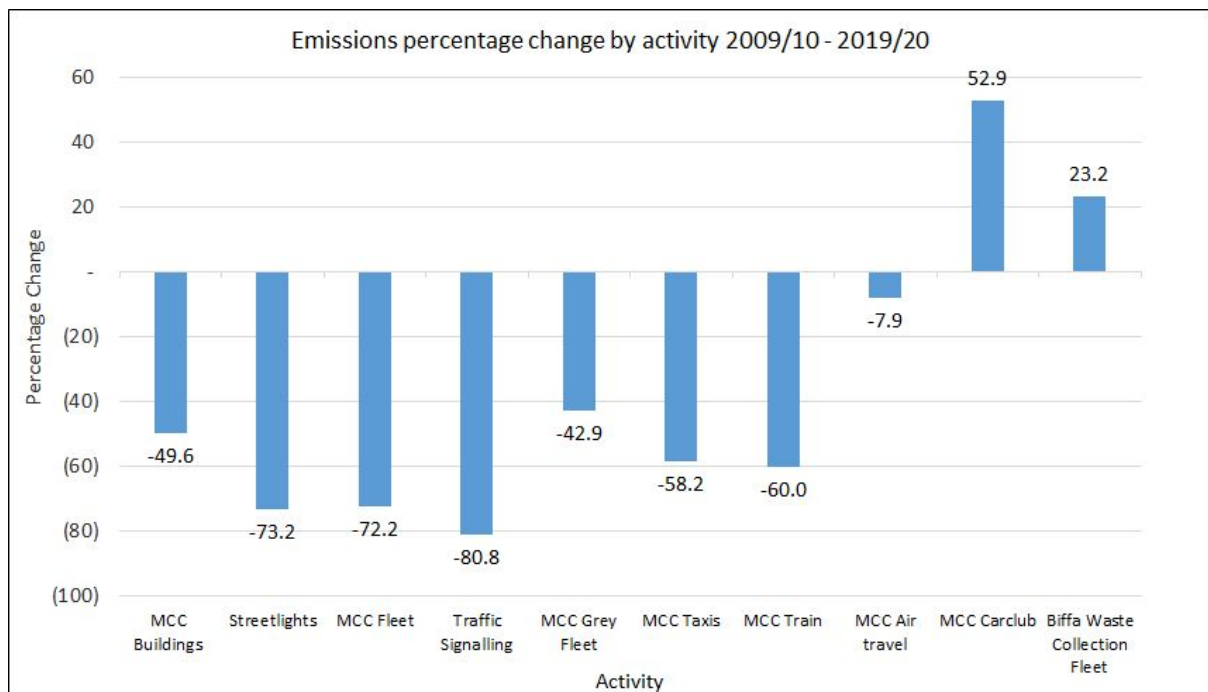
The Council aimed to reduce its direct carbon emissions by 41% by 2020 from a 2009/10 baseline. Provisional 2019/20 figures show that the Council's direct emissions have reduced by 11.4% from 2018/19 and by 53.8% since 2009/10. The 2019/20 streetlights emissions are currently provisional due to billing delays and are likely to be overestimated; final 2019/20 figures will be available in late June. Table 1 provides a detailed breakdown of emissions (in tonnes of CO₂) across the different functions of the Council which are included in the direct emissions scope.

Table 1: Detailed Breakdown of Direct Emissions

Activity	Manchester City Council Direct Emissions (Tonnes CO ₂)										
	Baseline 2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20 *
MCC Buildings	47,764	43,892	41,407	43,063	39,650	41,193	38,746	35,375	31,174	25,882	24,071
Streetlights	15,726	15,602	14,717	15,052	14,898	16,292	15,112	13,386	11,310	6,632	4,213
Biffa Waste Collection Fleet	2,496	2,986	2,087	2,054	1,964	1,979	2,579	3,051	3,145	3,089	3,076
MCC Fleet	2,863	2,986	2,590	2,416	1,683	1,702	1,143	1,014	836	844	797
MCC Grey Fleet	1,001	918	625	774	566	588	532	577	566	540	572
Traffic Signalling	1,894	1,662	1,475	1,310	891	733	645	585	490	392	364
MCC Air travel	79	52	61	90	141	90	166	84	79	86	72
MCC Taxis	136	139	114	76	49	51	38	55	54	56	57
MCC Train	110	58	40	44	27	47	47	30	28	37	44
MCC Carclub	5	9	9	9	10	8	8	6	6	8	8
Total (tonnes CO₂)	72,075	68,303	63,124	64,888	59,878	62,683	59,016	54,164	47,688	37,565	33,274
Annual shift (%)		-5.2	-7.6	2.8	-7.7	4.7	-5.9	-8.2	-12.0	-21.2	-11.4
Change from Baseline (%)		-5.2	-12.4	-10.0	-16.9	-13.0	-18.1	-24.9	-33.8	-47.9	-53.8

* Streetlights emissions are provisional and will be finalised in late June

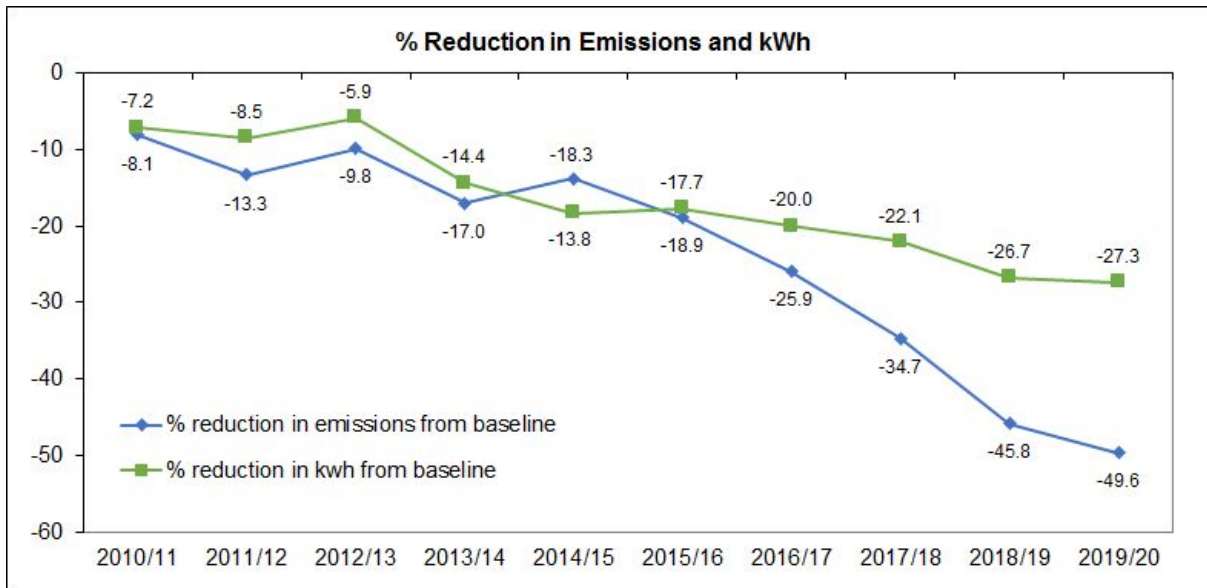
Figure 2 shows the change in total tCO₂ emissions between 2009/10 and 2019/20. Reductions in emissions were noted across all Council activity areas except Car Club and the Biffa Waste Collection Fleet.

Figure 2: Emissions Percentage Change by Activity between 2009/10 and 2019/20

6. Buildings

Carbon emissions from the Council's operational buildings estate have reduced by 49.6% from the 2009/10 baseline. In this same period, the total energy used in our buildings (kilowatt hours of gas, electricity and oil) has reduced by 27.3%. This demonstrates that while emission factor reductions have undoubtedly had a positive influence on our total emissions, the amount of energy that we have consumed has also decreased as a result of the rationalisation of the Council's estate and improvements to energy efficiency. Energy consumption in buildings also fluctuates by season and is affected by warm and cold weather spells. As such, the emissions will have been impacted by the warmer than average temperatures experienced across the UK during 2019 and particularly during the main heating season.

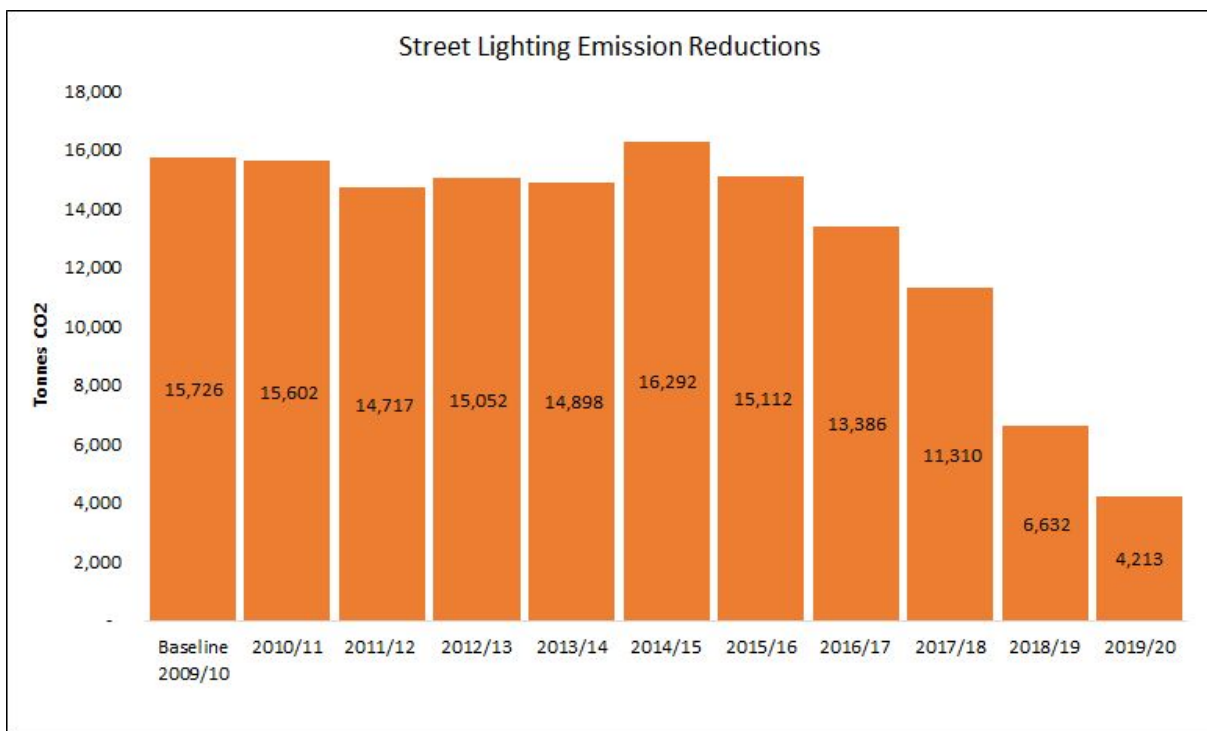
Figure 3: Percentage Reduction in Buildings Emissions and Kilowatt Hours of Energy Used



7. Street Lighting

Figure 4 shows that emissions from street lighting have decreased by 73.2% from 15,726 tCO₂ in 2009/10 to 4,213 tCO₂ in 2019/20 (based on provisional data for 2019/20). This decrease is mainly due to the replacement of incandescent street lighting bulbs with more energy efficient LEDs. By the end of 2020, all of the street lights in Manchester will have been replaced via the completion of a £32.8 million investment programme which is saving over 8,400 tCO₂ per annum and £2 million every year for the Council.

Figure 4: Street Lighting Emissions



8. Biffa Waste Fleet and Council Fleet

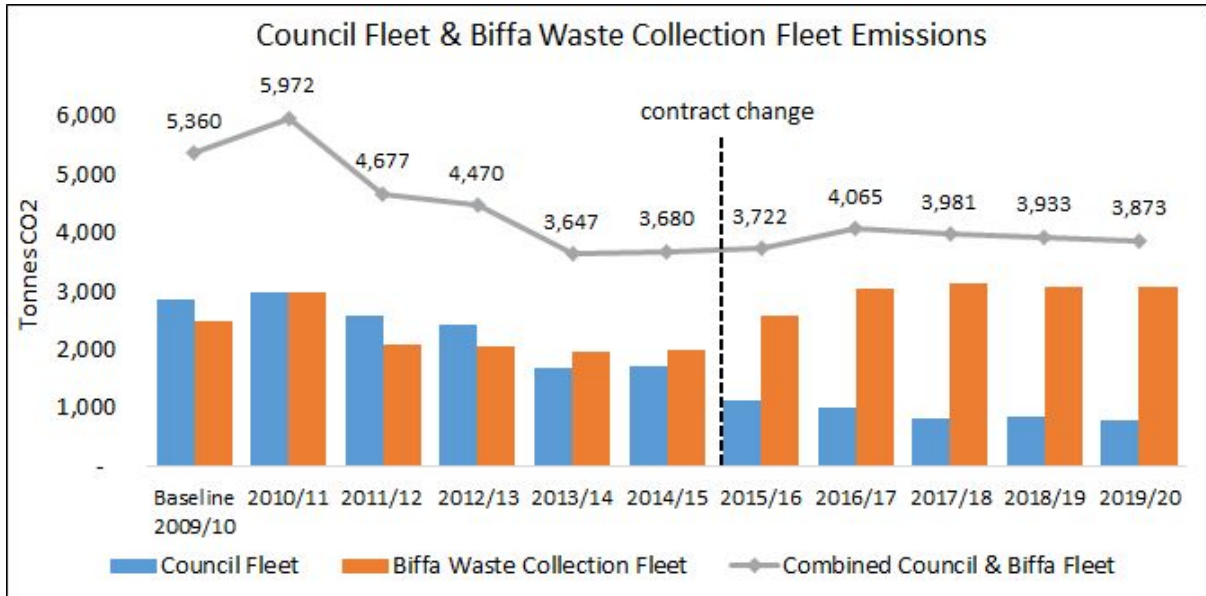
In summer 2015, Biffa took over the running of the Council's household refuse collection service from Enterprise and also began running the Council's Street Cleansing services. This resulted in 28 sweepers and 40 tippers, transferring from the Council to Biffa. This contributed to an increase in emissions from the Biffa waste fleet and a decrease in the Council fleet vehicle emissions as shown in the 2015/16 data in Table 1 and Figure 5.

Since the 2009/10 baseline, emissions from the waste fleet have increased by 23.2% from 2,496 tCO₂ to 3,076 tCO₂. Since the 2015/16 contract change, emissions have increased by 19.3%. This increase has been due to additional vehicles being added to the fleet, longer collection rounds and the use of vehicles with engines that reduce NO₂ emissions to improve air quality but which use more fuel therefore increasing CO₂ emissions.

In 2019, Biffa started to trial the first fully electric Refuse Collection Vehicle in Manchester and the success of this trial has led to the purchase of 27 Electric Refuse Collection Vehicles which will deliver approximately 900 tCO₂. The trial is the first step in the effort to ultimately end the CO₂ emissions released from diesel fuels during waste collections and to help improve the city's air quality.

As at April 2020, the Council operated 220 fleet vehicles, including 16 electric vans, one electric car, one electric people carrier and three hybrid cars. Since the 2009/10 baseline, emissions from the Council fleet have decreased by 72.2% from 2,863 tCO₂ to 797 tCO₂. Since the 2015/16 contract change, emissions have decreased by 30.3%.

Figure 5: Annual emissions for the Council Fleet and Biffa Waste Collection Fleet

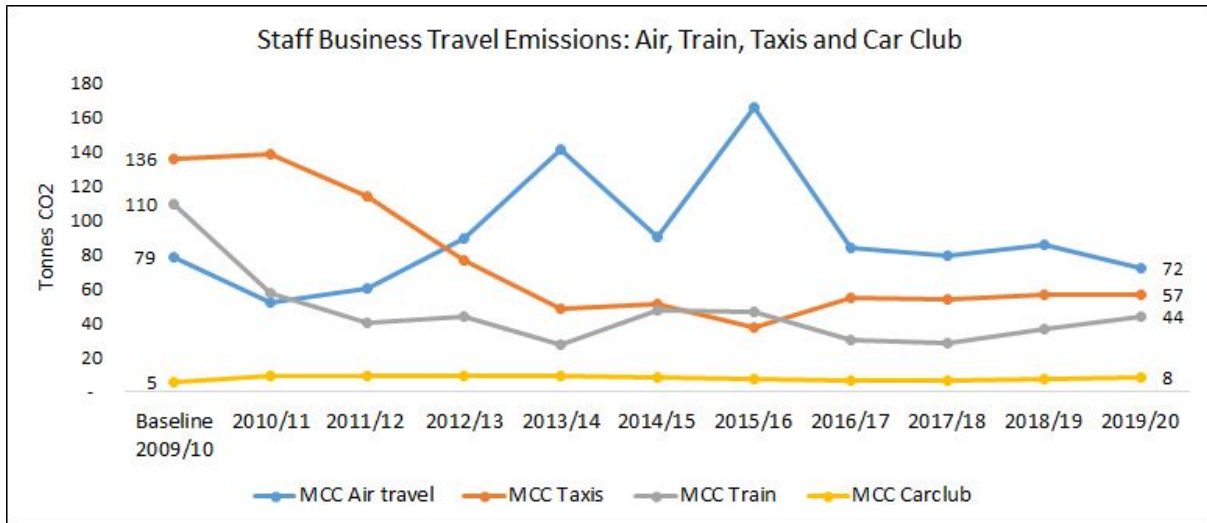


9. Staff Business Travel

Staff business travel accounts for a very small percentage of overall emissions and includes travelling by train, air, taxi, car club or claiming business mileage. Compared to the 2009/10 baseline, emissions have reduced for all staff travel modes except car club, which has increased by 52.9% from 5 tCO₂ in 2009/10 to 8 tCO₂ in 2019/20. The increase may be due to more staff using the car club as an alternative to making a journey by taxi or personal car.

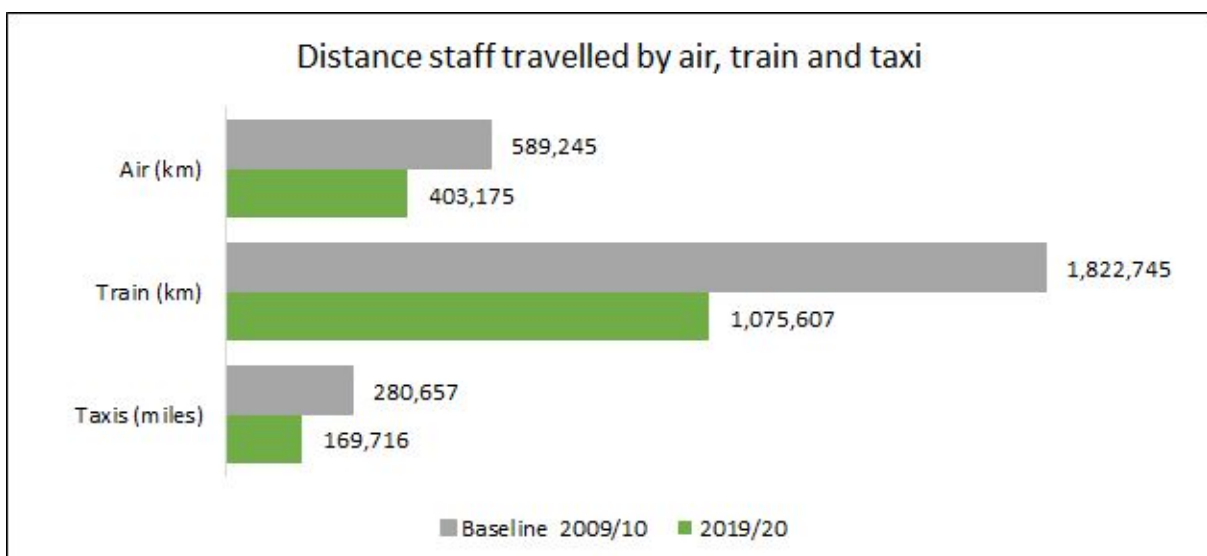
Figure 6 shows that since 2009/10, there has been a considerable decrease in the emissions generated from travel by Taxis (-58%) and Train (-60%) and a smaller decrease in emissions generated from air travel (8%).

Figure 6: Annual Emissions for Staff Business Travel by Air, Train, Taxis and Car Club



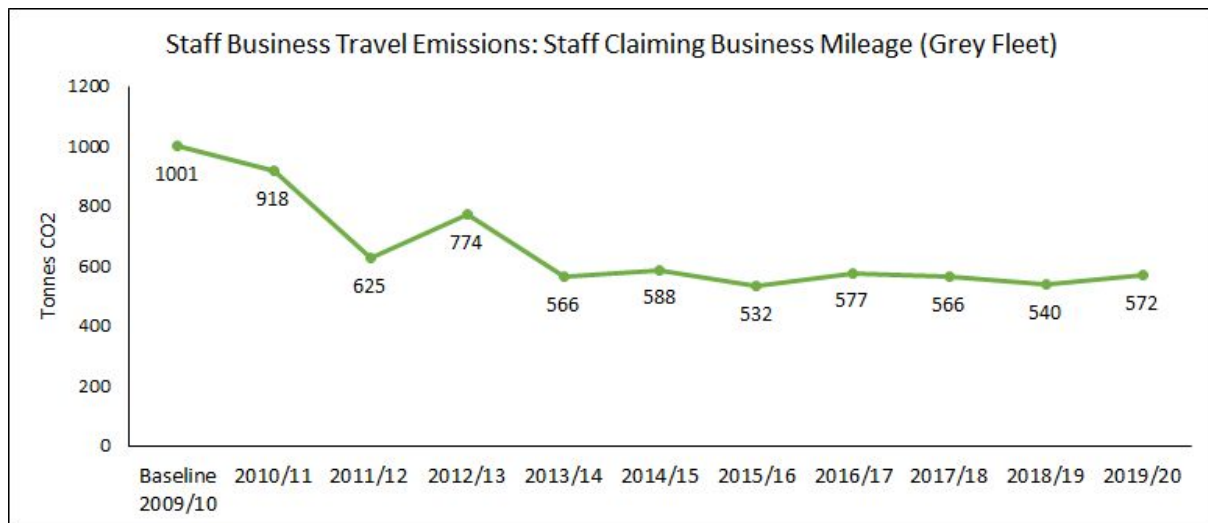
Likewise, Figure 7 shows that the actual distance staff travelled by taxi, train and air has reduced considerably since 2009/10. Although the emissions associated with staff air travel have reduced by only 8%, the total distance travelled by staff has reduced by 32% since 2009/10. There has also been a 41% reduction in the distance travelled by train and a 40% reduction in the distance travelled by Taxi.

Figure 7: Distance staff travelled by air, train and taxi



Since 2009/10 there has been a 42.9% reduction in the emissions associated with staff using their personal cars to carry out Council Business. Figure 8 shows that emissions have remained relatively stable since 2013/14.

Figure 8: Annual Emissions for Staff Claiming Business Mileage (Grey Fleet)



10. Zero Carbon 2038

From April 2020, direct Council emissions will not include traffic signalling as these emissions are included by Transport for Greater Manchester in their emissions accounting. As such the baseline direct emissions total for 2018/19 is 37,173 tCO₂ and the provisional total for 2019/20 is 32,910 tCO₂ (final 2019/20 figures will be available in late June). The Council's Climate Change Action Plan 2020-25 commits to a 50% reduction in emissions over the next 5 years to ensure that the Council plays its full part in supporting the citywide climate change targets set out in the Manchester Climate Change Framework 2020-25.

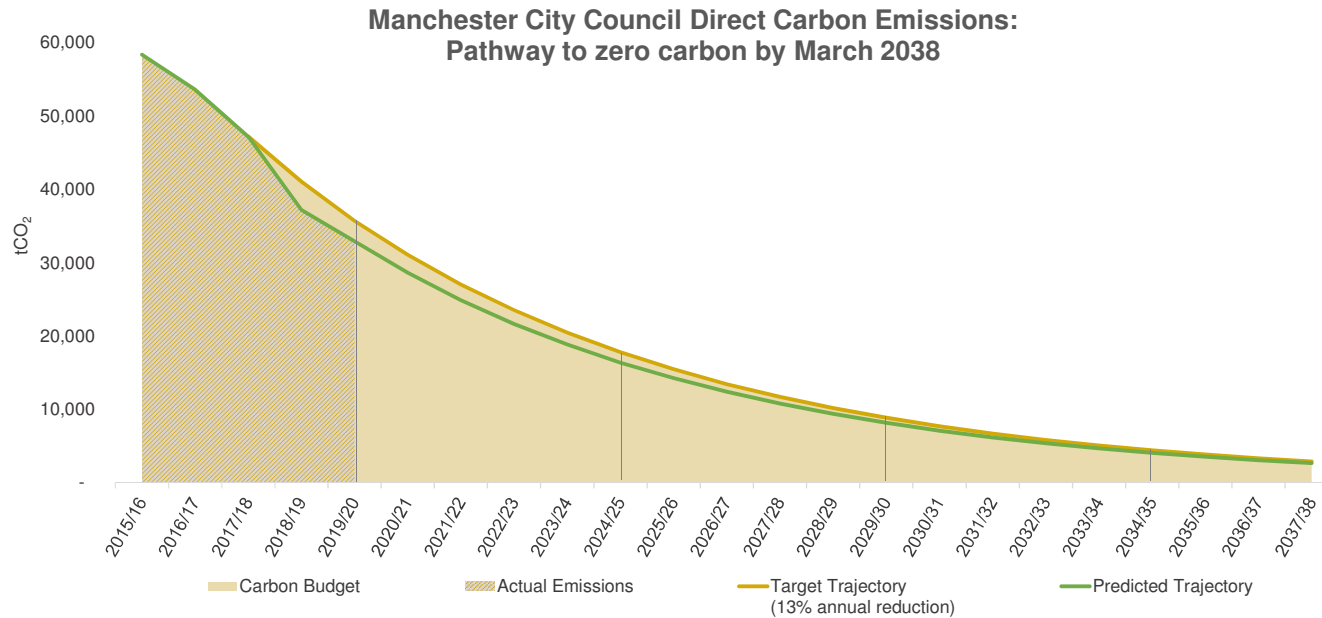
11. Conclusions

The 2019/20 annual data represents the final year of reporting on the 2016-2020 Climate Change Action Plan and demonstrates that the Council achieved a 53.8% reduction in its direct emissions. Although this reduction is significantly higher than the 41% target, the latest Climate Change Action Plan 2020-25 sets a much more ambitious target to half emissions by 2025. This annual report provides the baseline for the next 5 years of reporting which will continue to be reported publicly on an annual basis.

Manchester City Council Direct Carbon Emissions: Pathway to zero carbon by 2038

The pathway below is based on the Tyndall Centre for Climate Research definition of zero carbon - at least a 95% reduction in emissions. The reference year used in the Manchester and GM carbon budget reports to track relative emissions reductions aligned with the budgets is 2015 (the year the Paris Agreement was first declared), therefore 2015/16 is the baseline used here. To achieve a 95% reduction in 2015/16 emissions and therefore become zero carbon by March 2038, an average year-on-year reduction of 13% is required starting from 2018/19 (shown as the target trajectory and carbon budget). The remaining 5% of emissions will continue at a diminishing level to 31st March 2100.

In order to meet the Paris Agreement objective to keep global temperature increases to well below 2°C there is a limited amount of CO₂ that can be emitted between 2018 and 2100 which is referred to as a carbon budget. If we overspend our carbon budget at any point, that means we will have less CO₂ remaining for future years. The predicted trajectory factors in the actual carbon emissions to date before applying the required 13% year-on-year reductions. An adjusted predicted trajectory will make adjustments to subsequent years if the actual year on year reductions are off target, by making deeper cuts than the year-on-year reductions that are currently required to keep within budget.



Manchester City Council		2020/21 - 2024/25	2025/26 - 2029/30	2030/31 - 2034/35	2035/36 - 2037/38
Target Trajectory	Carbon Budget (Tonnes CO ₂)	119,900	59,800	29,800	10,100
	% Estimated Reduction	-49%	-50%	-50%	
Predicted Trajectory	Carbon Emissions (Tonnes CO ₂)	110,500	55,100	27,400	9,300
	% Estimated Reduction	-52%	-50%	-50%	

Source: Manchester City Council, Carbon Budget (Tonnes CO₂) in the table above is rounded to the nearest 100 tonnes.

% estimated reduction represents the mean average emissions of each 5 year carbon budget period compared against the previous 5 year carbon budget period average, for example the emissions for the period 2020/21 - 2024/25 are compared to the period 2015/16 - 2019/20.

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Manchester City Council Direct Carbon Emissions: Q4 2019/20 Estimates

Background

The [Manchester City Council Climate Change Action Plan \(2020-2025\)](#) sets out the Council's commitments to tackling climate change over the next 5 years. The plan summarises the specific actions which are required to ensure that the Council reduces direct carbon emissions from our buildings and transport by at least 50% between 2020 and 2025, whilst also playing our full part in supporting and influencing the city to do the same.

To keep within the Council's carbon budget (2018/19-2099/100) and on track to becoming zero carbon by 2038, the Council's target is to reduce emissions by 13% each year, starting from 2018/19. While the target emissions for 2020/21 are around 31,100 tonnes CO₂, reducing to around 17,800 tonnes CO₂ by 2024/25, based on actual emissions since 2018/19 it is predicted that the **Council's direct emissions in 2020/21 may reduce further to 28,600 tonnes CO₂** and may reach 16,400 tonnes CO₂ by 2024/25.

Purpose and scope of this report

This report provides a quarterly estimate of the Council's direct carbon emissions, to enable short term tracking of progress towards our commitment to reduce emissions. Indirect emissions are excluded, for example, those from staff commuting to work or working from home. The scope of this quarterly update includes:

- Approximately 300 operational buildings, including leisure facilities, but excluding schools and Council housing;
- Street lighting;
- Biffa waste fleet;
- Council fleet vehicles; and
- Staff business travel including staff using their personal cars to carry out council business, rail travel, air travel, taxis and travel by car club.

The quarterly snapshot represents an estimate of carbon emissions and may be subject to change the following quarter due to billing delays for our operational buildings and street lighting (any residual unavailable figures will be estimated based on the previous year) and staff business travel by personal car. There are also seasonal fluctuations to consider, with roughly 60% of annual emissions from our buildings and street lighting occurring in the winter months between 1st October and 31st March. The most accurate and complete picture of the Council's direct CO₂ emissions can be found in the Climate Change Action Plan annual report, published each July, available at www.manchester.gov.uk/climatechange

NOTE: In order to produce reports detailing the CO₂ emissions associated with the Council's direct activities, activity data e.g. miles travelled, kilowatt hours of electricity and gas used etc. are converted into carbon emissions using a nationally agreed set of emission conversion factors which are published annually by the government. It is anticipated that the electricity emission factor will continue to decrease as the National Grid becomes greener overtime.

Q4 2019/20 Estimates: Summary of key trends

The Council's total year to date emissions in 2019/20 has reduced by 12% (4,263 tonnes CO₂) compared to 2018/19, with emissions estimated to be 32,910 tonnes CO₂ (note that traffic signalling is now reported by TfGM and so excluded from the Council's direct emissions reporting).

73% of the Council's emissions come from our Council buildings. Year to date 2019/20 emissions are 7% (1,810 tonnes CO₂) lower than in 2018/19, supported by a 9.75% reduction in the electricity emissions factor and improvements to energy efficiency. The total energy used in our buildings (kilowatt hours of gas, electricity and oil) has reduced by 1% with energy consumption fluctuating by season and affected by warm and cold weather spells. Our buildings energy consumption between October and March 2020 (Q3 and Q4) increased by 1.13 million KWh (1.7% increase), compared to October - March 2019.

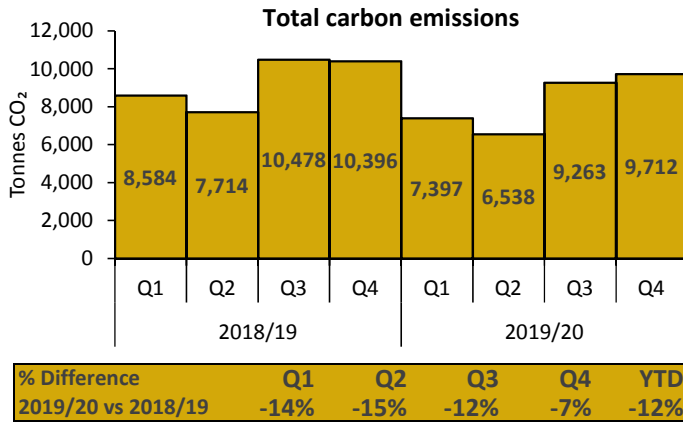
13% of the Council's emissions come from our street lighting. In 2019/20 there was a significant 37% (2,419 tonnes CO₂) decrease in year to date emissions from street lighting, compared to 2018/19. The decrease is mainly due to the replacement of incandescent street lighting bulbs with more energy efficient LEDs. By the end of 2020, all of the street lights in Manchester will have been replaced.

Year to date Council Fleet emissions in 2019/20 reduced by 6% (47 tonnes CO₂) compared to 2018/19. The Council's fleet of around 220 vehicles includes 16 electric vans, one electric car, one electric people carrier and three hybrid cars.

Year to date Emissions from the Biffa Waste Fleet in 2019/20 reduced by 0.4% (12.5 tonnes CO₂) compared to 2018/19. In 2019, Biffa started to trial the first fully electric Refuse Collection Vehicle in Manchester and the success of this trial has led to the purchase of 27 Electric Refuse Collection Vehicles.

Staff business travel accounts for only 2.3% of the Council's overall emissions. 2019/20 year to date emissions increased by 4% (26 tonnes CO₂) compared to 2018/19, mainly due to increased emissions associated with staff business mileage claims and rail travel, offset by a reduction in air travel.

Manchester City Council Direct Carbon Emissions: Q4 2019/20 Estimates



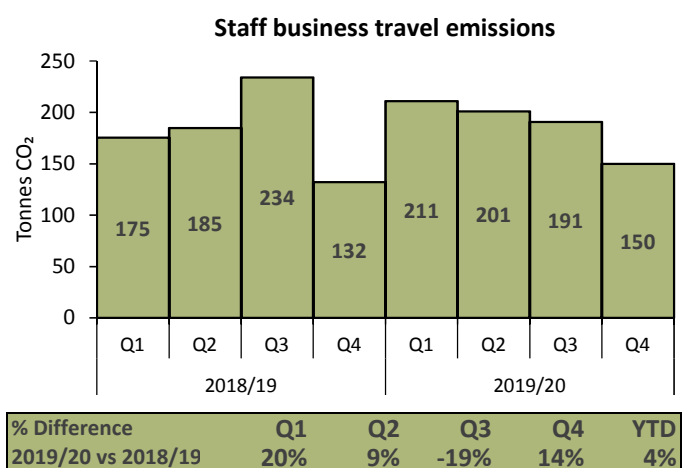
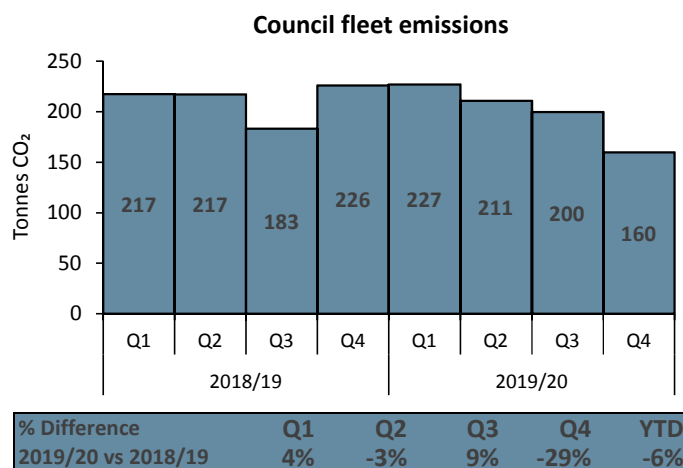
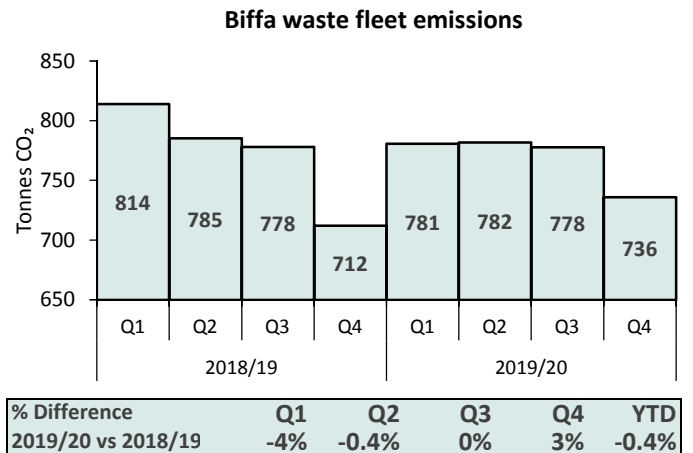
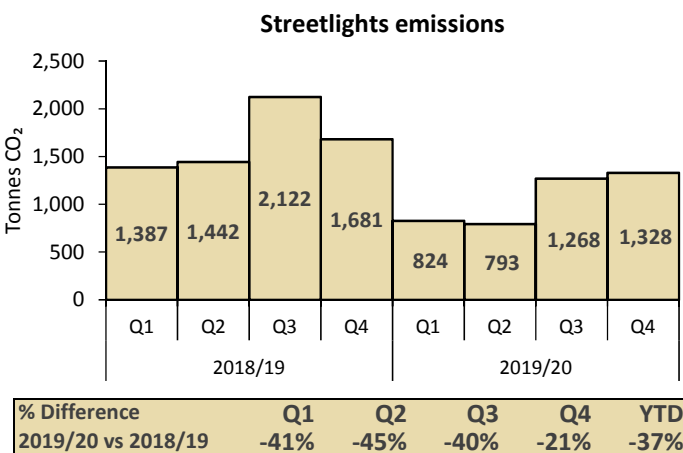
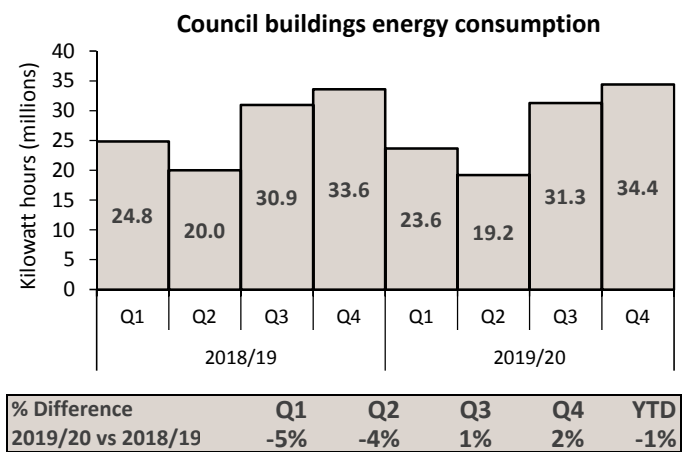
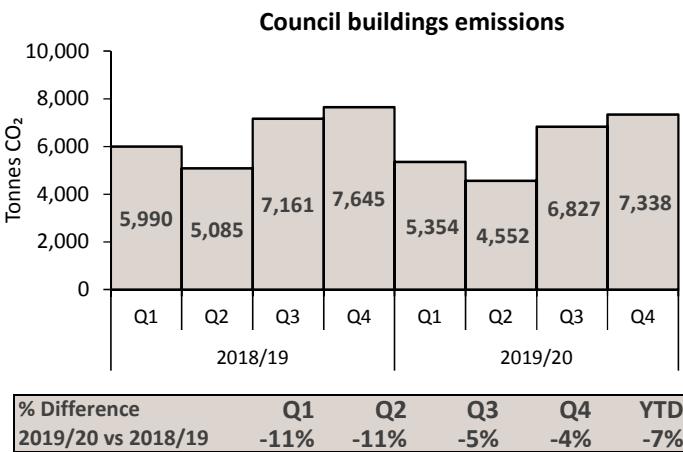
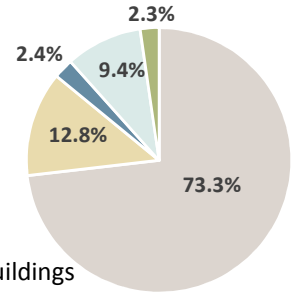
Total year to date carbon emissions (tonnes CO₂)

2018/19 37,173

2019/20 32,910

2019/20 year to date carbon emissions breakdown

- Council Buildings
- Streetlights
- Council Fleet
- Waste Collection Fleet
- Staff Business Travel



Q1: 1st April - 30th June
 Q2: 1st July - 30th September
 Q3: 1st October - 31st December
 Q4: 1st January - 31st March

YTD refers to the financial year to date, from 1st April to the end of the current reporting quarter. The percentage difference reported compares number of tonnes CO₂ or Kilowatt hours to the same period in the previous year.



Climate Change Action Plan Dashboard Report

Quarter 1 (April - June) 2020/21

WORKSTREAM 1.

- BUILDINGS & ENERGY

WORKSTREAM UPDATES - 1. BUILDINGS & ENERGY

	Complete		Work in progress
	Working to target		Not started / Missed critical milestone

COUNCIL ACTIONS

REF.	DESCRIPTION	OWNER	COMMENTS & PROGRESS	RAG STATUS
Page 35	1.1 Complete Phase 1 & 1a Carbon Reduction Plan. Establish Phase 2 Carbon Reduction Plan	Corporate Estates	<ul style="list-style-type: none"> Phase 1 - Wythenshawe Forum now back onsite post C19. Town Hall Extension were back on site early July with LED lighting replacements & automated controls. Phase 1a - European Regional Development Fund (ERDF) programme funding is contributing to Solar PV at Hammerstone Road Depot alongside wider refurbishment & at the National Cycling Centre. The Ministry of Housing Communities & Local Government have completed their technical appraisal & have approved in principle over £1.2million of ERDF funding. Phase 2 - £15m budgeted. Working with energy partners to look at potential projects, activity stalled due to C19. Site visits to recommence in July, high level assessments to be available by the end of August. HydroZero pilot (hydrogen fuel cell boiler replacement) installation at 2 libraries for late July. 	Appendix 4, Item 6
1.2	Manchester Build Standard	Capital Programmes	<ul style="list-style-type: none"> Capital Programmes sub-groups set up April 2020: <ul style="list-style-type: none"> Learning: Scoped a number of topics for consideration to refine potential case studies. Specification: Identifying how homes can be improved and feed into the development of the Manchester Build Standard. Project Appraisal: A scoping document has been established which includes construction and non-construction. An update was provided to Strategic Capital Board on 16 June 2020. Procurement: Research has commenced and it has been identified that different standards may be required across the supply chain. The North West Construction Hub (NWCH) and Corporate Procurement research has been shared with the sub-group. Benefits Realisation: A review of the 5 Steps Project Methodology technical documents is underway. 	Appendix 4, Item 6

WORKSTREAM UPDATES - 1. BUILDINGS & ENERGY

COUNCIL ACTIONS CONT'D

	Complete		Work in progress
	Working to target		Not started / Missed critical milestone

REF.	DESCRIPTION	OWNER	COMMENTS & PROGRESS	RAG STATUS
1.3	Buildings and Energy Strategy for MCC	Corporate Estates, Energy Management	<ul style="list-style-type: none"> Establishment of a Buildings and Energy Strategy for MCC led by Corporate Estates. This action is incorporated in 1.2. 	
1.4	Feasibility and business case for large scale energy generation scheme (Solar PV / Wind)	Corporate Estates, Neighbourhoods	<ul style="list-style-type: none"> Details presented to the June Zero Carbon Coordination Group meeting with recommendations on actions to proceed. Working group established. Support being provided via discussions with the Local Energy North West Hub and Electricity North West. 	
1.5	Complete roll out of Street Lighting LED replacement	Neighbourhoods	<ul style="list-style-type: none"> Achieved certified completion of 94.6% units. Replaced 26,272,626 kWh (annual) with 7,572,888 kWh, a saving of 18,699,738 kWh (71.1%). Project completes 31 August 2020. Units to be completed by 31 March 2021 (delay due to access issues). 	

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Appendix 4, Item 6

WORKSTREAM UPDATES - 1. BUILDINGS & ENERGY

CITY ACTIONS

	Complete		Work in progress
	Working to target		Not started / Missed critical milestone

REF.	DESCRIPTION	OWNER	COMMENTS & PROGRESS	RAG STATUS
1.6	Complete Civic Quarter Heat Network (CQHN) and connect all buildings	CQHN Board	<ul style="list-style-type: none"> Construction work continuing on Tower of Light and 'eastern leg' connection to the Art Gallery. Delivery programme on track. Timetable for connection works to the first customer, Manchester Central being finalised. Continuing work to progress key actions - the templates for the Customer Offtake Agreements and Special Purpose Vehicle Delegation Policy endorsed by the Commercial Board on 17th June. 	
1.7	Undertake stock condition survey across Private Rented Sector	Housing & Residential Growth	<ul style="list-style-type: none"> Action presents a major funding challenge with need to balance the cost of the survey against benefits. Existing social housing condition survey has now been reviewed to provide cost estimates for private sector which are social housing costs plus 20%.. Head of Housing Services attended June Zero Carbon Coordination Group (ZCCG) to update. 	
1.8	Comprehensive investment programme to deliver energy efficiency, retrofit & energy generation across all council owned properties	Housing & Residential Growth	<ul style="list-style-type: none"> All Registered Social Housing Providers and the Council will be reviewing their business plans as a result of C19. Discussed with 1.7 at ZCCG. Government announcement of £2billion energy efficiency 	

WORKSTREAM UPDATES - 1. BUILDINGS & ENERGY

	Complete		Work in progress
	Working to target		Not started / Missed critical milestone

CITY ACTIONS CONT'D

REF.	DESCRIPTION	OWNER	COMMENTS & PROGRESS	RAG STATUS
1.9	Funding programmes to support retrofit and energy generation across commercial and non-residential buildings.	Housing & Residential Growth, Finance	<ul style="list-style-type: none"> Opportunities continue to be highlighted where commercial assets could support energy generation. Work progresses with Electricity North West to identify potential schemes in order to assess their viability 	
1.10	Local Energy Plan for Manchester via the GM Local Energy Market project.	Corporate Estates	<ul style="list-style-type: none"> Council representatives attending GM Climate Emergency and Decarbonising of Public Estates meetings Item scheduled for 7th July meeting. 	
1.11	Accounting for Zero Carbon commitments when disposing of council owned buildings or land	Strategic Development	<ul style="list-style-type: none"> Workstream lead is in liaison with Corporate Land and Property to discuss this action. 	
1.12	A new Manchester Local Plan	Strategic Development, Planning & City Policy	<ul style="list-style-type: none"> First phase of consultation closed 1 May 2020. Analysis of responses underway. Consider timetable for next steps in light of C19. 	

WORKSTREAM UPDATES - 1. BUILDINGS & ENERGY

	Complete		Work in progress
	Working to target		Not started / Missed critical milestone

CITY ACTIONS CONT'D

REF.	DESCRIPTION	OWNER	COMMENTS & PROGRESS	RAG STATUS
1.13	Partnership working with local and national experts inc. UK Green Building Council and Property Developers	Capital Programmes	<ul style="list-style-type: none"> Partnership working with local and national experts including the UK Green Building Council and Property Developers. Capital Programmes responsible for North West Construction Hub, using this to connect with partners such as National Association of Construction Frameworks, Social Value Portal as well as construction partners and supply chain. Meeting has been scheduled for early July 2020 with City Policy to discuss joint ownership of this project. 	

WORKSTREAM 2.

- TRAVEL & TRANSPORT

WORKSTREAM UPDATES - 2. TRAVEL & TRANSPORT

	Complete		Work in progress
	Working to target		Not started / Missed critical milestone

COUNCIL ACTIONS

REF.	DESCRIPTION	OWNER	COMMENTS & PROGRESS	RAG STATUS
2.1	Business case funding to replace half the Biffa waste and recycling fleet with electric vehicles alongside charging infrastructure	Neighborhoods	<ul style="list-style-type: none"> 27 electric refuse collection vehicles have been ordered and due to arrive autumn 2020 Hammerstone Road Depot and Longley Lane Depot both require further work on electricity supply before charging infrastructure can be installed. Work is underway with Electricity North West. Charging infrastructure will be in place to power the new electric refuse collection vehicles 	
2.2	Rolling replacement of the Council's Operational Fleet with Electric Vehicle alternatives.	Neighborhoods	<ul style="list-style-type: none"> A number of fleet vehicles are coming up for replacement this year and will be replaced with electric vehicles Work is currently underway to assess the level of charging infrastructure required across the Council's fleet and estates. A funding bid for eCargo bikes was unsuccessful, however alternative funding opportunities are being explored 	

WORKSTREAM UPDATES - 2. TRAVEL & TRANSPORT

	Complete		Work in progress
	Working to target		Not started / Missed critical milestone

CITY ACTIONS

REF.	DESCRIPTION	OWNER	COMMENTS & PROGRESS	RAG STATUS
2.3	New Business Travel Policy for Council officers and elected members.	Human Resources Organisational Delivery (HROD)	<ul style="list-style-type: none"> A new Business Travel Policy was drafted early 2020, however, progress was halted as a result of C19. The draft will now be reviewed in light of the resumption of Our Ways Of Working and Future Council activities with a revised implementation date of late 2020/21. Findings from Transport for Greater Manchester's 'Making journey's after lockdown' travel survey, will help us to access people's feelings around travel. 	
2.4	Additional investment which prioritises improvements to the network for cycling and walking, with the development of a number of schemes approved through the GM Mayor's Challenge Fund.	Highways, Capital Programmes	<ul style="list-style-type: none"> Bid was submitted to Department for Transport Emergency Active Travel Fund Tranche 1 Council expects that all Manchester GM Mayor Challenge Fund schemes will be on site in 2020 by accelerating the programmes for these permanent schemes Discussions to explore the use of Council owned off street car parks for cycle parking, GM bike hire facilities and EV charging points Royce Road CYCLOPS junction has opened in South Manchester. Discussions with Transport for Greater Manchester about the deployment of cycle counters on the new cycle route, so that usage can be measured 	Appendix 4, Item 6

WORKSTREAM UPDATES - 2. TRAVEL & TRANSPORT

	Complete		Work in progress
	Working to target		Not started / Missed critical milestone

CITY ACTIONS

REF.	DESCRIPTION	OWNER	COMMENTS & PROGRESS	RAG STATUS
2.5 Page 43	Work with Greater Manchester Combined Authority, Transport for Greater Manchester and Government to implement the Greater Manchester Transport Strategy 2040 and deliver improvements to the city's Strategic Transport Infrastructure.	City Policy, Highways	<ul style="list-style-type: none"> Government proposed an Integrated Rail Plan to better integrate HS2 with Northern Powerhouse Rail and local schemes. National Infrastructure Commission is completing a Rail Needs Assessment for the Plan. The Council have provided a response for this assessment, including opportunities to reduce carbon emissions through rail infrastructure. MCC also continues to work with partners to engage HS2 Ltd on the hybrid Bill programme and progress with the right scheme for Manchester. 	Appendix 4, Item 6
2.6	A revised City Centre Transport Strategy with Transport for Greater Manchester and Salford City Council.	City Policy, City Centre Regeneration, Highways	<ul style="list-style-type: none"> Aim to launch a more detailed consultation in the summer. The challenge will be to make sure this aligns with other consultations that have been delayed such as the Clean Air Plan. Government published a policy position paper on 26th March, decarbonising transport setting the challenge. It is expected they will publish a plan on how to put the public transportation system on a pathway to deliver national reductions by 2050, later this year 	

WORKSTREAM UPDATES - 2. TRAVEL & TRANSPORT

	Complete		Work in progress
	Working to target		Not started / Missed critical milestone

CITY ACTIONS

REF.	DESCRIPTION	OWNER	COMMENTS & PROGRESS	RAG STATUS
2.7	Act on findings of Tyndall Centre to assess how emissions for Manchester Airport can be managed in line with the Paris Agreement. Work with MAG and other local authorities with airports to lobby Government to accelerate decarbonisation of air travel.	City Policy, Manchester Climate Change Agency	<ul style="list-style-type: none"> The statement agreed in the plan was developed jointly with the airport but is something that needs national, international and local action. Core Cities has agreed to include aviation as part of a climate change initiative they are delivering with UK100 Manchester Climate Change Partnership are engaged with Manchester Airport Group with the hope they will join the Partnership during 2020 and also engage to see if they can support the Council on action relating to aviation. 	
2.8	Incentives and support for Council staff to commute to work more sustainably including salary sacrifice schemes for bus, rail and tram; cycle to work scheme; provision of cycling facilities.	Human Resources Organisational Delivery (HROD)	<ul style="list-style-type: none"> Cycle to Work Scheme - April to June 2020 has seen 600% rise in employees applying for the scheme compared to the same period in 2019 Average certificate value increased from around £800 to around £1000 20% of certificates are now at our current upper limit of £2000, therefore, the Council are exploring the option of increasing the upper spend limit in order to enable more people to engage with cycling, creating the opportunities to purchase more expensive adapted and electric bikes. 	

WORKSTREAM 3.
**- REDUCING CONSUMPTION
BASED EMISSIONS &
INFLUENCING SUPPLIERS**

WORKSTREAM UPDATES - 3. REDUCING EMISSIONS & INFLUENCING SUPPLIERS

	Complete		Work in progress
	Working to target		Not started / Missed critical milestone

COUNCIL ACTIONS

REF.	DESCRIPTION	OWNER	COMMENTS & PROGRESS	RAG STATUS
3.1	<p>Roll out additional 10% social value weighting for the environment to take the total social value to 30%</p> <p>Roll out the additional 10% social value weighting for the environment to take the total social value to 30%. Launch this and update the suppliers and commissioners toolkits.</p>	Integrated Commissioning and Procurement	<ul style="list-style-type: none"> Additional 10% weighting piloted on a selection of projects in Highways and Advertising 30% Social Value is not yet mandatory but has been trialled successfully Refining tender documents including evaluation and scoring framework 	
3.2	Act on findings of Tyndall Centre research into the city's consumption emissions and use intelligence to inform specification of tenders for goods and services	Integrated Commissioning and Procurement	<ul style="list-style-type: none"> All tender documents have been updated to include environmental considerations. Currently working through the Tyndall research to check any further opportunities for building changes into commissioning / procurement processes. 	

WORKSTREAM UPDATES - 3. REDUCING EMISSIONS & INFLUENCING SUPPLIERS

	Complete		Work in progress
	Working to target		Not started / Missed critical milestone

COUNCIL ACTIONS CONT'D

REF.	DESCRIPTION	OWNER	COMMENTS & PROGRESS	RAG STATUS
3.3 Page 47	Council's operational estate and markets are Single Use Plastic Free and procurement and commissioning reduce their use alongside other packaging.	Corporate Estates and Facilities, Neighbourhoods, Integrated Commissioning and Procurement	<ul style="list-style-type: none"> Single use plastics are being reduced across our estates, particular around cleaning supplies and the use of sustainable products and refillable packaging, and plastic free cutlery and serving boxes within our cafes Markets are also exploring reducing single use plastics and trailed no single use plastics across the 2019 Christmas Markets.. Learnings and best practice will be taken from across council services to explore changes that can be implemented across MCC particularly with procurement and commissioning. 	

WORKSTREAM UPDATES - 3. REDUCING EMISSIONS & INFLUENCING SUPPLIERS

	Complete		Work in progress
	Working to target		Not started / Missed critical milestone

CITY ACTIONS

REF.	DESCRIPTION	OWNER	COMMENTS & PROGRESS	RAG STATUS
3.4 Page 48	Fund the development of a citywide supplier toolkit focussed on tackling climate change. Work with Greater Manchester partners to develop a city region approach where possible.	Policy, Performance & Reform	<ul style="list-style-type: none"> Engaged with Manchester Climate Change Agency Task and Finish / Steering Group convened with key partner agencies. First meeting held prior to lockdown and continuing as virtual group. Follow up meetings held with MCC and Greater Manchester Procurement Leads and approach agreed. Manchester Climate Change Partnership approached to get volunteers for initial pilot, consultation to begin on scope of work and opportunities / issues. Taking an Our Manchester approach, building on strengths and utilising existing assets and partnerships. 	

WORKSTREAM UPDATES - 3. REDUCING EMISSIONS & INFLUENCING SUPPLIERS

	Complete		Work in progress
	Working to target		Not started / Missed critical milestone

CITY ACTIONS CONT'D

REF.	DESCRIPTION	OWNER	COMMENTS & PROGRESS	RAG STATUS
3.5	Use other levers available to the Council to reduce the use of Single Use Plastics through licensing and events on Council owned land. Continue to roll out the use of sustainable events guides.	Neighbourhoods	<ul style="list-style-type: none"> All current catering contracts in parks procured on the basis that they do not use single use plastics, this has been rolled out to ice cream contracts but proving difficult to be 100% plastic free due to issues in supply chain Ambition to use learnings of Sustainable Events Guide and 2019 Manchester Day event to influence other events Plan to engage community events during 2020/21 has been delayed due to C19 Scoping of external support to support carbon reduction across the event programme 2021/22 to 2023/24 is in progress with alignment to Cultural Investment Programme Review 	
3.6	Work with Manchester Health and Care Commissioning and FoodSync to deliver the priorities of the Manchester Food Board.	Manchester Health and Care Commission	<ul style="list-style-type: none"> A Food Policy Statement focusing on food led recovery and build back better is currently being drafted by FoodSync, which will be consulted on once approved by the Manchester Food Board 	

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WORKSTREAM 4.

- CLIMATE ADAPTION, CARBON STORAGE & CARBON SEQUESTRATION

WORKSTREAM UPDATES - 4. ADAPTION, STORAGE & SEQUESTRATION

COUNCIL ACTIONS

	Complete		Work in progress
	Working to target		Not started / Missed critical milestone

REF.	DESCRIPTION	OWNER	COMMENTS & PROGRESS	RAG STATUS
4.1 Page 51	The Manchester Tree Action Plan. A target of net 1,000 new trees, 1,000 new hedge trees and 4 community orchards a year on known schemes on public or partner land.	City Policy; Neighbourhoods	<ul style="list-style-type: none"> Manchester Tree Action Plan is a city wide plan jointly prepared by the council and a range of stakeholders. The targets listed are met by all partners working together and monitored annually in the Green & Blue Infrastructure Review Report submitted to NESC each January. Consideration is being given to the incorporation of council tree planting figures as part of the Corporate Plan monitoring process to facilitate more regular monitoring. 	
4.2	Complete the Horizon 2020 Grow Green Project and the new 'sponge' park in West Gorton and use the learning to inform green and blue infrastructure across the city.	City Policy	<ul style="list-style-type: none"> Construction of the park is 95% complete. Works were halted due to C19 but have commenced and are due for completion 04 July 2020. 	

Appendix 4, Item 6

WORKSTREAM UPDATES - 4. ADAPTION, STORAGE & SEQUESTRATION

	Complete		Work in progress
	Working to target		Not started / Missed critical milestone

CITY ACTIONS

REF.	DESCRIPTION	OWNER	COMMENTS & PROGRESS	RAG STATUS
4.3	Fund and commission a Tree Opportunity Mapping assessment of tree planting opportunities within existing woodland (and particularly those affected by Ash Dieback), within parks, along streets and within gardens.	City Policy	<ul style="list-style-type: none"> Funding confirmed for the strategic tree opportunity commission. Brief is being prepared and work expected to commence in August 2020. Funding approved for a part time 2 year post to support this work. Work is continuing across the council using the preliminary mapping work to identify appropriate sites to enable tree planting to take place at the earliest opportunity. 	
4.4	Additional Council funding to support planting of more beacon trees, mature trees, street trees and hedgerows across the city to support delivery of 4.3.	City Policy	<ul style="list-style-type: none"> Tree planting involving communities will need to be delayed until Government advice means it is safe to do so. Tree planting by the Council will take place at the earliest appropriate time in line with the opportunities referred to in 4.3. 	

WORKSTREAM 5.

- INFLUENCING BEHAVIOUR / CATALYST FOR CHANGE

WORKSTREAM UPDATES - 5. INFLUENCING BEHAVIOUR/CATALYST FOR CHANGE

	Complete		Work in progress
	Working to target		Not started / Missed critical milestone

COUNCIL ACTIONS

REF.	DESCRIPTION	OWNER	COMMENTS & PROGRESS	RAG STATUS
5.1 Page 54	Roll out carbon literacy training across the Council	HROD	<ul style="list-style-type: none"> • Council appointed a Carbon Literacy Trainer in February 2020 • Full training programme was scheduled, halted due to C19 • Delayed progress will make it difficult to achieve Carbon Literate Organisation Silver status this year • Alternative ways of training are being explored in partnership with the Carbon Literacy Project. Information on how to complete Part One of the training whilst working from home has been shared via a staff bulletin. • Part Two of the training focuses on taking the training into the virtual world and is currently work in progress. 	

5.2 - Roll out the additional 10% social value weighting for the environment to take the total social value to 30%. Launch this and update the suppliers and commissioners toolkits.

Covered within Workstream 3 - Reducing emissions and influencing suppliers

WORKSTREAM UPDATES - 5. INFLUENCING BEHAVIOUR/CATALYST FOR CHANGE

	Complete		Work in progress
	Working to target		Not started / Missed critical milestone

COUNCIL ACTIONS CONT'D

REF.	DESCRIPTION	OWNER	COMMENTS & PROGRESS	RAG STATUS
5.3 Page 55	Embed zero carbon ambitions into all decision making including revenue and capital gateway decisions. Addressing climate change into Grant Funding Agreements (VCSE & Culture)	Finance, Governance & Scrutiny, City Policy	<ul style="list-style-type: none"> Carbon reduction measure added to capital gateway for decision making. Zero carbon will be a core part of budget review in summer 2020. Further work required to embed zero carbon measurement and accounting into decisions, additional work in progress. Challenges arising from C19 in VCSE and Culture sector have impacted on this work. Funding made available from Director of Culture to provide resource to lead on work alongside NGO Julie's Bicycles. 	

WORKSTREAM UPDATES - 5. INFLUENCING BEHAVIOUR/CATALYST FOR CHANGE

	Complete		Work in progress
	Working to target		Not started / Missed critical milestone

CITY ACTIONS

REF.	DESCRIPTION	OWNER	COMMENTS & PROGRESS	RAG STATUS
5.4	Work with Manchester Climate Change Agency and other partners to establish a citywide programme of community engagement activities. Include development of climate change actions in all 32 Ward Plans	Neighbourhoods	<ul style="list-style-type: none"> Work is underway by Manchester Climate Change Agency to reach out to communities to see what climate priorities should be going forward. Research is being carried during July, outcome will be used to feed into a revision of the Carbon Reduction Framework. Lottery Climate Action Fund bid submitted by Manchester Climate Change Agency was unsuccessful, feedback to be addressed in preparation for future opportunities. All ward plans include reference to climate change At least one project funded by Neighbourhood Investment Fund for 2020/21 will have a climate change theme. 	Appendix 4, Item 6
5.5	A citywide communications strategy and campaign to raise awareness, promote positive behaviour change and share examples of projects.	Communications	<ul style="list-style-type: none"> Initial Communications Campaign has been updated in light of the current climate as some of the messages did not align with the C19 messaging, some softer messaging has been used with a focus on what action individuals can take. Launch of the campaign is planned for July. 	

WORKSTREAM UPDATES - 5. INFLUENCING BEHAVIOUR/CATALYST FOR CHANGE

	Complete		Work in progress
	Working to target		Not started / Missed critical milestone

CITY ACTIONS CONT'D

REF.	DESCRIPTION	OWNER	COMMENTS & PROGRESS	RAG STATUS
5.6	Continue to provide existing funding to Manchester Climate Change Agency, underwrite funding for a new Chief Executive and working with partners to secure additional funding.	City Policy	<ul style="list-style-type: none"> Two existing secondments to Manchester Climate Change Agency extended for 2020/21 Additional revenue budget identified to help build capacity for a new structure with proposed contributions from Partnership members. Review of Governance undertaken as part of the Council's membership of Manchester Climate Change Partnerships, which was discussed at the May Partnership meeting. This action is progressing but will be reviewed in light of the Council's budget review. 	
Page 57				Appendix 4, Item 6
5.7	Plan for engaging, supporting and influencing key Manchester stakeholders to reduce carbon footprint and sign up to zero carbon ambition. Work up plans for a zero carbon corridor embedding the learnings of the Triangulum Project.	City Policy	<ul style="list-style-type: none"> Corridor Partnership subgroup, Zero Carbon Senior Leadership Group has been established and is chaired by Chris Oglesby (Bruntwood). City Policy continue to engage with the Corridor Partnership on the legacy of Triangulum project and opportunities going forward. Manchester Climate Change Partnership have outlined how they could support the city in C19 recovery work across and the Our Manchester Strategy reset across the following areas; <ul style="list-style-type: none"> Economic Health & Social Care Green Spaces Community Engagement 	

WORKSTREAM UPDATES - 5. INFLUENCING BEHAVIOUR/CATALYST FOR CHANGE

	Complete		Work in progress
	Working to target		Not started / Missed critical milestone

CITY ACTIONS CONT'D

REF.	DESCRIPTION	OWNER	COMMENTS & PROGRESS	RAG STATUS
5.8 Page 58	A large scale event with the city's schools to support them to take action on climate change.	Education, City Policy	<ul style="list-style-type: none"> Project brief developed with input from City Policy, Capital Programmes, Estates, Energy Management Unit and Education. First event was scheduled to run June 2020 for Primary Schools in North Manchester but has been postponed due to C19. Project is ready to restart once group events can be held, alternatively a webinar in autumn term could be considered once schools have fully reopened. These events will focus on how the Council and its partners can support schools to decarbonise by sharing information about energy efficiency, retrofit and energy generation, including any frameworks that they can join. 	
5.9	Use the Council's representatives (senior officers, elected members) to influence partners to decarbonise and promote sustainable behaviour.	City Policy	<ul style="list-style-type: none"> C19 lockdown has created opportunities to accelerate planned active travel projects across the city including pedestrianisation of specific city centre streets and the creation of temporary cycle lanes. This work is being progressed with Transport for Greater Manchester. Recent meetings have been dominated by the response to C19 but there is a clear focus on addressing climate change within recovery plans and major opportunities to promote investment in zero carbon and longer term behaviour change. 	

Appendix 4, Item 6

WORKSTREAM UPDATES - 5. INFLUENCING BEHAVIOUR/CATALYST FOR CHANGE

	Complete		Work in progress
	Working to target		Not started / Missed critical milestone

CITY ACTIONS CONT'D

REF.	DESCRIPTION	OWNER	COMMENTS & PROGRESS	RAG STATUS
5.10	Develop a proposition to UK Government in relation to COP26, include working through partnerships with other authorities via Core Cities UK.	City Policy	<ul style="list-style-type: none"> Initial discussions taken place via Core Cities and Corridor Manchester. COP26 has been postponed until 2021 due to C19 so conversations will continue during 2020/21 in preparation for a later event. 	
5.11	Work with Manchester Climate Change Agency to actively participate in international networks and projects to identify and develop best practice that can be used to accelerate action	City Policy	<ul style="list-style-type: none"> Council's Zero Carbon Cities stage 2 bid was successful, work is ongoing to define this project in light of C19. A virtual Kick-off Meeting is scheduled for the 8th & 9th July. Engaged with Frankfurt on climate targets for city and departments Participated in Eurocities EU 2030 target revision roundtable 	Appendix 4,
5.12	A Green Skills Plan for the city to support the delivery of Manchester Work and Skills Strategy and Our Manchester Industrial Strategy.	Work & Skills, Work & Skills Board	<ul style="list-style-type: none"> Action is pending - will be considered as part of the planning for economic recovery particularly around development and retrofit and the refresh of the Work & Skills Strategy, in line with the Our Manchester reset 	Item 6

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**MANCHESTER
CITY COUNCIL**

Councillor Paul Andrews

GMPF Local Planning Board representative

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Councillor Brenda Warrington
Chair of Greater Manchester Pension Fund
c/o Guardsman Tony Downes House
5 Manchester Road
Droyslden
M43 6SF
cc: Janet Rowley, Carolyn Eaton, GMPF

Date: 7th July 2020

Our Ref: MCC follow-up letter to GMPF

Dear Brenda,

Manchester City Council climate emergency resolution and GMPF

I wrote to you on the 4th October 2019, in a letter attached below as Appendix 1, seeking to ascertain the Greater Manchester Pension Fund's (GMPF) views on supporting Manchester City Council's climate emergency resolution through encouraging divestment from funds in fossil fuel activity and prioritizing support for low carbon, renewable energy schemes. I wrote this letter on the request of Manchester City Council in my role as its representative to the Local Planning Board. The letter was issued on my behalf by the Deputy Chief Executive and City Treasurer's office.

With all the challenges of the Covid-19 lockdown, I am aware that there have been some communication breakdowns, but I have not received a reply to my letter. I had discussed this matter in February with Carolyn Eaton, but still to date have not received any response.

With other Councils in Greater Manchester, such as Salford, also passing similar climate emergency resolutions encouraging divestment and the prioritisation of local support for low carbon investment, I would appreciate an urgent response to this letter.

The Manchester City Council Neighbourhoods and Environment Scrutiny Committee is considering progress with the climate emergency resolution it passed on the 22nd July 2020, and this is one of the areas they wish to see progress on. I am keen to be able to report some progress on this matter at the meeting.

Yours sincerely,

Councillor Paul Andrews
Manchester's representative on the GMPF Local Planning Board

Original letter sent by Cllr Andrews on 4th October 2019

As you will be aware, in July Manchester City Council passed a unanimous resolution declaring a 'climate emergency'. This included a pledge to seek to become a 'zero carbon' city by 2038, with further research to consider if this pledge could be moved forward to 2030.

Other Councils in Greater Manchester have passed similar resolutions to Manchester, and the Greater Manchester Combined Authority is now also working to a 2038 target, which was determined in conjunction with the Tyndall Centre for Climate Research.

A part of Manchester's resolution was the pledge: "Through our role on GMPF, encourage divestment in fossil fuels as early as possible".

I am writing to you to discuss further the ways the GMPF can encourage divestment in fossil fuels as early as possible. Many Councils around the country are asking such a question of their pension funds and there is a clear level of understandable public pressure to move quickly, given the urgency of the information known about the impacts of climate change from the report of the Intergovernmental Panel on Climate Change (IPCC).

On the 18th July you kindly responded to a query from Manchester's Executive Member for the Environment, and my colleague, Cllr Angeliki Stogia, on GMPF's plans around the Fund becoming Carbon Neutral by 2050. For ease of response this is attached as Appendix 1 of this letter.

A core part of your response relates to the point: "The fact of the matter is over the last 3 years we achieved at least £400 million more in returns than if we had not been invested in equities not in any industries such as BP or Centrica formerly known as British Gas, which are regarded as being fossil fuel investments. Accordingly, we have clear evidence that disinvestment at this stage would cause material financial detriment to the fund."

Manchester's resolution is about recognising the fact that the urgency of the need to reduce carbon is so pressing that Councils and all public bodies have to look at ways to go much faster than previously considered. With our joint partnership on low carbon matters in the GMCA, who also have given support to the 2038 zero carbon target, it has been clear there is a strong political steer to look to find all ways to make much more dramatic and fundamental change than ever before. Your 2019 Annual Report repeated your 2050 pledge, but is there any scope now, and an action plan being considered, for GMPF to reconsider this in line with the 2038 pledge that has been made by the GMCA and Manchester City Council?

We would also benefit from some clarity as to what is the 'clear evidence that disinvestment at this stage would cause material financial detriment to the fund'. As you will know, many institutions are being put under pressure to disinvest from funds or sponsorship from fossil fuel companies. It is becoming increasingly clear that companies that are completely focused on delivering renewable energy are becoming increasingly, year on year, more financially successful. The Governor of the Bank of England has also made it clear that the energy economy is rapidly changing and fossil fuel companies could be quickly vulnerable to such change. In the same manner, it is imperative that the GMPF takes account of these dynamic changes and refocuses investment accordingly.

We agree with the GMPF of the great need to encourage 'Just Transition' planning to move the economy / jobs and the energy system away from fossil fuels towards renewable. Disinvestment needs to work at a parallel level, and arguably can be a real tool to assist the 'Just Transition' by encouraging such schemes in a practical manner in the next few years.

Manchester is the host authority of the UK and Ireland Nuclear Free Local Authorities (NFLA) who have been taking a real interest in the issue of divestment from fossil fuels as well as civil and defence nuclear companies. As part of this research, the NFLA Welsh Forum has received an illuminating presentation from the Deputy Leader of Swansea City and County Council, Councillor Clive Lloyd, who is also the Chair of the Swansea Pension Fund.

In his presentation to the NFLA, Councillor Lloyd noted that the Swansea Pension Fund has adopted an Environmental, Social & Governance policy which commits the pension fund to reduce its already low exposure to carbon based fossil fuel investments by up to 50% over the next 4 years. This is also unlocking funds for considerable new investment in renewable energy schemes across the area. Councillor Lloyd noted Cardiff City and County Council were looking at similar policies to do likewise.

Swansea's moves in this area was very much influenced by the example of the London Borough of Waltham Forest, who in 2016 were the first UK Council to announce they would divest its pension funds from fossil fuels over a five year period. Since it was introduced the council's pension fund holdings in oil, gas and coal stocks have reduced from £53.4m in 2017 to £30m by the end of 2018, a reduction of 44 per cent. In percentage terms oil, gas, and coal stocks now account for 3.4 per cent of the pension fund's total value, down from 6.6 per cent.

(Source: <https://walthamforest.gov.uk/content/council%E2%80%99s-decision-divest-fossil-fuels-helps-tackle-climate-emergency-and-create-better>)

The work of the likes of Swansea and Waltham Forest Council chimes with Manchester's climate emergency resolution. I would like to propose that the Pension Fund establishes a task and finish group that could look at such examples as a way to move the GMPF further forward in more quickly divesting from fossil fuels and help unlock further investment instead in renewables.

I have also been made aware that the GMPF are potentially combining with three other local government pension schemes to take over Centrica's minority stake in EDF Energy's existing nuclear energy business. Significant investment is required to take up this role. With many of these existing nuclear reactors coming to the end of their operating life, is this the type of 'low carbon' investment the GMPF should be making? The climate emergency resolution being put forward by Manchester is focused on delivering a wide range of renewable energy, heating and transport solutions and Manchester City Council sees a greater ethical and financial benefit for the Fund to prioritise investment in these areas. (Source: <https://www.thetimes.co.uk/article/pension-funds-1-2bn-nuclear-power-swoop-zchw3nsgt>)

I would be very happy to discuss these matters further with you, perhaps in cooperation with Cllr Stogia, who is the Council's Executive Member for the Environment, Planning and Transport.

Yours sincerely,

Councillor Paul Andrews
Manchester's representative on the GMPF Local Planning Board

Response to Cllr Stogia's letter on the GMPF and fossil fuel divestment

Dear Cllr Stogia,

Your request to Steven in your capacity as Executive Member for Environment, Planning and Transport in Manchester has been passed to me as Chair of the S101 Local Government Act 1972 Committee for the Pension Fund.

As you rightly point out the representative on the Fund for Manchester is Cllr Paul Andrews.

All attendees at the Fund have been properly appraised as to the actions of the Fund in this regard and how we are managing our journey to become Carbon Neutral in 2050 although clearly we are aiming for earlier within the restrictions of our fiduciary duties.

I note that you have been contacted by Fossil Free GM, and I can assure you we are being open and transparent in our dealings and our position on being carbon neutral.

By way of an update, I met with representatives From Fossil Free GM last Thursday, a long standing commitment to do so and shared with them our position with representatives from Fossil Free GM together with PIRC our ESG advisor <http://www.pirc.co.uk/> and advisor to LAPFF <http://www.lapfforum.org/>.

This was a productive meeting as acknowledged by your colleagues in response to a twitter on GMPF twitter feed: https://twitter.com/GMPF_LGPS/status/1149696675247730688

"GMPF pleased to meet @FossilFreeGM y'day. Whilst we might disagree on best way to get there, we share same goal of a zero-carbon economy as quickly as possible. We're also committed to a Just Transition ensuring interests of workers & communities are properly taken into account."

The fact of the matter is over the last 3 years we achieved at least £400 million more in returns than if we had not been invested in equities not in any industries such as BP or Centrica formerly known as British Gas, which are regarded as being fossil fuel investments. Accordingly, we have clear evidence that disinvestment at this stage would cause material financial detriment to the fund.

So you will understand we need to find a 'Just Transition', which ensures we do not transfer the burden of this cost to the employers and taxpayers of Greater Manchester alike which would result in significant Council tax hikes, and importantly which avoids job loses for residents across the conurbation who are employed in these industries.

We will be discussing this issue as we always do at our Pension Management Meeting this Friday.

I attach herewith the relevant agenda items for your information, which have already been shared with your representative in preparation for our meeting.

In the circumstances, I am sure you will understand I do not intend to go outside the legal governance arrangements that have been set in place, which means that Cllr Andrews has been appointed as Manchester City Council's representative.

Clearly if you have any concerns or questions these should be addressed through him out of courtesy for all the other representatives on the fund and their Authorities interests rather than outside those processes.

I'm sure you understand the difficulty of my position if we were to undermine those governance arrangements.

I trust this assists and you find the information useful.

Best wishes,
Councillor Brenda Warrington
Executive Leader and Chair of the Greater Manchester Pension Fund

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**Manchester City Council
Report for Information**

Report to: Neighbourhoods and Environment Scrutiny Committee
– 22 July 2020

Subject: Overview Report

Report of: Governance and Scrutiny Support Unit

Summary

This report provides the following information:

- Recommendations Monitor
- A summary of key decisions relating to the Committee's remit
- Items for Information

Recommendation

The Committee is invited to discuss and note the information provided.

Contact Officers:

Name: Lee Walker
Position: Scrutiny Support Officer
Telephone: 0161 234 3376
Email: l.walker@manchester.gov.uk

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.

None

1. Monitoring Previous Recommendations

This section of the report lists recommendations made by the Neighbourhoods and Environment Scrutiny Committee. Where applicable, responses to each will indicate whether the recommendation will be implemented, and if it will be, how this will be done.

Date	Item	Recommendation	Response	Contact Officer
9 October 2019	NESC/19/39 Waste, Recycling and Street Cleansing Update	Recommend that the Executive Member for Neighbourhoods reviews the Biffa contract to ensure that it stipulates that Biffa operatives to replace emptied bins in a safe and appropriate manner so as not to cause a hazard or obstruction to other users of the highway and pavement.	A response to this recommendation has been requested and will be circulated once received.	Cllr Akbar
5 February 2020	NESC/20/13 Planning Conditions and Enforcement	The Committee recommend that the Executive Member for Neighbourhoods and the Executive Member for Environment, Planning and Transport work together to ensure that appropriate measures are in place to mitigate the disruption to residents and services delivered in neighbourhoods that result from building construction.	A response to this recommendation has been requested and will be circulated once received.	Cllr Akbar and Cllr Stogia

2. Key Decisions

The Council is required to publish details of key decisions that will be taken at least 28 days before the decision is due to be taken. Details of key decisions that are due to be taken are published on a monthly basis in the Register of Key Decisions.

A key decision, as defined in the Council's Constitution is an executive decision, which is likely:

- To result in the Council incurring expenditure which is, or the making of savings which are, significant having regard to the Council's budget for the service or function to which the decision relates, or
- To be significant in terms of its effects on communities living or working in an area comprising two or more wards in the area of the city.

The Council Constitution defines 'significant' as being expenditure or savings (including the loss of income or capital receipts) in excess of £500k, providing that is not more than 10% of the gross operating expenditure for any budget heading in the in the Council's Revenue Budget Book, and subject to other defined exceptions.

An extract of the most recent Register of Key Decisions, published on **10 July 2020**, containing details of the decisions under the Committee's remit is included overleaf. This is to keep members informed of what decisions are being taken and to agree, whether to include in the work programme of the Committee.

Decisions that were taken before the publication of this report are marked *

Decision title / Subject	Decision maker	Planned date of decision	Documents to be considered	Contact officer details
Manchester City Council Private Rented Sector Licensing Policy and HMO Standards (2020/03/13A) To approve the updated policy and standards	Executive	3 Jun 2020	MCC Private Rented Sector Licensing Policy and HMO Standards	Emma Broadbent e.broadbent@manchester.gov.uk, Kate Andrews kate.andrews@manchester.gov.uk

**Neighbourhoods and Environment Scrutiny Committee
Work Programme**

Wednesday 22 July 2020, 2 pm				
Item	Purpose	Lead Executive Member	Lead Officer	Comments
Update on COVID-19 activity	To provide a brief summary of the current situation in the city in relation to COVID-19 and an update on the work progressing in Manchester in relation to areas within the remit of this committee.	Cllr Stogia Cllr Akbar Cllr Richards Cllr Rahman	Fiona Worrall	
Clean Air and Climate Change progress update	To provide an update on the Greater Manchester Clean Air Plan and the latest data and progress updates in relation to the Council's Climate Change Action Plan.	Cllr Stogia	Carol Culley	
Overview Report	The monthly report includes the recommendations monitor, relevant key decisions, the Committee's work programme and any items for information.		Lee Walker	

Wednesday 2 September 2020, 2 pm (Report deadline Thursday 20 August 2020) ** To take account of the August Bank Holiday**				
Item	Purpose	Lead Executive Member	Lead Officer	Comments

Overview Report	The monthly report includes the recommendations monitor, relevant key decisions, the Committee's work programme and any items for information.		Lee Walker	
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Wednesday 7 October 2020, 2 pm (Report deadline Friday 25 September 2020)				
Item	Purpose	Lead Executive Member	Lead Officer	Comments
Overview Report			Lee Walker	

Wednesday 4 November 2020, 2 pm (Report deadline Friday 23 October 2020)				
Item	Purpose	Lead Executive Member	Lead Officer	Comments
Overview Report			Lee Walker	

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